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THE UNIVERSITY OF KANSAS  
CITY OF LAWRENCE



# 2021 Planned Route Changes

Route 1 and Route 29

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# Background

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

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

Public input for 2021 proposed route changes were collected in the following ways:

- Lawrence Listens survey
- Email correspondence
- Phone correspondence

Lawrence Transit and KU on Wheels requested public input from 2/22 – 3/22. Notification for how to provide public input were sent in the following ways:

- Presentations to Lawrence Association of Neighborhoods and East Lawrence Neighborhood Association
- Email notification of survey to apartment complexes along Route 29, [City's Directory of Neighborhood Associations](#), United Way Listserv, and various Social Service organizations
- Posters with QR codes linking to the survey on buses serving Route 1 and Route 29
- Direct email from KU to students
- Twitter posts
- Facebook posts

The following document describes the original proposed 2021 route changes, feedback received by the public, and the final planned route changes. Final planned changes were based on public input, ridership data, and land use considerations.

Additionally, **Appendix C: Other Public Input** shows public input received that did not pertain to 2021 proposed route changes. Staff will review this input to identify additional opportunities to improve transit service.



# Route 1

## Route 1 Original Proposed Route Changes

### Description

- The proposed change for Route 1 would realign the route to serve an area of East Lawrence that is experiencing increases in both population and jobs in the Warehouse Arts District.
- The route would travel in both directions along 7<sup>th</sup>, New Jersey, 8<sup>th</sup>, and Delaware streets as opposed to the existing one-way service along Connecticut and 11<sup>th</sup>.
- The new proposed service would likely lead to higher ridership along the new portion of the route than the existing ridership at the stops along Connecticut and 11<sup>th</sup> streets.
- Major destinations that would be served by the realigned route would include the Santa Fe Depot, Van-Go, Kennedy Glass, and the Penn St., Poehler, and 9 Del Lofts.
- Apart from this realignment in East Lawrence, the rest of Route 1 will remain the same.

FIGURE 1: ROUTE 1 PROPOSED ROUTE CHANGE

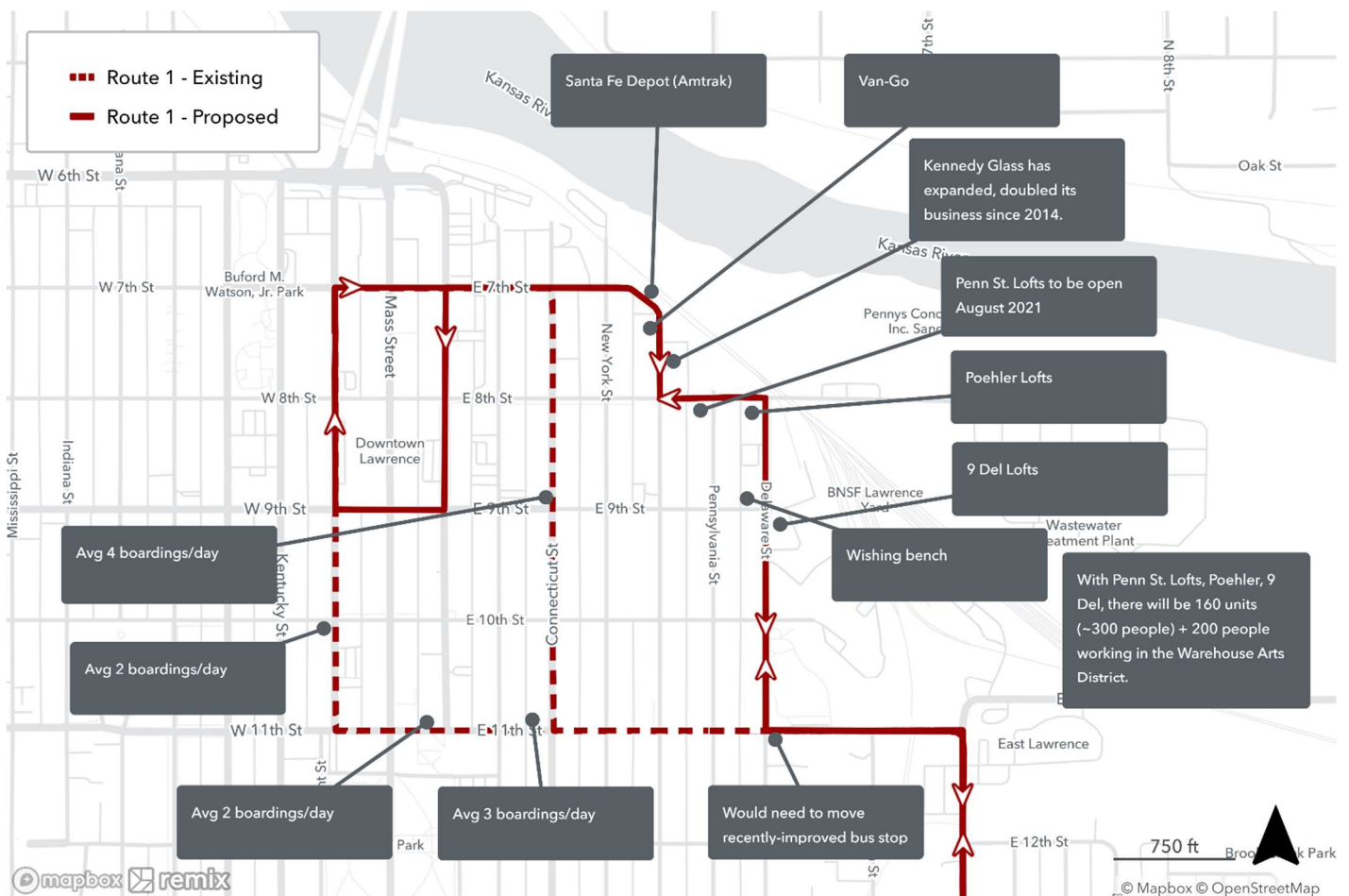
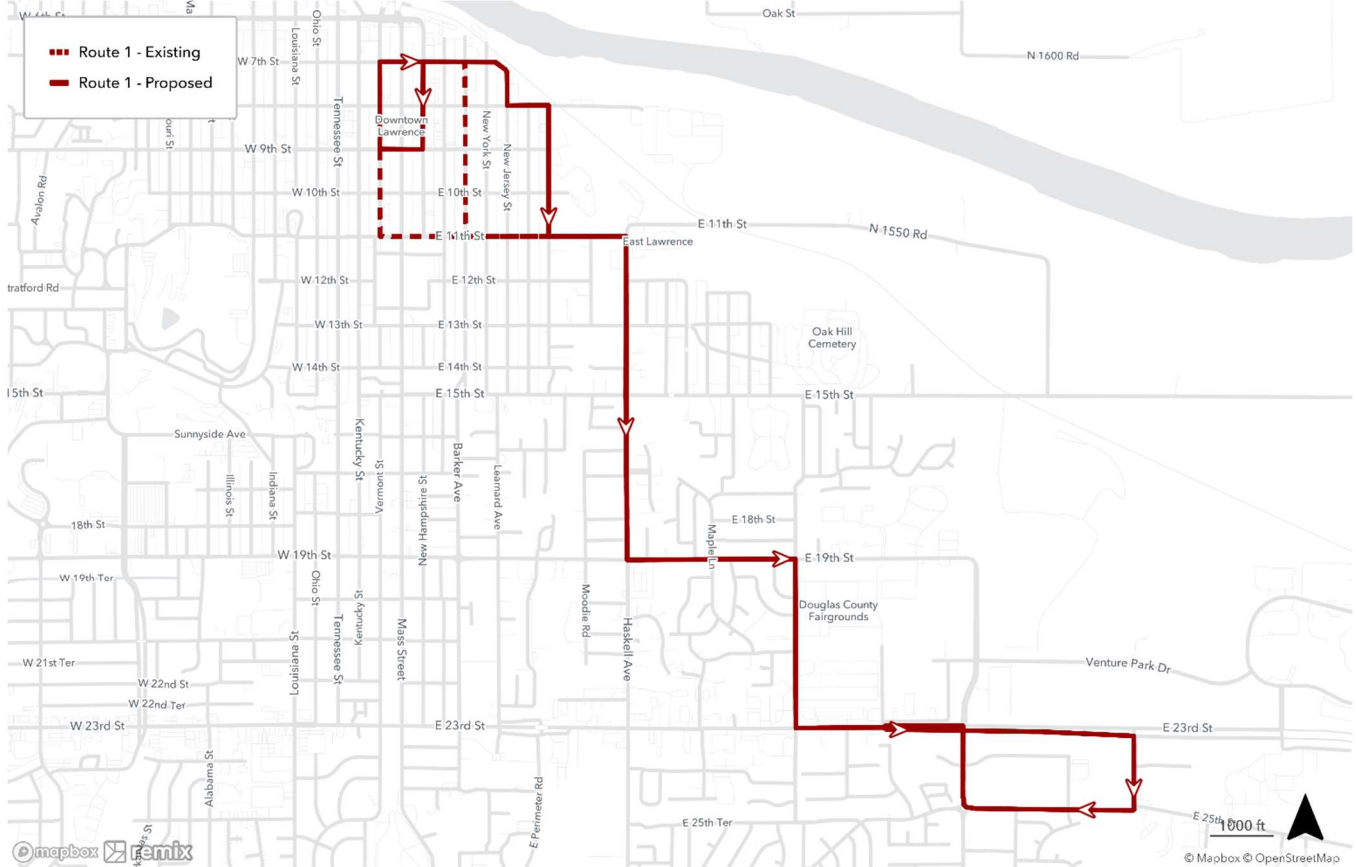


FIGURE 2: ROUTE 1 PROPOSED ROUTE CHANGE – ENTIRE ROUTE VIEW



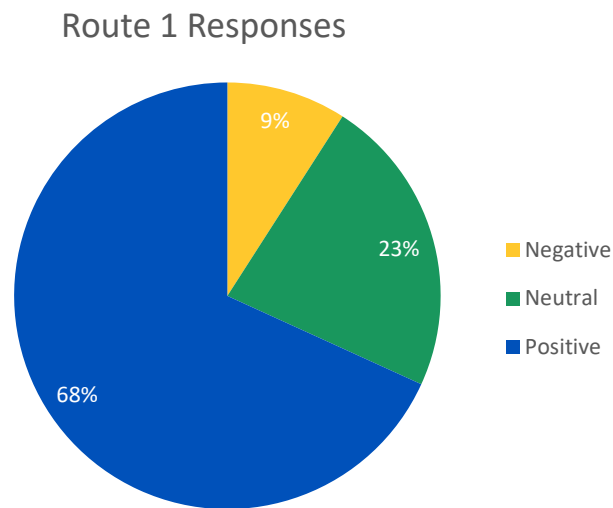
## Relevant Data

- There will be an estimate 300 additional people living and 200 people working in the Warehouse Arts District when the Penn St. Lofts are completed in August of this year.
- Routes 11 and 15 will continue to serve stops on Connecticut and 11<sup>th</sup>.
- Stop 154 sees an average of 4 boardings per day. This stop would be eliminated from this route.
- Stop 145 sees an average of 2 boardings per day. This stop would be eliminated from this route.
- Stop 139 sees an average of 2 boardings per day. This stop would be eliminated from this route.
- Stop 147 sees an average of 3 boardings per day. This stop would be eliminated from this route.
- New stops for each direction of travel will be added near 7<sup>th</sup> & New Jersey, 8<sup>th</sup> & Pennsylvania, and 9<sup>th</sup> & Delaware.

## Public Input

- Staff received 22 total comments related to the proposed Route 1 changes.
- 15 out of 22 comments were supportive of the proposed changes.
- A few neutral commenters wondered about locations of new bus stops and about the individuals who would have a longer walk to stops once service was moved off of Connecticut and 11<sup>th</sup>.
- Of the two (2) unsupportive comments received, one was about the format of the map and descriptions and the other comment requested better access to Just Food.
- One suggestion was to have the bus travel along New Hampshire to 11<sup>th</sup> instead of 9<sup>th</sup> before turning west toward Vermont St.

FIGURE 3: ROUTE 1 PUBLIC INPUT RESULTS



## Route 1 Final Planned Route Changes

- The final proposed route change is consistent with the original proposed route change for public comment.
- The benefits of realigning Route 1 to serve an increasingly high density area with access to local businesses outweigh the disadvantage of the added walking distance for riders previously served by stops on Connecticut and 11th. The stops along Connecticut and 11th will continue to be served by Routes 11 and 15.

## Route 29

### Route 29 Original Proposed Route Changes

#### Description

- This change is proposed to simplify route patterns in the area and to serve passengers at the ADA-compliant stop along Clinton Pkwy.
- Buses will layover on 24<sup>th</sup> Place, and 24<sup>th</sup> Place would have service in both directions, which matches the same alignment as Route 9.
- Service between Crossgate and Hawthorne would be along Clinton Pkwy in both directions.

FIGURE 4: ROUTE 29 PROPOSED ROUTE CHANGE

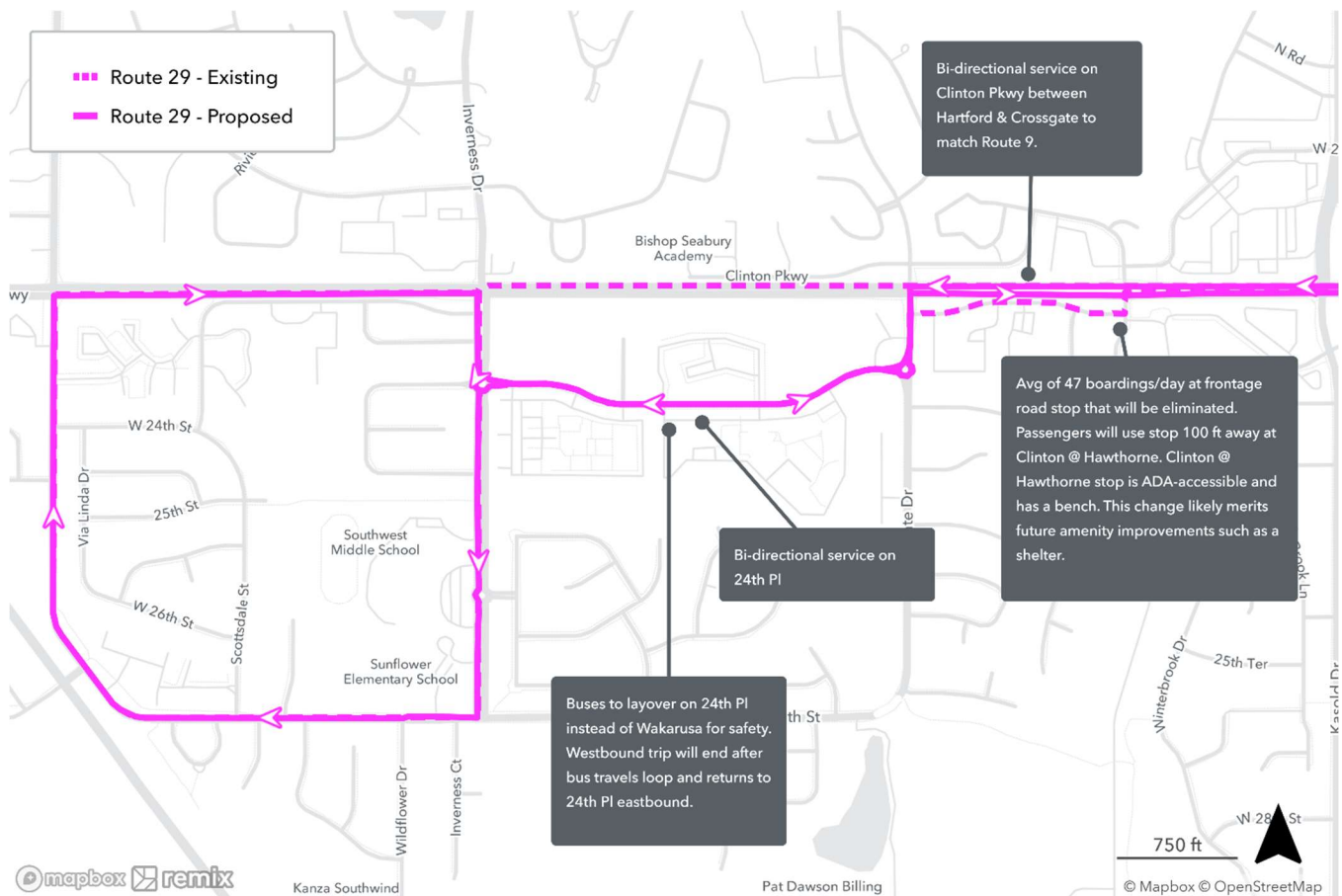
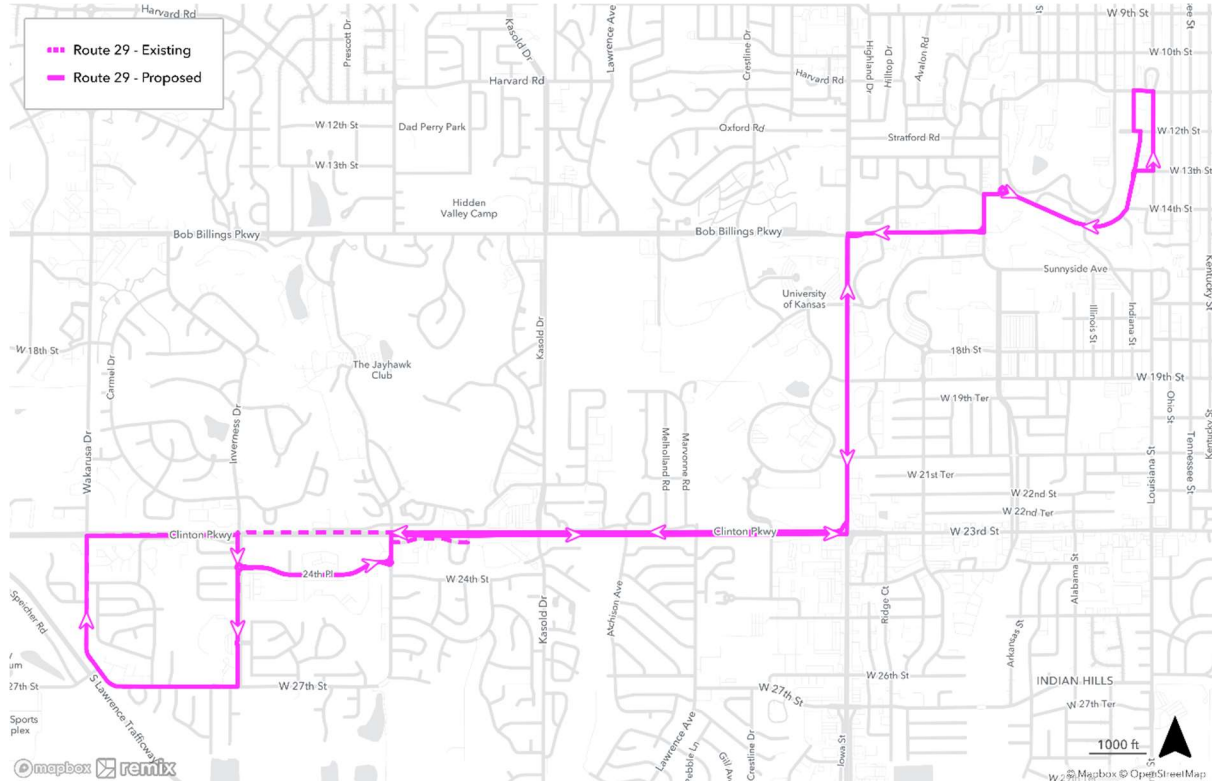


FIGURE 5: ROUTE 29 PROPOSED ROUTE CHANGE - ENTIRE ROUTE VIEW



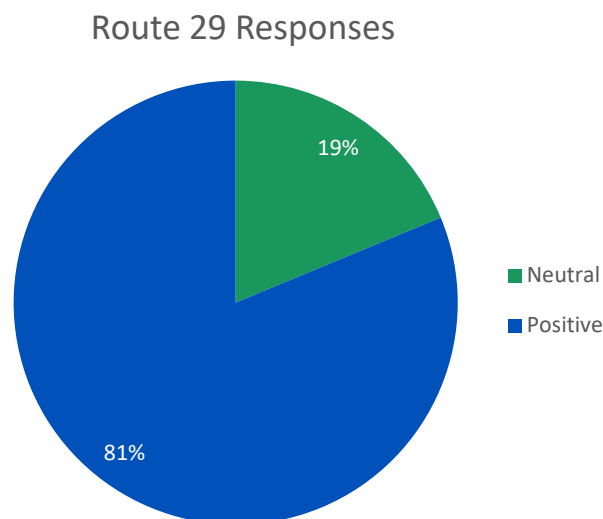
## Relevant Data

- Stop 35 has an average of 47 boardings per day. This stop would be eliminated.
- Passengers that currently use Stop 35 on the Clinton Pkwy frontage road would instead use Stop 323 about 100 feet away at Clinton Pkwy @ Hawthorne.
- The relatively high ridership at this stop may require amenity improvements beyond the bench that currently exists at this stop.

## Public Input

- Staff received 32 total comments related to the proposed Route 29 changes
- 26 out of 32 comments were supportive of the proposed changes and 6 were neutral.
- Neutral comments tended to be questions about the proposed changes. Answers have been provided in Appendix B: Route 29 Public Input.

FIGURE 6: ROUTE 29 PUBLIC INPUT RESULTS



## Route 29 Final Planned Route Changes

- The final proposed route change is consistent with the original proposed route change for public comment.
- Expected increased ridership at Stop 323 - Clinton Pkwy @ Hawthorne may result in additional stop amenities such as a shelter.



# Appendix A: Route 1 Public Input

Comments	Response
This route change makes a ton of sense and provides more access for people who live in that residential area. I would hope that you're planning to provide some shelter for anyone waiting for the bus there.	Types of amenities will be evaluated and installed based on ridership numbers.
I believe these are positive changes that will serve more residents in East Lawrence. I like that the route is now almost entirely bi-directional except at the ends of the route.	Comment Received
It may be best to consider those living on 11th and Connecticut streets during winter periods. Those individuals boarding may in these areas may not be pleased with this change.	It is our goal that any route change has a net positive impact, but recognize that it may affect some individuals negatively. The growing number of residents in the Warehouse Arts District are not currently within walking distance of transit, so this change is an attempt to better serve that population.
Sounds reasonable.	Comment Received
I think the proposed change to route 1 can work. There will be a higher concentration of people living in the WAD. And will serve that area. I hope that folks who might be regulars on CT street will speak up about being inconvenienced by the changes if they are impacted. There wouldn't be many? It would be fun if the Wishing Bench could be incorporated as a bus stop, but I wouldn't want to see it regulated. Folks who ride it farther wouldn't be impacted.	Lawrence Transit is coordinating with the East Lawrence Neighborhood Association to determine if the Wishing Bench can/should be incorporated into a new bus stop at 9 <sup>th</sup> & Delaware.
The map is very difficult to read and doesn't show enough detail not the rest of the route. Description is vague and gives no indication of stops or amenities.	Comment Received
Looks good to me.	Comment Received
These changes make sense	Comment Received
I never rode this route, so I do not have enough experience to comment on this change, but the new route seems to cut off some people from easy access to the bus.	Comment Received

Seems like the route changes will allow for greater accessibility for people using the different loft spaces. However, for the spots that are being removed, the new route seems to be far away from those spots, potentially making it more difficult for the people who did use those spots previously to access the bus.	It is our goal that any route change has a net positive impact, but recognize that it may affect some individuals negatively. The growing number of residents in the Warehouse Arts District are not currently within walking distance of transit, so this change is an attempt to better serve that population.
Looks great, hopefully it can be able to stop at 16th and Haskell.	Yes, Route 1 will continue to serve stops in both directions near 16 <sup>th</sup> & Haskell.
I like this change, it serves a bunch of locations I like to visit. 11 will remain the same for access of Mass St.	Comment Received
I agree with the proposed changes.	Comment Received
I think it would be beneficial to bring the last loop down to 11th instead of only to 9th. That would only add a few minutes to the route but would still closely mirror the previous route and allow easier access to those living south of 11th.	Routes 11 & 15 will continue to serve 11 <sup>th</sup> & Connecticut.
Great idea!	Comment Received
The proposed change seems very beneficial, along with Route 1 still stopping at 23rd & Harper in both directions to connect with Route 5 and still remain traveling back and forth to downtown.	Comment Received
This looks like a useful and forward-thinking change.	Comment Received
I like this route	Comment Received
Make it easier to get to Just Food	Comment Received
I think the route change would help ridership	Comment Received
Right now it is rare that people catch the bus along Connecticut	
This is great!	Comment Received
I am quite enthused about the changes to Route 1 because it adapts to the increase in activities such as jobs, events, and population in the arts district. I have always liked the connections this route makes to Hobbs Park and the Burroughs creek shared use path for recreational outings. It makes a more direct connection to the arts district, rather than following the circumference of the downtown area which is already well served by several other routes. Two directional routes are always easier for new riders to comprehend than one-way loop routes.	Comment Received

# Appendix B: Route 29 Public Input

Comments	Response
This change is very important to serve the disabled population of the area.	Comment Received
This seems a minimal change. I favor the move to a bidirectional route on 24th Place.	Comment Received
Yes	Comment Received
The bidirectional stop at 24th Place would be greatly appreciated by those living at the Rockland West and Legends Place Apartments. Additionally, the avoidance of traffic stops along Clinton Parkway might improve bus scheduling.	Comment Received
Bi directional service would make commuting much easier. Especially in winter months, the new route makes commuting shorter and safer	Comment Received
Sounds reasonable.	Comment Received
It seems reasonable. Same pickup and deliver route along the affected area.	Comment Received
Looks good to me.	Comment Received
This would be very helpful!	Comment Received
The loop at the far west end is very helpful.	Comment Received
I like this change, especially with the new stop being ADA accessible	Comment Received
Yes, it is easier for students and others who use the route to know it will be waiting at a bus stop instead of outside of the school.	Comment Received
As a regular user of this route, I would greatly appreciate having direct two-way service at 24th and Crossgate.	Comment Received
This makes sense	Comment Received
This seems to be a nice adjustment from the change at the red light to K10.	Comment Received
I think the change will allow for greater safety and, with increases to the accessibility of the stop at Clinton and Hawthorne, should be a good route.	Comment Received
This would be so much more helpful for most of the people that take this bus because with what I have seen, we all live at rock land west or legends place apartments. Through the winter we have had to get off at the stop before the 10 minute break by the school and walk back to the apartments which felt very inconvenient because we were always the only ones on the bus with my experience. Thank you.	Comment Received
Looks good.	Comment Received
They seem reasonable but may end up having a delay due to less room with increased ridership as the new route is closer to the apartments	Comment Received
As long as the bus still comes down Clinton Pkwy past Lawrence Av, I'm a happy camper.	Comment Received
I also approve of this change.	Comment Received
I formerly used Route 29 when I lived in that part of town, and this change would make the route easier to use and more accessible to more people. I think this is a great idea!	Comment Received

I assume the rest of Route 29 would remain the same? This change makes sense for people living in the apartments around 24th Pl.	Yes, the rest of Route 29 will remain the same.
I would like to see these changes to route 29. Having the bidirectional stop access at hartford and clinton pkwy would be super helpful for me	Comment Received
Amenity improvements are most important with this proposed change.	Comment Received
Is this a year-round route? Is there a stop currently on the Clinton Pkwy run east of Inverness that would be rerouted? What is the pick-up count per day there? Are there other routes that cover that run? Not enough info to make a comment here.	Route 29 operates Monday-Friday except holidays and follows the B schedule during university class breaks and summer. There are no existing eastbound stops on Clinton Pkwy between Inverness and Crossgate. People currently using stop 346 on the northwest corner of westbound Clinton Pkwy & Crossgate would now use stop 337 on the southwest corner of Clinton Pkwy & Crossgate.
How will this change the time between buses on a stop?	This route change will have no impact on the existing schedule or frequency of buses.
Yes please change the route	Comment Received
Please ensure the bus layover on 24th Place is EAST bound. While going home in the evening, it is difficult to hold at a spot when you are almost off the bus (I had this happen when Scottsdale was the layover and I exited at Inverness Court). I also think moving the route off of Clinton Pkwy @ Crossgate will clear up the confusion with the quasi bus stop just west of Clinton Pkwy/Crossgate intersection--nearly every bus driver stopped at a different place which was confusing for riders. And lastly, it is ironic to abandon the frontage road and return to Clinton Pkwy--I had to educate drivers for a year after the initial change years ago--but this is a good change. Thanks for keeping the Inverness/27th St/Wakarusa loop!!!!	Comment Received
This doesn't effect me personally but sounds like it would serve more people so it sounds like a positive change	Comment Received
As mentioned on Rt 1, two directional routes are always easier for new riders to comprehend than one-way loop routes, so two sections of this route are improved. However, I am unclear about where the 2 stops will be Clinton Parkway and have concerns if they are not paired directly across the street from each other near a light and cross-walk.	There are paired stops near Clinton Pkwy & Hartford and Clinton Pkwy & Crossgate.



I think these changes are perfect, I would not have to walk on my way back home that much if the bus returns through 24th Place, specially in extrem weather.	Comment Received
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## Appendix C: Other Public Input

Comments	Response
Such a successful service for Lawrence. Now, how do we encourage more participation? I don't use it myself, but have students who are grateful for an alternative to walking, especially in inclement weather. Thanks!	Please engage in upcoming public participation for our Route Redesign Study, where we will evaluate new routes and different service models like microtransit and fare free service to increase ridership. Find more information at our project page: <a href="https://lawrencetransit.org/transfer-facility/">https://lawrencetransit.org/transfer-facility/</a>
This is better.	Comment Received
There needs to be more accuracy with regards to the buses stopping on time. As a community, allowing for better public transit would increase ridership and build a stronger safety net for those who ride the buses not only to KU, but also work. Additionally, with bus fees being so minimal and a majority of riders being KU students, there is no need for a bus fare. Public transit needs to be for the working people of Lawrence. Moreover, there needs to be more transparency on resources such as the My Bus Lawrence app as to where layovers are and how long they last.	Fare Free bus service will be evaluated as part of the 2021 Route Redesign Study.
I think Lawrence Transit should seriously consider extending Route 6 to include the Congressional Drive & Congressional Circle area. A bus stop for route 6 at the Prairie Commons Apartment complex would generate many riders in that neighborhood as there are seniors and non-seniors alike who would take advantage of a bus stop there. This has been needed for years as many of the seniors living in the Prairie Common Apartments do not drive anymore.	Please engage in upcoming public participation for our Route Redesign Study, where we will evaluate new routes and different service models like microtransit and fare free service to increase ridership. Find more information at our project page: <a href="https://lawrencetransit.org/transfer-facility/">https://lawrencetransit.org/transfer-facility/</a>
How do we increase ridership?	Please engage in upcoming public participation for our Route Redesign Study, where we will evaluate new routes and different service models like microtransit and fare free service to increase ridership. Find more information at our project page: <a href="https://lawrencetransit.org/transfer-facility/">https://lawrencetransit.org/transfer-facility/</a>

<b>Please clear up the maps and make this survey and information easier to locate and view on websites. A non internet version of this should be available at Library and a physical posting on busses is also needed.</b>	Comment Received
<b>Bus stops are too far apart from each other. This is especially a problem when a bus stop has to be closed for some reason.</b>	Bus stop placement is a balance between access and efficiency. Too few bus stops can create excess walking distance, and too many stops causes the bus to stop more often which slows down service. We continually receive feedback and evaluate stops that should be added or consolidated. Please send specific stop addition or removal requests to <a href="mailto:info@lawrencetransit.org">info@lawrencetransit.org</a> .
<b>Thank you for the service!</b>	Comment Received
<b>At the main bus hub, there are little or no facilities for passengers to use in the evening at all. Would there be a possibility that can happen??</b>	The Multimodal Transfer Facility Project design process will be starting in April 2021. This project will result in a new primary transit facility on the southeast corner of Bob Billings & Crestline, as well as Downtown improvements for a secondary transfer location. Each of these sites will be improved with additional amenities. Please find more information and track progress of the project at <a href="https://lawrencetransit.org/transfer-facility/">https://lawrencetransit.org/transfer-facility/</a> .
<b>I am very grateful that you kept the originally temporary stop on 21st and Ousdahl. I am also glad that you are not cutting lines (I was concerned this might happen because of the pandemic). Thank you for your work</b>	Comment Received
<b>I think these changes would work ok. I do worry a little bit about students from Bishop Seabury who walk to school from apartments/townhouses that are between the lights at Inverness and Crossgate. Will they go down to one of the lights to cross or try to cross near the school? It would be typical of kids and teenagers to cross 23rd in front of the school. With the hill there, that is extremely dangerous. Is it possible to install a crosswalk light there?</b>	Passengers in this area should use the crosswalk at Clinton Pkwy & Crossgate to access the bus stops near that intersection.
<b>Thank you!</b>	Comment Received
<b>Please consider a way to purchase bus passes digitally with online options and mobile phone options. Please also look at providing transportation on Sundays. Thank You.</b>	Staff is currently evaluating the feasibility of mobile payment options.  Please engage in upcoming public participation for our Route Redesign Study, where we will evaluate fare

	<p>free service. Find more information at our project page:  <a href="https://lawrencetransit.org/transfer-facility/">https://lawrencetransit.org/transfer-facility/</a></p>
<p><b>I would like to see a yearly bus pass with monthly but instead of recycled paper you could use a type of plastic safe for the earth because how many times is it annoying you can't get on the bus because your monthly just expired and you don't get payed till the 3rd. Plus update the buses so if you do go with the yearly bus pass you'd be able to scan it and go on with your merry way and not have to worry about holding up the line.</b></p>	<p>Staff is currently evaluating the feasibility of mobile payment options and will be evaluating fare free service as part of the Route Redesign Study this year.</p> <p>Upgrading to electronic fare box technology that could accept scanned RFID cards would require a significant upfront and ongoing cost, so staff is interested to find out if some combination of mobile payment and fare free service might be in our future and could be a more efficient use of funding.</p>
<p><b>The JoCo bus times no longer match with the 15 often causing passengers to miss classes. Can we look at correcting that</b></p>	<p>Comment Received</p>
<p><b>With Route 1 in mind, I hope that some day service will run late enough to be available for passengers arriving on the midnight Amtrak trains.</b></p>	<p>Comment Received</p>
<p><b>It would be nice that 29 route is available on weekends too, at least a couple buses, that would be great for students that do not have the chace to have a car. It would be great if at least this option is considered.</b></p>	<p>Additional service for Route 29 would be feasible only by reducing service on another route.</p> <p>Please engage in upcoming public participation for our Route Redesign Study, where we will evaluate new routes and different service models like microtransit and fare free service to increase ridership. Find more information at our project page:  <a href="https://lawrencetransit.org/transfer-facility/">https://lawrencetransit.org/transfer-facility/</a></p>