



**Route Redesign Study  
Steering Committee Meeting  
October 12th, 2021  
5:30 PM – 7:30 PM**

**In-Person Participation Site:**  
Parks & Rec Admin Office  
1141 Massachusetts St.  
Lawrence, KS

**Online Participation Site:**  
<https://lawrenceks.zoom.us/join/91234567890>

<b>Transit Route Redesign Steering Committee Attendance</b>			
<b>Contact</b>	<b>Organization</b>	<b>Email Address</b>	<b>Present</b>
<b>August Rudisell</b>	Public Transit Advisory Committee (PTAC)	srudisell@gmail.com	<input checked="" type="checkbox"/>
<b>Freddy Gipp</b>	Public Transit Advisory Committee (PTAC)	fredgipp@gmail.com	<input type="checkbox"/>
<b>Andrew Moore</b>	KU Transit Commission	a900m368@ku.edu	<input type="checkbox"/>
<b>Max Schieber</b>	KU Transit Commission	m579s940@ku.edu	<input checked="" type="checkbox"/>
<b>Carol Bowen</b>	Multimodal Transportation Commission	carol.bowen@gmail.com	<input checked="" type="checkbox"/>
<b>Charlie Bryan</b>	Multimodal Transportation Commission	cwbryan@gmail.com	<input type="checkbox"/>
<b>Molly Adams</b>	Haskell Indian Nations University	molly.adams@HASKELL.edu	<input type="checkbox"/>
<b>AJ Holder</b>	Haskell Indian Nations University	AJHolder630@gmail.com	<input type="checkbox"/>
<b>Alexander Manygoats Jr.</b>	Haskell Indian Nations University	cheigoatsjr@icloud.com	<input type="checkbox"/>
<b>Gary Webber</b>	Lawrence Association of Neighborhoods (LAN)	gkwebber@gmail.com	<input type="checkbox"/>
<b>Ron May</b>	Lawrence Public Schools	rkmay@usd497.org	<input type="checkbox"/>
<b>Kenny Yates</b>	Lawrence Community Shelter	kennethy@lawrenceshelter.org	<input type="checkbox"/>
<b>Megan Poindexter</b>	United Way Human Services Coalition/SRC	mpoindexter@YourSRC.org	<input type="checkbox"/>
<b>Hugh Carter</b>	The Chamber	hcarter@lawrencechamber.com	<input type="checkbox"/>



<b>Justin Priest</b>	First Transit Bus Operator	atu1754jrpriest@gmail.com	<input type="checkbox"/>
<b>Chris Tilden</b>	LiveWell Douglas County	christilden@hotmail.com	<input checked="" type="checkbox"/>

## Staff Team

### Subset of Steering Committee

<b>Adam Weigel</b>	Lawrence Transit	aweigel@lawrenceks.org	<input checked="" type="checkbox"/>
<b>Felice Lavergne</b>	Lawrence Transit	flavergne@lawrenceks.org	<input checked="" type="checkbox"/>
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<b>Rene Hart</b>	KDOT	Rene.Hart@ks.gov	<input checked="" type="checkbox"/>
<b>Eva Steinman</b>	FTA Region VII	eva.steinman@dot.gov	<input type="checkbox"/>
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<b>Ashley Bryers</b>	L-DC Metropolitan Planning Organization	abryers@lawrenceks.org	<input checked="" type="checkbox"/>
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<b>Melissa Fisher Isaacs</b>	Lawrence Public Library	mfisherisaacs@lawrence.lib.ks.us	<input checked="" type="checkbox"/>

## Consultant Team

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Two scenarios were developed by FITP. Scenario 2 provides a bit more coverage. Both scenarios assume some level of microtransit. The final scenario will likely be a hybrid of scenarios 1 and 2.

Using google earth, B. Palchik reviewed each scenario route by route.

### Scenario 1 Discussion

- Route 1 – Interlined with Route 5.
- Route 5 – Deviates into the apartment area south of 23<sup>rd</sup>/Clinton Highway.
  - A. Rudisell asked if Route 5 had been tested with a full-sized Bus. B. Palchik noted all segments selected can be served with full-sized buses.
- Route 3 – The memorial hospital is its hub
  - M.F. Issacs asked if there was data driving the hospital service decisions.
  - C. Bowen asked if someone is at the hospital and needed to access another facility how would they get there? B. Palchik explained that microtransit could be used if there is no direct bus service. The city would be divided into microtransit zones, and riders would be able to travel anywhere within the zone.
  - C. Bowen noted that between 23<sup>rd</sup> and Haskell the streets are very tiny. She wondered what the walking expectations should be in this area.
  - A. Weigel is glad to see Bob Billings Parkway connected to the Hospital. He is interested to hear how the neighborhood around Bob Billings and the segment of Route 3 along Crestline feel about the proposed service.
- Route 4 – The Route was shifted to serve a mobile home park in North Lawrence.
  - C. Bowen noted that the street is difficult to cross. B. Palchik noted that FITP can suggest pedestrian improvements.
- Route 7 – The idea was to create a one-seat ride from housing to retail destinations. Route 7 will be interlined with Route 11.
- Route 11 – Would end at the Reserve.
  - A. Rudisell asked if the Route would provide coverage for LHS? B. Palchik noted this scenario would not provide coverage.
  - C Tilden wondered why the Route 11 alignment was selected.
  - C. Bowen asked if there are routes that serve HS and Middle School students who live east of Massachusetts St?
  - A. Weigel noted that between 19<sup>th</sup> and 21<sup>st</sup>, Stewart Ave could be considered. From Stewart, you could use 21<sup>st</sup> to get to Ousdahl.
- Route 9 – Interlined with Route 29.
- Route 29 – Starts at the Bob Billings Hub.
- Route 30
  - C. Tilden noted this is a nice Route and makes a lot of sense.



- M. de Vries thinks the Route should be called 10B since it won't be a university-funded route.
- Route 36 – Provides new options for people getting to campus and more transfer opportunities.
- Route 42 –
  - A. Weigel asked if there is a reason not to serve the rec center with this Route.
- Microtransit would be overlaid, there would be four total zones with one wrapped around the KU campus.
- M. de Vries asked if we would do away with SafeRide in this scenario? B. Palchik replied -Yes. He explained that there would be a citywide microtransit service and a more focused KU service.
- A. Weigel wondered about coverage in the southern part of Haskell. He noted that theoretically some trips could be taken on a fixed-route or microtransit. B. Palchik noted that pricing would incentivize fixed-route use.

### Scenario 2 Discussion

- Route 3 – The current Route 3 is a one-way loop. Route 3 and 6 are interlined, resulting in bi-directional service along a corridor to the north and south.
- Route 4 –
  - A. Rudisell liked the shortened alignment.
- Route 7 – Interlined with Route 9. The Route provides the high school with necessary connections.
- Route 10 – 6<sup>th</sup> street doesn't have continuous service in this scenario.
  - A. Rudisell – Does the 10 turn on Champion Lane? What was that decision? B. Palchik noted the solution splits the difference.
- Route 27 29, 30, and 34 are unchanged between scenarios.
- A. Weigel asked if 27 and 29 were looked at for interlining.
- A. Weigel noted a student who lived at Legend was asking how he would get to Haskell. A Weigel wondered if Route 27 could be interlined with 29?
- Route 41 and 42 – Both turn around mid-campus instead of heading to the union.

### Overall Discussion

- A. Weigel noted that static route images will be posted. The bulk of the educational work will be done through virtual public meetings.
- A. Weigel asked if there were any overall issues? Big picture issues?
  - A. Rudisell was interested in the frequency of the routes. He noted that this is as important as where the route goes.
  - C. Bowen asked if full-sized buses would be used on residential streets? B. Palchik noted that streets with yellow lines would be used. He explained that we are looking to use streets with high ridership potential.



- B. Palchik noted that in both scenarios, Peaslee would have service.
- C. Bowen asked if socioeconomic groups were considered? Palchik noted that this was addressed.
- A. Bryers noted the existence of the pedestrian plan.
- M.F. Issacs asked about Microtransit. B. Palchik showed the group a Microtransit video. He noted microtransit is useful for serving areas buses cannot serve well and explained that different agencies are applying the service in different ways.
- L. McCulloch noted that explaining to the public specifically how microtransit works will be important.
- A. Rudisell noted that it's easier for KU students to get to campus than it is for Middle and HS students to get to school. M.de Vries noted that KU students are paying for the Routes.
- M.F. Issacs noted that kids are trying to travel to Free State.

<h2>Next Steps</h2>
<b>Public Outreach Meetings</b>