



2020 Planned Route Changes

June 2nd, 2020

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Background

Once per year, Lawrence Transit and KU On Wheels evaluate bus route alignments for potential changes. Changes are typically proposed due to:

- Roadway pattern changes that will require the bus to take a different path
- Changes in ridership patterns that merit shifting the route from one area to another
- Land use changes that may lead to new demand in certain areas or diminished demand in others
- Recurring challenges with keeping the bus on time

Public input for 2020 proposed route changes were collected in the following ways:

- KU survey
- Lawrence Listens survey
- Email correspondence
- Phone correspondence

Lawrence Transit and KU on Wheels requested public input from 3/27 – 4/30. Notification for how to provide public input were sent in the following ways:

- Press release, available on city website: <https://lawrenceks.org/2020/03/27/lawrence-transit-seeks-feedback-on-proposed-route-changes/>
- Direct email from KU to students
- Twitter posts
- Facebook posts

The following document describes the original proposed 2020 route changes, feedback received by the public, and the final planned route changes. Final planned changes were based on public input, required changes due to shifting roadway patterns, ridership data, and land use considerations.

Additionally, **Appendix G: Other Public Input** shows public input received that did not pertain to 2020 proposed route changes. Staff will review this input to identify additional opportunities to improve transit service.



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Route 6

Route 6 Original Proposed Route Changes

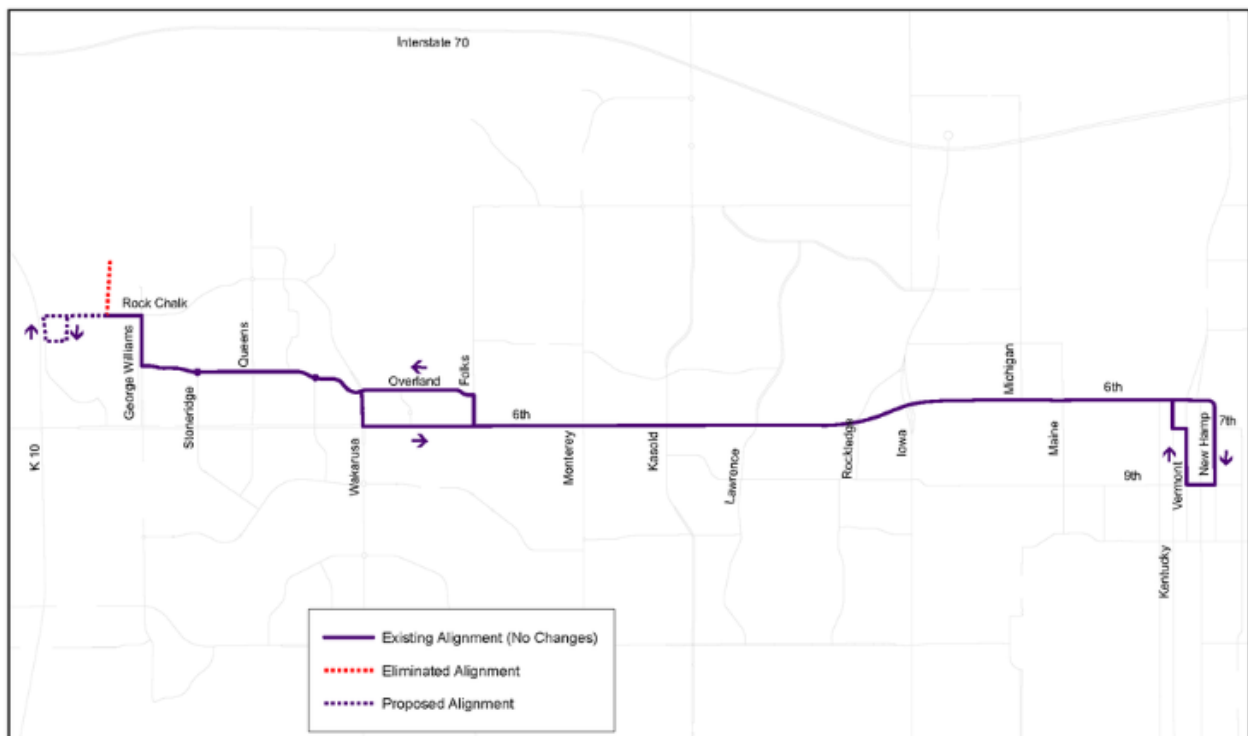
Description

- The proposed change for Route 6 would serve the new Lawrence Memorial Hospital (LMH) outpatient facility near Rock Chalk Park (RCP).
- This change considers the ridership potential of LMH, current low ridership at RCP, and significant challenges with keeping the bus on time while traveling through the RCP parking lot.
- Passengers seeking to access Rock Chalk Park would still be able to do so with a short walk from the new LMH stop.
- This proposed change would likely increase ridership and improve on-time performance of Route 6.

Relevant Data

- The stop at Rock Chalk Park averages 7 passengers per day.
- The walking distance from the proposed new stop to RCP is 0.5 miles (~10 minutes).
- On-time performance (OTP) at the Rock Chalk Park stop is 88%, with OTP at the next inbound stop at 86%, indicating that slow travel speeds in and out of the Rock Chalk Park parking lot lead to reduced on-time performance at downstream stops.

Figure 1: Route 6 Original Proposed Route Change



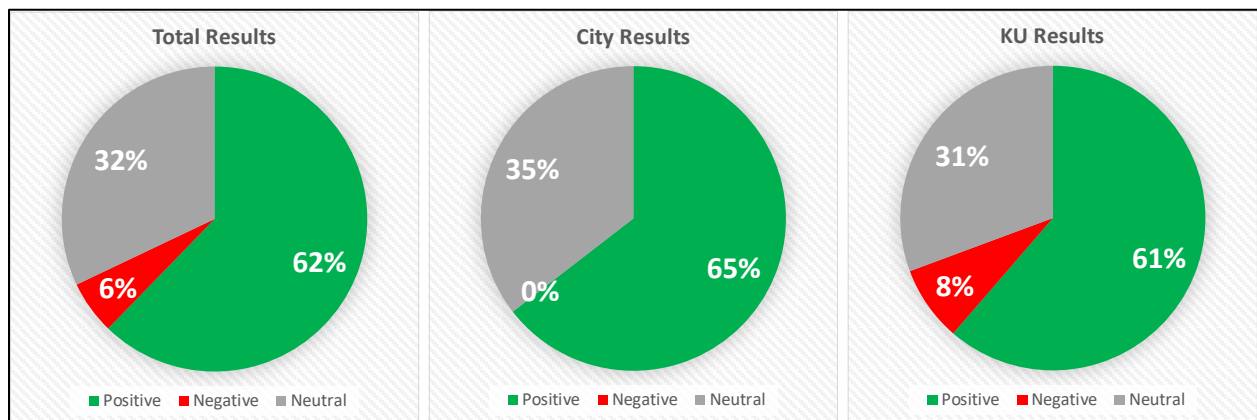


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Public Input

- Staff received 106 total comments related to the proposed Route 6 changes
- Comments were largely supportive of the proposed changes.
- “Other” comments included passengers who were not affected by the change or provided questions/concerns unrelated to the proposed changes.
- Six (6) unsupportive comments related to the inconvenience of having to walk to Rock Chalk Park from the new LMH stop.

Figure 2: Route 6 Public Input Results



Route 6 Final Planned Route Changes

- The final proposed route change is consistent with the original proposed route change for public comment.
- To address concerns about the 0.5-mile walking distance from LMH to Sports Pavilion Lawrence, new bus stops will be added in both directions at Rock Chalk Drive @ Rock Chalk Lane. This will reduce the walking distance to 0.25 miles, or about 5 minutes.
- The benefits from access to healthcare and ridership potential of the new stop at LMH Health outweigh the disadvantage of the added walking distance to Sports Pavilion Lawrence.



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Figure 3: Route 6 Final Planned Route Change





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Route 7

Route 7 Original Proposed Route Changes

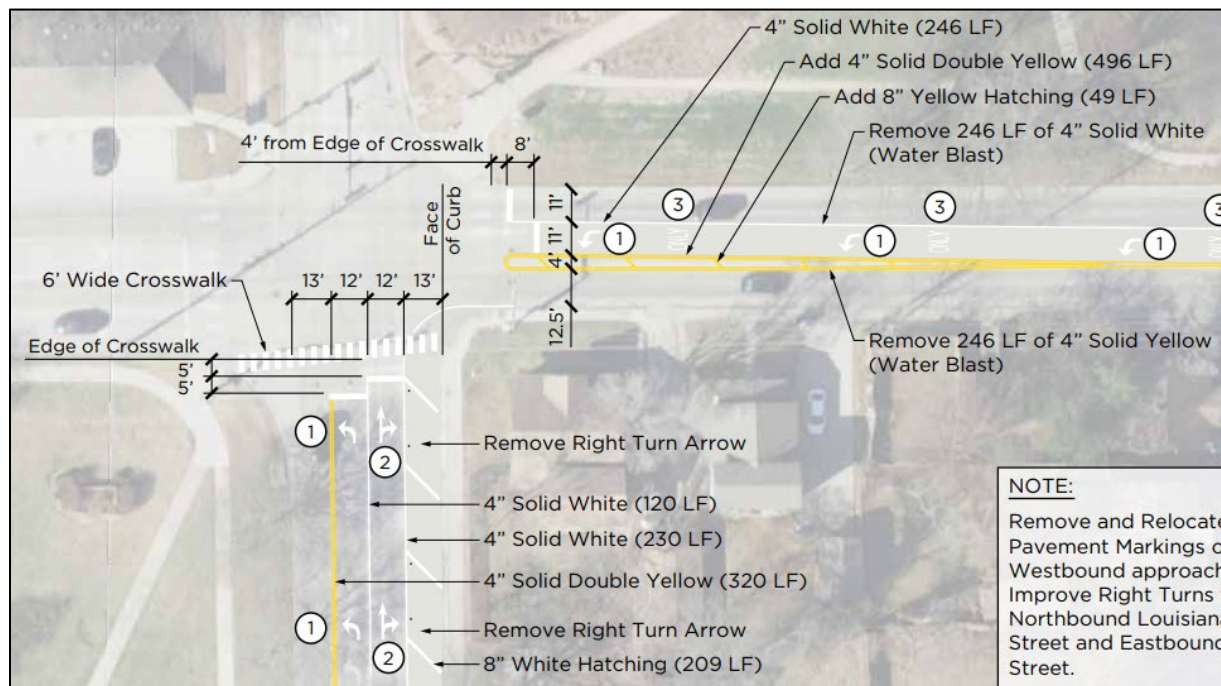
Description

- The proposed change for Route 7 would realign the route to have bidirectional service along Louisiana and 19th St., removing service on 21st St. that will be impacted by bike boulevard improvements.
- Additionally, service on Lawrence Ave. would be shifted to Iowa St. in the interest of improving on-time performance.
- Realigned Route 9 would provide service along Lawrence Ave.

Relevant Data

- The 21st St. bike boulevard project will include re-stripping of travel lanes at 19th & Louisiana to allow adequate space for buses to turn (**Figure 4**).
- The estimated time savings of shifting service to Iowa St. from Lawrence Ave. is 5 minutes.
- The stops along the sections proposed to be eliminated average ~20 passengers per day.

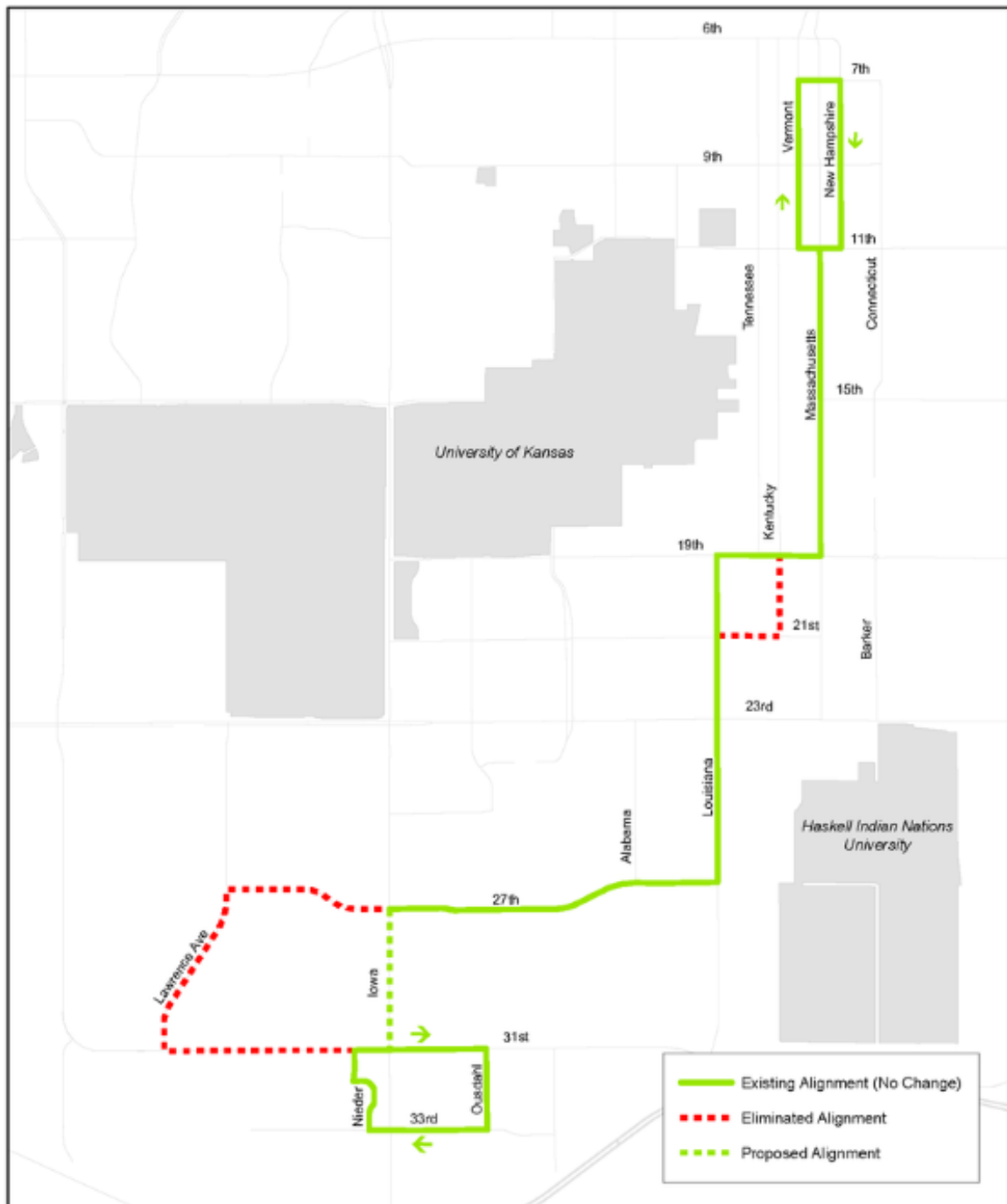
Figure 4: 19th & Louisiana Restriping Plan





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Figure 5: Route 7 Original Proposed Route Change



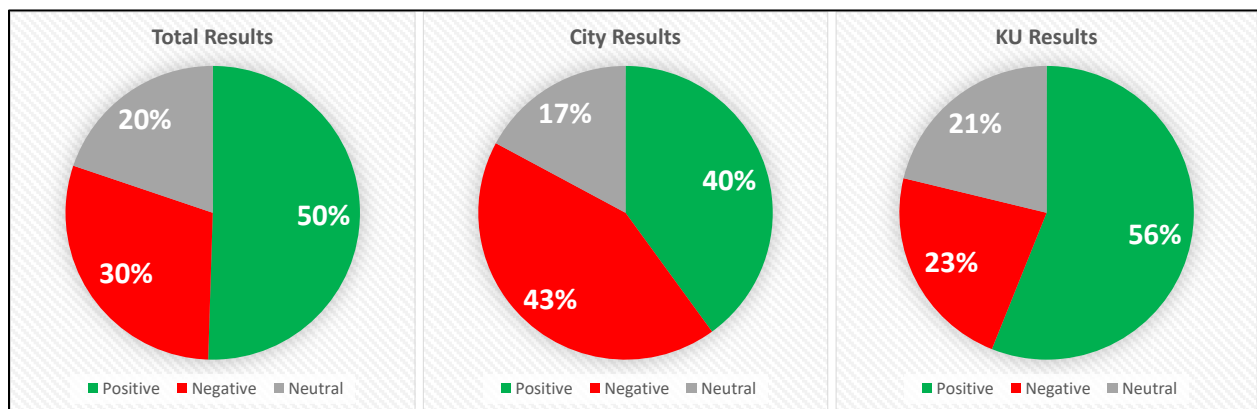


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Public Input

- Staff received 101 total comments related to the proposed Route 7 changes
- Comments were mixed, with an overall majority of support, but a significant number of unsupportive respondents.
- “Other” comments included passengers who were not affected by the change or provided questions/concerns unrelated to the proposed changes.
- Unsupportive comments largely spoke to the issue of access to Holcom Park and for school children traveling to Billy Mills Middle School and Lawrence High School.

Figure 6: Route 7 Public Input Results



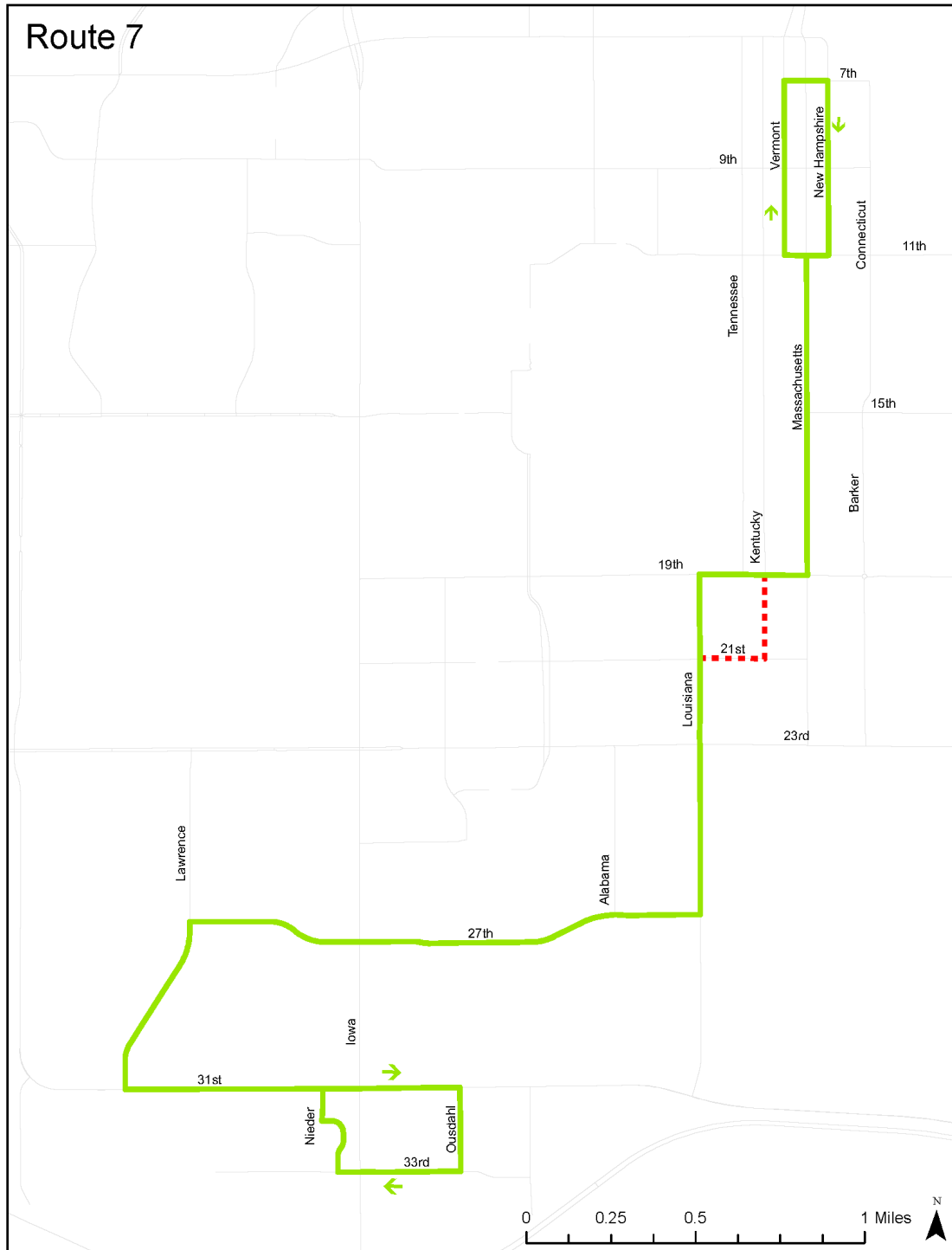
Route 7 Final Planned Route Changes

- The final proposed route change retains existing service along Lawrence Avenue to continue to serve Holcom Park and students traveling from this area to Billy Mills Middle School and Lawrence High School.
- The impact to existing riders, and particularly students, outweighs the time savings of shifting the route to Iowa St.
- The planned route change does shift service from 21st St. to 19th St. as originally proposed.
- The lane striping changes that will occur at 19th & Louisiana will accommodate the turning movement of the largest bus in service.



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Figure 7: Route 7 Final Planned Route Change





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Route 9

Route 9 Original Proposed Route Changes

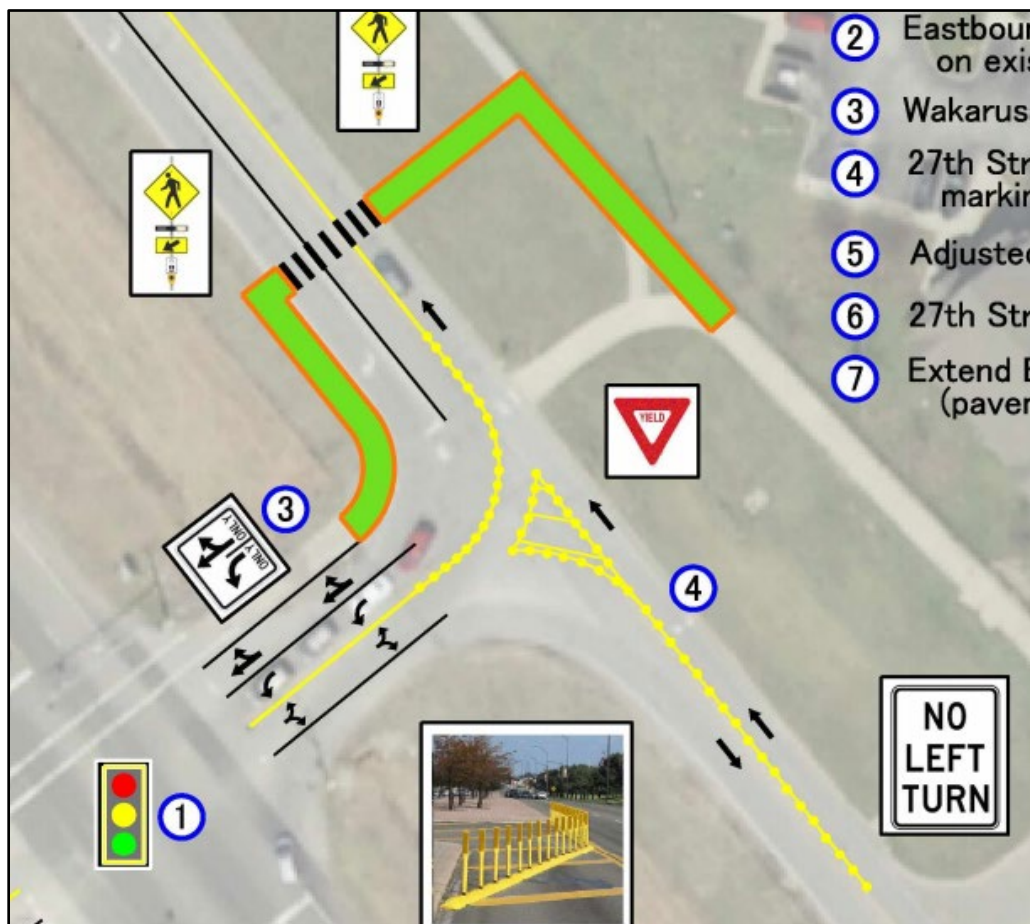
Description

- The proposed change for Route 9 would realign the route to serve a single direction loop along Inverness, 27th, Wakarusa, and Clinton Pkwy due to road pattern changes that prevent southbound travel from Wakarusa to 27th St.
- Additionally, service would be shifted from Kasold Dr. to Lawrence Ave. to cover for a Route 7 realignment.

Relevant Data

- The KDOT road pattern changes being implemented at Wakarusa & 27th are shown in **Figure 8**, and more information can be found [here](#).
- The stops along the section of Kasold Dr. proposed to be eliminated average ~60 passengers per day.

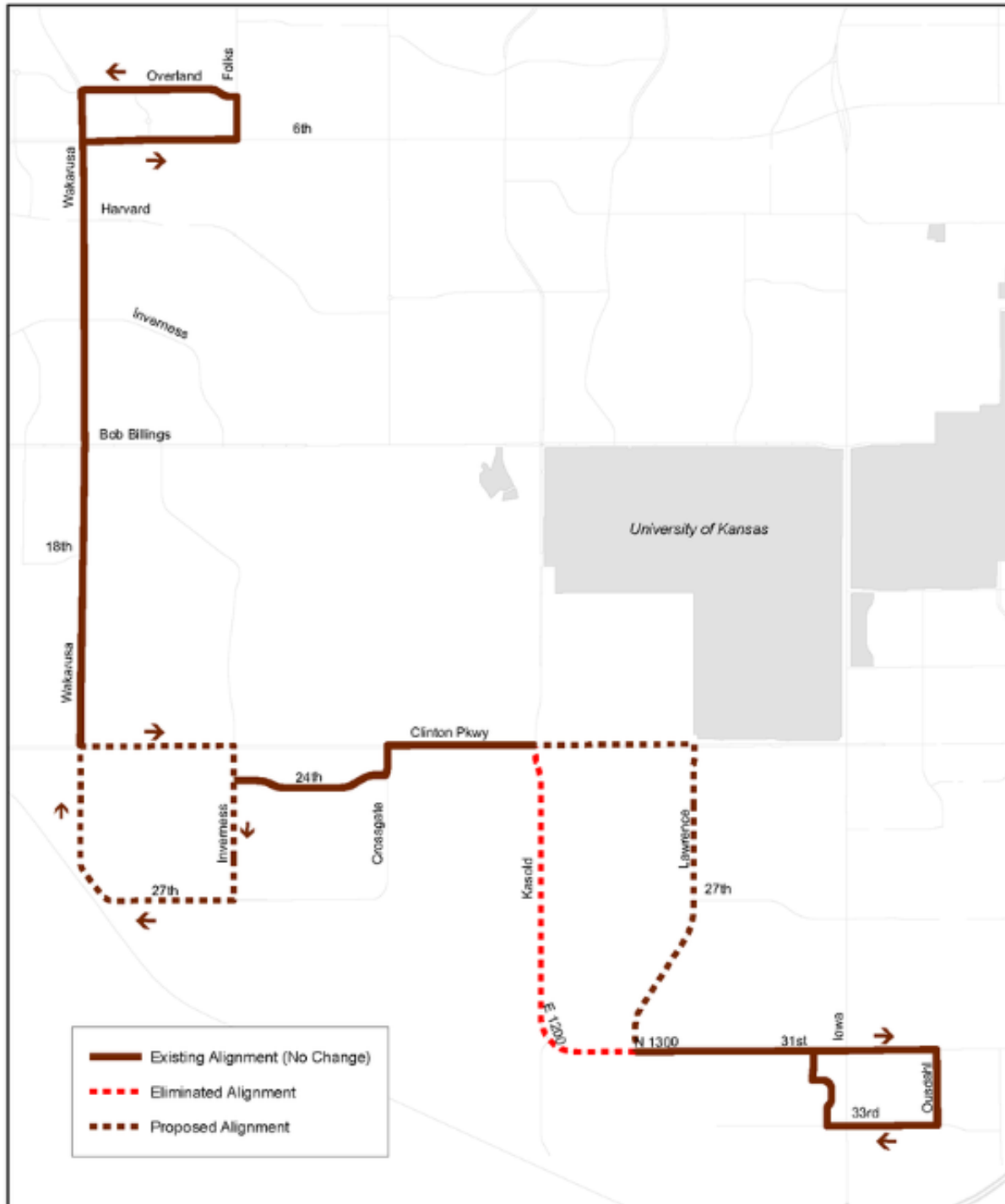
Figure 8: Road Pattern Changes at Wakarusa/27th/K-10





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Figure 9: Route 9 Original Proposed Route Change



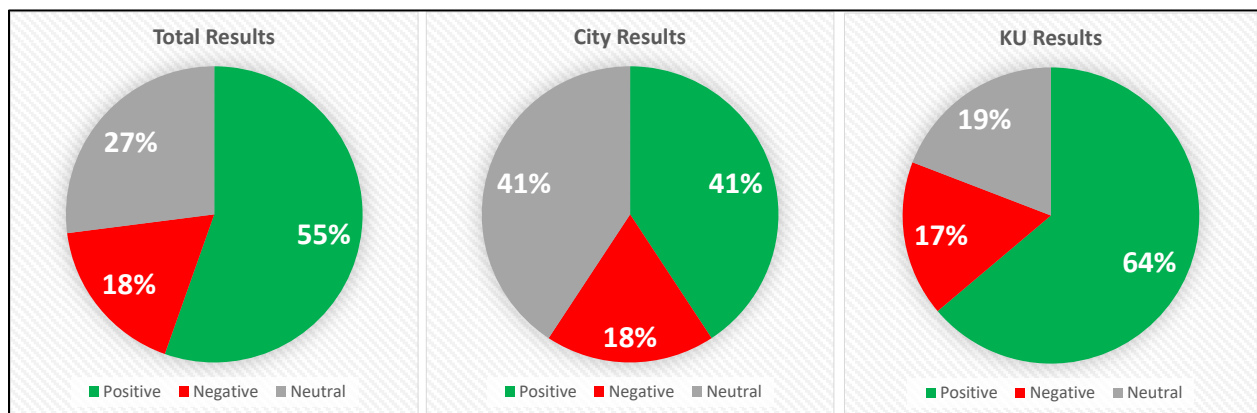


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Public Input

- Staff received 74 total comments related to the proposed Route 9 changes.
- Comments were largely supportive.
- “Other” comments included passengers who were not affected by the change or provided questions/concerns unrelated to the proposed changes.
- Some unsupportive comments were from Route 7 passengers who did not see new Route 9 service on Lawrence Ave. as useful.
- Other concerns included frustration with the lack of two-way service on Inverness and 27th St.

Figure 10: Route 9 Public Input Results



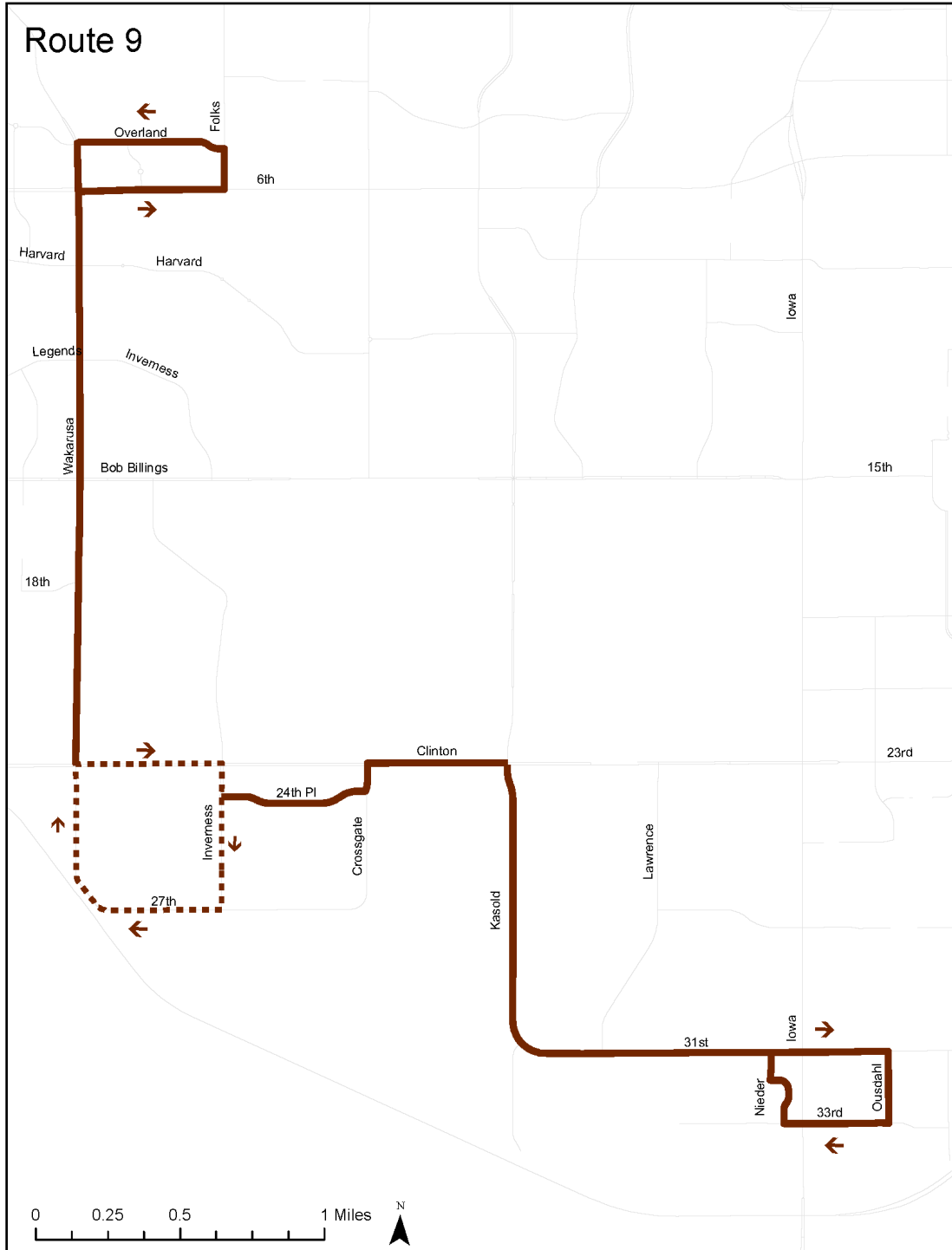
Route 9 Final Planned Route Changes

- The final proposed route change will include the one-way directional loop that is required due to road pattern changes at Wakarusa and 27th St.
- Since the Route 7 final proposal retains service along Lawrence Ave., it is not necessary to shift Route 9 service from Kasold Dr. to Lawrence Ave.
- Existing ridership was evaluated for the Kasold Dr. and Lawrence Ave. corridors, and at this time, it is appropriate to continue operating Route 9 along Kasold Dr.



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Figure 11: Route 9 Final Planned Route Change





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Route 29

Route 29 Original Proposed Route Changes

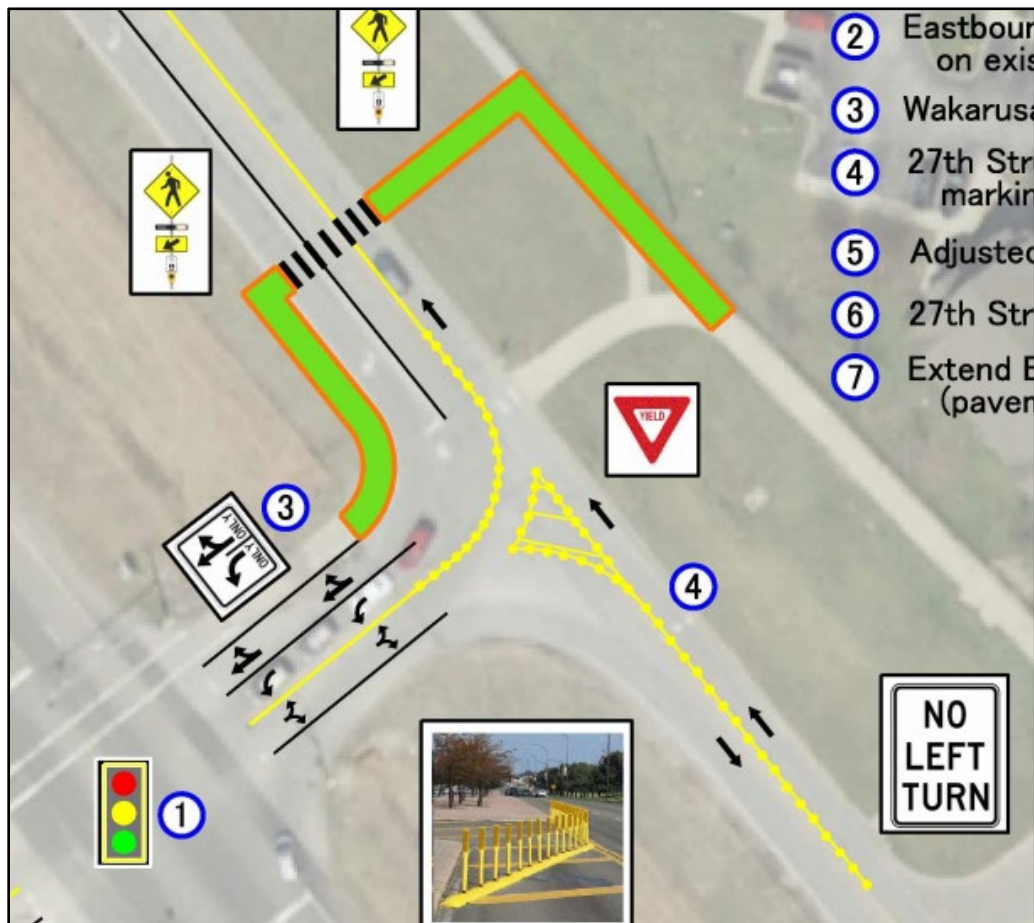
Description

- The proposed change for Route 29 would realign the route to terminate at Inverness due to road pattern changes that prevent southbound travel from Wakarusa to 27th St.
- Additionally, the northern end of the route would serve Downtown.

Relevant Data

- The KDOT road pattern changes being implemented at Wakarusa & 27th are shown in **Figure 12**, and more information can be found [here](#).
- Stop #78 at Aberdeen Apts averages 8 passengers per day.
- The transfer area Downtown can accommodate 10 buses at a time. Adding the Route 29 bus would be currently feasible, given existing capacity.

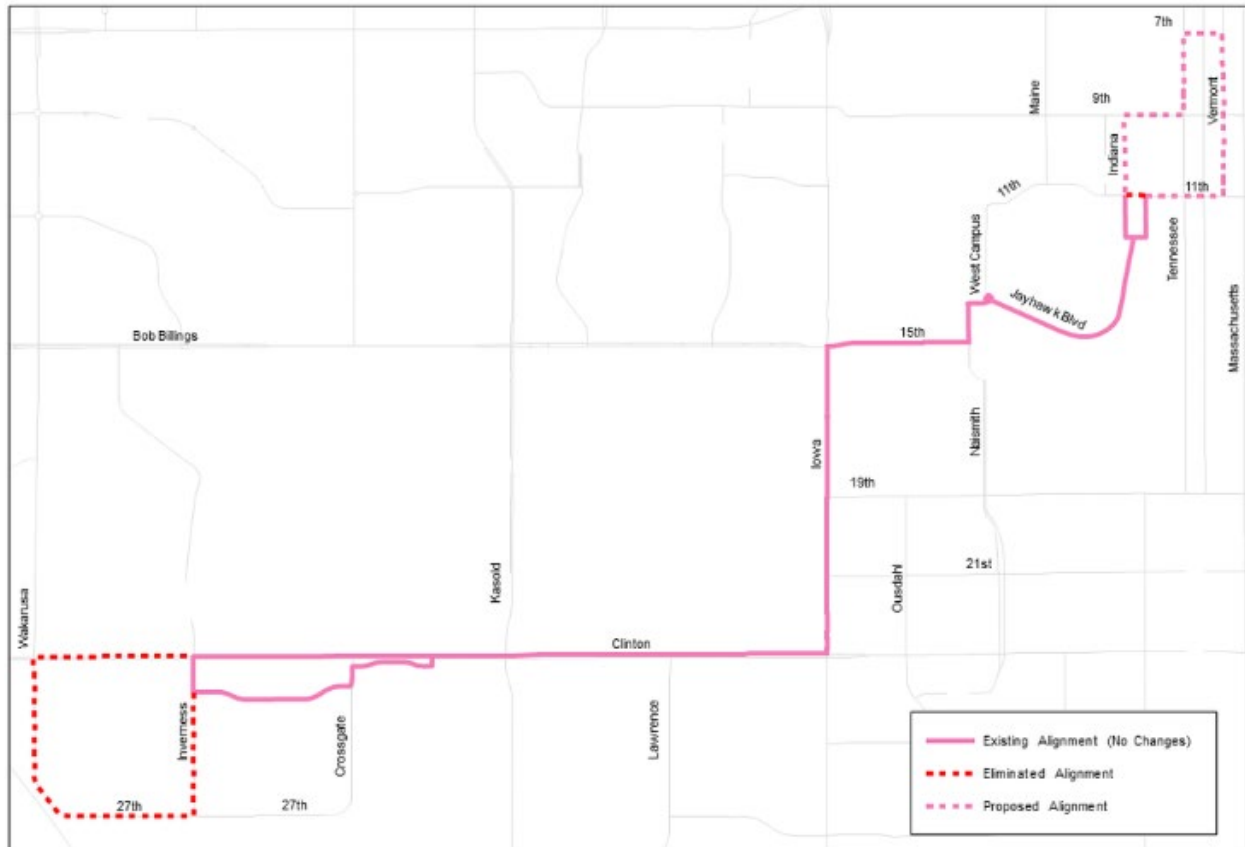
Figure 12: Road Pattern Changes at Wakarusa/27th/K-10





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Figure 13: Route 29 Original Proposed Route Change



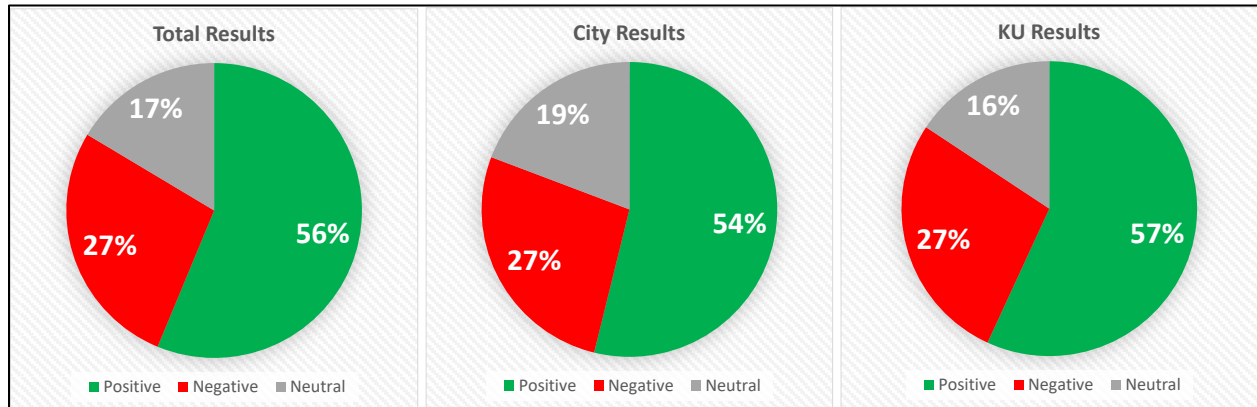
Public Input

- Staff received 129 total comments related to the proposed Route 29 changes
- Comments were mixed, with an overall majority of support, but a significant number of unsupportive respondents.
- “Other” comments included passengers who were not affected by the change or provided questions/concerns unrelated to the proposed changes.
- Supportive comments spoke to the added convenience of the route connecting with Downtown. Many riders indicated that this would eliminate a transfer and/or lead to them using the route more frequently.
- Unsupportive comments were primarily from residents of Aberdeen Apartments who would be negatively impacted by this realignment.



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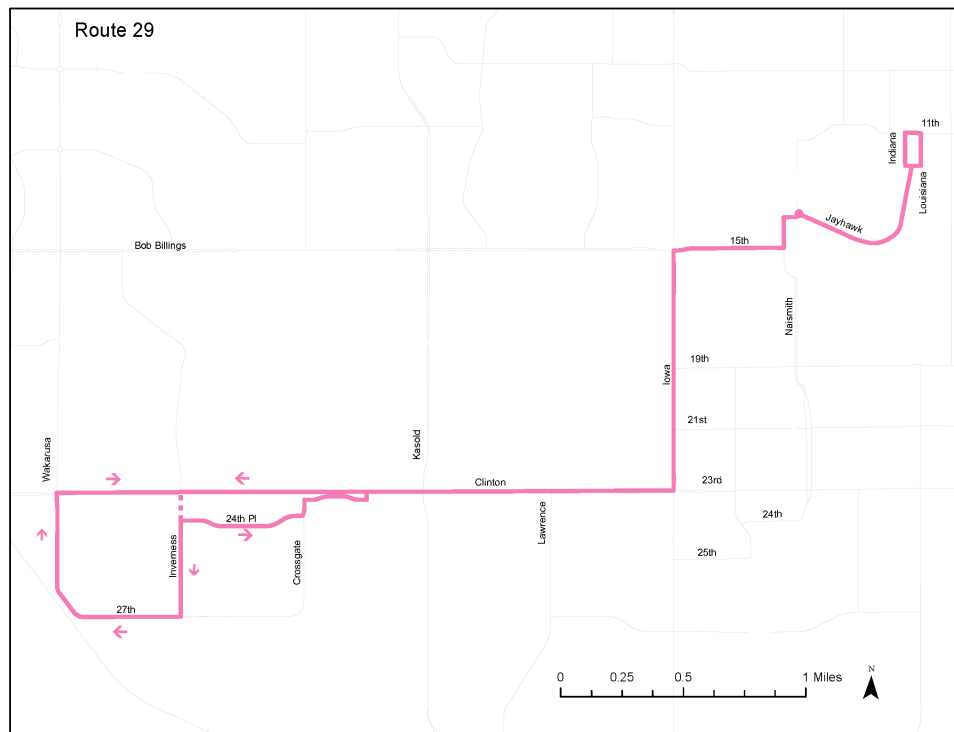
Figure 14: Route 29 Public Input Results



Route 29 Final Planned Route Changes

- The final proposed route change retains the current alignment of the route, but reverses the direction of travel for the Wakarusa/27th St. loop to accommodate road pattern changes being implemented by KDOT.
- The added connection to Downtown, though popular by respondents to the survey, will not be possible while retaining service to Wakarusa & Clinton Pkwy due to the travel time needed.
- A key deciding factor was retaining a direct connection from this area for students to the university.

Figure 15: Route 29 Final Planned Route Change





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Route 34

Route 34 Original Proposed Route Changes

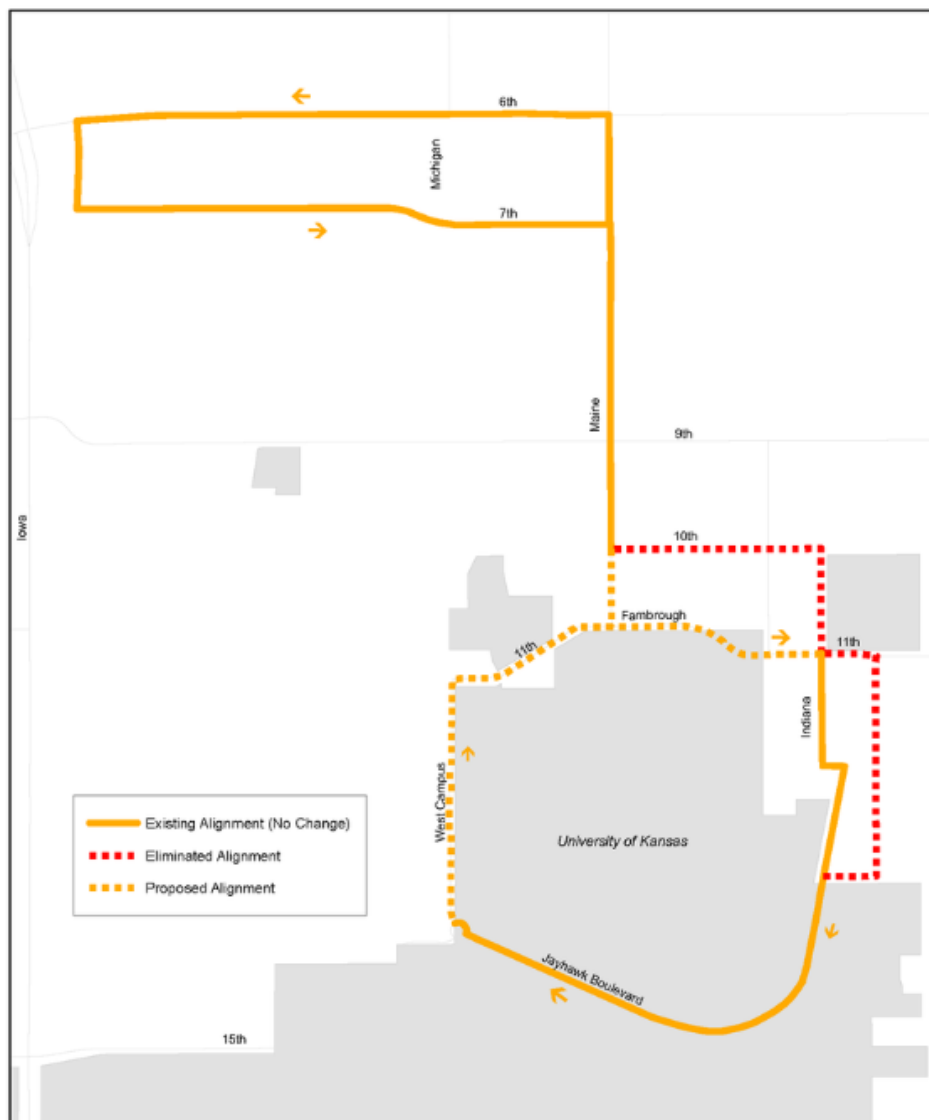
Description

- The proposed change for Route 34 would realign the route to serve a one direction loop along Jayhawk Blvd, West Campus Rd, 11th, and Fambrough, removing service from Louisiana and 10th St.

Relevant Data

- The current ridership at stops along Louisiana and 10th St. is ~4 passengers per day.

Figure 16: Route 34 Original Proposed Route Change



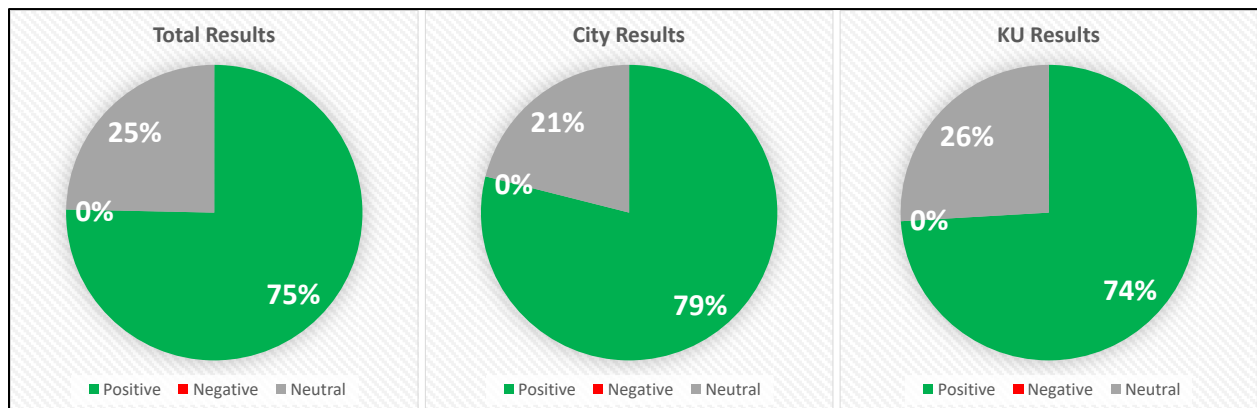


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Public Input

- Staff received 73 total comments related to the proposed Route 34 changes
- Comments were largely supportive, and staff received no unsupportive comments.
- “Other” comments included passengers who were not affected by the change or provided questions/concerns unrelated to the proposed changes.
- Supportive comments spoke to existing challenges with the bus keeping to its schedule.

Figure 17: Route 34 Public Input Results



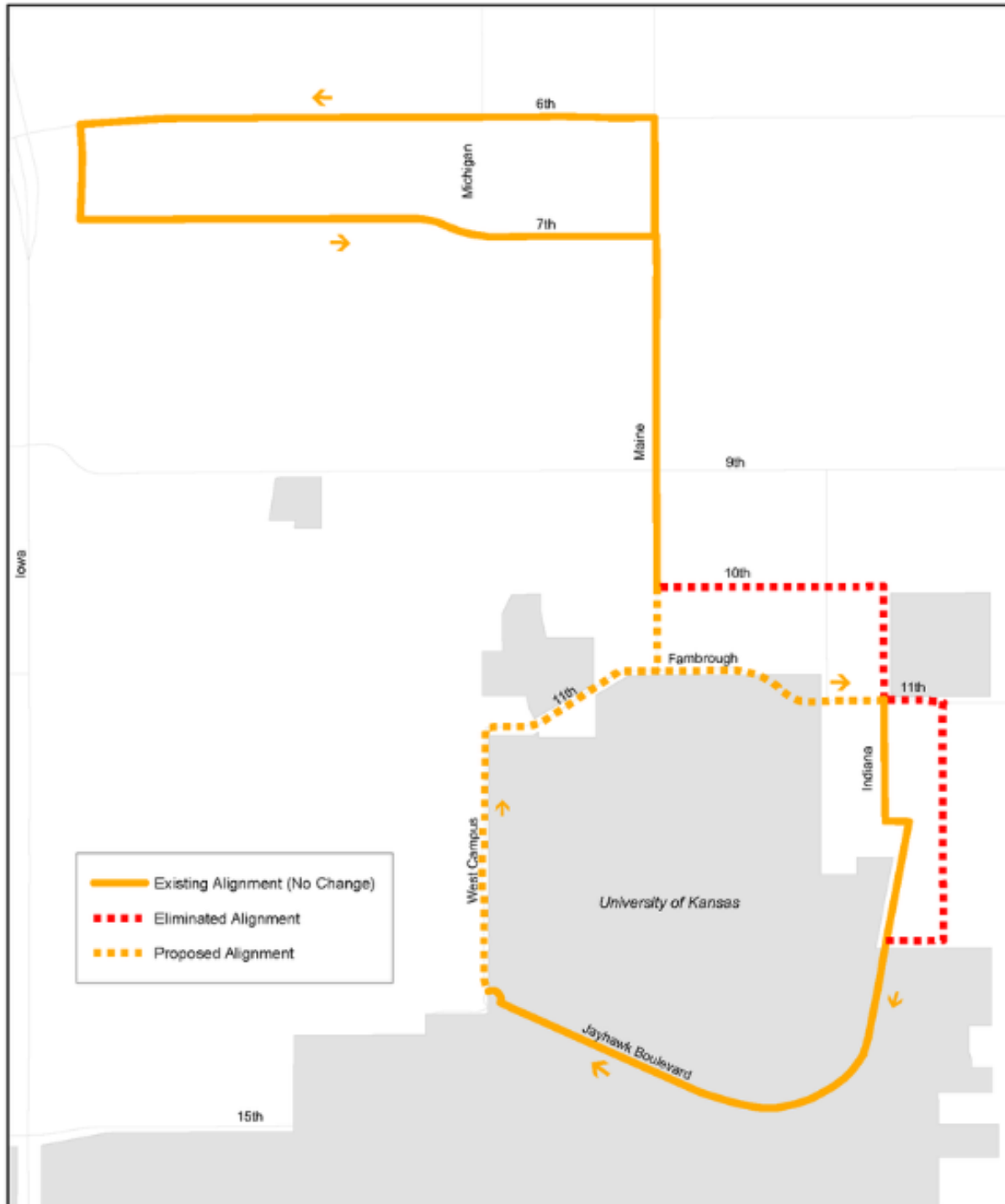
Route 34 Final Planned Route Changes

- The final proposed route change is consistent with the original proposed route change.
- With no unsupportive comments, the benefit of improved on-time performance will be accomplished with this realignment.



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Figure 18: Route 34 Final Planned Route Change





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Route 38

Route 38 Original Proposed Route Changes

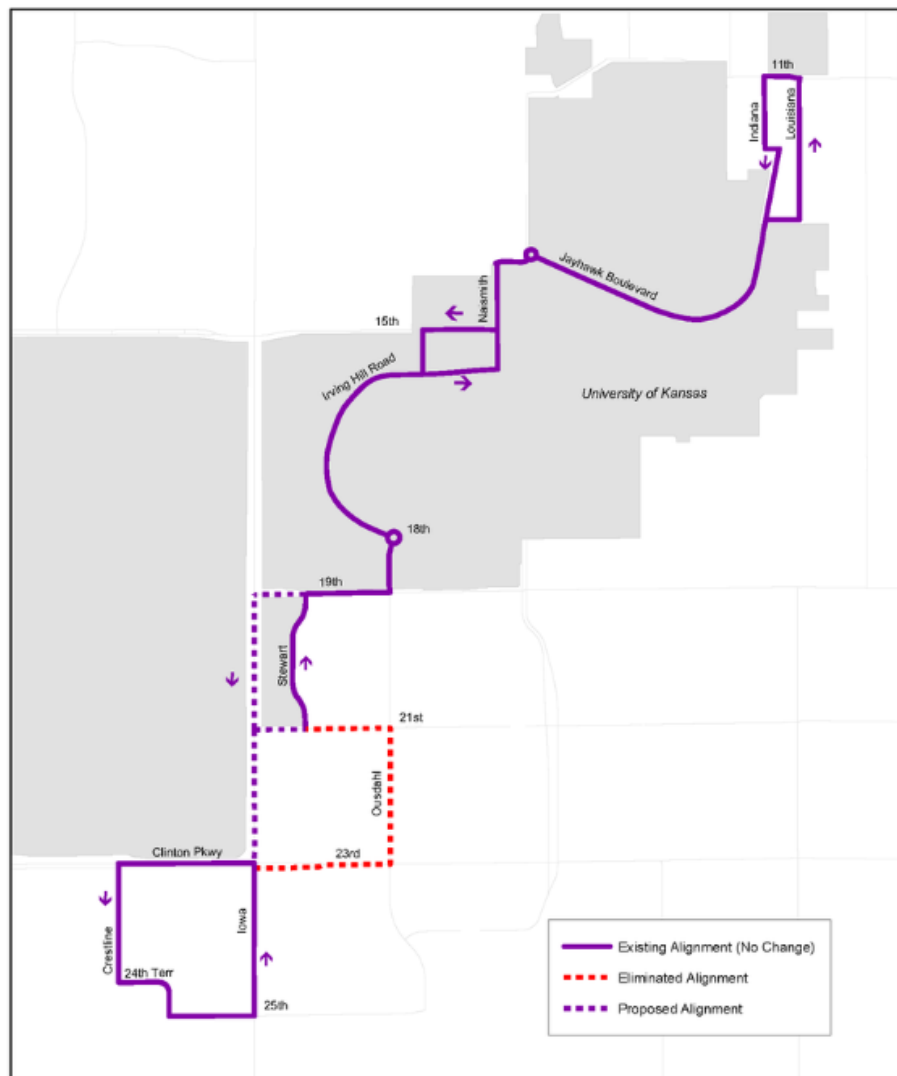
Description

- The proposed change for Route 38 would realign the route to travel on Iowa St. between 19th St. and Clinton Pkwy, removing service from Ousdahl Rd.
- This would increase the efficiency of the route, allowing for 20 minute service all day, rather than cycling between 20 and 30 minutes.

Relevant Data

- The current ridership at stops along Ousdahl and 23rd St. is ~20 passengers per day.

Figure 19: Route 38 Original Proposed Changes



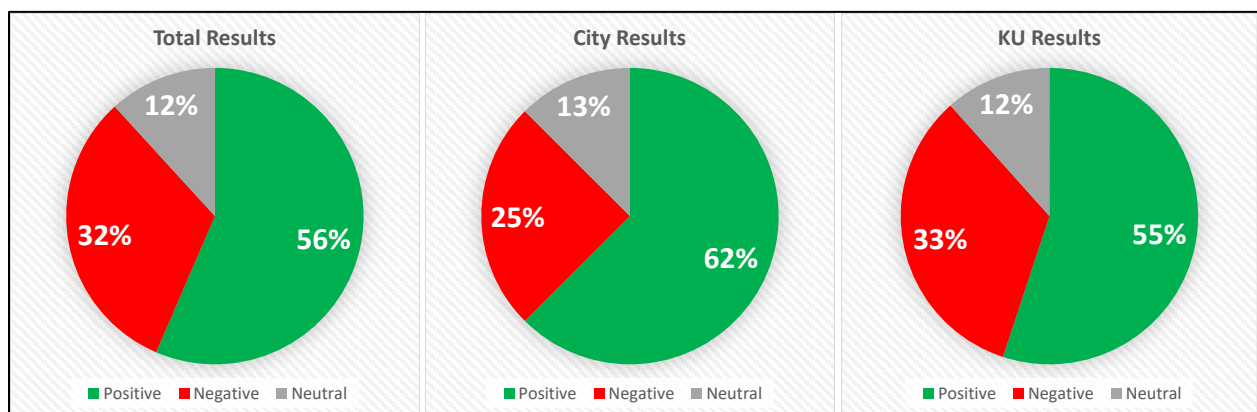


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Public Input

- Staff received 85 total comments related to the proposed Route 38 changes.
- Comments were mixed, with an overall majority of support, but a significant number of unsupportive respondents.
- “Other” comments included passengers who were not affected by the change or provided questions/concerns unrelated to the proposed changes.
- Supportive comments spoke to the benefits of increased frequency and operating the buses along more sections of major streets.
- Unsupportive comments spoke to losing bidirectional service to Chase Court apartments and losing the connection to Schwegler Elementary.

Figure 20: Route 38 Public Input Results



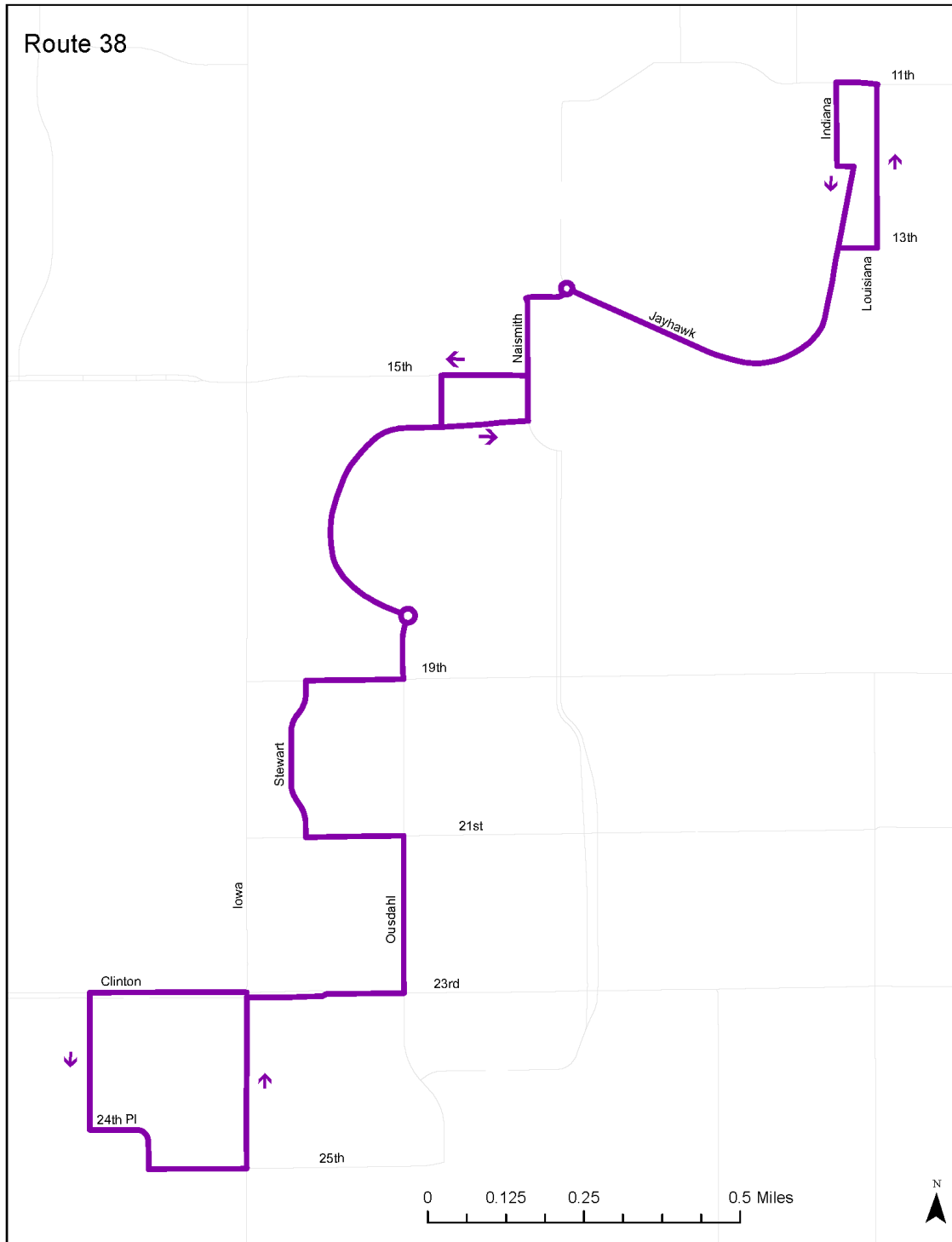
Route 38 Final Planned Route Changes

- No changes will be made to the current route alignment.
- Significant ridership comes from apartments along Stewart Avenue, and comments included that passengers do not mind the alternating 20min/30min schedule in order to have bidirectional service.
- Making the original proposed change would cause some passengers to have to walk a significant distance from (and include crossing) 19th Street.
- This change may be reconsidered if/when a stoplight is added at 21st & Iowa.



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Figure 21: Route 38 Final Planned Route Change





Appendix A: Route 6 Public Input, All Comments

Looks good to me
I do not object as the stops I use when riding route 6 are before you get to the western end of the route.
I support the idea of prioritizing the new LMH outpatient facility.
This change seems reasonable. The Rock Chalk Park parking lot is a problem when events are starting and ending.
It would be nice if route 6 took a trip through the links apartments where numerous riders come from
Okay by me.
Honestly its perfect
Sounds great as long as it still runs every thirty minutes
This seems like a very sensible change.
No comment. I don't use this route
No comment.
Looks good but will the new hospital be open in August? Will the roads be clear and open? I know some of the drivers use Rock Chalk Park as a place to take a restroom break. Will the hospital/clinic allow drivers to take breaks there?
The eastbound bus between Queens Road and Congressional Drive goes by too fast. It's potentially extremely dangerous to kids from nearby apartments who might dart into the street or older people on the sidewalk who might accidentally stumble into the street and get hit.
Yes
Change to route 6 is small and makes sense.
The change makes sense to me. Access to Rock Chalk Park is important but you have sufficiently maintained it.
I support these changes.
Fine
That looks fine. Hopefully the drivers are welcome to use the restrooms at the new LMH stop. No change in timing should be necessary
No problems!
This change would be a good one. The new hospital will have more riders than rock chalk
I think more changes need to be made to the 6 but this change is fine
There is very little ridership on Overland west of Wakarusa, yet there is a lot of potential ridership on Rock Chalk Drive east of George Williams. Why wouldn't you look to serve this area?
Good idea
Please consider a change to the eastbound #6, so that it comes out of Rock Chalk, going south on George Williams to 6th, picking up riders along 6th St. between Geo. Williams and Wakarusa. The 52-unit Village Cooperative opened in 2019 at Branchwood & 6th. (Branchwood intersects from the south where Queens intersects from the north.) Our closest bus stop is about 3/4 miles away--between Wakarusa and Folks on 6th--too far, especially, when carrying items.
I think this is a great idea! I ride the route 6 to rock chalk park periodically, but don't mind the walk that would be required of me. It would actually encourage the exercise I'm getting going there.
NA
Agree with change



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Overland and Queens road is a HORRIBLE intersection. Get the city to smooth out the intersection. Also, after the bus turns at the new hospital, perhaps it could cross George Williams and follow Rock Chalk Dr to Wakarusa rather than go back to Overland.

So it won't be going to rock chalk park wich bus will

I like it

Like it

Yes

fine by me.

Sounds good.

Fine

I don't use this line too much.

Sounds good! As long as it meets up with the 9 and 10.

Ok

Sure, looks fine to me

RCP needs a stop.

Ok

I usually don't go to Rock Chalk, so has little effect on me.

sounds good to me!

Sounds good

I think it is a good change.

Generally good.

Seems very practical. Rock Chalk Park can get very congested.

This seems reasonable

Your idea of a short walk.....won't be fun or short when the weather is bad.

I do not ride this route. But, I think this is a good idea.

hardly makes a difference!

Seems like a good idea

Awesome

sounds good

nice

Good

I like this it should be changed to this.

This is a good idea.

I assume 6 will still stop at the 6th and colorado stop

seems good

ok

Seems fine

Love it - yes this change sounds great.

Do it



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Good idea. Hospitals need to be accessible for people who ride transit.
It looks like it still gives access to riders using the old last stop
Add an option for pickup on campus and late night hours for students that live in residence halls
Looks good. I live near RCP but am more likely to walk there instead of take the bus.
I personally do not ride this, but it seems like a great compromise to better serve the outpatient community.
I think it is a good idea but a bus should be available during games that are at rock chalk park
I cannot see the route image because it is too small, so I do not understand the change.
The proposed change would probably make it easier to transfer from the 6 to the 9 or 10.
Since I live near the city borders, I appreciate any extension of bus routes to the city borders.
I believe this is a great proposal that could bring additional benefits to the KU and Lawrence community.
I would appreciate a bus route to LMH. It is very important for international students without personal vehicals.
Yes, let's make Mental Health Care easy and accessible to get to!
Makes sense to get out of the Rock Chalk mess. What about service to the Links [South of Bob Billings]?
I only ride the bus when I don't drive my own vehicle. Probably 2-3 times yearly. The proposed change will not affect me.
It can could be hard to get to if a Student needs to use it, though I'm sure a transfer would help, recommend a stop outside rock chalk park if necessary
Does not directly affect my portion of the route. More extended hours would allow me to ride more frequently! Ability to return home from downtown after 7pm would make the entire system more useable.
I think the parking lot was the biggest problem with this route and I agree that this modification helps timing but also traffic congestion within that lot. My concern is the walk to RCP from the new stop and how safe that is for pedestrians.
I do not typically take the 6 bus to the Western terminus, so even though it doesn't necessarily affect me, I don't see these changes being an issue to regular riders. I've seen a lot of the local youth taking this bus to Rock Chalk Park, so as long as it continues going there, I find the changes to be minimal.
Do you think this will make RCP less accessible, even though it is a short walk away? Will this change discourage people from going to RCP? What populations will be most affected by this change?
That would be fine for me, however if people have mobility issues or there are kids riding the route, it may be more difficult.
This is an excellent change. Making the timing on eastbound 6th street, while simultaneously expanding transportation access to medical care, is a rare double-win.
Both stops should be preserved, possibly with Rock Chalk could be an on-demand stop only, but you should preserve the option. After intense exercise the extra walk to the bus stop might not be appreciated. Also, there are events at Rock Chalk Park, as well as walking trails. A recent city-wide shred event was held there as well. To this rider, elimination of the Rock Chalk stop would likely eliminate my option to go there again.
I am okay with this if the bus will stop near the Jayhawk Tennis Center/Kansas Tennis building. This will allow for easy access to the tennis center (which is used by many children, so a safe stop close by is good) and leave a very short walk to the Sports Pavilion. Please don't put a stop at the new LMH facility only and bypass Rock Chalk Park venues. Thanks!
I would be inconvenienced if the bus no longer dropped off at Lawrence Sports Pavilion. There are times in winter when the ice/snow on the ground is unsafe for me (I am elderly). Please continue to drop off in front of Lawrence Sports Pavilion.
It is important to serve LMH, there are a lot of people who need reliable access to it, but it is also important to continue access to rock chalk park, there are people that relay on that service



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The image is blurry and difficult to see, but would this include an additional stop by the apartments on Stoneridge drive? Currently there are no bus stops near these apartments and when I had an injury this past fall I had difficulty getting to campus due to the need to walk (over a gravel road) to the nearest bus stop.

Good.

this will make it harder for kids to access Pock Chalk by bus

Sounds like it'll go a tad quicker, seems like a good idea

Looks good?

Not familiar with route, and can't easily read the map (poor website design!)

No objections to proposed changes.

Agree with change

Sounds like a good plan. Those that need to use the RCP services will need to be ambulatory not need additional services. Your comment that it's a 'short walk' which is actually .5 miles. For the aged population this could be considered too far.

Even understanding the lower ridership, it's a shame to lose a direct link to RCP, which is an important KU property.

Looks good to me, as an LMH patient who anticipates using this facility I don't think I would use the bus service but it's nice to know it would be there in a pinch.

I think this makes sense, the RCP parking lot is really not sufficient for a bus to be driving around in - there are a lot of crosswalks and especially in the summer there are a lot of people outside walking, which does not lend itself well to bus routes. LMH however is not particularly close to the front entrance of the pavillion which might be where people are most interested in going....

I ride route 6 once a week to get groceries at Walmart and ride it occasionally to get to Dillons and medical appointments. I'm glad to see that the route is not changing much. I don't go to Rock Chalk Park, so I can't comment on that change, but it will be nice that the bus will go to the new LMH facility.

I do not ride route six but I also do not know where rock chalk park is so if I did not know the switching it up should be good.

The eastbound bus between Queens Road and Congressional Drive goes by too fast. It's potentially extremely dangerous to kids from nearby apartments who might dart into the street or older people on the sidewalk who might accidentally stumble into the street and get hit.

Please consider a change to the eastbound #6, so that it comes out of Rock Chalk, going south on George Williams to 6th, picking up riders along 6th St. between Geo. Williams and Wakarusa. The 52-unit Village Cooperative opened in 2019 at Branchwood & 6th. (Branchwood intersects from the south where Queens intersects from the north.) Our closest bus stop is about 3/4 miles away--between Wakarusa and Folks on 6th--too far, especially, when carrying items.

Appendix B: Route 7 Public Input, All Comments

Will there be a stop between Louisiana and Massachusetts going east bound along 19th? There is one west bound.

I am concerned about cutting down access to Lawrence Avenue, unless another route is making up for the gap.

A high number of children ride route 7 to get them to and from school. Even elementary age riding alone. With there having to be a transfer this could lead to a lost child. We need to think about the children that will be affected by this change. The best thing is to have route 7 continue to service Holcomb northbound only. Cutting Lawrence Ave completely will cause major issues to the 30 plus children that neighborhood that rely on your service.

This route does not affect me at this time.

Okay by me.



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Its impossible to make a right turn on 19th and louissiana in a bus.
Sounds great as long as it runs every thirty minutes
This cuts off a bunch of high school kids who use this to get to LHS and gives no service to the Holcomb park area.
Eliminating the Lawrence ave. section of route 7 will affect a lot of families who use the bus to get their kids safely across one of the busiest streets in town (Iowa) street to Billy Mills Middle School without requiring kids to cross that many lanes of traffic or wait for the bus along Iowa. We either need an above grade crossing to get kids across Iowa safely or we need to leave the bus route as is.
This seems reasonable.
A lot of passengers, especially kids, use the Holcom bus stop. Lots of passengers on the west side of Iowa too, at the Dollar Tree bus stop. Will this force passengers to cross a very busy intersection to catch the 7? That turn on 19th is probably a bad idea. That turn is a nail-biter even in my car.
My son has used this route for the past 4 years to get home from school - 3 years from Billy Mills and 1 year from LHS. I am not comfortable with him crossing Iowa to get to our house from school everyday. We live just west of Holcom Park. Where will the closest bus stop be that he can exit the bus to get home without having to cross Iowa? There are quite a few kids in our neighborhood that use this bus route every day. I know there is quite a push to increase ridership by students. This change will make it more difficult for our neighborhood.
Yes
Seems like a good idea.
I support these changes.
Please, please, please don't do this. I live off Lawrence Ave and this is how my children get to school at Billy Mills and LHS. Changing the route to Iowa St. will make it a 25 minute walk for them and in rain or very cold weather, it will be horrible. I know we are not the only family using the bus to school from this area. I see many children getting on and off by Holcom Rec center and there are at least two other children besides mine who regularly get off at 28th and Lawrence Ave. I understand that most people in this neighborhood are financially comfortable and have cars, but not all of us are or do. And there must be parents who work and cannot pick up their children. If the children have to catch the new #9 and transfer to the 7 to get to school, they're going to spend hours just on the bus. Even if you only go down Lawrence Ave for an hour before and a couple of hours after school (for the children in sports), it would make a huge difference. The district says we live 0.1 mile too close to school to qualify for the school bus, so we are dependent on the city bus. This is devastating.
Fine
No problems!
The right turn from Louisiana into 19th northbound is a very difficult turn for bus drivers to make. Especially when oncoming traffic is in their left turn lane
I like this change.
Although there is not a lot of ridership on Lawrence there are students that use Route 7 to get to Lawrence High. About time you got off of 21st and Kentucky.
I like the idea of taking out the Holcomb loop but turning right onto 19th from Louisiana is a bad idea, that turn is difficult in a car let alone a bus! Leave it on 21st!



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Hello,

As a resident who lives along 27th Street, I would like to express my dissatisfaction with the proposed change to Route 7. I recognize that the changes to Route 9 would provide service to this area, but it is very helpful for people who live in this area, which has hundreds of multi-family homes, easy access to the downtown area and municipal region in and around Massachusetts Street and 10th Street that Route 7 provides. For me, it's the way I get to work, which means I'll (eventually) have to find a different route and one that now will require at least one connection. I saw how much of an inconvenience this was when the buses were rerouted from October through January because of the construction on Lawrence Avenue; to walk from my home to the stop in front of McAlister's and U.S. Bank, it took 12 minutes, and timing that was always tricky because the buses never arrive at the exact time. It was exhausting having to run for the bus when it showed up ahead of schedule. Having the bus stop remain in front of the Holcom Park community center would be better for all of the residents in the area, some of whom have low incomes, catch easy transportation options to the downtown area.

Thank you for understanding.

Good.

I like the new idea. It would allow the route to be on time more often, which it never is and still provide service for me! Great route idea!!

NA

please do not eliminate the holcom park stop, that is my connector to get anywhere in the system. i do have a car but choose to use the transit instead. eliminating the holcom park stop will eliminate me and my wife as riders.

Agree with change

The corner of 19th and Louisiana going Northbound will be near impossible. The timing may have to be adjusted for this route, the bus will be getting to 31st and Iowa very early.

Do not eliminate service to Holcolm Park please

Please think about the children that will be affected by the 7 change before making the drastic change

That right turn for the 7 on 19th is going to be a nightmare. Otherwise great changes

Please, I beg of you, consider my appeal on Route 7. I don't know that many people are going to write in because I wouldn't have seen this if I didn't check to see why there are red bags over my bus stops again. This doesn't seem to do very much and Iowa Street also has a lot of helpful routes already. Thank you.

i am writing to voice my disapproval of the changes to route 7 stop at Holcom park, this is a City bus route and it at this time has a stop at one of the Cities largest recreation centers, park area, and ball fields. This city facility needs to be served by City transportation.

i understand the difficulty of the intersection at Lawrence Ave and 31st without a traffic light, so if that is the reason for the change, may i suggest using 27th to Holcom park and doing a turnaround in the Holcom rec center parking lot, then back to 27th and Iowa. The Holcom rec center parking lot has 2 entry/exits so a turnaround with a bus will not be difficult.

if you are using rider data for making the decision, let me remind you that the Holcom stop has been unavailable due to construction for a good portion of the last year due to Lawrence Ave rebuilding, and now due to street and lot repair on W 27th.. this has discouraged bus users due to the amount of time that it has been out of service, it takes time to redevelop ridership. we are looking forward to the construction being completed so we can resume riding the bus to downtown Lawrence.

there is one nice bus stop shelter at Holcom for the southbound route, there needs to be another one put in



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for the northbound route. if you did a turnaround, the shelter could be relocated to serve both routes. northbound bus enters the west entrance, southbound route enters the east entrance. direction of the bus indicates direction of travel (in addition to the signs on the bus) please do not delete the Holcom stop, its important to the Prarie Meadows Neighborhood as a direct route to Downtown Lawrence and the patrons of Holcom park.

The proposed changes to the alignment that includes Lawrence Avenue will eliminate a segment that families in the Holcom Park area rely on for transportation to and from schools. Because much of the area is not eligible for transportation through the school district, Route 7 is an important route for students attending Billy Mills middle school, and the route provides an important alternative to access Lawrence High and downtown. Changing the route would increase travel time for students who ride this bus daily, requiring a transfer to safely travel to and from school. This change also eliminates safe access to Holcom Park for youth living east of Iowa street. If this segment is eliminated, the proposed changes for Route 9 should be adopted to at least provide an option for service to this neighborhood and Holcom Park.

how does this change affect the poor?

great. save fuel, save time.

I think this is good change

looks ok for the way I use it

I use this route on Mass St.. Seems fine.

This is a good idea

Looks OK to me. I never use the parts that are removed.

Not big change.

seems like a good idea

Wow

Agree

glad to have bus off 21st street

nice

good

This is a good idea

These modifications actually sound really convenient.

Positive!

The change would take out Holcom Park and several neighborhoods around there from the route.

good

I am not affected by this change.

Good solution.

I don't ride it enough for it to affect me.

I do not ride this route; I will not be riding this route.

ok

This works.

I appreciate this change, I live at the reserves at 31st ST

It is fine. My son takes this route from school but it still in his route.

no concerns with this suggested change.

Do it



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Like it
Yes
It doesn't look like much of a change, just make sure you are not making people walk over half a mile to the bus stop
fine by me.
Sounds good.
Fine
Agree. It's great to reach more places.
Sounds good.
Whatever the majority who live along the affected areas of the routes feel about it, I support!
This will make it really hard for me to get to Lawrence HS
Ok
this seems good. the walk could be rough but it can be fixed
I think this route would be better in general and save me time when getting to work.
Bike boulevards are a stupid idea, but you must avoid obstacles if the city insist on placing them.
It looks like this would remove service to Holcom Park which would be unfortunate.
The shortened route is great. Saves a lot of time.
I think that this route makes more sense logistically, as it eliminates the wide Lawrence Ave. loop.
stop wasting money on bike boulevards
As long as there is a bus stop in the 19th and kentucky, it should be fine for me. I go to walmart for groceries and I live in 19th and Kentucky.
The southern part eliminates access to student housing located on the old route. Make sure other lines still access
I am not in favor of eliminating Lawrence Avenue from this route. I live in Prairie Meadows and use the bus to travel from my home to downtown several times a year. In addition, I think that this route allows middle school students who live in the neighborhood to get to and from Billy Mills Middle School. Eliminating this route also takes access to Holcom Rec Center off the map. I strongly disagree with this realignment.
I do take this at the 21st St stop sometimes, but only occasionally, because usually 11 or 38 works better for me. But I think I would still be able to take this bus if the stop was nearby (if it's moved a bit to the west, that works better for me, because I live in Schwegler neighborhood)
I don't think that you should remove service to Lawrence Avenue (west side of Iowa) because some current users with limited mobility who need to pick up the bus near Lawrence Ave. (or far west on 27th or 31st) may not be able to walk far enough east to catch the bus on Iowa.
The Holcom Park stop is the closest one to me when KU is not in session. When the KU buses don't run this stop gets me to and from everywhere in town, especially downtown and South Iowa. Absent alternatives, the bus system will stop being of any real use to me.
I don't like it. I get on at 27th and Lawrence to go downtown. I don't see how the route 9 change helps, route 9 does not go downtown, it goes away from downtown. With this change I will have to walk about 3 times farther, plus cross Iowa St. on foot, to go downtown. I will probably stop taking the bus if this new route goes into effect.
Its impossible to make a right turn on 19th and louisiana in a bus.
Thank you for understanding.
That seems fine
seems quite reasonable as the dotted red line include little or no student housing



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I ride route 7 occasionally to go the movie theater or Target. My eye doctor is near 27th and Iowa, so I know I can get there with route 7 or 11. I often hear over the radio when I'm on another bus that route 7 is running behind. I think these changes may help route 7 to get downtown on time, which will help transfers get to their other buses.

A high number of children ride route 7 to get them to and from school. Even elementary age riding alone. With there having to be a transfer this could lead to a lost child. We need to think about the children that will be affected by this change. The best thing is to have route 7 continue to service Holcomb northbound only. Cutting Lawrence Ave completely will cause major issues to the 30 plus children that neighborhood that relay on your service.

Eliminating the Lawrence ave. section of route 7 will affect a lot of families who use the bus to get their kids safely across one of the busiest streets in town (Iowa) street to Billy Mills Middle School without requiring kids to cross that many lanes of traffic or wait for the bus along Iowa. We either need an above grade crossing to get kids across Iowa safely or we need to leave the bus route as is.

A lot of passengers, especially kids, use the Holcom bus stop. Lots of passengers on the west side of Iowa too, at the Dollar Tree bus stop. Will this force passengers to cross a very busy intersection to catch the 7? That turn on 19th is probably a bad idea. That turn is a nail-biter even in my car.

My son has used this route for the past 4 years to get home from school - 3 years from Billy Mills and 1 year from LHS. I am not comfortable with him crossing Iowa to get to our house from school everyday. We live just west of Holcom Park. Where will the closest bus stop be that he can exit the bus to get home without having to cross Iowa? There are quite a few kids in our neighborhood that use this bus route every day. I know there is quite a push to increase ridership by students. This change will make it more difficult for our neighborhood.

Please, please, please don't do this. I live off Lawrence Ave and this is how my children get to school at Billy Mills and LHS. Changing the route to Iowa St. will make it a 25 minute walk for them and in rain or very cold weather, it will be horrible. I know we are not the only family using the bus to school from this area. I see many children getting on and off by Holcom Rec center and there are at least two other children besides mine who regularly get off at 28th and Lawrence Ave. I understand that most people in this neighborhood are financially comfortable and have cars, but not all of us are or do. And there must be parents who work and cannot pick up their children. If the children have to catch the new #9 and transfer to the 7 to get to school, they're going to spend hours just on the bus. Even if you only go down Lawrence Ave for an hour before and a couple of hours after school (for the children in sports), it would make a huge difference. The district says we live 0.1 mile too close to school to qualify for the school bus, so we are dependent on the city bus. This is devastating.

Hello, As a resident who lives along 27th Street, I would like to express my dissatisfaction with the proposed change to Route 7. I recognize that the changes to Route 9 would provide service to this area, but it is very helpful for people who live in this area, which has hundreds of multi-family homes, easy access to the downtown area and municipal region in and around Massachusetts Street and 10th Street that Route 7 provides. For me, it's the way I get to work, which means I'll (eventually) have to find a different route and one that now will require at least one connection. I saw how much of an inconvenience this was when the buses were rerouted from October through January because of the construction on Lawrence Avenue; to walk from my home to the stop in front of McAlister's and U.S. Bank, it took 12 minutes, and timing that was always tricky because the buses never arrive at the exact time. It was exhausting having to run for the bus when it showed up ahead of schedule. Having the bus stop remain in front of the Holcom Park community center would be better for all of the residents in the area, some of whom have low incomes, catch easy transportation options to the downtown area.

The proposed changes to the alignment that includes Lawrence Avenue will eliminate a segment that families in the Holcom Park area rely on for transportation to and from schools. Because much of the area is not eligible for transportation through the school district, Route 7 is an important route for students attending Billy Mills middle school, and the route provides an important alternative to access Lawrence High and downtown. Changing the route would increase travel time for students who ride this bus daily, requiring a transfer to safely travel to and from school. This change also eliminates safe access to Holcom Park for youth living east of Iowa



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street. If this segment is eliminated, the proposed changes for Route 9 should be adopted to at least provide an option for service to this neighborhood and Holcom Park.

Appendix C: Route 9 Public Input, All Comments

I appreciate this change
With this change route 9 will be overloaded with children needing route 7.
I like that this addresses the loss of service on Lawrence Ave. This particular route does not affect me at this time.
I find it hard to understand the proposed route from the description. Does the bus do a loop around Inverness et al and then proceed east? Or does it go across the top of the loop, go east, and then come back to finish the bottom part?
Good use of the 9's time
Anything if it shortens this route
I don't use this route
No comment.
Looks good.
This pick up of Lawrence Ave from Route 7 does not help us since my son uses this route to get home from school and this route does not go by either Billy Mills or LHS.
Yes
Seems fine.
Those affected by Route 7 change will now have an additional transfer to 9. Fortunately, end of route makes timing work.
If you're going to move the 7, this is at least a little bit of help, but for children going to Broken Arrow, Billy Mills, or LHS from the Holcom neighborhood, the time spent traveling is going to go up a huge amount.
Fine
Please add a stop at 18th and Wakarusa.
Any southbound traffic on Inverness between Clinton Parkway and 27th street will be blocked in the round-about from 3:45-4:00pm every day due to Sunflower Elementary dismissal. Your current bus ALWAYS gets stuck there at this time and needs to adjust the route or time. Talk to that driver and you would see! They are constantly yelling and honking at people to move and they can't because of car pick up. Once school resumes this area needs a study as it is dangerous.
I live in Aberdeen South, by the South Trafficway and I have elderly parent who live with me and need the bus. As long as the stops by Scottsdale and/or the stop across the street from Scottsdale stay in place, this looks fine.
Great changes but the stop sign by 27th and k10 is very difficult to get through during busy times because of traffic leaving k10
This one works
So if someone boards on Inverness or 27th going to the west Walmart they have to go to both Walmarts before they get home? That sucks. Do the people from First Step have to walk down to Lawrence? That sucks too.



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Nice
I think its a great idea!
NA
Agree with change
Will the 9 still service the Clinton and Kasold stop which is in a right turn lane? (stop 29)
If Route 7 does change, this reroute is needed to provide service to the Holcom neighborhoods. However, it would be at the expense of eliminating service for neighborhoods along Kasold. Ultimately, these 2 changes combined appear to reduce the overall service area, while the existing alignments provide better balance.
I support these changes
I don't use it
Seems fine
Better, because it goes closer to campus.
Doesn't bother me.
ok
Like it
Yes
It looks fine to me
Sounds good.
Fine
Good
agree
I like this change
How does this help cover route 7? It connects to the wrong side of town!
I appreciate the increased proximity to KU campus. I do not go west of Iowa st
it's not your money. we gave it to you in advance. give it back.
I think this is a good change
This is a good idea
seems reasonable.
This would be a much better route in my opinion.
No, I do not like this change. We live in Kasold, and We all hope to keep it as usual.
nice
I assume there is not heavy ridership on Kasold if the proposal is to switch to Lawrence Ave. Correct?
Amazing
I can't read this map due to being color blind.
Agree
nice
I think the proposed route is great
good
I like this.



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This is a good idea
I think that the changes would serve the section of Lawrence Ave. eliminated from route 7 better.
I like that an additional bus route will travel Lawrence Avenue. Lawrence Avenue currently has Route 7 and I would like to see an additional route added to this street (between 31st and Clinton Pkwy).
I personally feel that this change is not needed because how many buses run closer to campus that dont go down kasold? theres enough busses that run that area but not a lot of students live on that side so getting closer to campus is sort of unproductive
I do not like it, because the stop too far to school. I think it is not convenient for student to catch a bus. Normally, students need to walk very long time.
I ride Route 9 often, in spite of the fact that it runs only hourly. For me, t serves as a primary connector to routes 29, 10, 6, 7, 5 and 11. Please preserve inter-connectedness of routes. As it is, transit times are long. If they require 3 changes as opposed to 2, that will mean a deterioration of service.
I have heard concerns about reduced ridership on route 9. I believe this is due to how rarely it runs, but also to the fact that some of the large apartment complexes now run shuttles for tenants as an alternative. But not everyone using the route has access to those shuttles, since they are for tenants only.
When there are issues with the 29 (as there frequently are), I ride the 9 to the Legends to meet up with the next bus. If I had to walk to Rockland West, it is too long of a walk and I would be even later to work and I would likely need to purchase a parking permit and start parking on campus. I ride the 29 bus daily during the academic year and have for 4 years. The 9 is my alternate method to transfer to another bus.
This looks good. It could be used by 7th and 8th graders at Southwest and Raintree Montessori School to get to Free State High School (and transfer from there).
I sincerely hope the busses going up and down Lawrence Ave. south of 23rd is not a permanent change. Kasold is much more taken care of and larger of a corridor with less residential/park/children/etc. It'd be good to know if this route 9 change is seen as long-term.
Ok. Is there a way to add a stop on the corner of Wakarusa and 18th? There are a couple of doctors offices back in that area of 18th.
I don't like this. I take this bus to get to work most days, and the proposed alignment means I'll no longer be able to do that. This bust comes by so infrequently, it needs to follow the same route both ways so there's a better chance to actually catch it. That or put more buses on the route...
I don't see what is gained from this change. Ridership, maybe a little from Lawrence. Running time maybe a little taking it off Inverness and 27th. But net about the same.
No concerns. However, not certain the loop including Wakarusa, Inverness, and 27th is needed (I don't know ridership patterns in that area).
Any southbound traffic on Inverness between Clinton Parkway and 27th street will be blocked in the round-about from 3:45-4:00pm every day due to Sunflower Elementary dismissal. Your current bus ALWAYS gets stuck there at this time and needs to adjust the route or time. Talk to that driver and you would see! They are constantly yelling and honking at people to move and they can't because of car pick up. Once school resumes this area needs a study as it is dangerous.
If Route 7 does change, this reroute is needed to provide service to the Holcom neighborhoods. However, it would be at the expense of eliminating service for neighborhoods along Kasold. Ultimately, these 2 changes combined appear to reduce the overall service area, while the existing alignments provide better balance.

Appendix D: Route 29 Public Input, All Comments

I am VERY much in favor of the increased service downtown!
I like the addition of Downtown.
Okay by me.



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This would make sense if the 10 didnt have to go downtown. There will be too many busses to fit for a major hub
Sure
I think any added service to downtown is a good move
There is an older gentleman who rides to Hy-Vee, boarding the 9 on the south side of the Scottsdale stop on 27th. He does his shopping, then gets on the 29 at Hy-Vee and rides back to the Scottsdale stop. I would be concerned about him getting around. What would his option be?
That frontage road part of the 29 is weird. doesn't seem necessary. Send the bus west down 24th then east on Clinton and you can cut out that weird turn onto the frontage road. Also if the 29 is going downtown, where will it park? There is no room for any other buses downtown.
That's a lot of buses downtown at once
Yes
Seems fine. Useful to have bus go downtown because of connections there and because it is a good destination (library, post office, shops). I like that a lot of buses go downtown.
I support these changes.
Fine
The timing downtown will be important. I worry about overcrowding down town and keeping all three buses on time.
I do not want the wakarusa loop to be eliminated, as I and many other KU students live at this corner. While it would not be impossible to adjust to this new route, it would entail having to leave my home much earlier in the morning to make sure I can walk to inverness and catch a bus in order to make it to class on time.
That really ruins everything for those who live in Aberdeen South!!
The stop sign by 27th and k10 is difficult to get through at busy times because of traffic exiting k10
I dont have any comments
Aberdeen Apartments lost service to campus just so you could serve the downtown. i think the students living in the SW area will drive to downtown. They will ride the bus to campus because it costs too much to get a parking permit.
Bus parking will be hard downtown at the library with all those buses!
I like the proposed alignment. I've found it difficult to transfer from the 29 to the 11 to get to downtown from over near Crossgate. It was always doable, but the timing for each bus never seemed to match with what the bus guides outlined. I would be more inclined to ride the bus more frequently with the proposed alignment than as the route currently exists.
Agree with change
The B schedule bus currently has 40 minutes to do the route which is very tight. B schedule bus should run every hour if adding downtown. I'm not sure if taking off Wakarusa will make up for the extra time going downtown.
I appreciate the addition of downtown service for route 29 and would like to see more routes continue downtown.
Mostly harmless and sensible changes. The 29 is a big experiment given how long it's been since a true campus route paid a visit downtown. One of those buses is likely to struggle keeping time.
This is WONDERFUL - I can take the bus DOWNTOWN now. Thank you!
This will inconvenience me a lot.
This is a good change.
like that it goes downtown
Good idea
I don't use 29. However, glad to see downtown is added.



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No problem.
I will be able to take this bus more frequently if it will go all the way to downtown.
This change would be very much preferred by me and many others
seems like a good idea
Masterpiece
I think it is good to add access to downtown
ok
Seems necessary due to the road changes
I like the connection between campus and downtown
agreed - good changes.
This is perfect
This is fine with me
This is great and suit for me that be able to directly reach to Downtown.
seems fine. will not affect the sections I travel on this route
nice
I would suggest not to change this route
good
I live on 27th Street and I do not like this keep it as it is.
This is a good idea
This would be great at making my bus trips shorter.
I don't usually take the 29, so I have no opinion.
Stay with the old. Don't eliminate. You can still add the new one.
Not affected.
ok
Looks good
I like the proposed one better
I like the way this will serve downtown.
I think it should have both, if possible.
Like it
Yes
Looks great
I approve of this change
fine by me.
Fine
agree
Sounds good.
Please don't take away the only bus stop by Aberdeen.
seems ok i guess. its still stopping where i live.
Ok
I like the way it is now



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No, difficult for people to living in Aberdeen apartments. they have to walk a lot than usual
I like this change. I would take this route more often if it picked up at Snow Hall more frequently after 5 PM
It should have a new stop just across the hyvee [Note: not allowed in right turn lane, if not turning right]
One more bus that goes downtown to campus would be much appreciated, especially as 3 often goes off it's schedule.
The proposed change to 29 will cut off the only bus that takes me from home to campus and I hate it.
The downtown loop is a good addition, especially for students who may use the library's services on a regular basis.
Please don't kill my route, that's hundreds of dollars I absolutely do not have that you are costing me [29?]
This is the primary route that I ride, as I live near Kasold and Clinton Parkway. I would love to be able to use one route for all of my busing needs.
I absolutely LOVE the idea that the bus I take to work at KU will also go downtown! I anticipate riding it a lot more if this change comes about.
Literally just don't do the proposed changes to routes 9 and 29. What the hell even is that. I loved Lawrence transit and thought you guys did a great job, until I saw that. What's wrong with you guys wtf...
the service line extension is good, but it is important to keep the service frequent enough (at least at the current rate) to keep the ridership.
This would be a nice change and would positively affect me if there were stops on Clinton Parkway. It would make going to the Lawrence Library easier.
I am very much in favor of the additional service to Downtown Lawrence! It will be great to have another way to get between Downtown and the KU campus!
I prefer a route that goes further west than Inverness. If this change happens, please consider adding a stop as far west as possible (for example, a stop at the corner of Inverness and 24th.
Please make sure that bus drivers stop at Crestline both ways on Clinton Parkway. The buses are traveling so fast on Clinton Parkway that they may miss passengers waiting at Crestline.
The 29 bus is PACKED in the mornings. I was riding it in the early days of the coronavirus outbreak. It made me wonder if it would be possible to have a couple more buses between say 8:30 and 10.
I like that because not many people get on passed inverness and now there is an option to ride it downtown which is nice so I wont have to make a connection. I just hope it wont affect the frequency the route comes.
This is a good idea to take the bus downtown, but please don't eliminate the part of the route that goes to Wakarusa. I'm going to be living with my aunt next year and she lives near the Sunflower elementary school and this is the only route that is close to her house.
I know lots of students use this route so lengthening the route time would be detrimental but adding a new bus to this would solve the problem.
Immediate concern would be - what is the timing difference for the entire route with adding downtown loop? However, I like the reduction in hopping to other routes to get from one side to the other
How dare you! You're removing the part that goes to where I live. It's a terrible change. It'll surely impact other students living in Aberdeen as well. It's terrible - reconsider it! This is the only bus from home to campus.
Glad to have another bus that hits Jayhawk Blvd and then goes downtown! That would make three options along with the 10 and 11. Only concern would be space at Vermont & 7th, since it can get quite full if all the downtown buses are there at once. I'm not familiar with the 29s timings though.
Sometimes when I wait for 29 at the engineering building, I see other buses like 11 come by twice or three times before 29 shows up. I will be waiting long enough to fit an entire class into my schedule. Halfway through the semester, this had happened to me five times at least.
The additional downtown service seems superfluous, given the routes that already serve both KU and downtown, but it may be convenient for people who need to go directly from 23rd & Wakarusa to downtown.



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It might make more sense to cut the downtown service and instead have Route 29 run on a 20-minute cycle rather than every half-hour.

I would greatly welcome the extension to downtown, given preservation of the existing stops.

Most frequently I connect from Route 29 to Route 9 at the present "Legends" stop, where there is a shelter. Please create an alternate connection to another route (such as Route 9) for going to South Iowa.

This is a bad proposal. Riders in southwest Lawrence do not take the bus to go downtown (with all the connecting routes on campus it is easy to transfer to a downtown bus). Keep the Wakarusa loop. ALTERNATE IDEA...From Clinton Pkwy westbound, left on Inverness, right on 27, right on Wakarusa, right on Clinton Pkwy (make the loop in reverse; the 27/Inverness intersection is difficult on the current route); at Clinton Pkwy eastbound, turn right on Inverness and take 24th St to the apartment complexes. I'd rather have a longer time riding on the bus and be able to access the bus on the loop than the loop to vanish. If I have to walk to Rockland West, it is a long walk and I would likely purchase a parking permit and start parking on campus. I ride the 29 bus daily during the academic year and have for 4 years. If this change happens, you'll lose bus riders who are staff. The change will create a huge inconvenience, and riders will find other alternatives.

I think that adding the downtown loop would add a lot of time to the bus route which would be annoying for KU students. Right now as it is the bus runs every 20 minutes. My main concern is that adding a downtown loop will add significantly more time to the route. Would there be more buses to accommodate that? If the downtown loop were to be added, personally I would not find it useful to take the bus and I would just drive to class.

I moved to Aberdeen apartments (2300 Wakarusa Dr) last fall because it was one of only a few places on the KU bus route that accepts large dogs and is a quieter community, which is essential for me as a grad student. I walked to and from the 24th St stop every day that the Wakarusa stop was under construction, and not only was it a long distance to cover in bad weather, but I often found myself walking home in the dark which, as a young female, is not safe. Eliminating the Wakarusa stop would force me to either need to purchase a parking pass (not ideal as a grad student receiving a fixed stipend only nine months out of the year) or consider moving to another location in town (very difficult with pets and a low budget).

I think there should be a stop added to the intersection of Clinton and crest line going westbound. There's a stop on the other side of the street for the eastbound route. It doesn't make any sense that you can get on there but you cannot get off at the same location.

This is terrible for me and others who live in the Aberdeen apartments it basically means I will not be able to have a bus which goes to my home. I can maybe take it home with an addition 15-20min walk but it makes arriving to campus early in the morning nearly impossible with the way that

I personally have no need to go downtown during the work week so the addition of the downtown stops does not benefit me. If the overall commute time is shortened or the same I am fine with the change.

If this bus doesn't come to Legends Place anymore I won't be able to travel to campus. I don't have a car and that is very inconvenient [Note: It would still go past Legends Place]

Would eliminate my apartment complex :(please consider shifting the direction at 24, coming around south on Inverness, west on 27th, and northbound on wakarusa

This directly affects me. I live at Aberdeen and do not have a car. I have chronic pain so walking that distance will be hard on me after doing it twice daily. Please reconsider removing that part of the route.

There are MANY students who live in the Aberdeen apartments on Wakarusa, and it is not feasible to fight heavy traffic of the Montessori elementary school as well as Sunflower elementary school/southwest middle school to get to the proposed next closest stop if the one on Wakarusa is eliminated. It is quite far away from a walking standpoint and requires crossing multiple non-major streets that become dangerous in the mornings as many parents in a rush do not obey traffic laws like coming to a complete stop at stop signs. I know that not every student can have a bus stop right in front of their building, but we would have to walk nearly a mile to get to the stop at rockland west which seems just too far. Please do not eliminate the Wakarusa stop.



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Yeah just what I've said before a few times now. I get that not a ton of students live at Aberdeen, but stop reducing your routes so that students who don't live at gd Rockland or smth are penalized. It's already hard enough to get anywhere, I thought the public transport here was good enough, so don't remove all of that!! I'm a student and part of the KU community too, don't cut me off from campus just cos I live farther away in Lawrence. Smh y'all really are just trying to screw up the good thing you had going huh

Big no. Can't say this enough. Big no! I live at Aberdeen, and am a full time student at KU, I don't have a car. Changing the route like this would totally screw me over! By changing this route you're stopping service to a huge apartment complex. And for what? Saving a few mins on the loop? Utter bs. If this change goes through you will totally screw over those in the KU community who live here. Lawrence has an amazing public transit system so I'm def shocked and irritated that you guys are attempting to make a huge apt complex reachable only by one direction of route 9, and cutting out 29 completely....

I ride this route daily, and I believe if it stops at Inverness, but downtown is added to the route would seem to make it similar in timing. The issue I see with this is if the downtown section becomes a popular reason to take this route, then it will make an already packed bus (going towards campus) even more packed. The first half of the semester, the bus is nearly full and I often miss it because there are too many people already riding it at the time that I need to take the route. This has caused me to take an even earlier bus then necessary (which works for me, but some people it might not be possible). All that said, if the downtown section becomes popular, it may make this route even more difficult to take the bus one wants at the time they desire.

This change cuts off the entire Aberdeen community from a direct route to campus. There are many KU students (both graduate and undergraduate) that live in the Aberdeen North and South complexes and this is a disservice to them. I am also unsure of what traffic changes have prevented buses from travelling south on Wakarusa to 27th- was this change considered when there was road construction on Wakarusa between Clinton and 27th? If so, the construction seems to be complete.

I would be very disappointed with this change because it eliminates service to an apartment complex and many neighborhoods, not to mention two school. Bringing the bus down Inverness to 27th would be a substantial improvement.

I think it would be a possible good change, but cutting out that area could cause many people to not have a ride, or make them get up even earlier to walk to the next closest bus stop so they can have a ride.

The overwhelming majority of the ridership on this route is students. Why would you take service away from the students on Wakarusa to connect to downtown?

I would appreciate more routes from downtown to campus

I really like this changed route! It looks to be more applicable to my needs for the route.

I like that you've included downtown as part of the route

Will adding downtown service add any time to the route?

Looks good.

elimination of southwest loop is reasonable

Changes seem appropriate. Adding downtown a plus.

This will make my commute easier and increase my ability to travel between downtown and home without changing buses.

How will people living in the eliminated area get to KU campus if the route is eliminated with no alternative? Would this route be faster traveling to downtown or stopping at different times from the routes 10 and 11 that already travel through campus to downtown? I personally would sometimes use the current route 29 to get across campus from the Kansas Memorial Union since it was one of quickest to switch to going southbound and would come in between when the circulator routes would stop.

Previously, I've only taken route 29 to get up to Jayhawk Boulevard from where I work on 15th St. I think it will be great to have another route that goes through campus and also goes downtown--especially since route 29 runs during semester breaks.



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There is an older gentleman who rides to Hy-Vee, boarding the 9 on the south side of the Scottsdale stop on 27th. He does his shopping, then gets on the 29 at Hy-Vee and rides back to the Scottsdale stop. I would be concerned about him getting around. What would his option be?

That frontage road part of the 29 is weird. doesn't seem necessary. Send the bus west down 24th then east on Clinton and you can cut out that weird turn onto the frontage road. Also if the 29 is going downtown, where will it park? There is no room for any other buses downtown.

I do not want the wakarusa loop to be eliminated, as I and many other KU students live at this corner. While it would not be impossible to adjust to this new route, it would entail having to leave my home much earlier in the morning to make sure I can walk to inverness and catch a bus in order to make it to class on time.

I like the proposed alignment. I've found it difficult to transfer from the 29 to the 11 to get to downtown from over near Crossgate. It was always doable, but the timing for each bus never seemed to match with what the bus guides outlined. I would be more inclined to ride the bus more frequently with the proposed alignment than as the route currently exists.

I would like to register my disapproval with the proposed route change that eliminates easy access for members on the Aberdeen apartment complex. I am a fairly new resident there, my lease having started in February, but my girlfriend and I chose this location explicitly over a different location because of the location of route 29. Having this part of the route eliminated will make it significantly harder for us to commute to campus for her classes and for my job.

Appendix E: Route 34 Public Input, All Comments

This change makes sense to me

This change does not affect me. The part of the route important to me is unchanged.

This seems a lot easier

Interesting that two maps have been provided. I don't detect any differences. Okay by me.

Its good to see we are trying new things with 34, 10th street is a nightmare.

This one should be changed to go up and down Iowa and maybe a small loop at each end to meet up with other busses!!!!!!!!!!!! I have to spend two hours just to go to 31st and Iowa. I live by Casey's so it's really only ten minutes away but no, I have to take #6 to #7, then time it just right so I hop right back on, otherwise it's another 30 for the next bus back to the library to get back on #6.. please help!!!!

This makes much more sense. Make sure the timing works so that the driver has a few minutes for a break out of the seat! They don't have the luxury of 10-7 time, the way the timing is on the route right now.

THis looks awesome! Much simpler and more efficient

Yes

No effect on me, so no opinion.

I support these changes.

Fine

Might actually hit the stops on campus on time. Nice.

Great changes

Now this makes sense. Only problem I see is how are you going to get any feedback from students now that they are not on campus and not engaged with route the service at all.

Ok

I like that idea!

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Agree with change
Good
This is my most frequent bus by far. I have no problem with these changes.
I approve of this change, especially if it will improve the on time performance
This is a good change
I ride this route most often. The proposed change seems fine.
Looks more efficient!
Good idea
This is a good route but how many pass through this area already?
Ok.
Will the 34 transit time still be about 30 minutes? [Yes]
This is an excellent change
Exquisite
i can use this route to get to west campus now, I think [Editor's Note: No, this won't be the case.]
This is a great improvement to the bus route
I am neutral on this one
nice
great !
I like this.
This is a good idea
Looks a little confusing
The change makes sense
ok
makes sense to me.
no concerns.
Good
Sounds like a good idea!
I like it.
Like it
Yes
Fine
agree
The 34 is needed on I I and Indiana
Yay! go for it.
Sounds good-- I would occasionally use the new route, so this will be helpful.
This is great it expands the routes that students can take to class, eliminating traffic on the campus circulators
Much more efficient and makes a lot more sense. The circulators should be stopping in the eliminated sections.
I'm having trouble figuring this out, but as long as there are pickups on campus, I hope it will improve service.



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This is a better way to serve as a campus circulator for students living near campus, and makes more sense from a route perspective.
The only challenge I have with the 34 is that I would have to leave earlier to be able to make it to work by 8am, but that seems like my personal problem, rather than an issue of the route.
I approve of this change. Improving the timing of this route would make it easier to get to certain parts of campus and the community with limited bus services
offer more buses for in between classes and also more stops so students can ride when it snows instead of walking all the way from jayhawk blvd to business building
I love this idea, on time performance has been my largest complaint with Route 34 in the last semester. I also prefer the circular route, as it avoids passing through the congestion of the Union twice.
I really appreciate the efforts to constantly adjust and improve this system. I've had some frustration around Route 34, which has had delays as dramatic as missing an entire cycle. I hope that the changes proposed will work to resolve those issues for all of the students that rely on the bus system to get around campus.
Prior to this semester I rode 34 at least twice a day nearly every weekday. Timing was a huge issue, especially in the afternoons where the schedule would regularly be extremely behind. There were also a few instances where I was very late to class because of this. I really appreciate your efforts to address this. I think this will help a lot since going past the Union, twice down Jayhawk, and the tight corners/steep hills on the eliminated part of the route caused a lot of the slowdowns. This also adds another route that goes near JRP which is great, since there aren't many routes that do.
This is the route I ride most frequently because I live near 7th and Michigan. This change is fine with me, I don't really care one way or the other. If it's thought that this change would make the route faster, then I'd say go for it because that would help me out.
I know it's not being discussed at all right now, but personally, I would like it if this route went down to engineering, because I'm an engineering student so that would be really helpful for me. But I understand that's probably not possible. I just wish there was some route that came up to where I live and then went by directly in front of engineering, it wouldn't have to be this route. Maybe the 36 could do that. I don't know. That's just my thoughts, thanks.
seems good
good plan
This seems logical and well thought out
This looks helpful
reverse the direction of travel for ONE of the two loops
As long as it still goes on Jayhawk then it works
This is the route I take to and from campus Monday through Friday to get to work and get home. When you are reworking the timing points for this new alignment, PLEASE, PLEASE, PLEASE take into account the long lights at 9th and Maine and 6th and Maine as well as the fact that when you pick up someone at 6th and Colorado that it can take a while to get into the turning lane to get to High Pointe. I heard from SO many drivers that when this route was new that timing points were made without taking these things into account as well as that it takes time to pick up and drop off people and that traffic is higher during fall and spring semesters. The fact that timing points weren't adjusted after this route's first year was irresponsible.
This one should be changed to go up and down Iowa and maybe a small loop at each end to meet up with other busses!!!!!!!!!!!! I have to spend two hours just to go to 31st and Iowa. I live by Casey's so it's really only ten minutes away but no, I have to take #6 to #7, then time it just right so I hop right back on, otherwise it's another 30 for the next bus back to the library to get back on #6.. please help!!!!



Appendix F: Route 38 Public Input, All Comments

I think this is an improvement.
This is my bus and I'll miss the convenience of having it pass through my neighborhood. It is a good call, though. It is very difficult for the bus to make the turns at 21st and Ousdahl. I don't know if that is why the change is being made or if there are other efficiencies that will be gained, such as a direct run south on Iowa. A stop right at 21st and Stewart would be very useful for people like me who will come from the east and south. I'd rather that than having to walk up Stewart to catch the bus.
The 11 services the proposed cuts so this makes sense
Has no impact
That turn onto 21st off of Iowa is not cool. have you had anybody test it out? A big bus will get into trouble there I think. The old way is fine because the yield turn onto 23rd street is safe and quick. waiting at the stoplight to go north on Iowa will slow the route down.
Yes
Seems fine.
I support these changes.
Fine
I just don't see the point of this. How odd to catch the bus on Stewart and not be able to really ride it back. Does it really change the timing that much?
This change includes a difficult right onto 21st from Iowa when traffic exiting 21st is present
Probably lost ridership on Stewart. If they ride it to campus they will have to get off on 19th and walk down Stewart. Students are not going to do that and be happy. Isn't that a big portion of the ridership on the route?
Nice
I like the idea and will allow the route to be more on time for me as well.
na
Agree with change
great improvement.
This is a good change
Good idea.
I would welcome the increased frequency!
Good idea
This is a great change
It's ok
nice
good
I like this.
buses on larger streets is preferred; i approve
fine
ok
I agree and want this change.
yes please.
i believe that this will be good because it'll take less time



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Like it
Yes
is there any route that will serve that part of ousdahl?
fine by me
Sounds good.
Fine
agree
Ok if you put a stop at 19th and Stewart southbound
One third of the ridership is going to be negatively affected.
Yes! I like this change.
Great, reducing the time between busses is your greatest strength
This is a good idea. A stop at/near Iowa & 23rd would be valuable.
Doesn't affect me, I wish they came more frequently.
Please let Route 38 run during the summer. It is important to have a KU bus that runs from Holcom Park.
I approve of this change. It takes away traffic from residential areas but still leaves access within walking distance
I think it will not be good from the students who lives in the Stewart street because there is no other bus to pass there
It is very important to me that the route still include the two stops on Stewart Ave.
This modification could benefit people going to west campus if you add a stop on Iowa
The proposed change looks like it would be super helpful and still services the area I need at Park25 apartments.
Operating every 20 minutes will be wonderful. Route 38 is important. I hope that it will run during the summer.
I only use this bus to get from jayhawk boulevard to the dorms so I think this is a good change if it improves the frequency.
Children in Prairie Meadows would have no way of getting their elementary aged children to and from Schwegler Elementary with the proposed elimination along Ousdahl. Please do not do this.
The keymap is not very clear, but the existing route is great. Passing by chase court apartments is essential since a lot of KU students live there. For the red dashed line, I think it going to be a great idea.
This change is going to cause a lot of trouble since lot of use take the bus from Stewart Ave. Please consider keeping at least one stop around Stewart.
I love this change. I ride this bus every single morning and it takes way longer than it should. I hardly ever see people board on Ousdahl.
It is a big problem that the route eliminates southbound service to Stewart avenue. Residents of Stewart avenue will have a much more complicated time coming back from campus,
I only use Route 38 for access to the shopping area on the corner of Iowa Street & 23rd. If a stop is included in the parking area there it would be an improvement.
Once again, the rerouting onto Iowa makes more sense from a route perspective because of the time needed to loop back around.
This change will affect me because I will be moving to the Chase Court Apartments and now I will have to walk to get back to my apartment instead of being dropped off in front of it.
There are a lot of both graduate and undergraduate students widely dispersed in Schwegler neighborhood, and moving 38 from a relatively central location in Schwegler (21st and Ousdahl) will affect all of us adversely.



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It is not good. Many students live near Stewart Avenue. Amended southbound route does not contain Stewart Avenue. Where they stop?? Moreover, I think 38 doesn't have to have more frequent time schedule.
Other buses already go down Iowa to 23 and I often use the 38 to get from my house to different shops further along 23rd. I'm not a fan.
I cannot understand if the change will still allow this route to stop in front of the Allen field house garage. That is where I typically catch this bus to get to Jayhawk Blvd from the Jayhawker towers
I stay at 1942 Stewart Ave (chasecourt apartments) and this is the only bus that takes me to campus and I take this bus daily. For almost a year the road was shut due to construction..now due to COVID-19 the route is shut... I'm an essential employee so I still need to go to campus and I have to walk...It is really unfair for all students who live here to not have direct access to a single bus route.
I think that increasing the frequency of the line would be excellent. This line serves many student commuters who live on campus at Stouffer, and off campus at locations like Applecroft, Chase Court, and other buildings on 25th. However, I do wonder where the people at the Stewart Avenue stops (which serve Chase Court) would be able to get off if the southbound busses no longer run along Stewart Avenue.
I personally use this route daily and coming home before work times is critical to do last min assignments. Having this route not pass through Stewart bypasses a lot of students getting off with minimal walking involved. The parked time in Stewart is dumb but I need the south bound Stewart 1 and 2
This would affect me really badly because I take this bus almost every day from the Ousdahl and 21st stop, this is the bus I most frequently take, both to campus and to downtown (I take it to Corbin and then walk down the huge staircase to the right).
Please serve Stewart Avenue on southbound services as well. With the proposed route I don't see Stewart avenue service on southbound route. This will be difficult for everyone staying on and near Stewart avenue and using the bus service as their primary transport to university and back.
I live on 21st street close to Ousdahl, and take the route 38 bus every morning to KU. I'm sorry to hear that the bus will no longer be coming down Ousdahl. What side will the bus stop be if we are to catch it on Iowa? It is very difficult to cross Iowa, due to traffic. Plus, when the bus is running late, it is a very noisy place to stand and wait. I know there are other college students on my street that catch the bus at 21st and Ousdahl too. The frequency of the bus, as it stands, has been just right for me. I hope you'll reconsider and keep it going down Ousdahl.
I'm glad the frequency of stops will increase and this proposed change doesn't affect me but there will be a drop of ridership from the lost Ousdahl group. It seemed like there were a lot of people who rode the bus from that area and there doesn't seem to be a replacement service in place to help them.
I live at 25th and Melrose and take this bus to campus daily. I am relieved that the proposed route changes maintain service to my stop. Because I have classes that begin at 7:30, I wish service started about 10 minutes earlier in the mornings. As it is, I have to walk to catch Route 29 at Clinton and Crestline to be sure I make it to class on time.
This is extremely unfair. The only people who get onto the bus near 19th are those staying in Chasecourt and Applecroft. And the only bus going into Stewart Ave is route 38. How does this even help?? Iowa already has a lot of buses and traffic!! How does this even help to increase the frequency. And you're removing two bus removing 2 bus routes from Stewart, what about all the students that stay there? This is so inconvenient and inconsiderate
I do NOT support this change. The proposed eliminated portion of the route will prevent students who live along 21st St. to have a nearby bus stop and many people (students and residents) utilize the stops along 23rd St. for access to the grocery stores, restaurants, etc. Additionally, Stewart Ave (Chase Court) houses a lot of undergraduate and graduate students who utilize this route and with this proposed change, many will have to walk a far distance from 19th at night and during inclement weather. I do not feel these sacrifices are worth it to have the route on a completely 20 min schedule. I have no issues with the current stops or schedule timings.
38 is the route that I used the most. The change will negatively affect my daily dynamics, since the stop I used every day is the one in 21 st & Ousdahl. This will be particularly worst coming back from campus at night every



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day. I think that if the North to South route passes by Stewart Ave, as in the South to North direction, this decision will have less impact on users.

This proposed route change completely cuts off students, faculty, and staff who live in the neighborhood immediately south of campus along 19th street, between Iowa and Naismith. This bus is always full in the mornings. So now we are all expected to walk to campus, especially during inclement weather? I prefer to walk or ride my bike, in good weather, and when I have time, but it's not always possible. Almost everyone gets out along Jayhawk Blvd, which is about a mile away. There is no other route that services this neighborhood. It seems like this route serves only the student who live in big apartments. What about all of the students who live in rented houses in the neighborhood? Going South, where will we be able to get off the bus, since it can't stop along Iowa?

The Bus route for 38 through IOWA would a lot inconvenient and disruptive on my daily class/research schedule since I'm primarily dependent on this route. Most of the people taking 38 now stays either in Chase court or Apple croft and removing the route via Chase court is very much inconvenient for a lot of us. Please consider keeping one stop through chase court.

seems to be a better streamlined route

Doesn't impact on campus so its fine with me.

Looks good

reasonable

This is my bus and I'll miss the convenience of having it pass through my neighborhood. It is a good call, though. It is very difficult for the bus to make the turns at 21st and Ousdahl. I don't know if that is why the change is being made or if there are other efficiencies that will be gained, such as a direct run south on Iowa. A stop right at 21st and Stewart would be very useful for people like me who will come from the east and south. I'd rather that than having to walk up Stewart to catch the bus.

The 11 services the proposed cuts so this makes sense [Note: not really...]

That turn onto 21st off of Iowa is not cool. have you had anybody test it out? A big bus will get into trouble there I think. The old way is fine because the yield turn onto 23rd street is safe and quick. waiting at the stoplight to go north on iowa will slow the route down.

Appendix G: Other Public Input

All changes look good as proposed

I would like to see later routes and routes on Sundays for the population who either a) works on Sundays and is without any other transportation or b) has Sunday as their only day off to run errands/buy groceries/etc. I appreciate the addition of downtown service for route 29 and would like to see more routes continue downtown.

Please think about the children that will be affected by the 7 change before making the drastic change

Thank you for the service that you provide.

That right turn for the 7 on 19th is going to be a nightmare. Otherwise great changes

Really need a route that goes up and down Iowa from 6th and Iowa to Walmart on Iowa. It takes us two hours on the bus both ways because we have to take #6 and transfer to #7 at the library.. please please please help!!!!

Bus service from the holcomb area to just about anywhere is eliminated.

Thank you for trying to improve the routes and timing! Please consider getting in a bus and trying the proposed routes out though, some of those turns are bad news bears.



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As mental health deteriorates during the coronavirus epidemic, bus drivers need to be watchful for pedestrians who might impulsively run out in front of buses due to mental illness.

Great bus service. Thank you!

The Stonegate neighborhood and surrounding area is not being served by transit. I moved into that neighborhood 5 years ago when service was provided and now its been gone for a couple years. I hope you can bring it back!

Please continue to use data to make your decisions on these changes.

I'm hoping the recently hired Manager of Transit & Parking (Congratulations, Adam!) will move ahead briskly with the Transit Hub Project.

Fine

Mostly harmless and sensible changes. The 29 is a big experiment given how long it's been since a true campus route paid a visit downtown. One of those buses is likely to struggle keeping time.

Please try to remember that not all who live on 27th by the trafficway own a vehicle -- and some are seniors who can't walk long distances.

Please talk to drivers about these changes as they navigate buses through the city all day and have good input

Billy mills can be accessed by the 7. Southwest by the 9. Central middle school by the 7 and west has no service. I work at an elementary near there and didnt have a car for a year and took the bus.... Why cant the 4 route go a little farther west to service that school? Also why is there no bus that goes straight down iowa? There should be. It should not take an hour to get from 6th and iowa to target. Thats a straight shot down iowa....hmmmm just something to think about

Not sure why most of these changes are so pressing. Are you changing for the sake of change. I can see changes to Route 6 because of LMH. The flip of Lawrence Ave between 7 and 9 is baffling. Route 29 to downtown is probably offering up something today that will not be able to be done in the future with the proposed transit center.

Snow removal needs to be improved

Please, I beg of you, consider my appeal on Route 7. I don't know that many people are going to write in because I wouldn't have seen this if I didn't check to see why there are red bags over my bus stops again. This doesn't seem to do very much and Iowa Street also has a lot of helpful routes already. Thank you.

I look forward to riding the bus more, if it's convenient.

Change the name of route 44x. It confuses us students about it because the 44 and 44x are separate but show the same signs on the buses and still called the same but go completely different places.

Buses on weekends!

Sunday transit options

I. Please add service on Sundays at least on route 7 and some other routes which allow going to Downtown and shopping for groceries.

I think there should be buses up on sundays even if it's a request service like SafeRide because many people have places to go on Sunday like work or study meetings and it's extremely inconvenient that there are no buses up.

I wish you ran during the summer months and during the breaks, esp. Xmas break. I still have to get to work.

A lot of the KU routes need to stay running trough breaks and summer. Student still need access to campus as well as staff, also those routes cross more bus route making the system more interconnected so you do bot have to go all the way downtown to get on a different bus.

Extend the 42 bus to summer months, staff still use the bus even when school is not in session.



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I would like the KU routes to run all year. 36 is the only bus I can take to get to work. I am left walking with every break and all summer. Which I wouldn't mind if the weather were nice, but this is Kansas so I am either walking in the extreme cold to the extreme heat. I could see changing the routes to have 1 bus and maybe combining route like putting 36 and 38 back as a single bus route in the off times.
Make safe ride available during break time.
Safe ride vehicles should be increased
Improve the service of Safe Ride on Fridays and Saturdays.
Saferide app needs improvement. It doesn't work.
The infrequency in the evening has left me many times waiting alone in the dark at night for almost half an hour, when it's still to early for safe ride. I know the buses aren't used as much at night, maybe make safe ride start earlier in the winter to accommodate the earlier darkness?
Get rid of the app that does not work.
Make the app bus arrival timings more accurate
Most of time, bus-GPS works fine but sometime did not work properly and missed my bus.
Make the app better. It doesn't account for layover.
Usually app times for arrival don't match the bus movements
Online app to track arrival times of buses per location
Make the predictions of the app more reliable. They have been wrong many times and have caused me to miss busses or to go out in the cold way too early. Step it up.
Sometimes the app doesn't follow temporary route changes and that can be confusing.
improve heads-up route changes due to road work, accidents, etc.
Improve timing estimates combining active GPS with traffic-flow-modified weighting from GIS
More/better notification of re-routes related to events in downtown and South Park. I hate having to try to guess where/when to catch the bus due to re-routes.
PHONE INFORMATION IS EXTREMELY UNRELIABLE DURING REROUTES, STAFF NEEDS TRAINING IN THIS AREA. I HAVE MENTIONED THIS TO SEVERAL DRIVERS AND THEY STRONGLY AGREE.
Have the app show all of the routes all the time, even if they aren't currently running. Also, have the app include a time schedule so you can look up "when will the bus arrive" rather than "where is the bus on the route.
Bus tracker app predictions seem to have trouble when buses are holding outside the library. I typically get on at the 9th & Ohio stop and predicted arrival times are not reliable until the buses depart the library, at which point there is only a couple minutes notice.
I assist with summer new student orientation and incoming students often are overwhelmed by the transit system. An increased transit presence at orientation, including some kind of literature such as a new rider's guide with steps to find and choose routes, how to ride a bus, etc. would be extremely helpful. Many students are coming from places that have very little or no transit system and they don't know how to wait for a bus, how to signal a stop, how to find the route they need, etc. I think this would help eliminate some frustration from drivers as well. [Note: I hope to incorporate this in our video how to series, I've added it to our notes.]
Please fix the 3. Especially with the coronavirus, it's potential to go off schedule has increased. I've missed my bus downtown numerous times thanks to lateness or, unfortunately, a train blocking 3's access to your depot. Another bus running the route could solve the problem. Better yet, bring back old 36! :)
Route 27, which I use a lot, it is kind of empty in general. I think this is due to the frequency of the bus (every 40 min), so instead of waiting for the next bus, I can use route 11 for which I have to walk 10 extra minutes and this is not fun in winter. I thin this route needs modifications in both the route and the frequency.
route 11 should run in the evening so that we can go home after classes [Note: It already does.]
Only suggestion would be to try to resolve the issue of crowded buses from 8am to 10am in the morning, specifically for the 11 route. Too much new residential complexes in the south that are taking this bus now. Maybe reinstate the express buses for 2 hours in the morning.



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Route 10 tends to be late in the afternoon, not sure how to improve that.

Route 9 and 10 are extremely infrequent during the day. Route 29 is usually frequent enough, but the predictions on the app and the text service are often SUPER inaccurate. I do not use the off campus routes often enough to select once a week but I use it more than never. An occasional option for selection would have been preferred. As our family has 1 vehicle, I rely heavily on the transit system for meetings on west and main campus. I also rely on the outside routes when I am not able to be dropped off at work or for off campus meetings. I don't just work from 8-5 so the buses running before and after those hours are important

It would be nice to have a stop across the street from #175 (near the roundabout) for route 36. This would make it easier to access the engineering complex, Ritchie/Slawson Hall, Murphey Hall, etc. from this route. The current options (stops 358 and 456) are both substantially further away and the bus goes right by the roundabout on its existing route anyway.

I also believe it would be better to shift the times of route 36 back by 10 minutes (timing point A at 6:50, 7:10, 7:30, etc.), as currently you have to make the choice between getting to class nearly 20 minutes early or likely a few minutes late.

I have wondered why you took away the route that started at North Michigan (was #36? is now 34) now has a different route and hardly any passengers although it used to be crowded every day when it went to and came from N. Michigan. I.e. you took away a crowded route that many people used and liked. I live at 9th and Maine so I use it every weekday, but I know a lot of people who took it and no longer can. I also am sorry that it doesn't go to 4th and Maine to the hospital; formerly it had the 4th and Michigan stop near the hospital. I **DON'T HAVE A CAR AND FOR ME THIS USED TO BE A MUCH MORE CONVENIENT ROUTE.** Most of your drivers are super friendly, and never rude; earlier one male on #11 on the early evening run was surly and non-communicative. He's the exception. OTHERWISE I'm so glad you guys are there.

Having 41 "no stops on the hill" is pointless. The bus has to stop at that stop sign anyway there is no reason why the bus cannot let people off there.

I wish the 42 would go back to its old route. As an engineering student, the current 42 route makes it kind of difficult to get from the rec or from downs to the engineering campus in a timely manner.

Route 42 Blue....where is the blue Bus Stop Sign for Spencer Museum? Should riders stand along the sidewalk north of the museum (down hill) or south of the museum (up hill)? Standing on the north side of museum seems safer as far as other traffic. A co-worker said there is no indication as to where one should stand to meet the Blue 42, at the Spencer Museum. [Sign was stolen, and returned to office. Not sure why it hasn't been reinstalled yet.]

More routes near Carruth O'Leary and JRP

I live at Hutton Farms and have to get a ride to a bus stop. I think you need to expand coverage to this area of town

Not enough buses to Carruth O'Leary and JRP

provide an easy route from jayhawk blvd to capital federal hall without taking 30 minutes

If it would be possible to have a bus route come closer to East Lawrence that goes to KU, that would be really helpful. I usually take the Haskell bus to campus, but in the summer it doesn't run. I work on campus in the summer and my husband takes our only car to work. This makes it really difficult for me to get to work because no other bus goes out to the east side of town to campus. I'm also concerned about taking summer classes and not having a way to get there without spending \$50 a week on Uber fares (that's how much I spent last summer).

I am an Elementary Major from out of state, and getting to the School of Education is always a hassle, especially in the winters. Not only this, but the fact that there is no returning bus stop to go back to campus is very inconvenient when I have to get to a class near Blake Hall. Please consider placing a route returning to campus for Education students! Thank you.

For busses that pass by Watson library via Sunflower Road should have a stop for people to get off. This would be super helpful for getting to buildings like Fraser, Watson, and Blake. There really needs to be a stop there because most of us have to get off at Strong and then back track.



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I would like to see more coverage on the south end of campus (Cap Fed, LEEP, Robinson, Murphy, Summerfield, etc.). There are usually only one or two routes that go near those buildings and they don't come as often as routes on Jayhawk Blvd. With the new Business School and Integrated Science buildings, there is an increased number of students on that part of campus.

More stops on Sunnyside Ave

Need a route from sunnyside ave to kansas union and circles around counter-clock-wise. No current routes from sunnyside turn right at the top of the hill.

For busses that pass by Watson library via Sunflower Road should have a stop for people to get off. This would be super helpful for getting to buildings like Fraser, Watson, and Blake. There really needs to be a stop there because most of us have to get off at Strong and then back track.

more buses during peak times

During peak hours on campus increase campus circulators

Have buses come earlier in the morning to student housing, especially stouffer place

Cut down on some of the on campus circulatory used by lazy students and maintain off campus routes.

on-campus bus traffic is too congested. Either more efficiently offset times or reduce the amount of lines that go through campus.

The frequency of popular routes (or major routes) could be more the first month of the semester to mitigate people missing a bus because it is too full of riders.

Buses should come more often because they are usually packed for student housing and for park and ride students. Making students not want to ride the bus. Buses never come early enough too making it just easier to walk at 6:30-6:45 am

Please build more bus stop shelters. It is so miserable to wait under inclement weather.

Put more maps around campus

More shelters, seating and trash available at ALL bus stops on and off campus.

more of and more attractive bus shelters

Provide simple time tables in pdf or on bus stations. The current ones are everything but intuitive, wherefore my first choice is always the bus brochure that includes all the lines.

More shelters! Why do we have routes with stops so far apart, have been collecting fees from students and taxes from residents- and yet MOST stops don't offer seating or a shelter to use during bad weather.

The stops on campus are very easy to use. Occasionally the bus phone app blinks out.

At the bus stop I use to go to campus (Hawthorne and Clinton Frontage), the bus stop is nothing but a sign in the ground. There isn't even a sidewalk, let alone a bench. On rainy mornings, riders have the choice of standing in the road or standing in the mud.

Keep the main hub where it already is: across the Public Library

More access to Watkins Health Center from campus circulators

Running smaller busses more frequently may be more efficient

Don't require showing KU ID cards when on KU routes (e.g. 36) and near campus

There should be a bus service to KUMC from the Lawrence campus and a functioning airport shuttle service.

It is still difficult to navigate the website to find routes and read the map online.

Give us more opportunities to have a say in how the service operates. [Note: How?]

Add hand sanitizer somewhere in the busses!

Bus routes that stop on Daisy Hill are often overcrowded leaving people to either walk (if able) or wait for the next bus, which can still be overcrowded. Adding more buses to this route would make it easier for people who cannot walk to get to classes on time. The 11 route is not frequent enough during the school year, and is often late or completely full.



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Routes from campus do not easily connect with many parts of the city. It is not feasible to transfer downtown and take two buses when I can drive in 5-10 minutes. I'm fine with a slightly longer commute, but going out of my way to transfer is just not worth it when the total commute becomes close to an hour.
There should be a new route from West Lawrence along 6th Street to campus. Currently, 6 goes downtown, so taking that to campus is not convenient. The 10 (always late) doesn't serve 6th Street well.
The map at https://lawrencetransit.org/ is very difficult to use. The image gets stretched when trying to zoom in/out and is nearly impossible to view.
As mentioned above, the implementation of a dedicated campus route for West Lawrence (hitting apartments like Eagle Ridge, Hunters Ridge, etc.) would make my commute much easier. Additionally, having only two buses for large routes like 6 and 10 seems ridiculous, especially when the wait time is 30+ minutes when you may miss the bus, or when you consider that small campus routes may have 4+ buses on one route.
I've had a lot of issues with catching buses at night once they run every hour. I have found myself stuck on campus during game nights. It would be very nice to see more buses for the same routes at night
Please make a pick up and drop off stop closer to JRP!!! Many of us (including me) drive there every day due to it being so far away from campus. If i walk from my house, it is ONE MILE which is so exhausting. If a bus went further back there, it would change a lot of students transportation methods and would reduce the need for a car.
Sometimes there are weird passengers on the bus trying to harass other passengers. It is not always safe to take the bus because drivers didn't act effectively to stop the disruptive passengers. I think bus drivers should be trained how to handle such situations effectively.
Bus timing seems to be clustered during class changes, which makes sense, but having at least one bus going each way on Jayhawk Blvd every 5-10 minutes between peak times would be great [Note: this exists via campus circulators]
Drivers stay consistent on (1) not allowing eating on bus (allergies, germs, etc.), (2) not allowing drinks in containers that spill, (3) exiting at back so entry can occur in front and stop time is less, and (4) announcing stops (most do not).
Only suggestion would be to try to resolve the issue of crowded buses from 8am to 10am in the morning, specifically for the 11 route. Too much new residential complexes in the south that are taking this bus now. Maybe reinstate the express buses for 2 hours in the morning.
1/. make the system map available on the app (so we can see the system as well as the currently running bus routes); 2/. More routes such as one that runs down Kasold!, 3/. promote the bus system to KU staff - free instead of paying the parking permit costs!
Consistently being at stops at a certain time. I live at rockland west and there is a 10 minute window when the bus could come and if I miss it I have to walk all the way down to the next stop to get on the bus. If I knew that the bus would be there right at 7:20 (waiting if they got there earlier) that would really take off some of the stress of getting to school each day.
I am very glad there are Transportation Services In Lawrence.
Thank you for doing the survey, I really appreciate it!!
I hope the bus could arrive on time in winter.
Bus services are really good and helpful.
Overall, I think the Lawrence and KU bus system is fantastic.
Generally I am happy with current transportation system.
Great job! But there is still more room for improvement!
I love the bus system. I have been using it for all my years at KU
Again, making a bus route on W Campus Road that is accessible would be great.
IN GENERAL I AM PLEASED WITH THE IMPROVEMENTS IN ROUTES SINCE THE SERVICES WERE INITIATED.



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A bus route that would on 8th/9th Street from Iowa to at least Kasold would be extremely beneficial for me and for others I'm sure
More buses to and from the hill/residence hall, those are the students relying on buses the most- ESPECIALLY at night.
when you pay for a service in advance and the service provider fails to provide the service, they owe you your money back. [Note: we are invoiced for service after it happens.]
Routes should run more regularly and on-time. The only route changes I fully support are those deemed necessary due to city roadwork changes.
Increase routes available at night students do a lot at night and there's barely any routes available and safe ride doesn't start until "party hours".
Thank you very much for supporting students and driving for us safely. I was happy when I was trying to catch the bus than you were waiting patiently for me. I'm appreciated.
The app is great! I love being able to see where the bus is located. My only request is for Route 38 to provide service early enough to arrive to campus early enough for 7:30 classes.
I am thrilled to be able to take the bus to campus from downtown (buses #10 and 11), and to be able to take the 41 circulator to the main campus from my office in Higuchi Hall (near Park & Ride). THANK YOU!
I really like using the bus system. I trust the drivers and know they can take me to my destination safely. They are friendly and responsible and I have a sense of mutual respect when I ride the buses.
Thank you for your service!
It is slightly inconvenient for me as a walker to walk to some classes on campus when there is a gaggle of students all waiting to take a bus to their next class. The worst offenders are the stops outside the engineering building and the law building.
As a student, it would help to know how often the busses will be at a specific point on their route, specifically the 3 campus circulators. Since most students use them to get around campus, it would help to know when they will get to a stop, but also how long and when they have to stop at a certain location. For example, the Blue Circulator (Route 42) will stop outside of Oswald hall for 5-10 minutes at times, and other times, it won't stop for more than the normal 30 seconds to let people off/get on. It would just be beneficial to people to know when that would be happening so they can plan accordingly. Another example is the Yellow Circulator at the park and ride stop #4 (Route 41). The busses stop there every morning for about 8 minutes or so but there is no definitive time and there is no way to tell how long they have been there. For students and other individuals who use that lot, knowing when they will leave is very helpful because the last thing anyone wants to have happen is the bus pull away as soon as they get into the parking lot.
Overall, the bus system operates very well and is very helpful, but the only thing that I think would benefit students and anyone else alike, it knowing how long those stops will be prior to getting on the bus so that we are not late to something because of a stop. Many of the drivers are also very knowledgeable and are very helpful in making sure you get where you need to go at a reasonable time.
I am glad to see that an additional route will be expanded toward downtown, because I frequently go from campus to downtown. I think it should be more publicized that the routes to Corbin also have a way off the hill that's not the big slope (i.e., the staircase to the east of Corbin), because that took me years to figure out and allowed me to take a wider variety of buses.
I really appreciate the bus service. I rely on it daily (prior to the COVID situation, that is) to get to work on campus without having to drive or park. I was disappointed to read in the LJWorld that First Transit is laying off drivers due to COVID while still getting paid the same by the city and presumably KU. If First Transit is still being paid, they should continue to pay their workers! [Note: I was able to respond to this person to correct the information.]
I've especially noted this past academic year that many of the campus routes, especially during mid-morning and late-afternoon, are incredibly slow. When I look at the bus app on my phone, it's usually because most of the buses are stopped at Daisy Hill or the northbound Kansas Union stop taking an excessively long break. I understand the need/desire to want to get out every once in a while and stretch your legs, but it seems like the breaks are unnecessary sometimes, especially when you need to get across campus for a class in 5 minutes, and all of the buses are either stopped or looping back around and getting ready to stop. Don't get me wrong, I am



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grateful and appreciative of the services provided by Lawrence Transit, and the city routes are usually just fine. It's the campus routes that seem to have the most trouble, especially with this.

most of the time, the buses offer prompt, efficient service. buses are clean and safe. in the past few years, they have become less reliable in terms of when they arrive, which is problematic for students trying to get to work or classes on campus (I have student employees who use the bus to move between main campus and west campus).

The only improvement I need is that the buses should stop and wait for 5 minutes after they arrive at their respective stops. If this happens, then people won't miss the buses or wait for minutes for the next ones. This will benefit to everyone.

Drivers are not very consistent at audibly announcing their arrival and route number to people waiting at the stop. That's an accessibility issue both for folks who are hard of hearing (like me) and for visually impaired people. For buses that don't have functioning front & right displays, it makes it difficult for *all* passengers to know whether this is the bus they need to board.

Maybe it's designed this way on purpose, but to me it's annoying when I'm on my bus that takes me to and from campus, and it's going down Jayhawk Blvd and people get on it that are just trying to, for example, get from the Union to Snow hall. I would rather these people use the 43 or some other campus circulator, because the bus I'm on is designed to take people from off campus locations to on campus, not take people around campus. Somewhat related, a big issue my freshman year was kind of the opposite. I had to take the 41 to get from Snow to west campus in the short 10 minute passing period, but since it wasn't the afternoon yet, the 41 would stop at Daisy Hill. So a whole bunch of people would get on the 41 just to get off at Daisy Hill, but really the 41 is supposed to be taking people like me to west campus. So sometimes it would be full with people just trying to go to the dorms and meanwhile I would have to wait for the next 41 and then be even more late for my class on west campus. That was really frustrating.

I have found the on campus bus stops easy to use. Off campus, if we are not yet to a bus stop and a bus passes, it would be helpful to be able to flag them down and have them stop for us, but I realize this could get harried during busy travel times. During off-peak hours, this would be helpful.

I have been utilizing the Lawrence transit for 6 years and it has been a lifesaver. I love the new app where I can see if my bus is coming, when it is coming, and if it rerouted. However, when the 3 quit covering Kasold and Peterson it has made it harder for me to catch a bus to work.

Your service allows me to not have to spend a TON of money on a parking pass for campus, so I am extremely grateful for your drivers, and the service that you all provide.

bus drivers are generally very nice.

Better bus drivers

Train drivers to be pleasant.

Bus drivers are very friendly and do their jobs well!

not at all, BUT TEL THE DRIVERS THANK YOU!!!!

The bus drivers are always friendly

Train drivers. Some of the drivers are EXTREMELY rude.

Drivers are excellent, professional, polite—thank you!

I greatly appreciate our bus drivers!

First Transit could be nicer to their drivers . . . [Note: What have the drivers been telling passengers?!]

More attentive bus drivers. My stop has been skipped many times even after alerting the driver.

Also, please ensure your drivers are safe. [Note: I believe this refers to COVID-19]

bus drivers are extremely friendly, kind, and considerate and deserve a raise for all that they do and did for us this school year.

I appreciate the professionalism and courtesy of route 29 drivers.



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Some of the bus drivers (primarily old dudes on route 41) are kind of jerks. Also some people can't drive those buses very well and you'll probably need to replace their brakes once a month
I haven't owned a car since I lived in Lawrence last - that was Peace Corps and 15 years living/working in DC ago. Having used transit systems around the world and the US (NYC, Washington, DC, Chicago, San Francisco and Seattle) I have to say the KU and Lawrence bus drivers are BY FAR the nicest, friendliest and offer assistance no matter the ask that I have ever encountered. Good job and thank you!!!
certain bus drivers are aggressive with driving and get all up in the cross walks before slamming on the brakes which throws passengers around and im sure does not do well for the brakes. this is my only impropal. besides more busses, because i get motion sick easily from certain drivers
Some of the bus drivers drive like they don't have 50 people flying around in the back of the bus, it might be worth it to have then go through more training to improve comfort when riding
In general, I don't like it if bus drivers drive fast and recklessly. If they take corners fast (etc), it can make me car sick. If they follow the speed limit I usually do fine. Just a general comment.
I depend on the bus system. I have the highest praise for most drivers, who are, as a general rule, courteous, kind, and helpful. Many know their "regulars" and look out for them. Most are excellent drivers who calmly and capably handle difficulties like pot holes, detours, delays due to circumstances they didn't cause, erratic drivers in the general traffic, etc, etc.
The male bus driver for route 34 (he ran exclusively in the mornings in Fall 2019) was absolutely fantastic. He is such a joy and is always very enthusiastic. When I see he's driving it really makes my day! I really wish more drivers interacted with students the way he does.
Clean the buses more frequently.
- improve cleaning - more hybrids
the buses are worn out and need to be replaced or better maintained. seats on a lot of buses are in shreds. the interior spaces look dirty all the time like they are never cleaned. some of the buzzers don't work.
the buses are actually disgusting pls clean them better
I wish the buses were quieter!
IT WOULD HELP IF BUSES HAD ROUTE NUMBERS ON THE BACK OF THE BUS WHEN TRANSFERRING WHILE DOWNTOWN, AT 31st ST, ETC..
I don't care, I'm just taking this survey to tell you to give us our money back for parking.
prorated refunds on parking passes now
give my money back.
refund now
refund my parking pass.
MAKE PARKING FREE AND REFUND MY SPRING 2020 PARKING PERMIT
Charge more for parking. Eliminate free street parking. [Note: not sure where they think there is free parking on campus.]
you can give us the money you've stolen
Free parking