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THE UNIVERSITY OF KANSAS
CITY OF LAWRENCE



Route Redesign Study 1

Survey 2 Summary

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Background

In the Fall of 2020, Lawrence Transit began work on the first of two route redesign studies. These studies will help inform the development of a new multimodal transfer facility for buses. 631 people responded to the first survey in September 2020 that gathered information about transportation patterns and the use of transit by people in Lawrence. The Survey 1 Summary can be found at <https://lawrencetransit.org/wp-content/uploads/2020/12/2020-Route-Redesign-Study-1-Survey-1-Summary.pdf>

Then, a KU Urban Planning class provided a literature review and data analysis before proposing three route redesign scenarios to generate public discussion on different bus route concepts for Lawrence. In December 2020, Lawrence Transit released a second survey to the public regarding the redesign scenarios developed by the KU Urban Planning students. The survey was made available online via Lawrence Listens and was sent directly via email to all contacts on the city neighborhood contact list (<https://lawrenceks.org/pds/neighborhoodcontacts/>) and KU students, staff, and faculty through KU distribution lists. The survey was open from December 22nd 2020 to January 15th 2021.

The following document summarizes 318 total responses to this second survey, which used the interactive feedback tool Remix to collect comments on three Scenarios: Scenario A and A Summer, Scenario B and B Summer, Scenario C and C Summer. There were two maps for each scenario to account for route and service level changes based on when KU fall and spring semesters are in session. Participants could add comments directly to maps of the proposed scenarios in Remix or through open-ended boxes in the Lawrence listens Survey.

Three questions were provided as a framework for commenters:

- What new routes or new connections do you like about each scenario?
- Do these scenarios create any notable gaps in transit service?
- What concepts should we continue exploring?

Survey 2 Details

The following information was provided to participants as part of Survey 2.

We would like to hear your thoughts on what you do and do not like about the three proposed scenarios. Responses to this survey will inform a consultant-led route redesign study in 2021, which will ultimately determine what the future of Lawrence bus routes looks like. A key purpose to this survey is to explore new concepts and determine which may have merit for further consideration and study by the consultant next spring.

For each of the 3 scenarios, please provide your thoughts to the following question prompts, as well as any other comments you may have.

- What new routes or new connections do you like about each scenario?
- Do these scenarios create any notable gaps in transit service?
- What concepts should we continue exploring?

To see and provide feedback on the routes, we're utilizing a new interactive feedback tool called Remix in which you can add your comments directly onto the map. Links to using the Remix route maps for each scenario are available below. The links, and some additional context on each scenario, are also available in the survey. [Remix How-to Video](#) (2.5 minutes).

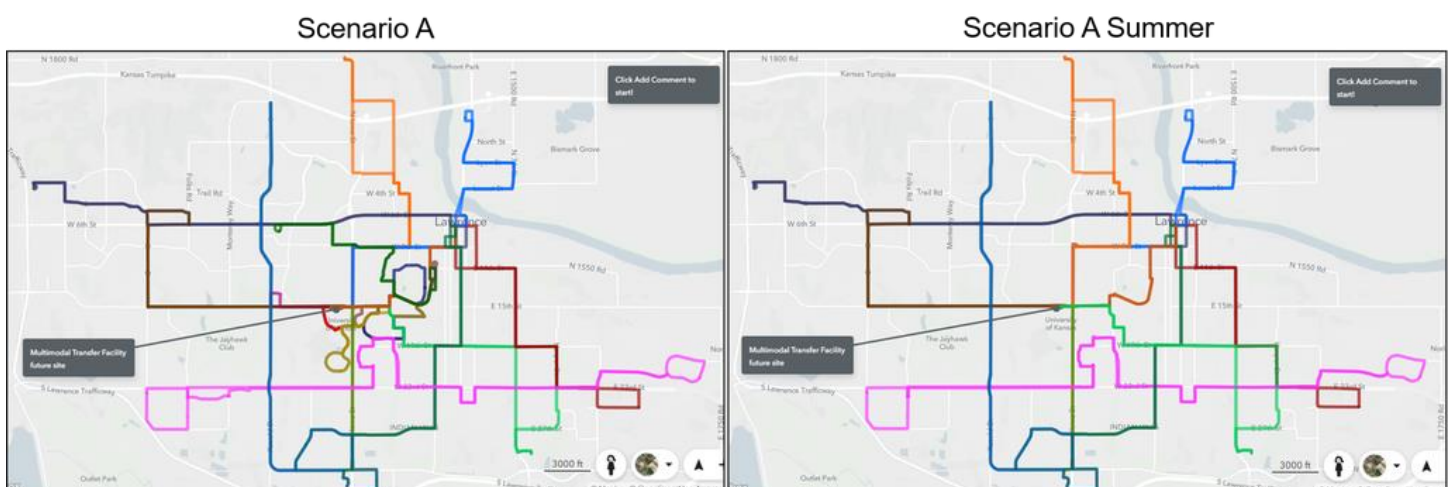
- **Scenario A** (grid pattern of routes): <https://platform.remix.com/map/4ec35bd8?latlng=38.96388,-95.28079,12.25>
- **Scenario A Summer** (grid pattern of routes): <https://platform.remix.com/map/a3b90ed1?latlng=38.96276,-95.27833,12.25>
- **Scenario B** (ubiquitous pattern of routes): <https://platform.remix.com/map/fa651f4a?latlng=38.96466,-95.28045,12.25>
- **Scenario B Summer** (ubiquitous pattern of routes): <https://platform.remix.com/map/a92ff5de?latlng=38.96542,-95.28043,12.25>
- **Scenario C** (radial pattern of routes): <https://platform.remix.com/map/e17185fc?latlng=38.96372,-95.28264,12.25>
- **Scenario C Summer** (radial pattern of routes): <https://platform.remix.com/map/ee2af81b?latlng=38.96332,-95.27862,12.25>

Proposed Scenarios

Below are the descriptions of each Scenario as defined by the KU student team in their final report.

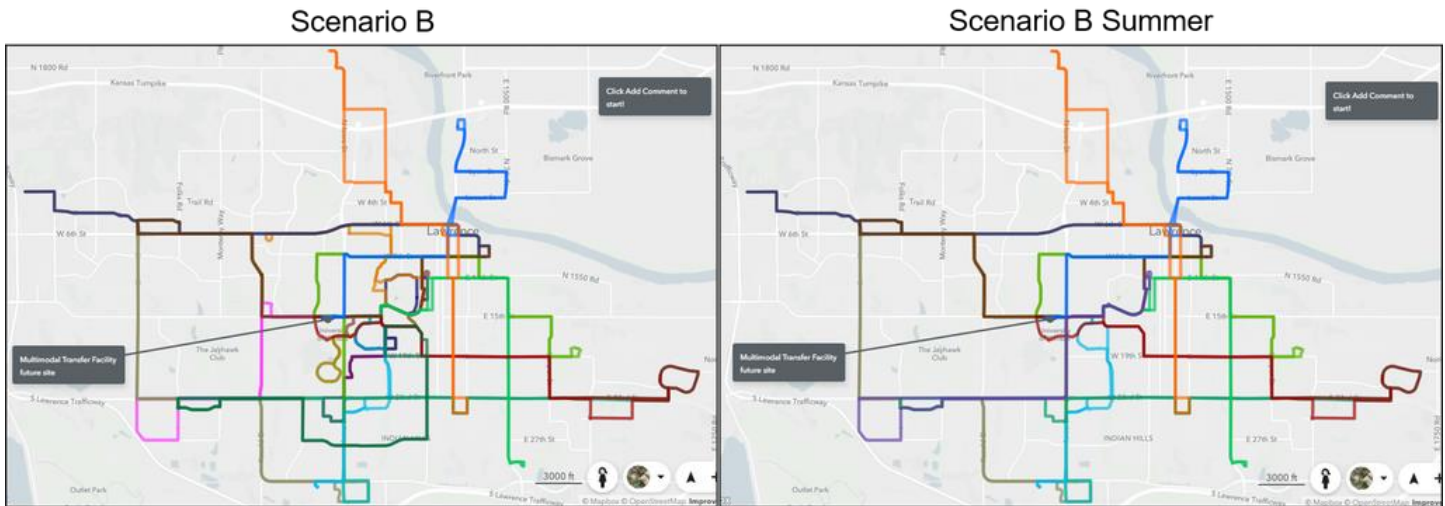
Scenario A

Scenario A explores a grid pattern of routes, with Kasold being a new north-south corridor, and Clinton/23rd St. having an east-west corridor connection. There are 17 total routes, with 8 serving the future transfer facility at Bob Billings & Crestline, and 5 continuing to serve the Downtown area.



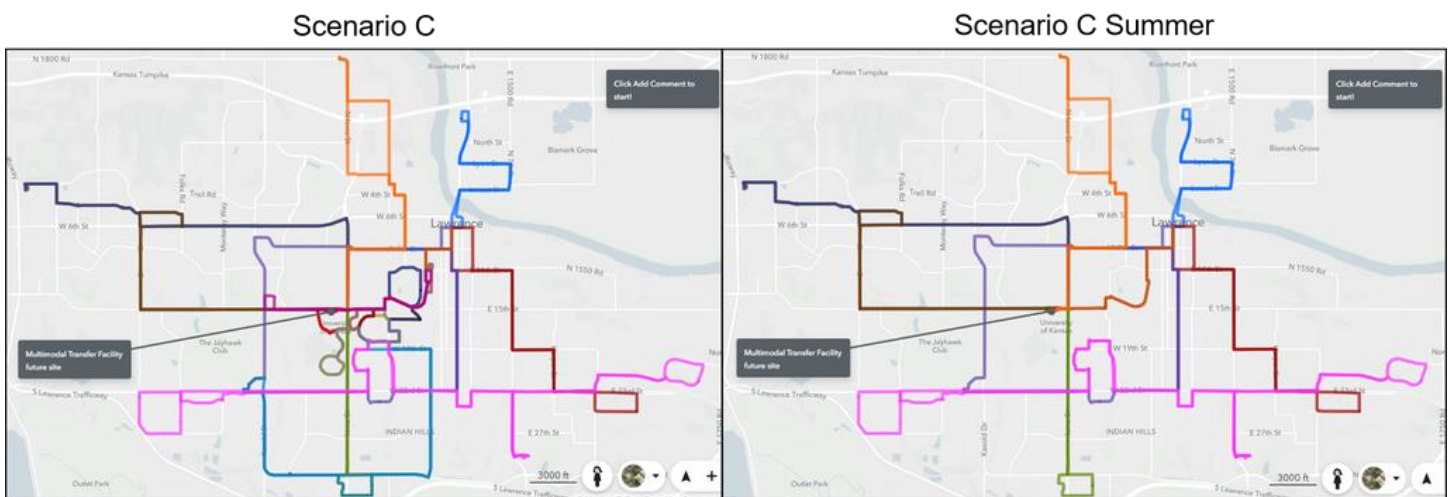
Scenario B

Scenario B explores a ubiquitous pattern of routes, which includes a number of crosstown routes between major activity centers. There are 18 total routes, with 7 serving the future transfer facility at Bob Billings & Crestline, and 5 continuing to serve the Downtown area, though with a decentralized approach.



Scenario C

Scenario C explores a radial pattern of routes, with more than half of all routes utilizing the planned multimodal transfer facility. A frequent circle route would create transfer connections to most routes in the system. There are 15 total routes, with 8 serving the future transfer facility at Bob Billings & Crestline, and 4 continuing to serve the Downtown area.



Final Report

The KU students' [final report](#) contains more information about the scenarios and methodology that went into them.

Executive Summary

Lawrence Transit staff analyzed comments about proposed routes across Scenarios (e.g. All comments about Route 4 from Scenarios A, B, and C). Staff then explored major themes and findings for each route and compared them with current route configurations and times. Each major route or grouping of routes constitutes a chapter of this report. In each chapter, readers will find maps of the proposed routes, a table detailing route times and spans, pertinent public comments, and a brief staff analysis.

Staff found a range of themes that hold true across routes and scenarios. Generally, individuals that commented would like buses to run later and have greater frequency. Commenters were also in favor of north-south, east-west routes, especially the north-south configuration of Route 17 in Scenario A. Other, more location specific needs were also expressed, such as efficient access to South Iowa for shopping, especially from Downtown, as well as access from the South Iowa area to other destinations. Many commenters noted the visual lack of coverage in West Lawrence and requested more service, with some citing it as a growing residential area. Further outreach, analysis, and review would indicate if such a change is upheld by data or if solutions other than fixed route service are available.

Overall, commenters provided detailed insight on each route configuration. The Lawrence community's feedback on Survey 1 and 2 will be an invaluable tool for Lawrence Transit, KU on Wheels, and the consultant selected for the 2021 Route Redesign as the outreach and planning process moves forward.

Methodology

Lawrence Transit and KU on Wheels collected data for this report through the interactive Remix map application and Lawrence Listens, an online survey platform. Staff designed Survey 2 to collect qualitative comments in an open-ended format as a companion to the more structured Survey 1.

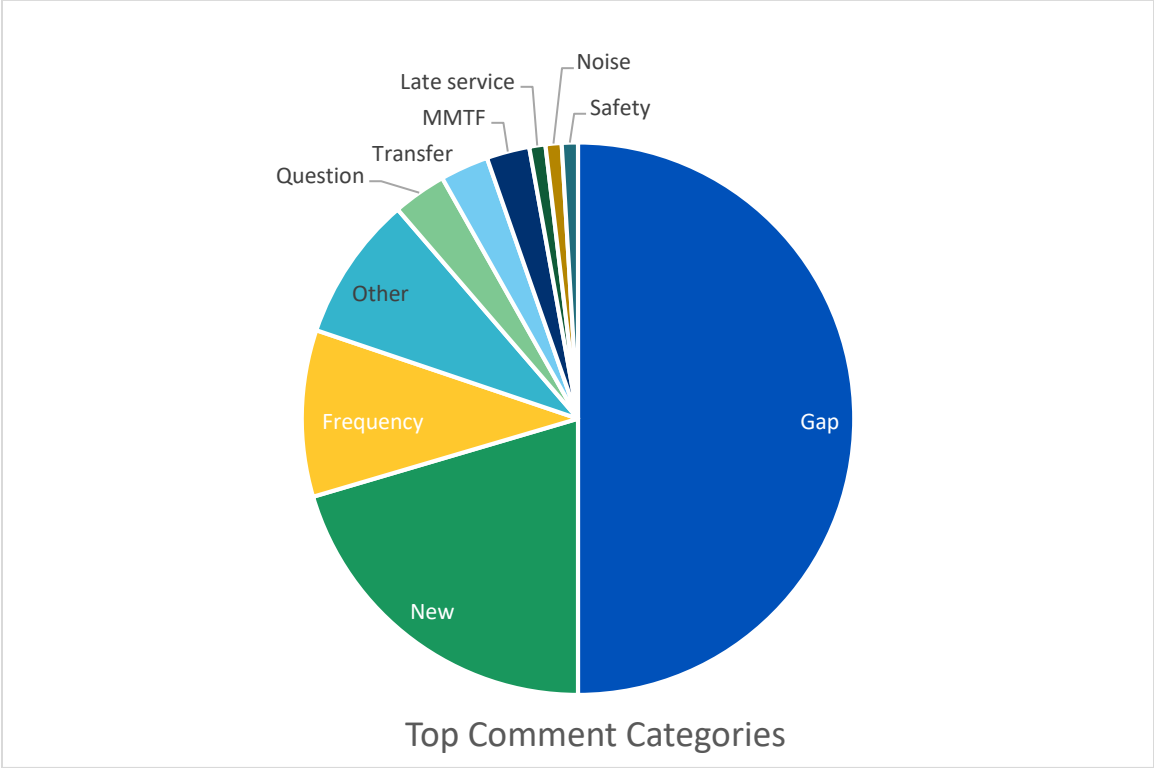
All comments on the Remix platform are automatically geotagged to a location along a route or anywhere on the map. Individuals could comment on six maps: Scenario A, Scenario A Summer, Scenario B, Scenario B Summer, Scenario C and Scenario C Summer. Staff combined comments for all Summer Scenarios with their respective Scenarios and organized comments into three Scenarios: A, B, and C. Staff also sorted Lawrence Listens comments by the three main scenarios and combined them with the Remix data.

To analyze the data, staff downloaded every comment from Remix and Lawrence Listens and coded them by Scenario, Route, Topic Area, and if the respondent self-identified as a student. Due to the nature of the Remix system, it is difficult to tell when multiple comments were made by the same individual across the multiple maps, so this factor was not accounted for in the following report.

During the process, nine main topic areas emerged based on the three initial questions asked of participants and their response. The top five categories are Gap, New, Frequency, Transfer/Multimodal Transfer Facility (MMTF), and Question. The topic areas Gap and New came from these questions specifically. A comment coded as 'Gap' denotes a commenter describing a lack of service, or gap. The 'New' code denotes positive feedback to a new

feature or route. Frequency, Question, Transfer, and MMTF emerged organically as patterns. MMTF represents comments about the new Multimodal Transfer Facility.

FIGURE 1: TOP COMMENT CATEGORIES



Half of commenters provided details on gaps in service at 159 out of 318 comments. 65 survey participants provided a comment on something ‘New’ they liked in the proposed scenarios. There were 31 comments about route frequency and 10 comments staff categorized as questions. 17 comments were either about the MMTF or transfers in general. Safety, Noise, and Late Service each had three comments.

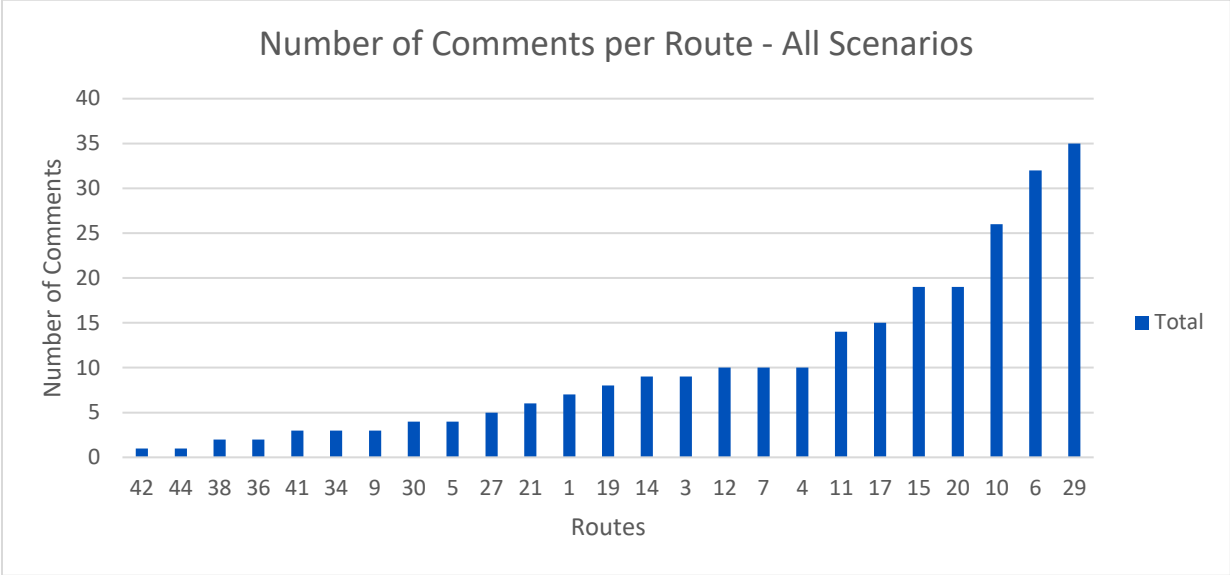
Staff also sorted comments by Scenario and Route. There were 131 comments on Scenario A, 91 comments on Scenario B, and 96 comments on Scenario C. Of these comments, 79 were made by self-identified students. 33 comments on Scenario A were made by students and 23 comments were made by students in Scenarios B and C respectively.

TABLE 1 COMMENTS PER SCENARIO

| Scenario | Number of Comments | % Student Comments |
|-------------|--------------------|--------------------|
| A | 131 | 25% |
| B | 91 | 25% |
| C | 96 | 24% |
| Grand Total | 318 | |

There were seven routes with more than 10 comments across Scenarios. In descending order, they are routes 29, 6, 10, 20, 15, 17, and 11. A high number of comments may denote either popular or unpopular changes. As a note, some routes are not present in every Scenario. Some comments pertained to existing routes not presented in any survey Scenario.

FIGURE 2 NUMBER OF COMMENTS PER ROUTE

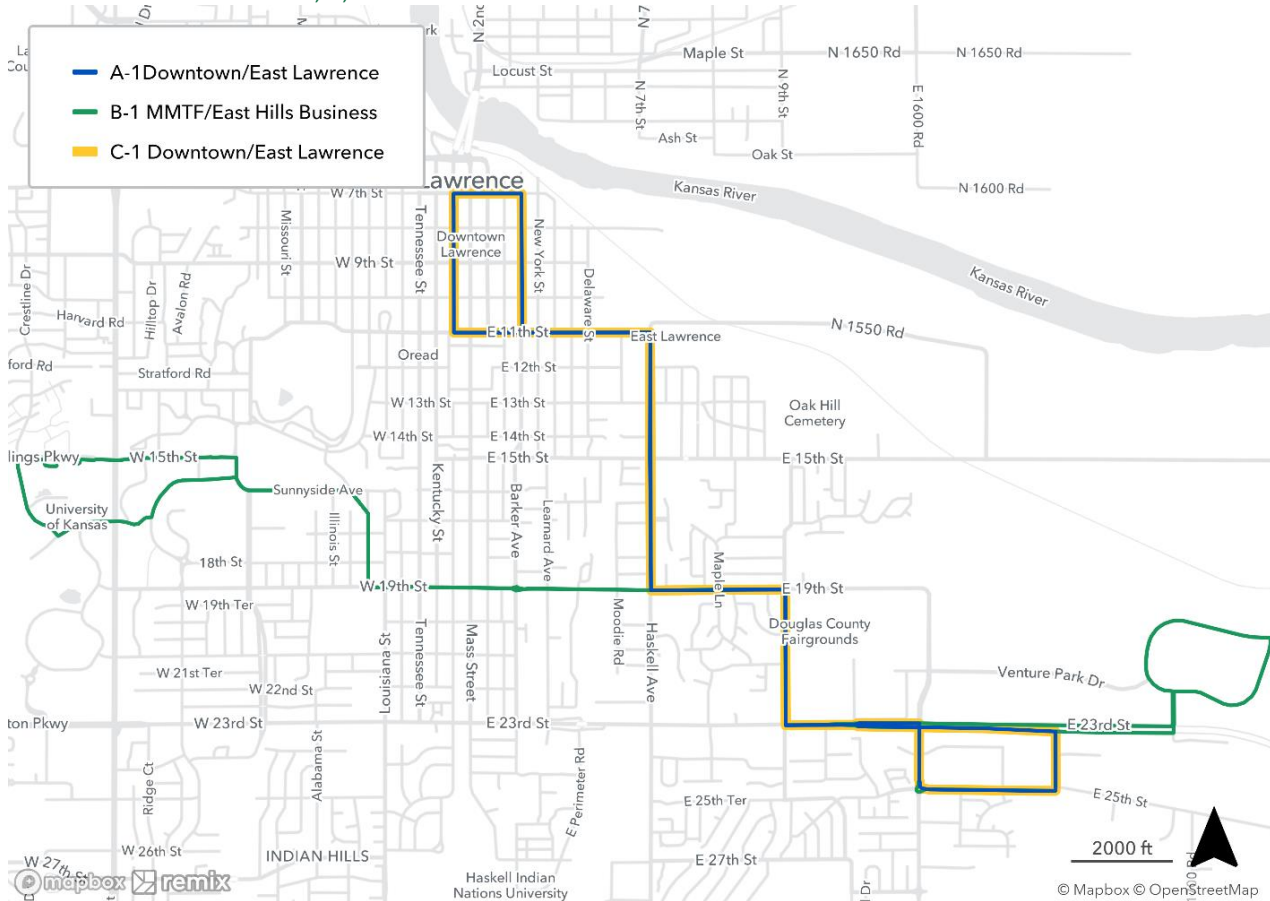


Cross Scenario Analysis

To best understand the collective impact of each proposed route, staff analyzed comments across Scenarios A, B, and C. Proposed routes are also compared to existing routes, frequency, and timing. In the following section, where possible, staff compared comments for all versions of each route and analyzed major patterns, conclusions, or next steps.

Route 1

FIGURE 3: ROUTE 1 SCENARIOS A, B, AND C



Summary

Route 1 currently runs from Downtown to East Lawrence. Scenarios A and C are similar routes to the existing Route 1. Scenario B is significantly different as it runs from East Lawrence, along 19th, through the KU campus, and to the MMTF. There are not enough comments (seven total between Scenarios and one commenting on the route change in Scenario B) to determine interest in re-routing Route 1. One important connection to make is the ease of access between the Lawrence Community Shelter currently on Route 1 and Lawrence Memorial Hospital on Route 3.

A-Downtown to East Lawrence

- Two comments about the need of Route 1 and Route 3 to intersect easily to make the connection between the Lawrence Community Shelter and Lawrence Memorial Hospital.
- Downtown circulator recommended.

B-MMTF to East Hills Business Park

- Biggest change from existing route.
 - One total comment about the change, a student in favor of the route now going through campus.

C-Downtown to East Lawrence

- One commenter likes the later run time.
- Downtown circulator recommended.

Route 3

FIGURE 4: ROUTE 3 SCENARIOS A, B, AND C

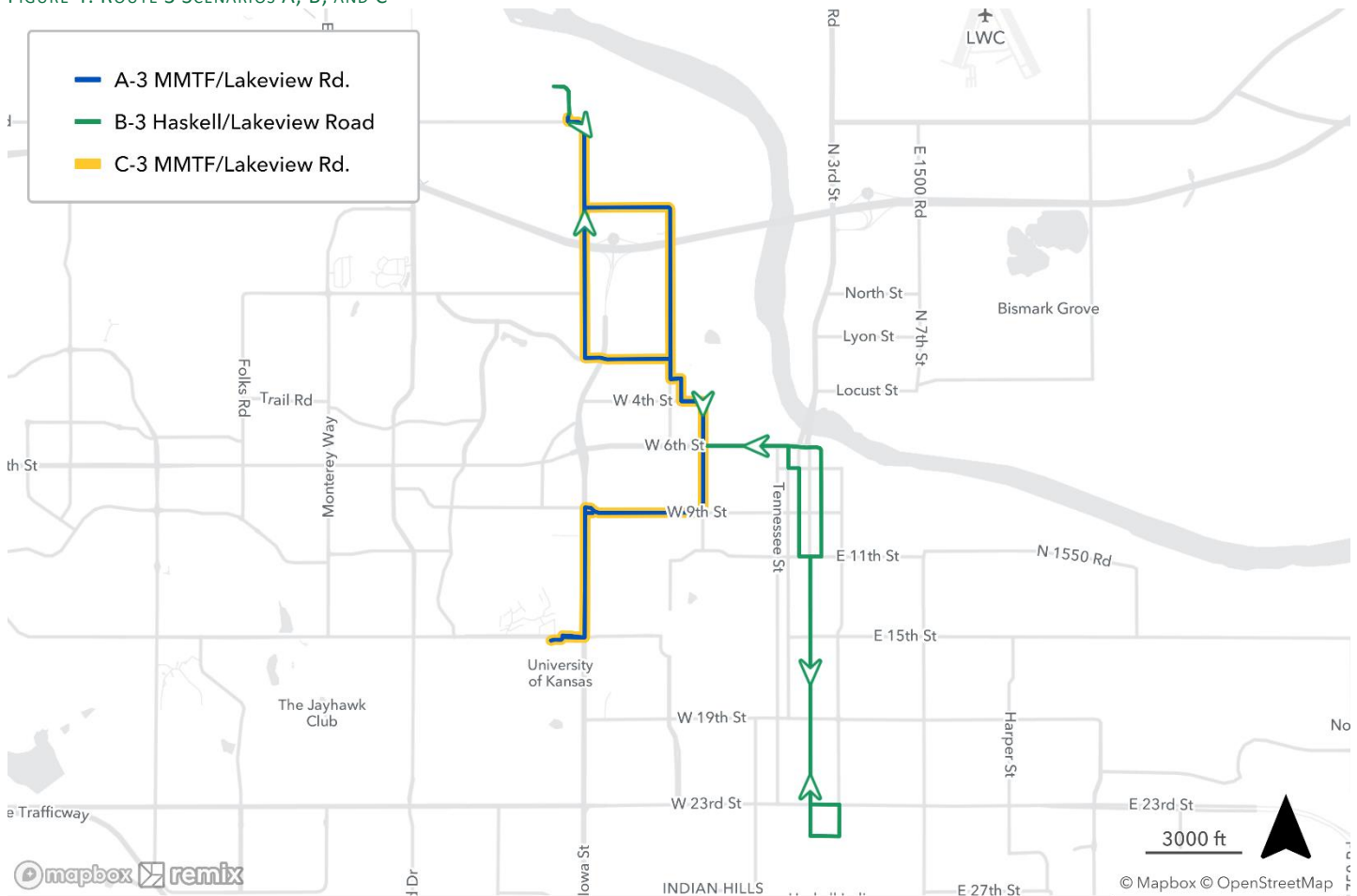


TABLE 3: POSSIBLE ROUTE 3 CONFIGURATIONS

| Route 3 | | | |
|----------|--------------------------|---|----------------------|
| | To/From | Span | Frequency in Minutes |
| Existing | Downtown to Lakeview Rd. | Monday-Saturday 6:30AM-7:29PM | 30 |
| A | MMTF to Lakeview Rd. | Monday-Saturday 6:15AM-7:45PM | 30 |
| B | Haskell to Lakeview Rd. | Monday-Saturday 6:15AM-7:45PM | 30 |
| C | MMTF to Lakeview Rd. | Monday-Saturday 6:15AM-7:45PM | 30 |

Summary

Currently, Route 3 runs Downtown to Lakeview Road. Scenarios A and C change the destination from Downtown to the MMTF. Scenario B proposes the line go down to 23rd & Louisiana.

Nine total comments were received between Scenarios. Route 3 provides access to the medical center, so accessibility of this line should be especially considered. A direct connection with Route 1, possibly Downtown, may also be seen as important.

A-MMTF to Lakeview Road

- One commenter thinks this option will make trips to the hospital more efficient.

B-Haskell to Lakeview Road

- No comments about the line going down to 23rd.
- One comment recommending a Downtown circulator.

C-MMTF to Lakeview Road

- Three comments about Route 3 not being on time and expressing concern with the longer route.
 - One commenter details that the bus can't get out at 4th and Arkansas due to hospital traffic.
- Two comments requesting the route go Downtown and to MMTF.

Route 4

FIGURE 5: ROUTE 4 SCENARIOS A, B, AND C

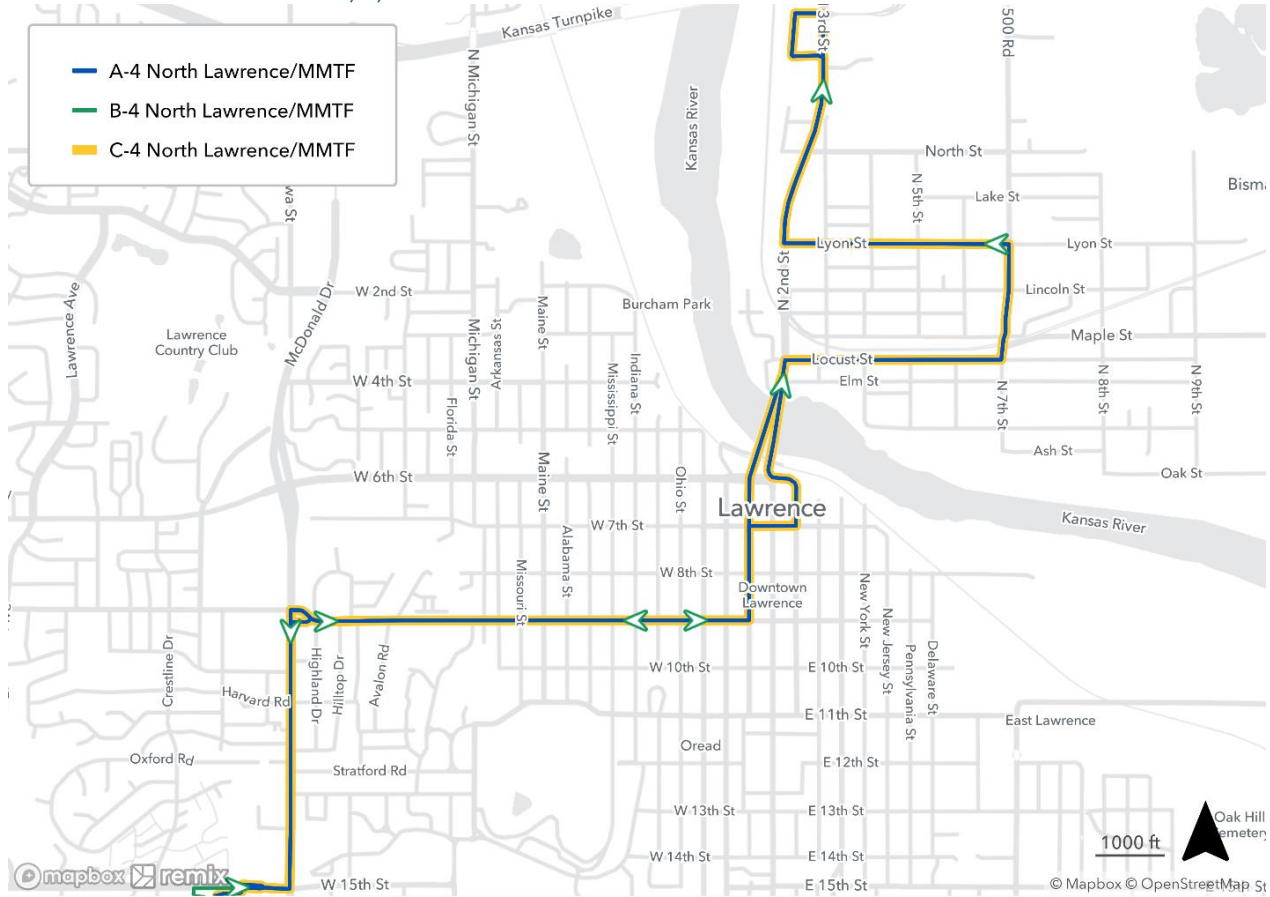


TABLE 4: POSSIBLE ROUTE 4 CONFIGURATIONS

| Route 4 | | | |
|----------|--|---|----------------------|
| | To/From | Span | Frequency in Minutes |
| Existing | North Lawrence to 9 th & Iowa | Monday-Saturday 6:13AM-7:45PM | 60 |
| A | North Lawrence to MMTF | Monday-Friday 6:00AM-8:00PM | 30 |
| | | Saturday 6:00AM-8:00PM | 45 |
| B | North Lawrence to MMTF | Monday-Saturday 6:00AM-8:00PM | 60 |
| C | North Lawrence to MMTF | Monday-Friday 6:00AM-7:00PM | 30 |
| | | 7:00PM-10:00PM | 60 |
| | | Saturday 6:00AM-8:00PM | 45 |

Summary

Route 4 currently runs from North Lawrence to 9th & Iowa. Scenarios A, B, and C all send Route 4 through the new MMTF on Bob Billings. The major change between them is in frequency of bus arrivals.

Comments were generally more prevalent on Scenario A, likely because the routes between Scenarios are similar. The comment pattern would imply that 30 minute frequency is important, as this is the only line to and from North Lawrence which is across the river.

A-MMTF to North Lawrence

- One commenter is satisfied with all scenarios for Route 4.
- Another likes that it routes through Downtown as one of many routes to the MMTF, providing 30-minute frequency.
- One commenter would like to ensure that there is good connection to Route 6 for North Lawrence residents to do grocery shopping easily.
- One commenter likes that Route 3 and Route 4 both run along 9th to provide access to the MMTF at 15-minute intervals.

B-MMTF to North Lawrence

- Two out of three commenters would like to see a frequency of 30 minutes.

C-MMTF to North Lawrence

- There were no specific comments about extending the runtime time to 10pm.

Route 5 and Route 29

FIGURE 6: ROUTES 5 & 29 SCENARIOS A, B AND C

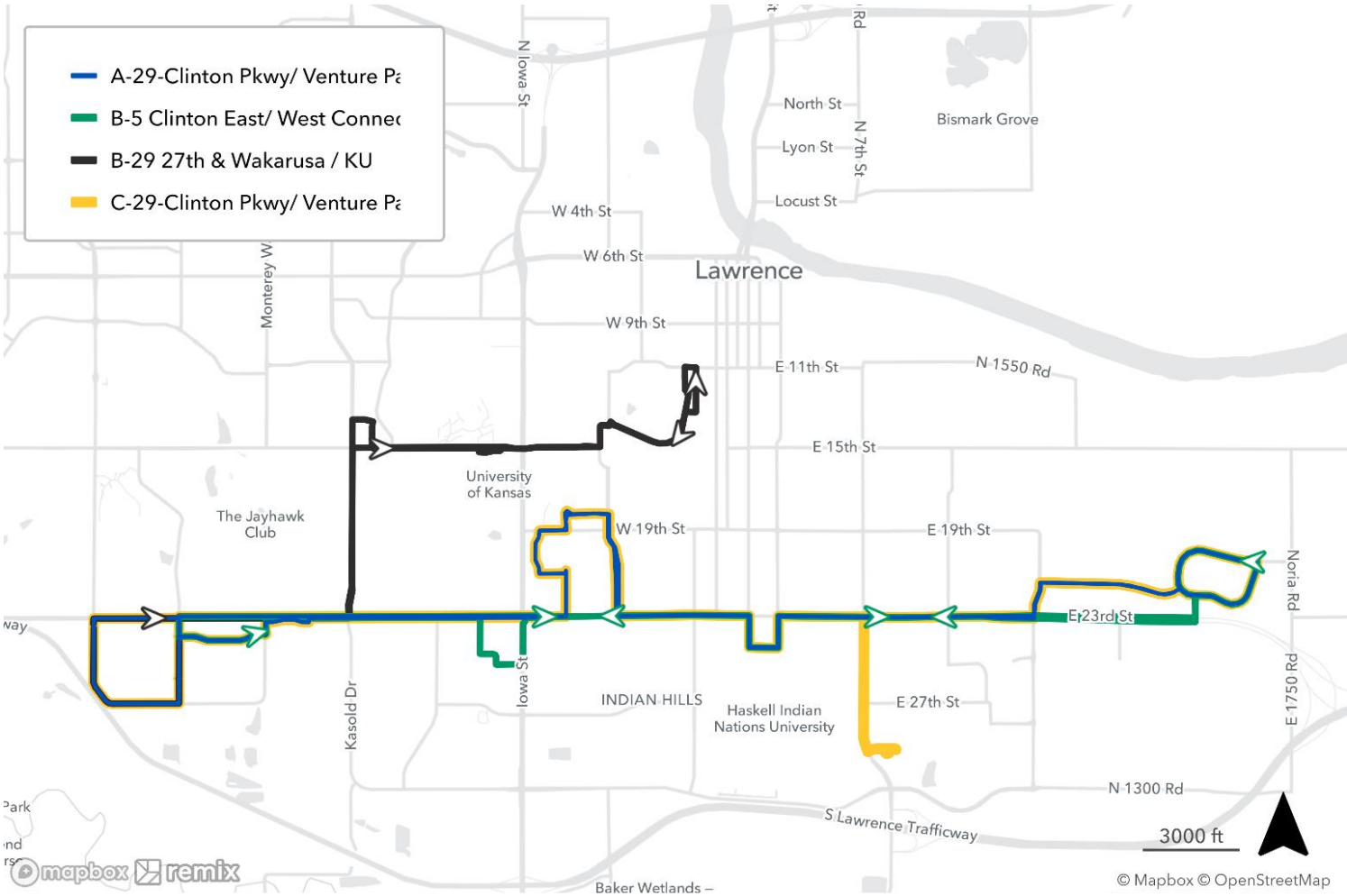


TABLE 5: POSSIBLE ROUTE 5 AND ROUTE 29 CONFIGURATIONS

| Route 5 and Route 29 | | | |
|----------------------|---|---|----------------------|
| | To/From | Span | Frequency in Minutes |
| Existing | 5: South Iowa to East Hills Business Park | Monday-Saturday 6:00AM-8:00PM | 30 |
| Existing | 29: 27 th and Wakarusa to KU | Monday-Friday 7:00AM-10:30PM | 20 |
| A | 29: Clinton Parkway to East Hills Business Park | Monday-Friday 6:00AM-8:00PM 8:00PM-10:00PM Saturday 8:00AM-8:00PM | 30 60 45 |
| B | 5: Clinton East/West Corridor | Monday-Saturday 6:00AM-8:00PM | 30 |
| B | 29: 27 th and Wakarusa to KU | Monday-Friday 7:00AM-5:40PM 5:40PM-10:30PM | 20 60 |
| C | 29: Clinton Parkway to East Hills Business Park | Monday-Friday 6:00AM-7:00PM 7:00PM-10:00PM Saturday 6:00AM-5:00PM | 30 60 45 |

Summary

In the existing system, Routes 5 and 29 make up the east-west access along Clinton Parkway/23rd. Currently, Route 5 runs from South Iowa to East Hills Business Park. In Scenario B, Route 5 is extended to Crossgate Dr. instead of to Wakarusa and does not connect with South Iowa shopping. This differs from the current Route 5 in that it extends farther west along Clinton Parkway and does not connect directly with South Iowa shopping. Because of the ubiquitous style of routes in Scenario B, the extension of Route 5 is not as prominent as the changes to Route 29.

Route 29: Scenario A has an east-west route from Wakarusa to the East Hills Business Park. Scenario C also takes on an east-west configuration from Wakarusa to the East Hills Business Park. C also includes a drop down along Haskell Ave to the Peaslee Center. Both Scenarios A and C go up to 18th near KU. Scenario B mirrors the current Route 29 and acts as a connector from Southwest Lawrence to KU.

29 comments were received about Scenarios A and C for Route 29. The need to get from Southwest Lawrence to KU is clearly expressed in the comments. For these Scenarios, the comments were all about the loss of the current Route 29 and not about the new east-west configuration.

For insight into Scenario C's Route 29 connection to the Peaslee Center, see Route 15.

A-Clinton Parkway to Venture Park

- The majority of comments received were about the loss of a direct connection from Southwest Lawrence to campus. No comments were received about the reconfiguration of the line from east to west.
- Two comments noted that there are sidewalk issues on Naismith (where Scenarios A and C route up to KU) that makes this part of the route not feasible.

B-5: Clinton East to West Connection

- One commenter liked the 30 minute frequency and notes the route should connect easily to Route 9 coming from Wakarusa and Route 7 or Route 11 for easy transfer from north-south routes to S Iowa.
- Comments not specific to Route 5
 - One commenter likes that there are multiple Routes through East Lawrence as compared to Scenario A.
 - One commenter likes that there are more routes to the Business Park compared to Scenario A and that the routes connect to the MMTF.
 - Another likes this route as compared to Scenario A but notes it's less connected to KU.

B-27th & Wakarusa to KU

- Five out of six comments on Scenario B like the access Route 29 provides to KU

C-Clinton Parkway to Venture Park

- One student noted a gap in service to the area around 21st and Haskell from KU.
- Students would like the section of this route that stops at 18th to continue farther into KU.

Conclusions for Route 5 and 29

A simplified East/West route did not receive any comments that objected to the reconfiguration but there were not as many positive comments as with the new Route 17 north-south route along Kasold in Scenario A. This is likely because there are many routes that currently ensure coverage of South Lawrence like Routes 9, 29, 7, 11, and 5.

If access in some form is kept from Southwest Lawrence to KU, a one-route east-west configuration does not seem to present a problem. Connections from any east-west configuration should ensure easy access to South Iowa shopping. Two comments on Scenario B stated they preferred to have multiple routes through East Lawrence. Scenarios A and C did not include a good connection to KU, leading to overwhelmingly negative comments that did not focus on the East/West configuration.

Route 6

FIGURE 7: ROUTE 6 SCENARIOS A, B, AND C

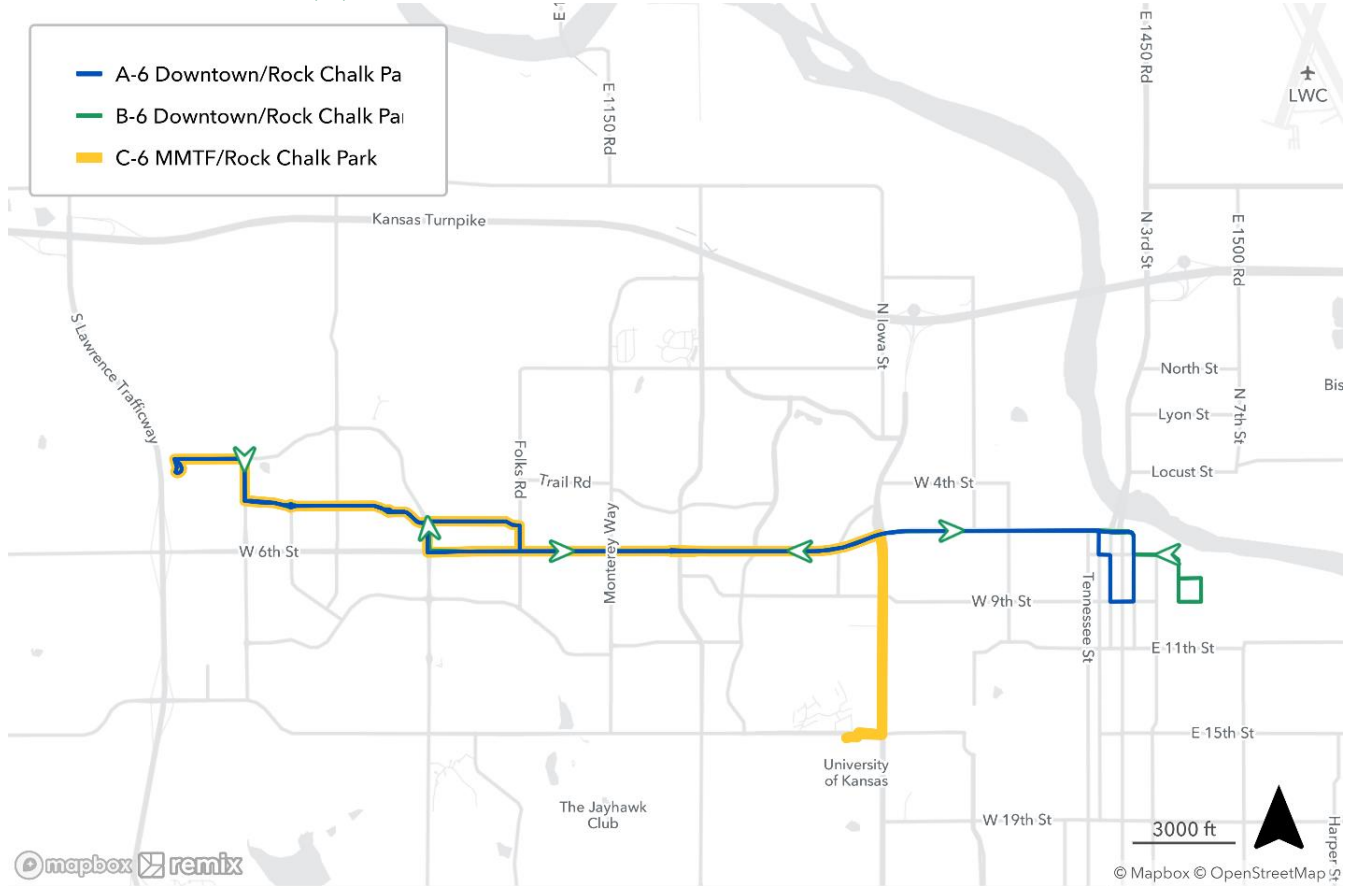


TABLE 6: POSSIBLE ROUTE 6 CONFIGURATIONS

| Route 6 | | | |
|-----------------|-----------------------------|---|----------------------|
| | To/From | Span | Frequency in Minutes |
| Existing | Downtown to Rock Chalk Park | Monday-Saturday 6:03AM-7:54PM | 30 |
| A | Downtown to Rock Chalk Park | Monday-Friday 6:00AM-8:00PM Saturday 6:00AM-8:00PM | 20 45 |
| B | Downtown to Rock Chalk Park | Monday-Saturday 6:00AM-8:00PM | 30 |
| C | MMTF to Rock Chalk Park | Monday-Friday 6:00AM-7:00PM 7:00PM-10:00PM Saturday 6:00AM-8:00PM | 20 45 45 |

Summary

The current Route 6 goes from Downtown to Rock Chalk Park. Scenario A most closely resembles the current Route 6 going from Rock Chalk Park (all scenarios) to the current transfer location on 7th & Vermont. Scenario B terminates at 9th & Pennsylvania. Scenario C has the biggest departure from the existing route and leads to the MMTF instead of Downtown.

It is of note that this line currently provides access to the LMH West medical center on the far west end of the route and to Panda Pediatrics and Lawrence Memorial Hospital on/near 6th Street. It may not be prudent to lose access to Heartland Community Health Center, Panda Pediatrics, and Lawrence Memorial Hospital in favor of routing through the MMTF (Scenario C).

Overall, Route 6 is an important route for connections to health centers as well as being the northernmost east-west line. Most commenters were in favor of the route continuing to serve Downtown. Greater frequency and later run times would be preferred, but not at the expense of the Downtown terminus.

A-Downtown to Rock Chalk Park

- Nine comments out of 13 like this configuration and three of those comments state they are glad this route is unchanged as they depend on it daily.
- Five comments with a positive reaction between Scenarios to more frequency and later hours.

B-Downtown to Rock Chalk Park

- Two commenters remarked on the change of the Downtown terminus. One thought it gave less access to Downtown. The other was glad it still stopped at 7th & New Hampshire for access to the library and Massachusetts St.

C-MMTF to Rock Chalk Park

- Eight of 14 commenters do not like losing direct access to Downtown on this line.
- Commenters noted that Panda Pediatrics, Lawrence Memorial Hospital, and Heartland Community Health Center are on W. 6th St which isn't covered when Route 6 travels to the MMTF.

Route 9

FIGURE 8: ROUTE 9 SCENARIO B

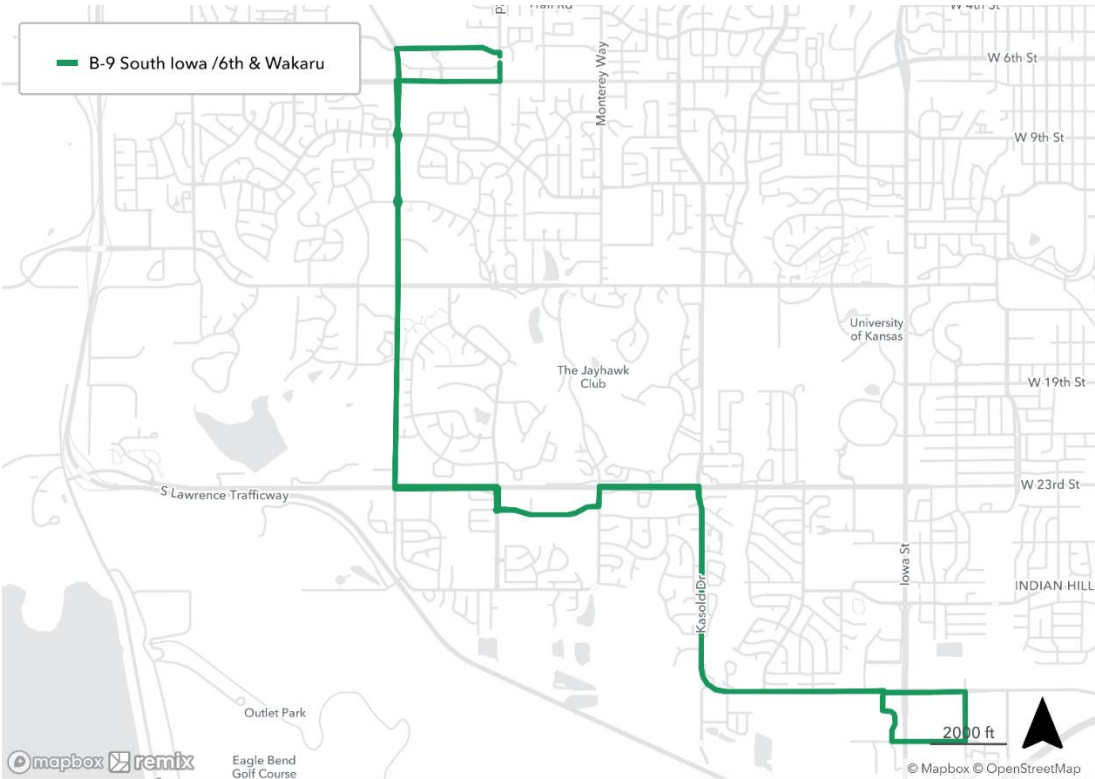


TABLE 7: POSSIBLE ROUTE 9 CONFIGURATIONS

| Route 9 | | | |
|----------|--|---|----------------------|
| | To/From | Span | Frequency in Minutes |
| Existing | South Iowa to 6 th & Wakarusa | Monday-Saturday 6:02AM-7:57PM | 60 |
| B | South Iowa to 6 th & Wakarusa | Monday-Saturday 6:00AM-8:00PM | 60 |

Summary

Route 9 currently runs every hour connecting 6th and Wakarusa to 31st & Iowa. This route serves as a direct line from West Lawrence to shopping around South Iowa.

No comments were received about Route 9, which is only present in Scenario B. Though removing it seems to create an access issue with West Lawrence residents reaching South Iowa in Scenarios A and C there were no comments about it tagged to Route 9. It could be that comments are folded into other route tags or that this survey did not reach West Lawrence residents in the same proportion it reached students who provided most of the feedback for Route 10. Route 9 and 10 both currently utilize Wakarusa between Bob Billings and 6th.

For further analysis, ridership numbers of Route 9 should be considered. It may also be beneficial to compare this route with the proposed Route 17 north-south route on Kasold in Scenario A as an alternative.

Route 10

FIGURE 9: ROUTE 10 SCENARIOS A, B, AND C

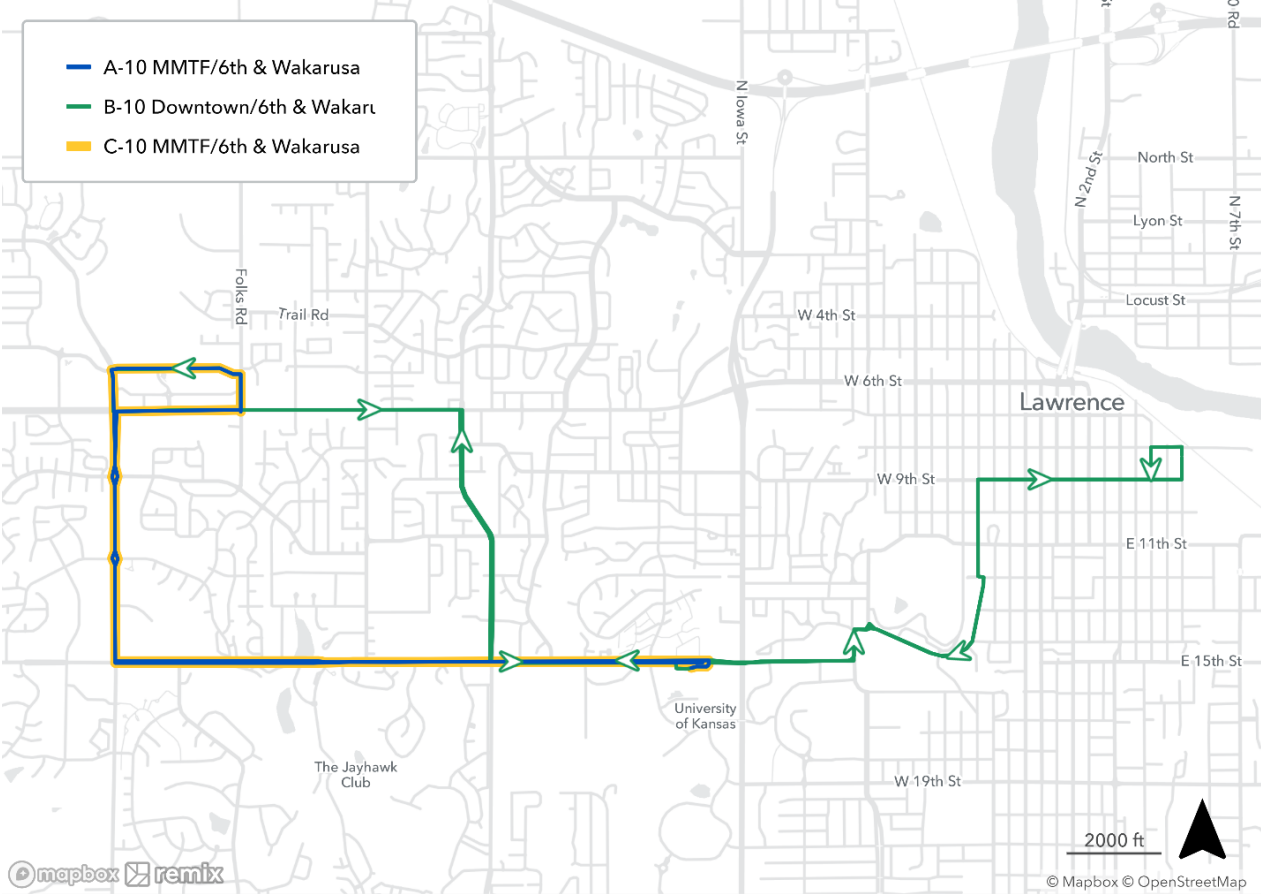


TABLE 8: POSSIBLE ROUTE 10 CONFIGURATIONS

| Route 10 | | | |
|----------|--|---|----------------------|
| | To/From | Span | Frequency in Minutes |
| Existing | Downtown to 6 th & Wakarusa | Monday-Saturday 6:02AM-8:00PM | 30 |
| A | MMTF to 6 th & Wakarusa | Monday-Friday 6:00AM-8:00PM | 20 |
| | | Saturday 6:00AM-8:00PM | 30 |
| B | Downtown to 6 th & Wakarusa | Monday-Saturday 6:00AM-8:00PM | 30 |
| C | MMTF to 6 th & Wakarusa | Monday-Friday 6:00AM-7:00PM | 20 |
| | | 7:00PM-10:00PM | 30 |

| | | | |
|--|--|----------------------------------|----|
| | | Saturday 6:00AM-8:00PM | 30 |
|--|--|----------------------------------|----|

Summary

The existing Route 10 runs from Downtown to 6th & Wakarusa. Scenarios A and C are similar in that they both start on W. 6th and turn onto Wakarusa and both end at the new MMTF on Bob Billings. Scenario B starts on W. 6th and Wakarusa and runs to Delaware Street east of Downtown. Scenario B also goes up Kasold to W 6th instead of taking Bob Billings to Wakarusa up to W 6th. All of these routes are fairly different from the current scenario.

The pattern of comments shows that the most favored route for Route 10 would be the existing route that goes down Wakarusa, through KU, and terminates Downtown. Students made it clear they use this route frequently, but West Lawrence residents also use this line to get Downtown and to essential services along Bob Billings. Although riders could connect with Route 6 to get Downtown it seems reasonable to have a central east-west route from Wakarusa along Bob Billings. There was a large amount of push back to having the line terminate at the MMTF and not go through KU and a positive response (three total) to continuing to Downtown. It should be noted that Route 19 in Scenarios A and C would provide this Downtown access through the MMTF and can be seen as the 'other half' of this route.

A-MMTF to 6th & Wakarusa

- In Scenario A, seven out of 10 comments were from students requesting this line go all the way to campus instead of ending at the MMTF.

B-Downtown to 6th & Wakarusa

- Six out of 12 comments in Scenario B would prefer the line to extend along Bob Billings to Wakarusa instead of going up Kasold.
 - One commenter notes there are essential services such as the Social Security office near Wakarusa and Bob Billings.
 - One commenter noted this route's redundancy with Route 6 as it moves along W. 6th.
- Three commenters like that this route goes Downtown but still did not like the route overall due to the line not going to Wakarusa.

C-MMTF to 6th & Wakarusa

- Two comments from across scenarios like the extended hours and increased frequency.

Route 7(B), Route 11(B) and Route 20(A,C)

FIGURE 10: ROUTE 7B, 11B, AND ROUTE 20A,C

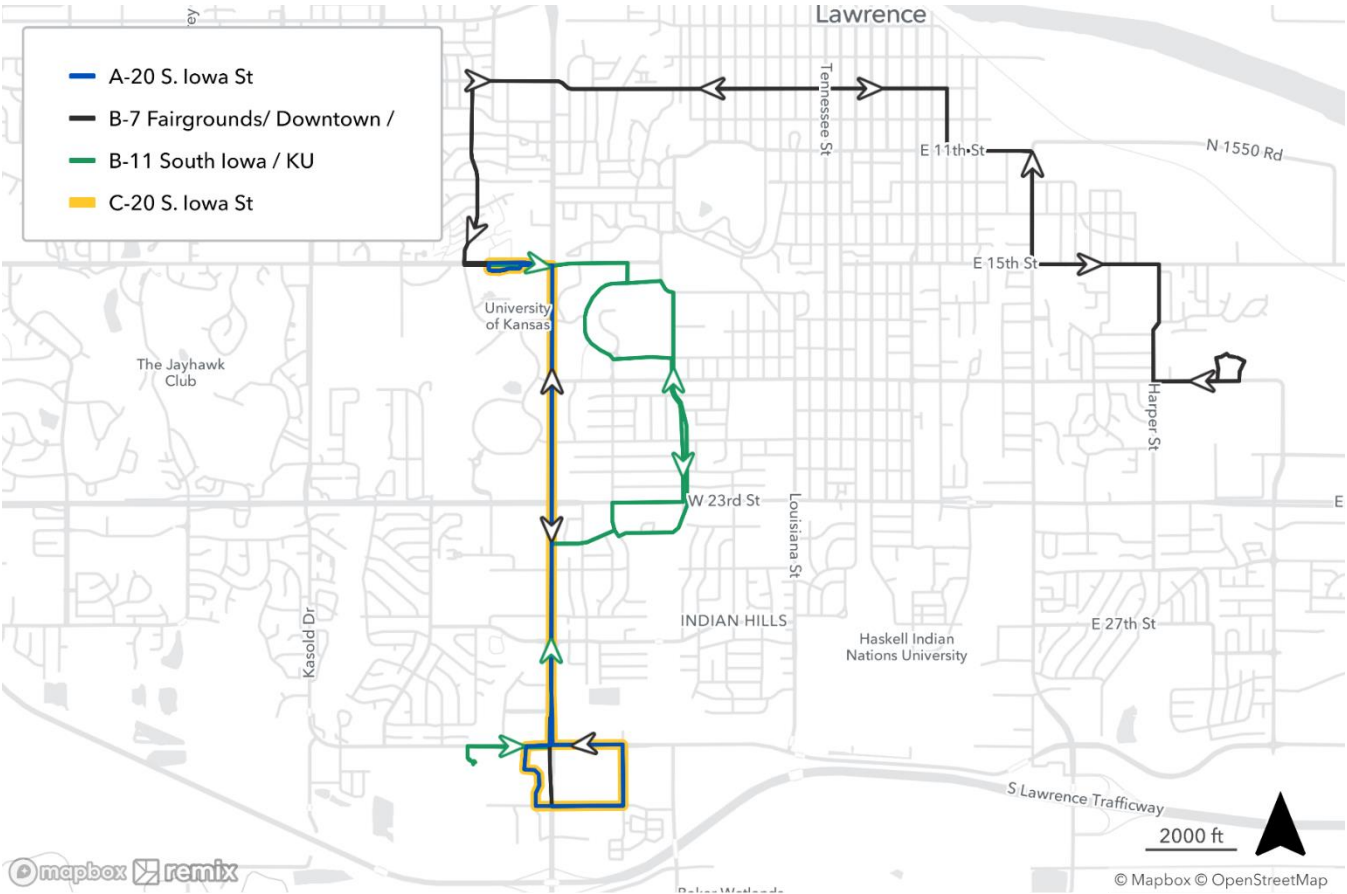


TABLE 9: POSSIBLE CONFIGURATIONS OF ROUTE 7, ROUTE 11, AND ROUTE 20

| Route 7, Route 11, and Route 20 | | | |
|---------------------------------|------------------------------------|---|----------------------|
| | To/From | Span | Frequency in Minutes |
| Existing | 11: South Iowa to KU to Downtown | Monday-Friday 6:03AM-10:30PM | 30 |
| | | Saturday/Summer 6:30AM-8:00PM | 90 |
| B | 7: Fairgrounds/Downtown/South Iowa | Monday-Saturday 6:00AM-8:00PM | 30 |
| B | 11: South Iowa to KU | Monday-Friday 6:00AM-10:30PM | 40 |
| | | Saturday 6:30AM-10:30PM | 30 |
| A | 20: South Iowa | Monday-Friday 6:00AM-8:00PM | 30 |
| | | Saturday 8:00AM-7:00PM | 30 |
| C | 20: South Iowa | Monday-Friday 6:00AM-7:00PM | 30 |
| | | 7:00PM-10:00PM | 45 |
| | | Saturday 8:00AM-7:00PM | 30 |

Summary

The routes shown here all provide access to South Iowa shopping. It is clear to staff that individuals require easy and frequent access to this area from many starting destinations across Lawrence.

Route 11

Route 11 currently runs from South Iowa to KU to Downtown. There is a note about overcrowding in the August 2020 Transit Guide. This route runs on an A/B schedule where B runs less frequently during the Summer, on KU Class Breaks, and on Saturdays. Scenario B11 is similar to the existing Route 11, but terminates at the MMTF instead of Downtown. The proposed route would be the same year round.

Depending on the outcome of Routes 10 and 19, there could be a lack of access from South Iowa to KU to Downtown. There does not seem to be any objection to realigning the most southern part of B11 to Iowa on W. 24th. Because of Natural Grocery's location along Naismith Dr., it seems reasonable to ensure access there.

It appears the current Route 11 does help individuals living between 19th and 23rd have access to both KU and Downtown. Getting efficiently from South Iowa to Downtown is an issue across Scenarios.

11: Scenarios A and C

- When this route was not included (Scenario A and C) it produced six total comments requesting it. The comments may be from repeat users.
 - Commenters want to connect to Daisy Hill and The Reserve.

11: B-South Iowa to KU

- Students responded positively both to get from housing to campus and from campus to shopping on S Iowa.
 - The change in Scenario B doesn't take the route all the way up through campus and three commenters would prefer it go up to Jayhawk Blvd instead of the MMTF.
- Three commenters out of eight would like to see this route go all the way to Downtown, as it currently does.

Route 20

There is currently no Route 20. Scenarios A and C are similar in that they run from the MMTF to shopping in the South Iowa area.

20: A and C - South Iowa St.

- Comments across Scenarios A and C both confirm the need for multiple lines with high frequency that access shopping along S Iowa. No comments on these Scenarios were only positive. Nineteen comments were provided and requested a variety of access points below:
 - Directly from KU to S Iowa
 - From S Iowa to Downtown
 - From S Iowa to MMTF

Scenario B

- Scenario B has three different routes to S Iowa. Routes 9, 7, and 11. With positive comments about Routes 7 and 11 and no comments about Route 9.

Route 7

This route currently runs from Downtown to South Iowa. Scenario B is the only Scenario with Route 7 and it is significantly changed from the existing route. The proposed Route 7 runs from the Fairground to Downtown to the MMTF to South Iowa.

Commenters had a positive reaction to this change overall. Considering its long runtime of 70 minutes, it may not be the most efficient route to get East Lawrence residents to South Iowa for errands and in Scenario B, it seems to be the only direct route.

7: B-Fairground to Downtown to South Iowa

- Six out of ten commenters like this configuration.
- Two would prefer the existing Route 7 or a direct connection to Walmart from Downtown.

Route 12 (A), Route 30 (B), Route 14 (C)

FIGURE 11: ROUTE 12 (A), ROUTE 30 (B), AND ROUTE 14 (C)

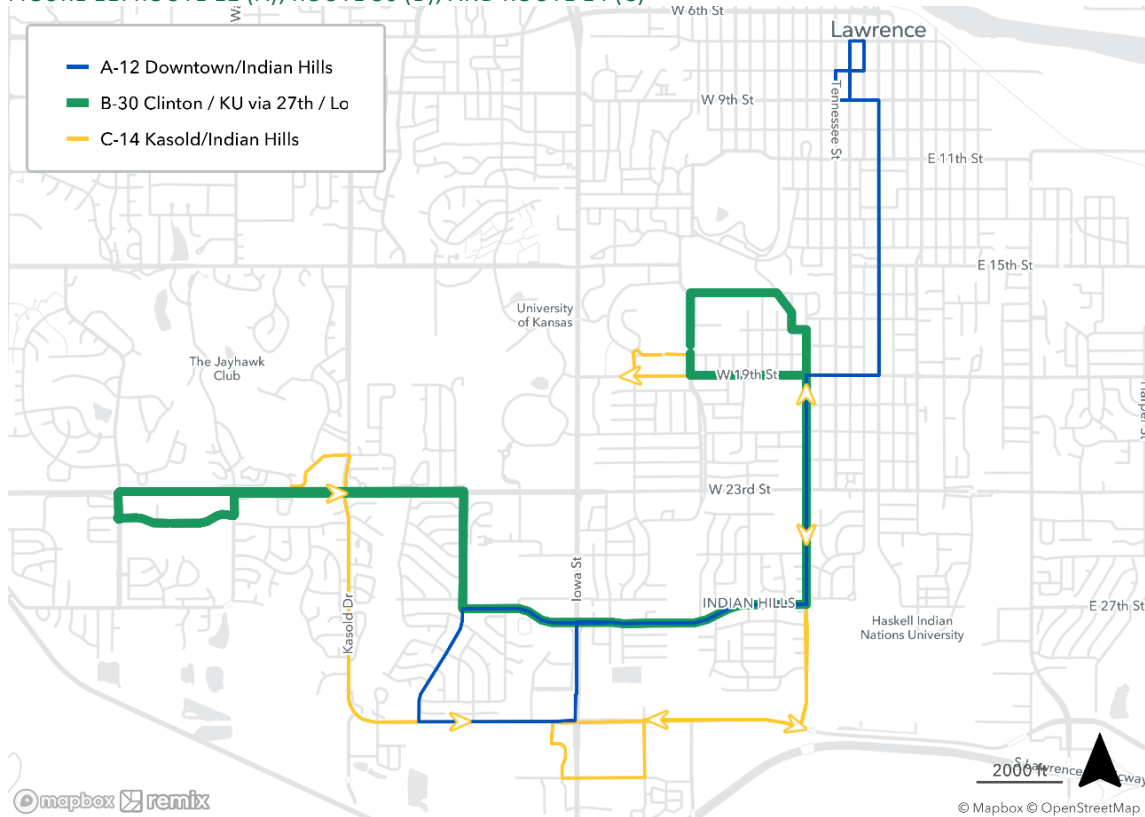


TABLE 10: POSSIBLE ROUTE 12, 30, AND 14 CONFIGURATIONS

| Route 12, 30, 14 | | | |
|------------------|------------------------------|--|----------------------|
| | To/From | Span | Frequency in Minutes |
| Existing | 7: Downtown to South Iowa | Monday-Saturday 6:02AM-8:00PM | 30 |
| A | 12: Downtown to Indian Hills | Monday-Friday 6:00AM-8:00PM Saturday 8:00AM-7:00PM | 30 60 |
| B | 30: Clinton to Louisiana | Monday-Friday 6:00AM-7:00PM Saturday 8:00AM-7:00PM Summer: Does not run | 30 30 |
| C | 14: Kasold to Indian Hills | Monday-Friday 6:00AM-7:00PM 7:00PM-10:00PM Saturday 8:00AM-6:00PM Summer: Does not run | 30 45 45 |

Summary

Current routes that provide coverage to this area are Route 27 KU to Haskell University and parts of Routes 11 and 7. This grouping of routes is provided as they cover the same geographic area without having the same route number. The three proposed routes all laterally cover areas south of 23rd Street and head north through the Indian Hills neighborhood. In Scenario A Route 12 and Scenario B Route 30, Sunday times are mistakenly listed but were not intended to be included for analysis by the public.

Route 12 in Scenario A terminates in the Downtown area. Route 14 in Scenario C provides access to South Iowa shopping, which is in high demand among commenters across all comments and scenarios, though not necessarily requested on this particular route.

If ridership allows, keeping some service all year through this area seems favored, as does a connection to KU and Downtown. Further analysis of the amount and location of riders might provide clarity on if such a route should connect with South Iowa shopping as in Scenario C or continue along 27th street as in Scenarios A and C.

A-12 Downtown to Indian Hills

- This route received comments in all Scenarios, even though it is only present in Scenario A. It is important to commenters to keep Indian Hills connected to Downtown and KU.

B-30 Clinton to KU via 27th to Louisiana

- This route does not run in the summer which one commenter out of three total comments for this scenario noted.

C-14 Kasold to Indian Hills

- Comments reflect that this route adequately serves students, but two commenters noted it will not be available in the summer and would provide an access challenge for the residents of Indian Hills.

Route 15

FIGURE 12: ROUTE 15 SCENARIOS A AND B

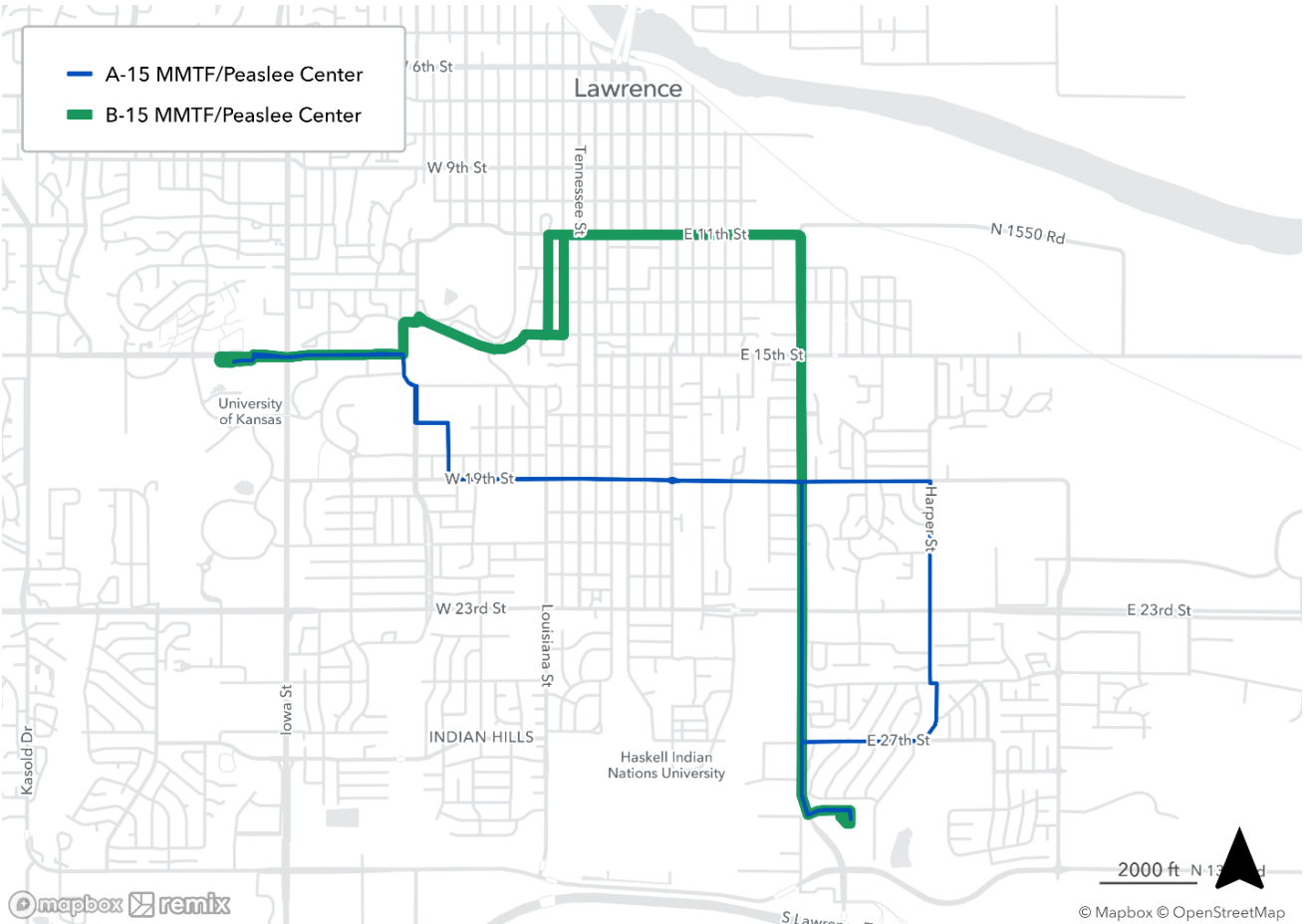


TABLE 11: POSSIBLE ROUTE 15 CONFIGURATIONS

| Route 15 | | | |
|----------|--------------------------------|---|----------------------|
| | To/From | Span | Frequency in Minutes |
| Existing | Downtown to the Peaslee Center | Monday-Saturday 6:33AM-7:56PM | 60 |
| A | MMTF to the Peaslee Center | Monday-Friday 6:00AM-8:00PM 8:00PM-10:00PM | 20 30 |
| | | Saturday 6:00AM-8:00PM | 30 |
| B | MMTF to the Peaslee Center | Monday-Friday 6:00AM-8:00PM | 30 |
| | | Saturday 6:00AM-8:00PM | 60 |

Summary

Current Route 15 runs from Downtown to the Peaslee Center. It currently provides a route from Downtown between Massachusetts and Haskell. This route also provides access to Prairie Park.

Scenario A starts at the MMTF and cuts down through KU to 15th, and then down Harper to the Peaslee Center. Scenario B starts at the new MMTF, goes along Jayhawk Blvd, near downtown along 11th, and down Haskell to the Peaslee Center. Scenario C does not have a Route 15. Instead, Route 29 would down to the Peaslee Center.

Scenario B has the route going near Downtown, but the students commenting thought it did not go far enough into Downtown. Assuming there is an available route to get Downtown from the MMTF (like Route 4 in Scenario A) Scenario A could provide that access with a transfer. Scenario A also retains access to Prairie Park. Two comments said Scenario B provided better access from Haskell University. An evaluation of lines reaching Haskell University may be important to confirm this. It appears to currently be served by current Routes 5 and 27, and proposed [Route 5](#) and [Route 29](#).

Comment patterns are slightly inconclusive. It may be beneficial to seek feedback from individuals who need access to Haskell University and the Peaslee Center.

A-SE Lawrence/ KU

- A commenter noted that this route connects well at the MMTF with Route 10 for a good NW to SE route.
- One comment notes that this route works well if Route 27 is discontinued.
- One commenter likes the frequency.
- All six comments about this route in Scenario were positive.

B-South Haskell/ Bob Billings

- Scenario B has more comments about connecting through campus (five out of ten) than the two positive comments about the route. Three commenters don't think it provides good access to Downtown.
- Two commenters say the existing route is preferred to this one.
- Two commenters say this route configuration looks like a better Haskell University to KU route.

Scenario C

- There is no Route 15 in Scenario C, but two commenters noted gaps not having this line would create.

Route 17

FIGURE 13: ROUTE 17 SCENARIO A

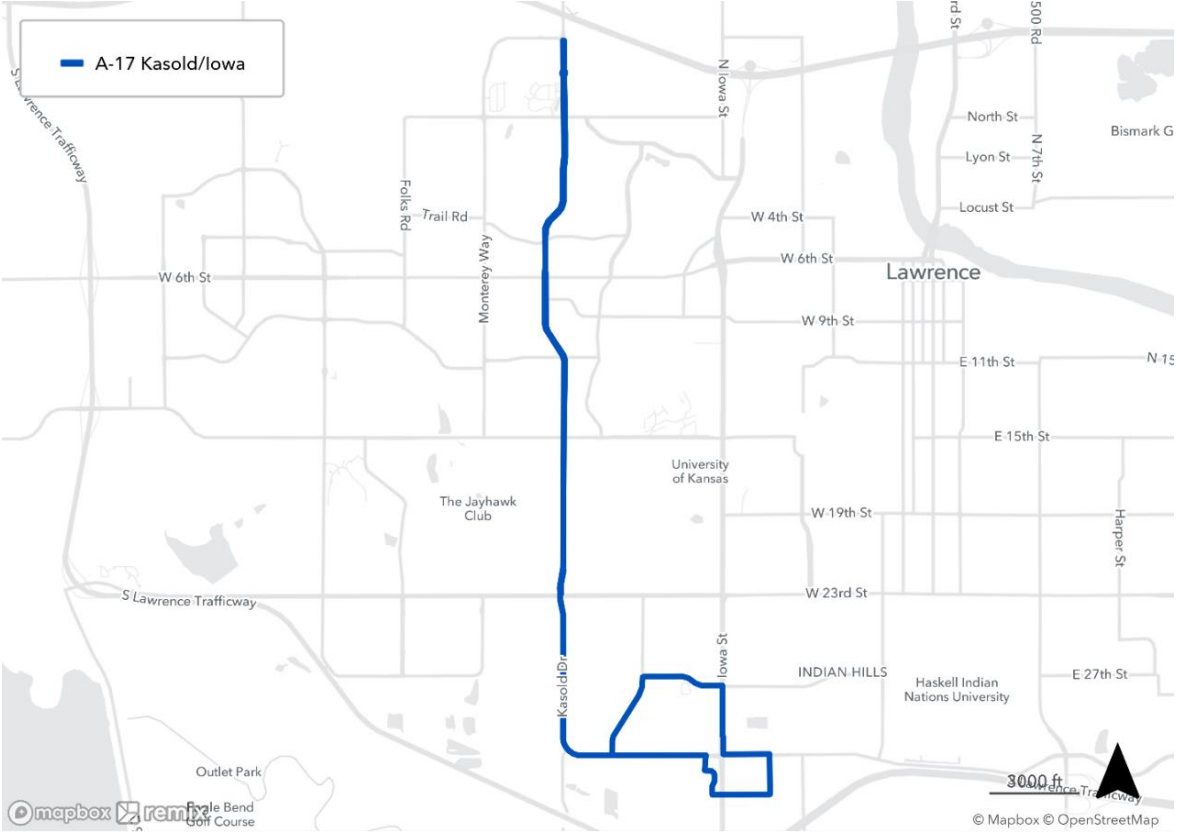


TABLE 12: POSSIBLE ROUTE 17 CONFIGURATION

| Route 17 | | | |
|----------|-------------------|---------------------------------------|----------------------|
| | To/From | Span | Frequency in Minutes |
| A | Kasold to S. Iowa | Monday-Friday 6:00AM-8:00PM | 30 |
| | | Saturday 8:00AM-7:00PM | 60 |

Summary

There is currently no Route 17 or a north-south route along Kasold. For reference, see analysis of Route 9, a route along Wakarusa. This route provides a new north-south connection along Kasold running every 30 minutes from 6:00AM to 8:00PM. Fifteen total comments were received across scenarios about this route. It was not present in scenarios B and C and six out of six comments on those scenarios requested it.

A-Kasold/Iowa

- Fourteen comments were positive and one commenter wondered if there were enough destinations along the northern most part of the route, while another noted that the route could extend even farther north.
- This route configuration had the most positive comments of any proposed route.

Route 19

FIGURE 14: ROUTE 19 SCENARIOS A AND C

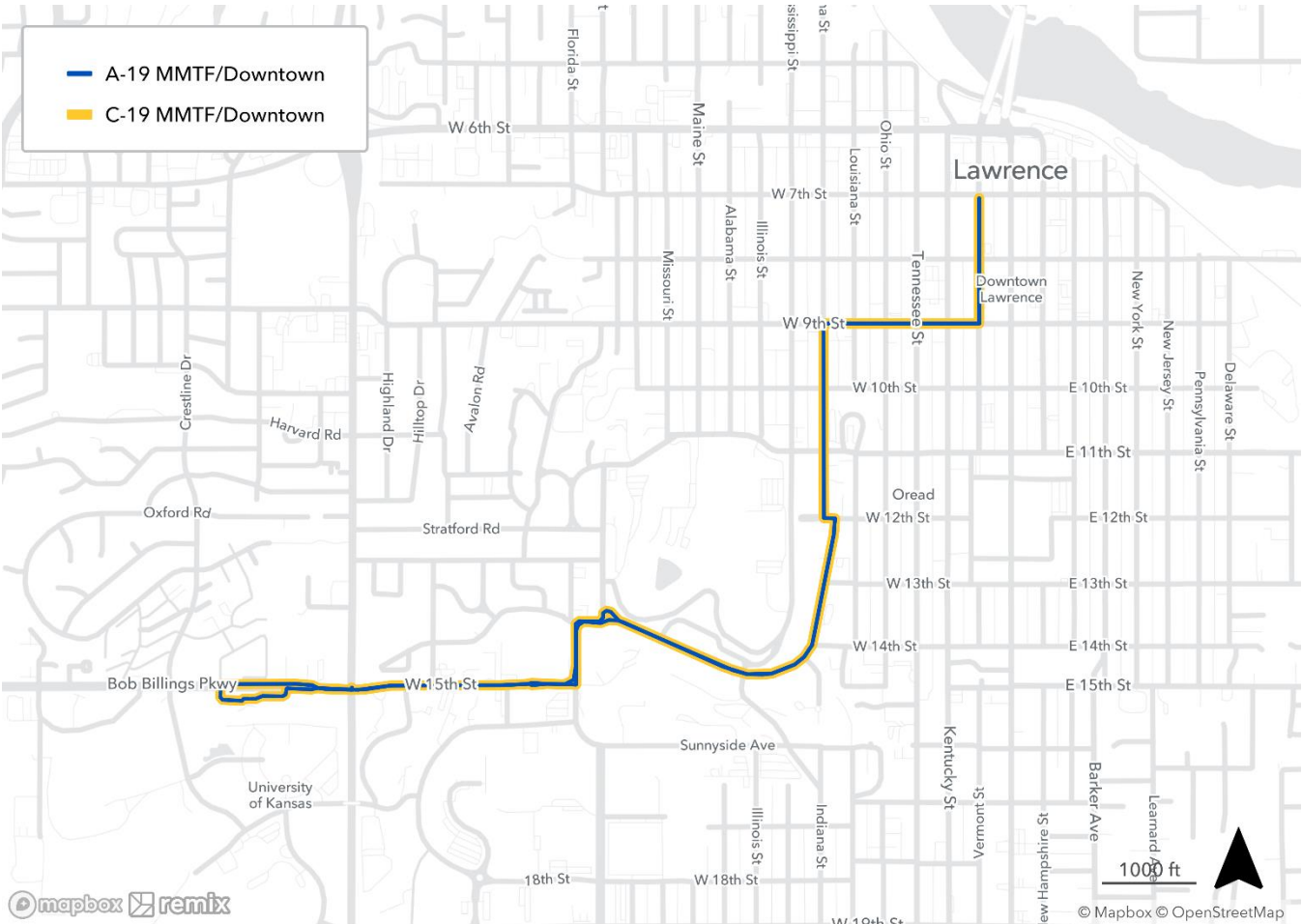


TABLE 13: POSSIBLE ROUTE 19 CONFIGURATION

| Route 19 | | | |
|----------|------------------|--|----------------------|
| | To/From | Span | Frequency in Minutes |
| A | MMTF to Downtown | Monday-Friday 6:00AM-10:00PM | 30 |
| | | Saturday 8:00AM-7:00PM | 60 |
| C | MMTF to Downtown | Monday-Friday 6:00AM-10:00PM | 30 |
| | | Saturday 8:00AM-7:00PM | 60 |

Summary

Route 19 is a proposed new route that would connect the MMTF through KU to Downtown. Scenarios A and C are very similar. Scenario B does not have a Route 19.

Because these routes connect with the MMTF, they can be seen as the other half of Route 10, serving more than just KU to Downtown. In Scenarios A and C, Route 4 and Route 19 serve Downtown from the MMTF. Further analysis should consider ridership from KU to Downtown and if this two route configuration would provide enough access and frequency if other MMTF/KU/Downtown routes are not included.

A and C-MMTF to Downtown

- The comments on this route were mixed and showed no clear pattern due to repeat comments.
- Comments not directly about the route show that multiple routes with a high frequency to Downtown from KU is important.

Route 21- Lawrence Circle

FIGURE 15: ROUTE 21 SCENARIO C

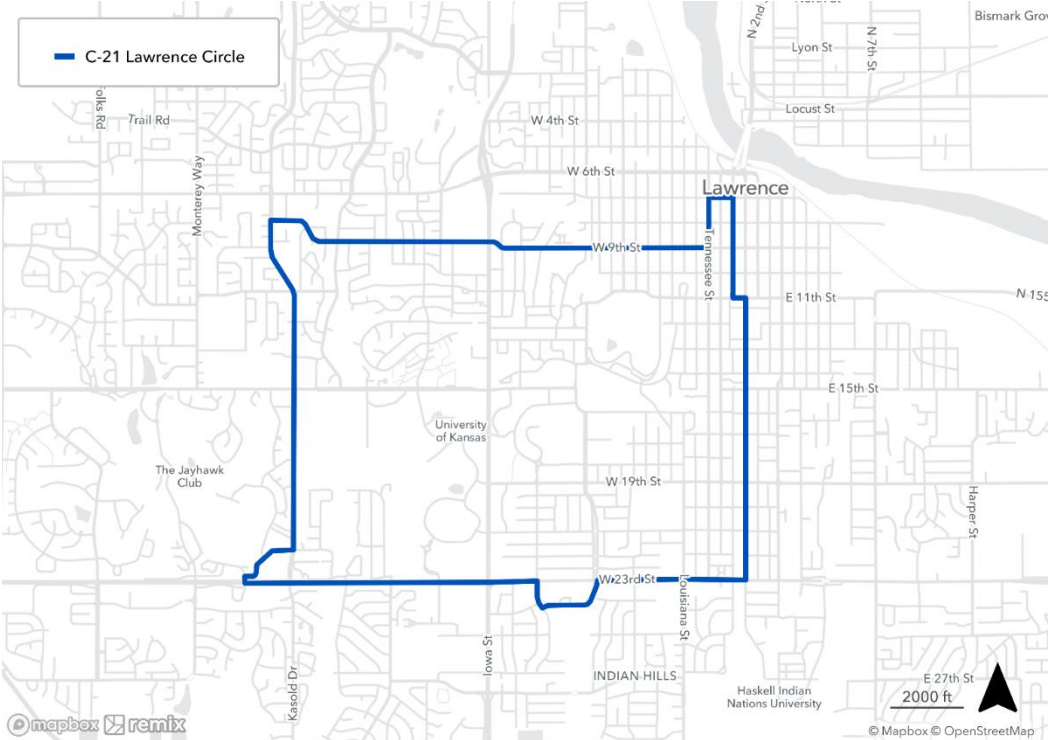


TABLE 14: POSSIBLE ROUTE 21 CONFIGURATION

| Route 21 | | | |
|----------|-----------------|----------------------|----------------------|
| | To/From | Span | Frequency in Minutes |
| C | Lawrence Circle | Monday-Friday | |
| | | 6:00AM-7:00PM | 15 |
| | | 7:00PM-10:00PM | 20 |
| | | Saturday | |
| | | 8:00AM-7:00PM | 20 |

Summary

Route 21 is a proposed new route, with a new idea of the “Lawrence Circle.” This route is in Scenario C only. This new route received only six comments. This may be because of the way the route is presented on Remix. A user would have to make sure to look at both inbound and outbound routes to see the circle and how the route would function. If the new north-south Route 17 in Scenario A is considered, Route 17 would overlap with Route 21 along Kasold Ave.

C-Lawrence Circle

- Two out of six commenters found it an interesting concept but were confused.
- The disparate nature of the other four comments would also point to confusion as to how this route functions.

Route 27

This route currently runs from KU to Haskell University. It makes stops through the Indian Hills neighborhood. This route runs Monday to Friday every 40 minutes from 7:05AM to 6:21PM during KU Fall and Spring Semesters.

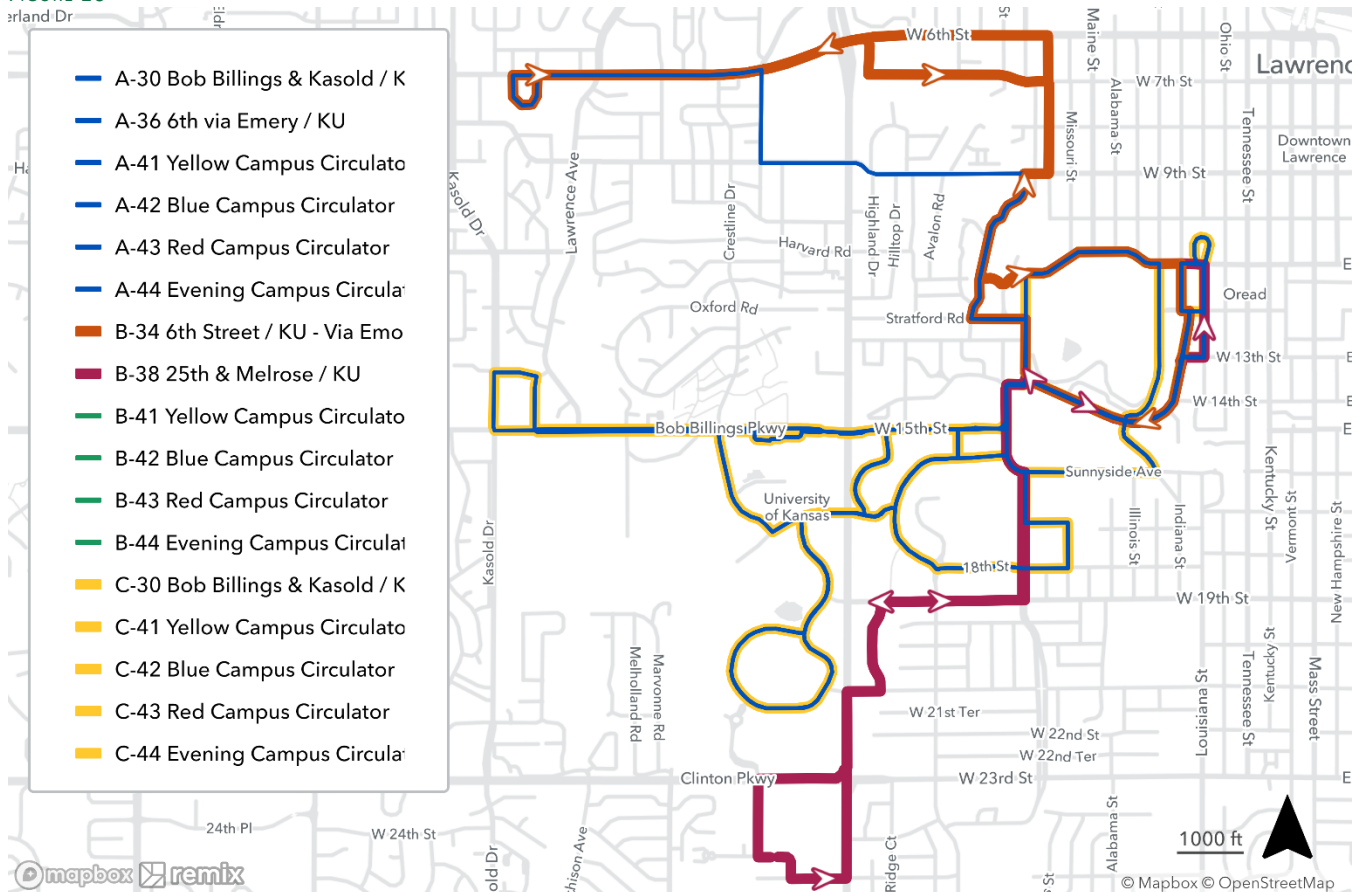
Summary

This route is not present in any Scenario. Five commenters who seem to be students requested its continuation.

Depending on the analysis of Route 15, Route 27 seems to provide a needed connection from KU to Haskell University. Proposed Route 5 and Route 29 in multiple scenarios also provides access. If appropriate access to Haskell University and the other neighborhoods served by this route are provided for in future route redesign, this route could be redundant.

KU Routes – 30, 34, 36, 36, 38, 41, 42, 43, and 44

FIGURE 16



Summary

All scenarios are shown in Figure 16. Campus circulators (41-44) and Route 30 appear in all the scenarios, but Routes A-36(Blue) and B-34(Orange) in the north, and B-38(Pink, south) are only present in their respective scenarios. The most dramatic proposed change is to combine routes 34 and 36 (shown as B-34) by removing service from Rockledge and along 9th Street between Rockledge and Emery Road.

Most current campus circulators have a very high frequency, with service every 8-12 minutes. Circulator routes 41, 42 and 44 were unchanged between scenarios and not very different from existing routes, and there were not enough comments for each to discern a pattern. Points of interest across route and scenario are listed below.

- Points of interest based on sixteen comments received
 - Two comments about Emery Rd
 - Two comments about Crestline stops
 - Two comments about multiple stops along 6th street
 - Two comments about connection concerns to West Campus
- Two comments would prefer no transfers within campus.
- One commenter notes the importance of KU as an employment hub and thinks routes other than the circulators should run though KU to Downtown.

Conclusion

As there are pros and cons to how each Scenario was presented, this report does not seek to provide a recommendation of any single Scenario. Instead, staff examined each route across Scenarios to consider which individual route changes may have merit in a future system. Staff found a range of themes that hold true across routes and scenarios. Generally, individuals that commented would like buses to run later and have greater frequency. Commenters were also in favor of north-south, east-west routes, especially the north-south configuration of Route 17 in Scenario A. Other, more location specific needs were also expressed, such as efficient access to South Iowa for shopping, especially from Downtown, as well as access from the South Iowa area to other destinations. Many commenters noted the visual lack of coverage in West Lawrence and requested more service, with some citing it as a growing residential area. Further outreach, analysis, and review would indicate if such a change is upheld by data or if solutions other than fixed route service are available.

Overall, commenters provided detailed insight on each route configuration. The Lawrence community's feedback on Survey 1 and 2 will be an invaluable tool for Lawrence Transit, KU on Wheels, and the consultant selected for the 2021 Route Redesign as the outreach and planning process moves forward.

Appendix A: Comments from Remix and Lawrence Listens

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|--|
| LL | A | | We need the bus to not stop in traffic lanes for pickup and drop off on major city arteries, for example 6th St. and South Iowa. There needs to be a dedicated pullout. | Pullouts are typically used for stops where the bus lays over for a period of time or where multiple routes have transfers. If a bus is expected to continue after picking up passengers, a pullout can create safety challenges for the bus to re-merge and slow down the on-time performance of transit. |
| LL | A | | Thank you for taking the downtown bus route off of New Hampshire Street. Numerous residential units and a hotel on this street now are subject to the extremely loud noise from buses. While supportive of the bus in general, buses in primarily high-density residential areas become a significant if not the most significant source of extreme noise pollution. New Hampshire Street has become one of the most high density residential and temporary (hotel) streets in Lawrence. The buses are very loud, penetrating windows. Currently, if one lives on New Hampshire street, it becomes impossible to have a conversation, listen to music, or watch a movie - anything with necessary audio - while the buses pass. This applies both to city and to KU buses. The noise levels are extreme. Thank you for taking this into consideration. | New Hampshire St. will continue to be an important transit corridor, as it serves several major residential developments. Regarding bus noise, that is a challenge staff is attempting to address with the transition to electric buses, which are much quieter. |
| LL | A | | It makes sense, and my kids can get to school okay using these routes. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|---|
| LL | A | | Like the Kasold route, as I live at 23rd & Clinton Parkway, and there is no Saturday route that directly gets me to downtown. | Comment Received |
| LL | A | | I like the new routes | Comment Received |
| LL | A | | This route suits best for me. | Comment Received |
| LL | A | | I live off Kasold, so this scenario would be handy if I needed to get to Walmart. | Comment Received |
| LL | A | | This is my preferred option. I believe it adds beneficial N-S runs with the long E-W routes to give greater access to more areas of town. | Comment Received |
| LL | A | | Scenario A seems to make inefficient use of the MMTF. Does a grid negate the need for a transfer facility? Are multiple small transfer facilities more appropriate for a grid? I would hate to build a facility that was underutilized. | Staff is conducting a Route Redesign Study and a Facility Design process in 2021 to align the scope of the Multimodal Transfer Facility with route needs to ensure that the new facility will be right-sized for operational needs. |
| LL | A | | This scenario doesn't make a lot of sense to me. It seems segmented and riders would need to transfer more often than scenario B. The transfer facility seems to be too far away from downtown and campus to make this worth it. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|---|
| LL | A | | Until you get rid of the entire delusional idea of a hub and spoke system that requires people to wait 20-25-30-35 minutes for a bus to transfer them to the next bus to etc., etc. you have continued to set up a system for failure. DO NOT require people to wait at a "hub" for another bus to get where they want to go! When the system was first set up I could WALK to KU from my home faster than the 45 minutes it took to get on a bus by the hospital, transfer and wait 20 minutes for a bus downtown and then finally get up on campus an hour later. The same was reality on my way home which was why I never used the bus when it was faster to WALK!! Because of the city's insistence of a hub and spoke system that transferred (and has continued to do so at the library) everyone downtown, this has been the most obvious downfall of the Lawrence bus system. | The 2021 Route Redesign Study will explore different route pattern designs and non-traditional forms of transit to encourage higher use of shared transportation. |
| LL | A | | I believe it is a mistake to move the hub from downtown. How long would it take to get from Holcomb Park to SPL? or FSHS facilities. I don't see any appreciable improvement in services. You have to increase frequency of routes if you want people to use The T. | The multimodal transfer center location was chosen through multiple studies that examined the benefits and challenges of several locations in Lawrence. More information can be found at https://lawrencetransit.org/transfer-facility/ . The development of this center does not rule out continued transfers in the Downtown area. |
| LL | A | | Need a route connecting west campus to downtown. | Comment Received |
| LL | A | | MULTIPLE of us come from downtown transfer to the 7 down to walmart.. There is no connection from downtown to walmart.... This is a MUST!!!! If we don't have that connection I won't be able to ride the bus anymore | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| LL | A | | I can only speak to Route 29 as this is the only one I use to get to work at KU. Route 29 should go up to campus including Jayhawk Blvd. because riders from the neighborhoods west of Kasold work at KU (route includes large apartment complexes and duplexes). | Comment Received |
| LL | A | | Current Route 10 is highly utilized by students and faculty living on the west side of town and are now not able to get to KU without a transfer. | Comment Received |
| LL | A | | This is my least favorite overall. And it's a stretch to call this a grid pattern. It looks like #6 no longer stops at my apartment complex, and there is no transfer point from #1 (homeless shelter) and #3 (medical services) like I asked for. | Comment Received |
| LL | A | | The addition of the Kasold route is a good improvement. This scenario has the best spread of areas within 0.25 miles of a stop. All scenarios do a poor job of covering residential areas west of Iowa, especially west of Kasold between 6th Street and Clinton Parkway. Residents living west of Wakarusa have absolutely no service at all and that is the fastest growing part of Lawrence. For me, I can choose between a 10 minute drive to KU from western Lawrence or 45-60 minutes by the bus including a 15 minute walk with a single bus or a 5 minute walk with a two-bus route. | Comment Received |
| LL | A | | Consider locations of grocers and if all routes have an efficient transfer options to a route that accesses at least one of them. | Comment Received |
| LL | A | | A negative of Scenario A is that it lacks any direct, convenient connection between Haskell University and downtown Lawrence. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | A | | I work with largish (10-35) groups of international students at KU. We frequently use the bus system to get our students around for activities. Since these groups are at KU somewhere between 4 weeks and 9 months, they do not have cars and must rely solely on buses to get around KU and Lawrence when they want to get around as individuals. Although we have groups throughout the year, the majority of our groups are here in the summer. In the summer of 2019 we had 4 groups with a total of about 80 students who used the bus regularly during their programs. (Throughout the year we have 200+ students we work with.) I am VERY concerned about how Scenario A will affect these students and their ability to get around. Having no direct access between the main campus/campus housing and any kind of shopping (South Iowa or Dillons at 23rd and Naismith) is very problematic. And only one direct route between campus and downtown? And only one route every 30 minutes through the min part of campus during the summer? Truthfully, the current plan works a LOT better for our students. | Comment Received |
| LL | A | | Please consider adding the south bound bus stop between 9th/10th on Indiana Street. | Comment Received |
| LL | A | | Most people use route 29 to get from Legends or Rockland West apartments to campus do it's very disappointing that this route doesnt even get anywhere near Jayhawk Blvd. Also it seems like there are too few busses going to Jayhawk Blvd. which is going to lead to over crowding on the ones that do. | Comment Received |
| LL | A | | The stop next to Dillons on 23rd street needs to go up to campus. A lot of students use that stop to get there when they can't afford a parking pass. There needs to be | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|--|
| | | | more busses that go to Jayhawk Boulevard AND places that are farther away. | |
| LL | A | | Rt 12 excludes Indian Hills to connect to KU | Comment Received |
| LL | A | | RT 12 excludes Indian Hill to connect to KU | Comment Received |
| LL | A | | This route re-design appears to remove the 11 route which connected Daisy Hill to Downtown Lawrence. Some students need transportation downtown. | Comment Received |
| LL | A | | No! Where's route 11? | Please see the section titled Route 7 (B), Route 11 (B), and Route 20 (A,C) for an analysis of a few route ideas that serve similar geographic areas to existing Route 11. |
| LL | A | | Route 15 provides service directly between 19th and Tennessee st to Learned hall. This makes our commute to campus very time efficient. Hence this route is really great for me. However there is no bus going to Walmart from 19th and Tennessee st, which will be very inconvenient to me. So if previous Route 7 is continued it would be great. | Comment Received |
| LL | A | | as a ku student who lives on tennesse near 14th it would be really nice to have a camous bus stop near there, I know we are close to campus but that hill can be exhausting and sometimes we need to get to the other side of campus which takes a long time. | Comment Received |
| LL | A | | This route lacks direct access from campus to the South Iowa shopping area (and Dillons at 23rd and Naimsith) for students who live on campus. | Comment Received |
| LL | A | | I appreciate that you can get to Allen Fieldhouse directly from Breezedale, however there is no route going downtown or to other cultural or shopping areas. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | A | | I like the designs. I use the buses to get from North Lawrence to KU, so I like that I can do it with one bus. My only concern and this is true for all three plans is that once I get to the hub at 15th and Iowa, how do I get elsewhere on campus? The circulators do not seem to visit this hub in any plan. | Comment Received |
| LL | A | | I like that the routes have expanded on this map to allow more people to take the bus. I think the concepts to continue exploring is to note the popular living spots especially for international students and necessary visiting places like grocery stores and etc and ensure bus routes are provided for those areas and to those places. | Comment Received |
| LL | A | | I'm concerned about the lack of direct routes between campus and the South Lawrence shopping as well as the Dillons at 23rd and Naismith, particularly for people such as international students who are campus based and don't have access to cars. Additionally, the idea of moving the hub to Bob Billings/Crestline should perhaps be rethought. Please consider how students living on campus or in popular student apartment complexes will get to grocery stores or shopping areas. For the summer route, it seems there's only 1 bus going through campus, once per half hour. Please consider adding another route through campus. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|---|
| LL | A | | There is no easy access from KU campus to South Iowa shopping in scenario A. For students (domestic and international) without cars and for faculty and staff without cars (I have lived without a car and relied on the bus system. I sincerely recommend that you test this route out yourself. Try a few days where you only use the bus: for groceries, for errands, to get to work--in January. Lawrence is not easy to navigate without a car. Please remember that much of Lawrence retail relies on business brought in by students. This scenario is problematic in many ways. | Comment Received |
| LL | A | | How are people who live in South West Lawrence expected to get to campus? Route 29 is my only way to get up there and scenario A adds a much longer commute for me. If it went up to Jayhawk Blvd, it could be manageable, but not ideal. 29 rt is our only opportunity to use the bus in west lawrence and it needs to be as efficient and easy for us as possible. Especially given that the largest population using the bus in the area are students. | Please see the section titled Route 5 and Route 29 for an analysis of a few route ideas that serve similar geographic areas to existing Route 29. |
| LL | A | | Route 11 is gone and no stop at The Reserve. Before the pandemic, each morning Route 11 was packed. In addition, the students want to go to the campus and it is really a nonsense to make them change at the new facility. In this plan you keep Route 6, you should also keep Route 11 as it is. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | A | | I live near the Pinckney School and have no vehicle. I am entirely dependent on the bus for work (I work on campus), for groceries (6th street Walmart and Dillon's), and for medical appointments (near 6th and Monterrey and near 27th and Iowa). Scenario A keeps route 6 the way it is now, which I need. During the summer and winter breaks, I'm basically constantly terrified that I won't get downtown on time to catch the bus I need to get to campus. Having a direct route to campus during the semesters takes away that stress. In this scenario, the direct route I take now (34) is gone. Also, I agree with another responder that route 10 should stay the way it is now. I also think that most people use it to get to campus and downtown. Leaving it the way it is eliminates the need for route 19, and people won't be scared that they won't make the transfer at the facility. | Comment Received |
| LL | A | | There are a few nice features in this option. The addition of a Kasold route seems long overdue and helps connect North-South, but would be better if it were better connected with downtown and/or campus. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | A | | <p>This one is fine (the best option) except why not let #10 go all the way downtown through KU campus? Like it does now? What is the point of changing that? Most people taking this route are going either to campus or downtown. The connections in Scenario A to go to campus or downtown are every 30 min (at least in summer), so it does not help that #10 is now (in A) every 20 min instead of every 30 min. (School year connections are nice but 3 months is a long time not to have nice bus service to campus.) It would make more sense to keep it at every 30 min and have it go downtown and through campus. But this is still much better than essentially losing the current 10 (which is what the awful Scenario B does). Also, I like having the new route 17 in A rather than route 21 in C.</p> <p>What I like is the connection from 10 to go up to Iowa like the very old 10 used to do (but I was glad the old 10 changed to the current one). Also, very convenient transfers to go North or South without having to go downtown first.</p> | Comment Received |
| LL | A | | <p>This is my favorite of the three designs, just from a personal standpoint. I could actually use these routes, realistically, to get to work or to run errands. The busses run frequently enough and to actual places I need to go (work at KU and downtown).</p> | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| LL | A | | <p>The route I'd use is #6 - 6th & Wakarusa / Downtown. Having lived in Europe, I've become a big fan of public transport and would love an alternative to driving downtown. I like the 30 minutes between buses. The downside is the 45 minute trip time versus 15 minutes in a car. I know that's because of all the stops along the way and having all the stops is a good thing. I just need to convince/remind myself that's bonus reading time! :) The only reason I mention it is I'm sure plenty of potential riders see that 45 minutes and think 'Nope!' and move on. So there might be a need/use in promoting the routes to address that time with a positive spin? (I'm just thinking out loud here, pretty much.)</p> <p>Note: This pretty much applies to both A and both B options. I wouldn't be interested in the C option at all.</p> | Comment Received |
| LL | A | | Pre-virus, I rode Route 29 weekdays to campus to work and back home while classes were in session, but generally not during the summer due to late arrival back to SW Lawrence. With the number of stops nearly doubling on my way in and frequency reduced (every 30 minutes vs. 20), Scenario A will lengthen my commute time and I anticipate that I will need to catch an earlier bus. It is highly UNLIKELY that I will use the Scenario A for my work commute. | Comment Received |
| LL | A | | I like this one best. Best balance of coverage, useful routes, and frequency of service | Comment Received |
| LL | A | | Generally okay | Comment Received |
| LL | A | | In the past, I have relied on the 38 to get to school. I still live at that address and would miss the crestline stops | Comment Received |
| LL | A | | Not clear what stops are on routes. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|---|
| LL | A | | none | Comment Received |
| LL | A | | no | Comment Received |
| S1 | A | Summer | Currently I take #10 onto campus, to get to work. But it looks like #10 will stop at the future Transfer Facility?? So I have to change buses to #19 to continue to get onto Jayhawk Blvd? Since each route is on a 30 min circles - will they be coordinated so it is possible to get off the #10 at the Transfer Facility and immediately (within 5 mins) get on the #19 to continue to Jayhawk Blvd?? If there are major gaps, this could effect folks trying to get to work on time. | For future route redesign, staff will continue to evaluate the operational and customer experience impacts to which buses transfer at the Multimodal Transfer Facility. It's anticipated that future route design will include frequent buses connecting the new facility, KU campus, and Downtown. |
| S1 | A | | Please plan for a efficient transfer option between the #4 and #6 so riders can access a grocery store (other than the Merc) in a timely manner. | Comment Received |
| S1 | A | | I noticed with this scenario there is no route 34. I work on campus and use that route to get to work. A direct route to campus during the semesters is important to me. While route 3 picks up a few blocks from where I live, it's often late. Then having to transfer to another bus at the transfer facility to get to campus takes time. | Comment Received |
| S1 | A | | It's illogical to establish a bus route where there is no pedestrian access. There is no sidewalk along the eight block stretch of Naismith on the East side of this route. There are cross street sidewalks, and a broken sidewalk along the west stretch of this street... but *nothing* along the major south portal of the university on the east??!! How can anyone access the bus stop when it's a mudhole along a dirt | The City was awarded a state grant to construct sidewalk in this area. https://lawrenceks.org/2020/03/10/city-of-lawrence-awarded-326k-kdot-grant-for-naismith-mobility-enhancement-project/ |
| S1 | A | | These two are bus stops for the route 27. Is this route going to be suppressed? What route is supposed to serve these bus stops? | Access from Haskell to KU is an important existing connection that future route redesign will consider. Staff is also interested in exploring access from Haskell to Downtown and along the 23rd St. corridor. |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|---|
| S1 | A | | It looks like there is only one route (19) that will take people directly between KU and downtown? | That is correct. |
| S1 | A | | Where is the bus for this stop that takes you to KU?? | Under this scenario, passengers would use Route 29 stops on 23rd St. to access KU campus. |
| S1 | A | Summer | I really appreciate that route 6 hasn't changed from its current format. I use route 6 to go to a lot of places all year and really depend on it. | Comment Received |
| S1 | A | | I like the 23rd street route connecting Haskell to KU | Comment Received |
| S1 | A | | This is much needed route for me and many others, who commute to campus by 27 bus. | Comment Received |
| S1 | A | | I like the downtown routes, 4, 6, 12 etc. All scenarios should have these. | Comment Received |
| S1 | A | | The northern part of this route seems to lead to only a few destinations. | Comment Received |
| S1 | A | | I like how 15 and 10 make a good NW to SE route. | Comment Received |
| S1 | A | | Thank You for access to The Merc | Comment Received |
| S1 | A | | Thank You for keeping access to The Merc. | Comment Received |
| S1 | A | | My trip to the hospital will be more efficient from west of Iowa street because of 2 new options. One is to take 6 (20 min. service) and connect to 3 at Maine (also with more frequent service). The other option is to walk half mile instead of quarter mile to take a direct Route 3 directly to the hospital. I like having two options, one that starts on the hour, the other that starts on the quarter past the hour. I am sure those are two distinct options. | Comment Received |
| S1 | A | | Appears to be no change in this route, but it is improved in several ways. Operation is extended until 10 p.m.; transfers points to routes 15 and increase shorter | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| | | | connections to KU, south Iowa, and areas along west Clinton Parkway. | |
| S1 | A | | I like the ability to catch a bus from near Lawrence and Kasold to go to the South Iowa area for car repair when a dealer ride isn't available and shopping. | Comment Received |
| S1 | A | | I like being able to catch a bus at 9th/Iowa to go downtown for restaurants and shopping or to walk or ride my bike on trails near the river. | Comment Received |
| S1 | A | | Make the route that goes through this neighborhood permanent. Graduate students living in this area depend on it when school is not in session. | Comment Received |
| S1 | A | | I like how route 6 (the only one that goes near my home) easily transfers to route 36 to get to KU | Comment Received |
| S1 | A | | I like how route 6 has easy access to downtown, where parking can be difficult | Comment Received |
| S1 | A | | I like route 6 with easy access to downtown and transfer to 36 to get to KU campus | Comment Received |
| S1 | A | | One hopes retirees might head to/from downtown with this route 10. Note the retiremt. housing here | Comment Received |
| S1 | A | | This N/S route is needed - gives access to groceries, 31st& Iowa all along Kasold | Comment Received |
| S1 | A | | good one | Comment Received |
| S1 | A | | I am satisfied with all scenarios for route #4. | Comment Received |
| S1 | A | | I live near 6th and Maine, so route 6 is a key route for me. I use it to get groceries and for medical appts. I appreciate that this scenario still lets me use the 6 to get downtown, especially since the 3 won't go there with this change. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| S1 | A | | I like this design because it allows transportation from the Pavilion area to the transfer facility. Thinking about children and seniors. | Comment Received |
| S1 | A | | It would be nice if route 6 continued later at night for those with evening classes/activities | Comment Received |
| S1 | A | Summer | Add a bus that goes to bloomington beach during the summer. Especially Weekends. | Comment Received |
| S1 | A | Summer | Students who live on campus without a car would have to get to the transfer center. This is convenient for students living in Meadowbrook, but not the rest of campus. This is even more cumbersome because there is only 1 bus option in the summer. Additionally, the lack of access to the South Iowa shopping area, Dillon's at 23rd and Naismith, and downtown Lawrence is inefficient and significantly affects student access to these areas. In my opinion, the redesign does more harm than good. | Comment Received |
| S1 | A | Summer | The retail places at 33rd and Iowa are really popular. While it's good that 2 routes go there in this scenario, only 1 of them goes to the transfer facility, which may create issues. | Comment Received |
| S1 | A | Summer | Library patrons, using the bus to get to and from there, should be on a bus stopping in front of the Library headed South. Hence they need not cross Vermont | Comment Received |
| S1 | A | Summer | Aquatic Ctr partons should be able to get on/off any bus traveling North on Kentucky near the mid=block crossing. | Comment Received |
| S1 | A | Summer | I am looking at direct service from East Lawrence/Downtown to: 31st & Iowa, South Haskell, as well as 23rd Street. This map does not have it. Two maps have good service to West 6th, and all have | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| | | | service to 9th Street and Mass Street. I like routes 1 and 12 on this map. | |
| S1 | A | | I am concerned that there are not routes going through west campus apart from campus circulators. This is a major hub for employment and close to the transit center, yet it is not connected to downtown via a direct bus route. | Comment Received |
| S1 | A | | Having the buses that run down Iowa St stop near the new pedestrian tunnel at Iowa & 19th would improve the ability to connect and transfer routes. | Comment Received |
| S1 | A | | I live on SW corner of 6th & Branchwood Dr., a 52-unit building for independent seniors. Could #6 eastbound come south on George Williams to pick up riders along 6th? Currently, the #6 goes back and forth, along Overland Dr., westbound and eastbound to and from Rock Chalk Park. It's too far (about 3/4 mile) to walk to and from bus stop on 6th between Wakarusa & Folks. There will eventually be a stoplight at Branchwood & 6th. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|---|
| S1 | A | | I ride the 10 from Brandon Woods to Engineering, but with this configuration, I will not use the city bus system anymore, because its a hassle to transfer to a 2nd bus to travel 3 miles. Its not worth riding the bus for me anymore in terms of convenience. Crossing Iowa on foot, is horrible death waiting to happen. The engineers who designed that intersection expect to ride cars for the rest of their lives. (The Iowa/Clinton Pkwy intersection is now easy to cross as a pedestrian and that should be a model for the city.) Anyway, a tweak in this route can solve my problem: Make 10 cross Iowa and do the short loop in KU, say, Engineering, Music, ISB, and back to the transfer facility. Figure out the shortest possible loop at KU to return to the Trasfer Facility. Every afternoon (during normal times) -- I saw many people waiting in Engineering to get the 10 going west. I thought 10 had good ridership when KU was in session, (standing room only, at 5 pm.) | Comment Received |
| S1 | A | | I don't see a good route from North Lawrence to SW Lawrence. Should 29 come north to the MMTF? | Please see the section titled Route 4 and the section titled Route 5 and Route 29 for an analysis of route ideas that connect North Lawrence to southwest Lawrence. |
| S1 | A | | I prefer scenario A because it renews ridership opportunity along north Kasold/Peterson that became impractical when Route 3 changed. However, the map shows no stop north of 6th and Kasold. | Comment Received |
| S1 | A | | There are limited options to get to this commercial hub which is second only to downtown as a retail center. This limits access to this area of town to people who rely on bus service. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|---|
| S1 | A | | There are limited routes that serve the 6th and Wakarusa area. This is particularly problematic for students wishing to use transit to get to Free State High. It is not convenient for students in East or North Lawrence to use the bus to get to FSHS. | Comment Received |
| S1 | A | | I hope not every bus stop is shown here, as they're awfully far apart in some areas. For example, there appear to be no stops on the South Iowa loop! | Comment Received |
| S1 | A | | Why only one route to the business park? | Comment Received |
| S1 | A | | Would like to recommend a downtown circulator to help with parking issues. | Comment Received |
| S1 | A | | This part of Lawrence [West] continues to be completely ignored in all scenarios. Use of the transit system requires 15-30 minute walk time to nearest bus stop. | Comment Received |
| S1 | A | | Could a stop across K-10 at the sports complex be added? | The existing intersection patterns at 27th, Wakarusa, and K-10 create challenges for serving the Youth Sports Complex directly. It is possible that future changes to that intersection may improve the possibility of serving that location. |
| S1 | A | | Add stop at developing arts district (also serve new multi-family development). | Comment Received |
| S1 | A | | It seems as if perhaps this needs to be 2 routes that both go to the transit hub, because this route only serves major "service/business" hubs on 6th and Clinton Parkway. | Comment Received |
| S1 | A | | I notice #1 and #3 don't intersect, which means that people in the homeless shelter can't get to health services (near LMH) with a single, simple transfer. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| S1 | A | | Naismith Drive has *no* pedestrian access between 19th & 23rd on the entire east side of this split roadway. There are two lengths of city property which could easily accommodate a sidewalk, while providing alternate median (Naismith Ditch) sidewalks along properties that extrude along that side of the street. Crosswalks and pedestrian warning lights could be installed at those crossing points. The primary bus stop at 21st /Naismith is a mudhole. The boulevard is pedestrian accessible on all cross streets and on the west side of Naismith. Look, e structural lack of pedestrian access impedes bus accessibility along the entire eight blocks of Naismith! | Comment Received |
| S1 | A | | This really should be the pattern all year. Just because KU is not having classes (they do in the summer) the bus service should continue to provide full coverage of Lawrence. With summer/winter routes even the revised routes leave me no quick way to work without #36. All other scenarios mean I have to walk to work when it is the hottest and the coldest. I do think in the summer some routes could be combined and use just 1 bus like 34 and 36 for example. | Comment Received |
| S1 | A | | negative of Scenario A: no convenient, direct route from Haskell to downtown. | Comment Received |
| S1 | A | | I need the 29 route to stay how it was. I like how it goes directly to the union and since I work late nights, it helps that I can catch a bus from the Union. Here I would have to catch another bus to take me to the 29 route to go home which at night is not ideal. | Comment Received |
| S1 | A | | Most people use route 29 to get from Legends or Rockland West Apartments to campus so it's very disappointing that the proposed route doesn't even get anywhere near Jayhawk Blvd. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|--|
| S1 | A | | It's really important that students can ride from the KU campus to the South Iowa area. This plan means that they will have to take one of only 2-3 buses from campus to/from the transfer facility and transfer to get between campus/campus housing and South Iowa shopping. | Comment Received |
| S1 | A | | Hello - I suppose I should state my biases. I use the buses to get from North Lawrence to KU. I like that the 4 can get me all the way there. Looking at this map, though, it seems that the campus circulators do not visit the transit hub. Maybe this is beyond the scope of this route redesign, but I suspect that people will use the buses to get to this hub and then want to get somewhere else on campus. The circulators are the best way to do this (in my opinion). | I think this is a good point that we'll need to evaluate how the circulators may or may not interact with the Multimodal Transfer Facility in the 2021 Route Redesign Study. |
| S1 | A | | Students living in South Lawrence need bus transportation that leads them to downtown. Revisions to routes need to be made that includes this change. | Comment Received |
| S1 | A | | Students who live on campus without a car would have to get to the transfer center. This is convenient for students living in Meadowbrook, but not the rest of campus since there are only 2 bus options for that. Additionally, the lack of access to the South Iowa shopping area, Dillon's at 23rd and Naismith, and downtown Lawrence is inefficient and significantly affects student access to these areas. In my opinion, the redesign does more harm than good. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| S1 | A | | Students living in off campus housing (The Reserve, The Connection, etc.) in South Lawrence who depend on bus transportation to campus should be given a route that leads them onto Jayhawk blvd. without having to board another bus or walk a stretch to campus. No route on this map allows them to be transported to Jayhawk blvd. This updated Iowa St. route needs revisions that leads to Jayhawk blvd. | Comment Received |
| S1 | A | | Both routes 6 and 10 require at least one transfer to get to the middle of campus making it difficult for people who live on the West side of Lawrence. | Comment Received |
| S1 | A | | Students working at the research facilities near BB & Waka need this stop and run from campus bldgs around 15th & Naismith | Comment Received |
| S1 | A | | There don't seem to be very many routes connecting downtown to the transfer facility - a problem for getting to locations in central west and southwest. | Comment Received |
| S1 | A | Summer | Only one route that goes through the main campus during the summer? And then only every 30 minutes? | Comment Received |
| S1 | A | Summer | Scenario A is my favorite. I would like to keep service from Indian Hills to downtown for work, shopping, and entertainment. I like that this doesn't change much during summer. I wonder why 60 minute service on Saturday and 30 minute service on Sunday? I think having these consistent would be easier to remember. | Comment Received |
| S1 | A | | The campus circulator routes could use a greater frequency (approaching 12-15 minutes) | Comment Received |
| S1 | A | | Never mind my last comment about the frequency of circulator routes, I was reading the schedule wrong. 10 minutes is great! | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| S1 | A | | It is nice having a few options connecting Downtown to the multimodal transit center so that the effective frequency for this route would be greater than 30 minutes. | Comment Received |
| S1 | A | | I especially like that the routes seem to run more frequently in this map (every 20 or 30 minutes) compared to the other maps. This is really helpful. | Comment Received |
| S1 | A | | Changes to Route 10 greatly increase travel time between W. Lawrence and downtown unless route frequency would be increased, since this would add a transfer that currently doesn't exist. It's not clear why it should be broken into two routes if frequency is still every 30 minutes. | Comment Received |
| S1 | A | | Route 19 needs to run more frequently if this route is selected. | Comment Received |
| S1 | A | | Route 20 is important to provide access to S. Lawrence. More frequent routes are appropriate. | Comment Received |
| S1 | A | | Rt 6 improves in frequency and hours of operation. Yay! Would it serve more population if rerouted onto N. Wakarusa from Overland to Queens? Lots of apartments have been added at "Links" east of Rock Chalk Park. | Comment Received |
| S1 | A | | This improves route #4 because it is more frequent (30 min.); the parts of the route along a section of 9th Street when combined with #3 will provide service to the MTF at 15 minute intervals. That is great! Makes my N. Lawrence outings much more flexible than they have been in the past several years, only on hourly basis. | Comment Received |
| S1 | A | | Increased frequency (20 m) and hours of operation (til 10 p.m.) are welcome improvements. Fast connections with KU connectors, #3, 4, 15, will speed up trips to multiple destinations. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|--|
| S1 | A | | I like Rt 6's direct connection of downtown to LMH West and the frequency. | Comment Received |
| S1 | A | | A lot of students like to go downtown in the evenings and on Saturdays, so it's good that there is a route that goes from campus to downtown and back and looks like it will run in the evening. However, there may be more demand for once per hour on Saturdays. | Comment Received |
| S1 | A | | This is my favorite scenario. My primary interest is keeping service from Indian Hills to downtown. I like the Sunday service, and I think having less frequency on weekends is a good compromise. | Comment Received |
| S1 | A | Summer | It could connect to this bus. | Comment Received |
| LL | B | | Does Scenario B add or keep New Hampshire street as a bus thoroughfare? Was not sure from the schematic. Repeating comment from Scenario A: "Thank you for taking the downtown bus route off of New Hampshire Street. Numerous residential units and a hotel on this street now are subject to the extremely loud noise from buses. While supportive of the bus in general, buses in primarily high-density residential areas become a significant if not the most significant source of extreme noise pollution. New Hampshire Street has become one of the most high density residential and temporary (hotel) streets in Lawrence. The buses are very loud, penetrating windows. Currently, if one lives on New Hampshire street, it becomes impossible to have a conversation, listen to music, or watch a movie - anything with necessary audio - while the buses pass. This applies both to city and to KU buses. The noise levels are extreme. Thank you for taking this into consideration." | New Hampshire St. will continue to be an important transit corridor, as it serves several major residential developments. Regarding bus noise, that is a challenge staff is attempting to address with the transition to electric buses, which are much quieter. |
| LL | B | | Works the best for my family | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | B | | It is nice to have a route that goes all the way down on Bob Billings. Why take that away? At least with this scenario, #10 goes all the way to campus and downtown without forcing a transfer, which is good. It is the only reason I'm not pleading to drop this scenario. And I like the new route 9, which is more efficient. And you kept 6 the same or similar as now, and that's good too. It is not too terrible for me to have to walk north to 6th instead of south to Bob Billings to catch a bus, but I feel bad for people who live closer to Bob Billings (west side). You are essentially dropping bus service for them (unless they are able/willing to ride a bike to a bus stop). | Comment Received |
| LL | B | | This scenario is the best option. As someone who rides the bus to work, to healthcare facilities, and shopping, this seems to have the most overlap and least amount of transfers. Also more lines serving downtown. The transfer facility is still too far from downtown and campus. I think somewhere downtown makes more sense. | Comment Received |
| LL | B | | This works as well, and my kids can still take a route to school easily. | Comment Received |
| LL | B | | This is the wrong map!! It's for scenario A again. I like how it retains the #9 line (my route to S. Iowa) and that there is a transfer point from #1 to #3. | Comment Received |
| LL | B | | I like this one the best of all. Good coverage throughout Lawrence. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | B | | <p>I work with largish (10-35) groups of international students at KU. We frequently use the bus system to get our students around for activities. Since these groups are at KU somewhere between 4 weeks and 9 months, they do not have cars and must rely solely on buses to get around KU and Lawrence when they want to get around as individuals. Although we have groups throughout the year, the majority of our groups are here in the summer. In the summer of 2019 we had 4 groups with a total of about 80 students who used the bus regularly during their programs. (Throughout the year we have 200+ students we work with.) Scenario B is definitely the best plan for our students as this is the only scenario that includes direct access between the main campus/campus housing and South Iowa (and Dillons at 23rd and Naismith.) But this scenario limits direct access to downtown Lawrence to the 11th and Mass corner. That's not a bad place for them to start walking or catch another bus, but it's not great either. And none of the campus circulators during the academic year go out to the transfer facility? Only having one route between the KU campus and the transfer facility every 30 minutes seems like it would be problematic. Truthfully, the current plan, with the more comprehensive route 11, works a LOT better for our students.</p> | Comment Received |
| LL | B | | <p>Thank you for adding south bound bus stop between 9th/10th on Indiana Street. I believe this serves the community the best and think it is well thought out. The fairgrounds connection along with the far east connection to the center of Lawrence seems like a good direction. I think the cross town routes are appropriate</p> | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| | | | in linking a somewhat divided city (East of Iowa, West of Iowa). | |
| LL | B | | Pre-virus, I rode Route 29 weekdays to campus to work and back home while classes were in session, but generally not during the summer due to late arrival back to SW Lawrence. Scenario B is my first choice of options and I will use Scenario B for my work commute (unless the time through the transfer facility impacts my arrival to campus by too much time). | Comment Received |
| LL | B | | The stop next to Dillons on 23rd street needs to go up to campus, in this scenario, it takes you up to the residence halls but not onto Jayhawk Boulevard. A lot of students use that stop to get there when they can't afford a parking pass. I like the proposed bus route 15 A LOT, it covers a good chunk of Lawrence while ALSO going to Jayhawk Boulevard. There needs to be more busses that go to Jayhawk Boulevard AND places that are farther away. | Comment Received |
| LL | B | | I like that this one connects east lawrence to campus | Comment Received |
| LL | B | | rt 12 connects Indian Hills with KU which I prefer. | Comment Received |
| LL | B | | For me, scenario B is the best scenario. Since I live right off Kasold, the redesign of Route 10 makes it so I don't have a 10-15 minute walk to a bus stop from my house. It would make it feasible for me to take the bus to campus, where I work, every day, including during the summer. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | B | | I live near the Pinckney School and have no vehicle. I am entirely dependent on the bus for work (I work on campus), for groceries (6th street Walmart and Dillon's), and for medical appointments (near 6th and Monterrey and near 27th and Iowa). I'm happy to see the return of route 34 in this scenario, but I think it needs to move back to Maine. Here, the bus would need to turn onto 6th street from Arkansas where there is no traffic light. 6th street is very busy, and if you want to keep this route on time (especially since you've extended it) you'll need a traffic light. For route 6, having it go out to near 9th and Pennsylvania may make it less efficient, but I appreciate that most of the route is the same as it is now. | Comment Received |
| LL | B | | no gaps in service | Comment Received |
| LL | B | | This option has some really nice features by connecting key parts of town with direct routes. Route 10 is especially nice by connecting west with downtown via campus. Campus is central in this town, and pass-through routes that connect people from different parts of the city both to campus and to downtown are key to growing ridership. This is by far my favorite option. | Comment Received |
| LL | B | | This scenario (B) would appear to make better use of the MMTF, while retaining important parts of the grid. This would be a good compromise between grid and hub, but seems to be redundant in places. I like the inclusion of routes 6 and 29 to make E-W travel quicker and more direct. Could route 29 pass through the MMTF. Downtown is well-served in this scenario, while the MMTF makes diagonal trips easier. | Comment Received |
| LL | B | | Need a route connecting west campus to downtown. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | B | | There is no connection from downtown to walmart directly... THIS IS A MUST for everyone that lives in the homeless camps both downtown and around walmart to be able to get to the store and local services | Comment Received |
| LL | B | | I can only speak to Route 29 as this is the only one I use to get to work at KU. Route 29 should go up to campus including Jayhawk Blvd. because riders from the neighborhoods west of Kasold work at KU (route includes large apartment complexes and duplexes). | Comment Received |
| LL | B | | Scenario B is bad for me, as 10 does not go through Brandon Woods anymore. That will be the end of my riding the bus. | Comment Received |
| LL | B | | Oops. You're showing the wrong map here. The image shows scenario A, not B. Good density of routes east of Iowa, but like the other two scenarios, most of us living west of Iowa have a long walk to a bus stop. Consider adding western circulators operating Wakarusa/George Williams/6th/Bob Billings to deliver us to #6, #10, or #29. | Comment Received |
| LL | B | | Missing the Kasold royte | Comment Received |
| LL | B | | I like that there seems to be more routes to apartments on South Iowa, but some disappear in the summer. I would be concerned about year round residents who come to rely on these bus routes but then have to go further to catch stops in the heat of the summer. Something to consider. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | B | | Route 1 provides service directly between 19th and Tennessee st to Learned hall. This makes our commute to campus very time efficient. Hence this route is really great for me. However there is no bus going to Walmart from 19th and Tennessee st, which will be very inconvenient to me. So if previous Route 7 is continued it would be great. | Comment Received |
| LL | B | | as a ku student who lives on tennesse near 14th it would be really nice to have a camous bus stop near there, I know we are close to campus but that hill can be exhausting and sometimes we need to get to the other side of campus which takes a long time. i do like this scenario better than A though, this has the most routes that pass through tennessee. | Comment Received |
| LL | B | | I think it's important to have downtown as a hub, however, scenario B removes the direct connection between Breezedale and Campus. Ideally there would be both. All in all, I think scenario B has the most options for the most people of Lawrence. | Comment Received |
| LL | B | | I think this scenario does not provide as many routes as scenario A. | Comment Received |
| LL | B | | This scenario appears to have better access to shopping for students living on campus compared to A and C, however, please consider the number of downtown stops (particularly in the area of the post office/northside of Mass St/downtown). | Comment Received |
| LL | B | | Scenario B is better, but not ideal. There isnt a need for a transfer. However, walking in January even for a short distance is not the best that the city can do to accommodate the only public transportation option available for those without a car. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| LL | B | | The gap in servicing along where the senior living centers; and around the KU extended buildings is noticeable. I think this is the current route 10: 6th & Wakarusa south to BBillings; then east to campus and downtown. Can it be restored? | Comment Received |
| LL | B | | I liked the continuous Kasold and continuous 23rd street design (Scenario A) better | Comment Received |
| LL | B | | Route 11 no longer goes on Jayhawk Boulevard, where most of the students from the apartment land want to go. Before the pandemic, each morning Route 11 was packed and it is really a nonsense to make them change at the new facility. In this plan you keep Route 6, you should also keep Route 11 as it is. | Comment Received |
| LL | B | | The routes in this map - the ones that are near where I live at 21st & Haskell - don't run as frequently as those in scenario A, so I like this slightly less. But these routes would also work for my daily commute and needs. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | B | | <p>As noted on Scenario A: The route I'd use is #6 - 6th & Wakarusa / Downtown. Having lived in Europe, I've become a big fan of public transport and would love an alternative to driving downtown. I like the 30 minutes between buses. The downside is the 45 minute trip time versus 15 minutes in a car. I know that's because of all the stops along the way and having all the stops is a good thing. I just need to convince/remind myself that's bonus reading time! :)</p> <p>The only reason I mention it is I'm sure plenty of potential riders see that 45 minutes and think 'Nope!' and move on. So there might be a need/use in promoting the routes to address that time with a positive spin? (I'm just thinking out loud here, pretty much.)</p> <p>Note: This pretty much applies to both A and both B options. I wouldn't be interested in the C option at all.</p> | Comment Received |
| LL | B | | <p>If you want to increase ridership you must increase route frequency and extend it later than 7pm. For example say we want to use the T to attend the Concert in the Park and have dinner downtown beforehand. There is no way home.</p> | Comment Received |
| LL | B | | Good mix of routes. | Comment Received |
| LL | B | | Scenario B retains the 38 crestline route, which I have needed | Comment Received |
| LL | B | | This is my preference. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| LL | B | | Until you get rid of the entire delusional idea of a hub and spoke system that requires people to wait 20-25-30-35 minutes for a bus to transfer them to the next bus to etc., etc. you have continued to set up a system for failure. DO NOT require people to wait at a "hub" for another bus to get where they want to go! When the system was first set up I could WALK to KU from my home faster than the 45 minutes it took to get on a bus by the hospital, transfer and wait 20 minutes for a bus downtown and then finally get up on campus an hour later. The same was reality on my way home which was why I never used the bus when it was faster to WALK!! Because of the city's insistence of a hub and spoke system that transferred (and has continued to do so at the library) everyone downtown, this has been the most obvious downfall of the Lawrence bus system. | Comment Received |
| LL | B | | Yes! | Comment Received |
| LL | B | | Yes!!! I'm happy to see Rt 30! Lawrence has been lacking an accessible line to downtown from SW Lawrence | Comment Received |
| LL | B | | no | Comment Received |
| S1 | B | | I like that this #7 bus makes stops along Iowa St as it passes though campus, this will be great for connecting to other routes. | Comment Received |
| S1 | B | | This is confusing and looks like more transfers will be needed for everyone. | Comment Received |
| S1 | B | | The transfer from 6 to 10 looks a little difficult, but still gives me options to get to the KU campus | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|--|
| S1 | B | | Can someone get from this hub to Peaslee Tech/College and Career Center with just one transfer? Trying to figure out (and its complicated) to figure out if a lot of people would have to transfer 2x to get to that area of town since there is only one route that goes out there. | The number of transfers would depend on where someone was traveling from, but the proposed Route 15 would connect the Multimodal Transfer Facility to Peaslee Tech. |
| S1 | B | | While this puts a bus even closer to my home, I'm concerned about the homes along Crestline. Would bus stops be of the stop-go variety or would pull offs and shelters be carved out of people's yards? | As a general rule, bus stop amenities are limited to the public right-of-way and aim to reduce impact to adjacent residential properties. Turnout lanes are typically used for stops where buses layover for a period of time and are often adjacent to commercial properties. |
| S1 | B | | What happens to route 27 in this scenario? Several KU students live in this neighborhood. | Access from Haskell to KU is an important existing connection that future route redesign will consider. Staff is also interested in exploring access from Haskell to Downtown and along the 23rd St. corridor. |
| S1 | B | | Is this the closest KU students can get for a direct line downtown? | Route 10 on Scenario B would be the direct KU to Downtown connection. |
| S1 | B | | This scenario is interesting. This would allow my kids to ride from Indian Hills to Raintree Montessori. We would consider using Route 30. How would you get downtown from Indian Hills in this scenario? | Connecting to Downtown from Indian Hills would be challenging in Scenario B. One could take Route 30 to Route 7 and either stay on Route 7 or connect to Route 10 at the Multimodal Transfer Facility. |
| S1 | B | | I like the 23rd street route connecting Haskell to KU - I think this option is better than Scenario A for the KU-Haskell connection. | Comment Received |
| S1 | B | | I prefer this route to the comparable route in scenario A, although it would appear to be more disconnected from KU. | Comment Received |
| S1 | B | | 30 seems redundant, but I can see how it would be heavily used by KU users. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| S1 | B | | Route 7 is a nice connector to and from Downtown, but also goes through the MMTF. Nice. | Comment Received |
| S1 | B | | I like that this scenario has more routes that go to the business park as compared to scenario A and that the routes connect to transfer station. | Comment Received |
| S1 | B | | I like that this scenario (as compared to A) has 2 routes that move through East Lawrence. | Comment Received |
| S1 | B | | The rerouting of Route 10 to bypass Wakarusa and 15th makes this route redundant with Route 6 between Wakarusa and Kasold (on 6th Street). It is more preferable to leave the existing Route 10 in place. | Comment Received |
| S1 | B | | I like that this scenario has more routes to south Iowa compared to scenario A | Comment Received |
| S1 | B | | I like that there are two routes on 9th st. in this scenario | Comment Received |
| S1 | B | | This plan is much better for students needing to get between campus/campus housing and the South Iowa area. | Comment Received |
| S1 | B | | This is my preferred scenario. I live at Legends Place Apartments and do not own a car. I take the 29 to get to the KU campus. From what I've seen of the other scenarios, I'm not sure how I would get to campus from my apartment | Comment Received |
| S1 | B | | This route would be very useful to me as I live on the West side of town and this would take me to the middle of campus. | Comment Received |
| S1 | B | | seems like a lot of overlap of routes | Comment Received |
| S1 | B | | Route 15 heading here to this stop is essential for people who have jobs over here nearby, like the Boys and Girls Club. This route was essential for me last year when I volunteered there for class. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| S1 | B | | I want this stop to be included no matter what! It's the only way I can get to campus! | Comment Received |
| S1 | B | | This is a great route! There should be more busses that go to campus AND areas farther in Lawrence | Comment Received |
| S1 | B | | So happy to see route 34 back in this scenario. I use the 7th and Maine stop and walk a couple blocks east to get home. Not everyone who uses a campus route is a student and not all students live in apartment complexes. I think keeping the route on Maine may work better, especially since 6th and Maine has a traffic light making it easier to get onto 6th street (which is always busy). 6th and Arkansas has no light. | Comment Received |
| S1 | B | | While route 6 gets to downtown differently here, it's good that it still lets off at 7th and New Hampshire. People wanting to go to Mass St. or the library won't have too far to go. | Comment Received |
| S1 | B | Summer | It seems that my bus stop (Rohan Ridge) will only be served by #9, and once an hour at that! Please let me catch #6 and #10 there also. This is one of my reasons for moving to this apt. complex! | Comment Received |
| S1 | B | Summer | The current route is preferred to a this one because the summer is already inconvenient with only 1 bus through campus. On this new route, students cannot reach downtown completely without additional steps. | Comment Received |
| S1 | B | Summer | Route 6 doesn't give as much access to downtown as I would like | Comment Received |
| S1 | B | Summer | Currently during summer and winter breaks, I get to work by taking route 6 downtown and getting route 10 to campus. While it looks like I can still do that in this scenario by getting route 10 around Penn. or Del., that's a lot farther out than 7th and Vermont and may be difficult to keep the buses at every 30 minutes. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| S1 | B | Summer | As stated on Scenario A, I am looking at direct routes from Downtown / East Lawrence to various locations. Route B has all of the ones I was concerned with: Mass Street, 31st & Iowa, 9th Street, 6th Street, South Haskell. It would be good to have a direct route to 23rd & Louisiana eg Route 12 in Scenario A or Route 21 in Scenario C. Far and away, Scenario B has the best direct options from Downtown / East Lawrence. Scenario A is the most lacking. | Comment Received |
| S1 | B | Summer | I thought Route 30 was interesting in Scenario B. However, if it doesn't run in the summer, that's not great. This leaves Indian Hills residents with no service. | Comment Received |
| S1 | B | | I am concerned that there are not routes going through west campus apart from campus circulators. This is a major hub for employment and close to the transit center, yet it is not connected to downtown via a direct bus route (it is currently served by the #11). | Comment Received |
| S1 | B | | Scenario B realistically leaves no access for north Kasold/Peterson. | Comment Received |
| S1 | B | | recommend stop at sports complex | Comment Received |
| S1 | B | | recommend downtown circulator | Comment Received |
| S1 | B | | Many people use services like the Social Security office near Bob Billings and Wakarusa, and in this scenario bus service to this area is extremely limited with the reroute of Route 10 in this scenario. | Comment Received |
| S1 | B | | I like the shorter time for the E-W 23rd route in this scenario, but the 23rd st. route should connect easily with the N-S route that stops at south Iowa stores. | Comment Received |
| S1 | B | | I'm not sure how much ridership you get in N. Lawrence, but I think that area deserves more than one bus every hour. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| S1 | B | | I live across the street and see this bus stop location as an ideal area to support pedestrians coming from 9th street. The foot traffic is high in this area and the hill is hard to walk up when icy. | Comment Received |
| S1 | B | | Although this is a better option than A and C for students on campus with no car, there are still some notable downsides. Students are able to bypass the transit center moving between campus and campus housing; however, the bus from campus to downtown ends at 11th and Vermont/New Hampshire. Students will still have to walk or take another transfer to get all the way downtown. Therefore, the current system is preferred. | Comment Received |
| S1 | B | | East-west run of Rt 10 is needed Kasold to Wakarusa for 2 big reasons noted on Option A | Comment Received |
| S1 | B | | PLEASE have a route here through the scholarship halls when KU classes are in session! It would be really helpful especially in winter, so we can safely get up the hill when the sidewalks and stairs are icy. It'd be great if the route when straight up from here to Jayhawk Blvd or Oread Ave | Comment Received |
| S1 | B | | Bus 11 should go all the way to campus! | Comment Received |
| S1 | B | | Rt 29 to Kasold every 20 min is helpful. | Comment Received |
| S1 | B | | Rt 4 only runs every 60 min. Every 30 would be better. | Comment Received |
| S1 | B | | I like Rt 6 connecting downtown every 30 min. | Comment Received |
| LL | C | | Not so much - too many transfers (time loss) for my family;' needs | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|--|
| LL | C | | My comment is less about the scenarios and more about the safety of the bus system in general. The buses in West Lawrence often operate too fast and too frequently. This is especially significant with the speed limit in many neighborhoods now being reduced to 25 mph. With the speed and number of times the buses move through West Lawrence, it's surprising that there haven't been any motorist or pedestrian fatalities. | Bus drivers are trained to operate vehicles safely, and record very few accidents on an annual basis. In the event that you notice a transit vehicle operating in an unsafe manner, please reach out to info@lawrenceks.org with information about the time and location of the incident so that we may follow up with the operator for possible re-training. |
| LL | C | | It appears that this scenario removes New Hampshire Street. Is that correct? Repeating comment from Scenario A: "Thank you for taking the downtown bus route off of New Hampshire Street. Numerous residential units and a hotel on this street now are subject to the extremely loud noise from buses. While supportive of the bus in general, buses in primarily high-density residential areas become a significant if not the most significant source of extreme noise pollution. New Hampshire Street has become one of the most high density residential and temporary (hotel) streets in Lawrence. The buses are very loud, penetrating windows. Currently, if one lives on New Hampshire street, it becomes impossible to have a conversation, listen to music, or watch a movie - anything with necessary audio - while the buses pass. This applies both to city and to KU buses. The noise levels are extreme. Thank you for taking this into consideration." | New Hampshire St. will continue to be an important transit corridor, as it serves several major residential developments. Regarding bus noise, that is a challenge staff is attempting to address with the transition to electric buses, which are much quieter. |
| LL | C | | Scenario 6 is the best option. It is closest to the current route and provides extra routes and stops to low income areas. The other routes I would not be able to continue to use the bus daily to get to work but this one would actually cut down on my time to get to work significantly. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| LL | C | | I like the radial design, but think it should retain at least 4 routes from northwest, south, northeast, and southwest destinations to Downtown. At least 2 (North Lawrence and SW) could go through the MMTF. I like the radial plan better than the grid (A). I think the ubiquitous scenario (B) has a good chance to combine grid and radial into the best solution, but tends to quickly become redundant. I support using the radial scenario (C) to maximize use of the MMTF, while retaining some direct downtown routes, and direct E-W routes on the north and south sides (5&6). Whew, that's a tall order! | Comment Received |
| LL | C | | This option is better than scenario A but not as good as scenario B. The radial idea just doesn't make sense with where the transfer facility is. It may be central to lawrence but is not central to where people need to get on/off - somewhere downtown makes way more sense. | Comment Received |
| LL | C | | Need a route connecting west campus to downtown. | Comment Received |
| LL | C | | I can only speak to Route 29 as this is the only one I use to get to work at KU. Route 29 should go up to campus including Jayhawk Blvd. because riders from the neighborhoods west of Kasold work at KU (route includes large apartment complexes and duplexes). | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | C | | Same problem with me as Scenario A -- 10 not going to campus, and making me transfer at the Transfer facility. A tweak should solve this problem. Make 10 cross over into Iowa to do a short campus loop -- maybe Engineering, then right at ISB, then, Lied Center, then back to the Transfer Facility, then westward. The problem for us pedestrian is crossing Iowa at Bob Billings. Its a poorly designed intersection for pedestrian. Engineering is a major waiting point for buses for commuters in the afternoon. Its unfortunate that because of the pandemic, we can't see the mass bus riders at 5 pm waiting at Engineering for 10. | Comment Received |
| LL | C | | I was concerned that the interactive map didn't show a route down W 27th St in Indian Hills. My kids would need to get on near 27th and Ridge Court and ride to LHS, Billy Mills, and Broken Arrow. There does appear to be that route on this fixed map, but on the interactive map that route doesn't exist, which concerns me. | Comment Received |
| LL | C | | For my needs, this map is the least practical. There's no easy way to get to KU from 21st & Haskell without walking to 23rd Street, and then the bus would leave me the furthest away from my office. Worse yet, at the end of the day, I will be dropped off on the south side of 23rd at Haskell, and have to cross that intersection at rush hour, which would be really unpleasant. | Comment Received |
| LL | C | | Again, the wrong map. I like this (scenario C) the best. The lack of a #9 line is outweighed by the offering of later bus service. But it would be nice if #3 went downtown as well as to the new bus hub. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | C | | <p>In this one I'm concerned with even less service to South Iowa in the summer than in Scenario B.</p> <p>These are neat to see laid out but challenging to compare one to another in separate views. You also really need to make sure you are getting actual rider input. And making it accessible to get that input. This platform is cool, but intimidating. A public forum to go through scenarios and hear from riders would be ideal. Perhaps organizing a virtual forum and working with a variety of agency partners to broadcast it and collect input safely?</p> | Comment Received |
| LL | C | | <p>I work with largish (10-35) groups of international students at KU. We frequently use the bus system to get our students around for activities. Since these groups are at KU somewhere between 4 weeks and 9 months, they do not have cars and must rely solely on buses to get around KU and Lawrence when they want to get around as individuals. Although we have groups throughout the year, the majority of our groups are here in the summer. In the summer of 2019 we had 4 groups with a total of about 80 students who used the bus regularly during their programs. (Throughout the year we have 200+ students we work with.) I am VERY concerned about how Scenario C will affect these students and their ability to get around. Having no direct access between the main campus/campus housing and any kind of shopping (South Iowa or Dillons at 23rd and Naismith) is very problematic. And only one direct route between campus and downtown? And only one route every 30 minutes through the main part of campus during the summer? Truthfully, the current plan works a LOT better for our students.</p> | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | C | | Please consider adding the south bound bus stop between 9th/10th on Indiana Street. | Comment Received |
| LL | C | | Most people use route 29 to go from Legends or Rockland West apartments to campus so it's very disappointing that this route doesnt get anywhere near Jayhawk Blvd. | Comment Received |
| LL | C | | The stop next to Dillons on 23rd street needs to go up to campus. A lot of students use that stop to get there when they can't afford a parking pass. There needs to be more busses that go to Jayhawk Boulevard AND places that are farther away. | Comment Received |
| LL | C | | Rt 12 excludes Indian Hills to KU. | Comment Received |
| LL | C | | RT 12 does not connect to KU Sunnyside. | Comment Received |
| LL | C | | This route re-design appears to eliminate the 11 route, which connected Daisy Hill to Downtown Lawrence. | Comment Received |
| LL | C | | No Thank you! Need Route 11! | Comment Received |
| LL | C | | There are no bus service between 19th and Tennessee st to Learned hall as well as between 19th and Tennessee st and Walmart, which will be very inconvenient to me. So if previous Routes 27 and 7 are continued it would be great. | Comment Received |
| LL | C | | as a ku student who lives on tennesse near 14th it would be really nice to have a camous bus stop near there, I know we are close to campus but that hill can be exhausting and sometimes we need to get to the other side of campus which takes a long time. | Comment Received |
| LL | C | | This route lacks direct access from campus to the South Iowa shopping area (and Dillons at 23rd and Naimsith) for students who live on campus. | Comment Received |
| LL | C | | Does not provide as many routes as scenario A. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|---|
| LL | C | | Similar to A, I'm concerned about the lack of direct routes between campus and the South Iowa shopping and the Dillons at 23rd and Naismith for people on campus. Please consider how students living on campus or in popular student apartment complexes will get to grocery stores or shopping areas. For the summer route, it seems there's only 1 bus going through campus, once per half hour. Please consider adding another route through campus. | Comment Received |
| LL | C | | Scenario C requires long waits, a transfer, and limited buses that even run this route. This is (again) not ideal for the population of people who generally frequent Lawrence transportation. It is appreciated that this is coming to a public forum. Revising these scenarios to better fit the population of Lawrence is advised. | Comment Received |
| LL | C | | Again, like in Scenario A, C introduces a problem for students who need easy access to KU campus. The 29 line is perfect when it runs up to KU campus / Jayhawk Blvd down to 27th/Wakarusa/Inverness. | Comment Received |
| LL | C | | This option seems more focused on circular routes - not sure that justifies removing Rts. 15 and 17 shown in option A. | Comment Received |
| LL | C | | It appears to me that this route removes the Emery Rd route. There are so many apartments and greek houses on this road....it would be basically keeping them from going to West Campus....yes they can walk to the main campus, but West Campus would basically be off limits via bussing. Am I missing something? | It is true that Scenario C does not have proposed service along Emery Rd. The importance of that connection is noted. |
| LL | C | | No bus going from sixth street to campus | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | C | | Route 11 is gone and no stop at The Reserve. Before the pandemic, each morning Route 11 was packed. In addition, the students want to go to the campus (mostly Jayhawk Boulevard) and it is really a nonsense to make them change. In this plan you keep Route 6, you should also keep Route 11 as it is. | Comment Received |
| LL | C | | I live near the Pinckney School and have no vehicle. I am entirely dependent on the bus for work (I work on campus), for groceries (6th street Walmart and Dillon's), and for medical appointments (near 6th and Monterrey and near 27th and Iowa). This scenario has the same route 10/19 issue as scenario A. Route 6 is pretty much unusable to me as it doesn't come near where I live in this scenario. I think you're asking quite a lot of route 3. It already has timing problems, and I don't think adding another bus and extending the route so much is going to help. | Comment Received |
| LL | C | | I see very little to like about this option. There are lousy connections to downtown from most parts of town. Maybe I'm missing something, but this just doesn't seem like it meets the needs of our community very well. The radial routes centered on the new transfer facility just don't connect the city very well. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| LL | C | | Route 6 should go downtown like it does now (and like it does in Scenario A and B). Downtown is a popular destination and Scenario C makes it harder to get there for people who ride #6. And route 10 should just keep going to campus and downtown just like it does now. Having it go every 20 min instead of 30 min is not an advantage if pretty much everyone taking it needs to transfer. I knew 10 would be less convenient with the new system (because it would for sure stop at the transfer point and wait) but I had assumed it would keep on going after waiting for connecting routes. Not a good idea to have most people taking a route needing to transfer. | Comment Received |
| LL | C | | I like the idea of a frequent transfer route, but it's usefulness would depend on the placement and timing of stops. | Comment Received |
| LL | C | | Pre-virus, I rode Route 29 weekdays to campus to work and back home while classes were in session, but generally not during the summer due to late arrival back to SW Lawrence. With the number of stops nearly doubling on my way in and frequency reduced (every 30 minutes vs. 20), Scenario C will lengthen my commute time and I anticipate that I will need to catch an earlier bus. It is highly UNLIKELY that I will use the Scenario C for my work commute. | Comment Received |
| LL | C | | Good service on southern routes. | Comment Received |
| LL | C | | no additional comments | Comment Received |
| LL | C | | Good mix of routes. | Comment Received |
| LL | C | | I like this plan least | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|---|
| LL | C | | Until you get rid of the entire delusional idea of a hub and spoke system that requires people to wait 20-25-30-35 minutes for a bus to transfer them to the next bus to etc., etc. you have continued to set up a system for failure. DO NOT require people to wait at a "hub" for another bus to get where they want to go! When the system was first set up I could WALK to KU from my home faster than the 45 minutes it took to get on a bus by the hospital, transfer and wait 20 minutes for a bus downtown and then finally get up on campus an hour later. The same was reality on my way home which was why I never used the bus when it was faster to WALK!! Because of the city's insistence of a hub and spoke system that transferred (and has continued to do so at the library) everyone downtown, this has been the most obvious downfall of the Lawrence bus system. | The 2021 Route Redesign Study will explore different route pattern designs and non-traditional forms of transit to encourage higher use of shared transportation. |
| LL | C | | Not clear what stops are on routes. | Comment Received |
| LL | C | | This is awful. | Comment Received |
| LL | C | | Scenario C | Comment Received |
| LL | C | | Scenario C doesn't do much for me as far as where I currently live and work. | Comment Received |
| LL | C | | no gaps in service | Comment Received |
| LL | C | | no | Comment Received |
| S1 | C | Summer | While it seems feasible to get to work by getting route 3 then transferring to route 19, that only works if route 3 is on time. That's a big "if". | Comment Received |
| S1 | C | | It seems this would mean taking 2 buses to go from my neighborhood to the businesses on South Iowa. | Comment Received |
| S1 | C | | Heartland Clinic is going here, right? | Heartland Health Clinic is relocating to the northeast corner of 6th & Michigan. |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|--|
| S1 | C | | What happens to route 27 in this scenario? There are 2 bus stops for the route 27 at this corner. Are these stops and the route going to be suppressed? Please, keep them. | Access from Haskell to KU is an important existing connection that future route redesign will consider. Staff is also interested in exploring access from Haskell to Downtown and along the 23rd St. corridor. |
| S1 | C | | I like route 21 but am a little confused about inbound and outbound. Does outaound go only in one direction (counter-clockwise), but inbound in two? | A route such as Route 21 would operate in both directions to be practical. |
| S1 | C | | I like this route serving S. Lawrence, but can't tell where the stops are. Would be good if they stopped at Menards/Home Depot stores along 31st st. | Comment Received |
| S1 | C | | This is my favorite version of Route 6, as there is a bus from campus to 6th, where there's a Dillon's, Hy-Vee, etc. | Comment Received |
| S1 | C | | I like the extended evening hours in this plan. | Comment Received |
| S1 | C | | I really like the later route times! There have been a few times I have been stuck on campus late at night after missing the last bus. | Comment Received |
| S1 | C | Summer | New stops needed near Harvard and near 9th Street on this outbound route in order to make connections and access neighborhoods. | Comment Received |
| S1 | C | Summer | Students who live on campus without a car would have to get to the transfer center. This is convenient for students living in Meadowbrook, but not the rest of campus. There is only 1 bus option during the summer making it more frustrating. Additionally, the lack of access to the South Iowa shopping area, Dillon's at 23rd and Naismith, and downtown Lawrence is inefficient and significantly affects student access to these areas. In my opinion, the redesign does more harm than good. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| S1 | C | Summer | Not a fan. This takes service away from the neighborhood of Indian Hills and instead serves apartment complexes (during the school year). This might serve KU students, but it does not seem like a good choice for Lawrence residents. | Comment Received |
| S1 | C | Summer | Scenario C does not cover 6th from Downtown to Iowa. That is a serious gap. Moreover, it has no direct route from Downtown / East Lawrence to 31st & Iowa, or South Haskell. Scenario B with the addition of the Indian Hills route from Scenario A would be the best overall solution. | Comment Received |
| S1 | C | Summer | In this scenario, I can't use route 6 to get groceries, see my dentist, or get downtown. It just doesn't work for me. | Comment Received |
| S1 | C | Summer | I imagine you'll encounter a lot of resistance if you only have one route that goes down to 33rd and Iowa. | Comment Received |
| S1 | C | | PANDA - city's largest pediatric clinic is here [not served by any bus line] | Comment Received |
| S1 | C | | I am concerned that there are not routes going through west campus apart from campus circulators. This is a major hub for employment and close to the transit center, yet it is not connected to downtown via a direct bus route (it is currently served by the #11). | Comment Received |
| S1 | C | | The #4 route would be better if it went through campus | Comment Received |
| S1 | C | | Many ku students live in the birchwood gardens apt. This route redesign make their commute to walmart, downtown and KU difficult. Grid networks (A) serves best imo. | Comment Received |
| S1 | C | | This route system seems really impractical, where I live (21st & Haskell). I couldn't use these routes to get to work at KU. This is my least favorite of the 3 maps. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|---|
| S1 | C | | Scenario C realistically leaves no access for north Kasold/Peterson. | Comment Received |
| S1 | C | | This truncates a popular Route 6 by isolating it from Downtown. Riders have repeatedly said they prefer to keep downtown routes active. | Comment Received |
| S1 | C | | Scenario C that eliminates one direct route from west lawrence to downtown (since neither Route 6 or Route 10 go downtown) is problematic. | Comment Received |
| S1 | C | | There should be another E-W route on 19th as in the other two scenarios. | Comment Received |
| S1 | C | | Add a downtown circulator to address parking issues. | Comment Received |
| S1 | C | | route to business park should connect with transfer station for more options | Comment Received |
| S1 | C | | More routes connecting with S. Iowa | Comment Received |
| S1 | C | | No 6th st. route to downtown | Comment Received |
| S1 | C | | If possible, can #3 go downtown, as well as the new hub, to connect with the buses that go downtown instead of to the new hub? | The Route 3 southern terminus will need to be further discussed during the 2021 Route Redesign Study to understand its importance in connecting with the routes that serve Downtown or the new routes that will serve the Multimodal Transfer Facility. |
| S1 | C | | This is the only option out of all the maps that allows someone who lives in this area of 23rd to get directly on campus. I don't know how many other people this applies to but for me, this would be the only route from my apartment to campus directly without me having to walk multiple blocks to a bus stop. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| S1 | C | | It's really important that students can ride from the KU campus directly to the South Iowa area. This plan means that they will have to take one of only 2-3 buses between campus and the transfer facility and transfer to get between campus/campus housing and South Iowa shopping. | Comment Received |
| S1 | C | | The 29 bus barely touches campus and the only bus available to take to get to the Union or Jayhawk Blvd from here is the 43 blue or 44 evening. I live off campus and the 29 bus route is the only way I am able to get to KU so this would inconvenience me greatly. | Comment Received |
| S1 | C | | This only has one route for people to get directly between the KU campus and downtown? | That is correct. |
| S1 | C | | Students who live on campus without a car would have to get to the transfer center. This is convenient for students living in Meadowbrook, but not the rest of campus since there are only 2 bus options for that. Additionally, the lack of access to the South Iowa shopping area, Dillon's at 23rd and Naismith, and downtown Lawrence is inefficient and significantly affects student access to these areas. In my opinion, the redesign does more harm than good. | Comment Received |
| S1 | C | | I like the ease at which route 6 can be taken to the KU campus, but it makes it more difficult to go downtown where parking is difficult and I may have more to carry. | Comment Received |
| S1 | C | | Route 15 in Option A gives access along e. 19th St. - not here | Comment Received |
| S1 | C | | Not sure how passenger at 6th & Kasold gets to 31st & Kasold. | Comment Received |
| S1 | C | | Is there not a need for the longer Kasold route 17? Perhaps not, but there's no continuous route N-to-S on this busy street. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|--|------------------|
| S1 | C | | This Rt 6 is my least favorite because it would require a transfer to go from downtown to LMH West. | Comment Received |
| S1 | C | | Rt 29 does not connect well for getting from downtown to Kasold and Clinton Parkway. | Comment Received |
| S1 | C | | Not a fan. This takes service away from the neighborhood of Indian Hills and instead serves apartment complexes. There are a lot of riders along 27th Street who rely on the bus. This might serve KU students, but it does not seem like a good choice for Lawrence residents. | Comment Received |
| S1 | C | | I'm going to have to vote this scenario as my least favorite. Right now I get on route 6 at 6th and Maine to go directly to both Walmart and Dillon's and back for groceries. (I use it for the dentist as well). I can't do that here. A huge chunk of 6th street is not covered. While it might work for others, it does not work for me. | Comment Received |
| S1 | C | | I expect not to have a direct route to campus during summer and winter breaks, but not during the regular semesters. While I appreciate that someone added the 7th and Maine stops to route 3, I would consider direct to campus to be Jayhawk Blvd. or the Central District (Engineering, etc.). Additionally, route 3 is often late in the mornings because the hospital workers cause a traffic jam and the bus can't get out at 4th and Arkansas. This will be a hard route to keep on time with the amount of area it covers. | Comment Received |

| Survey | Scenario | Summer | Comments | Response |
|--------|----------|--------|---|------------------|
| S1 | C | Summer | The Lawrence Circle route is an interesting feature, but some details are not included on the map. If both "inbound" and "outbound" sections run in both directions at 20 minute intervals, then it would be extremely useful. It makes connections with almost all other routes, without going to the MTF, which would shorten travel times to lots of destinations. The more frequent schedule is important. I lived with t system like this in Wiesbaden German and used it to get to work daily. Excellent! However, that is only if both segments run in both directions. Running only clockwise, or only counterclockwise is practically nonfunctional. I tried to use a route in Topeka that circles in only one direction, and it is totally impractical for most of the route. | Comment Received |
| S1 | C | | 8 minute frequency for this is wonderful! | Comment Received |
| S1 | C | | Route 36 has been removed with no replacement for people living on Emery Rd and 9th street to get to KU | Comment Received |
| S1 | C | | this new route would take me straight to campus without going downtown first and I would take it! | Comment Received |
| S1 | C | | I now see that #21 would get me from downtown to Kasold & Clinton Parkway - even better than any of the Rt 29 scenarios! | Comment Received |