



**Route Redesign Study
Steering Committee Meeting
July 27, 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/meeting/register/tJMtd-morDMrGtHCEIcvkt5dwaLbo_M6yi9z

Transit Route Redesign Steering Committee Attendance			
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Staff Team

Subset of Steering Committee

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Consultant Team

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Additional Attendees

- JT Thornburg



Transit Survey

- B. Palchik provided a summary of responses received. He showed the summary of responses by route and explained statistical significance for each route. Two routes meet the sample size for a 95% confidence interval, and the total response received meets the sample size. The next steps are to determine if we are satisfied with system representation rather than route-by-route representation.
 - A. Weigel: It may be worth going back out to target some routes that are close. We have outreach capacity on the team.
 - B. Palchik: University routes are tough right now since students are not around during the summer.
 - M. de Vries: For KU, we expect not to get more people doing this survey but would rather focus on the next survey for KU responses. Students returning for the fall won't have ridden the routes until mid-August, which is too much delay for this survey. Hitting the numbers for city routes is more important right now. There will be more opportunities for input in the future.
 - A. Quisenberry agrees.
 - M. de Vries suggests adding a plus/minus column to see how many more responses are needed.
 - JT Thornburg: No recognition being given to the transportation choice of bus and bike. Any attempt made in survey to measure current/potential? I began to use the bus ONLY to—for example traverse 23, without having to bike it. Occasionally the two-bike racks on a bus are filled.

Route Profiles

Overview and discussion of City routes strengths, weaknesses, and opportunities. These are listed for each route in the Route Profiles handout.

- **Route 1**
 - Strengths: Provides an important link between downtown and southeast Lawrence and has strong on-time performance.
 - Weaknesses: Low ridership, no Sunday service, no grocery stores, low Saturday ridership.
 - Opportunities: Could be served by demand-response service.
 - A. Quisenberry: Could this route stop at the Dillon's on Mass to provide access to a grocery store?
 - B. Palchik: Yes, this is an opportunity. Haskell is close to high-density multifamily residential. Moving to Mass Ave would mean losing service on Haskell.
 - L. McCulloch: How will routing decisions be made?
 - B. Palchik: The next step is to develop two service scenarios. Both will try to meet the same objectives, but in different ways.
 - A. Rudisell: Will the 15 also serve this area?



- B. Palchik: So far, nothing has been determined yet.
- B. Palchik explains the term “interlining”, which means that once a route reaches its endpoint, the bus continues on as another route, allowing some passengers to have a one-seat ride. This can be helpful when one route has a very tight schedule and the other has some excess in its schedule.
 - L. McCulloch: This could be a way to provide access to a grocery store.
 - A. Weigel: There may be an opportunity for this with routes 1 and 3.
- **Route 3**
 - Strengths: Provides important link to the Lawrence Memorial Hospital, has frequent service, serves several employment centers and high-density residential.
 - Weaknesses: low ridership, long loop in the middle. Choice riders may not choose this. No direct access to a supermarket.
 - Opportunities: Reduce off-peak frequency, stop route at Lawrence Memorial Hospital and replace northern part with on-demand. Operate only one leg. Replace weekend service with demand response.
 - A. Rudisell: Are you trying to get grocery store access for each route?
 - B. Palchik: Not necessarily, but we do want strong destinations and origins on each route, and grocery stores are important. People will use routes when they can organize their lives around it. This applies to city, not necessarily university, routes.
 - A. Quisenberry: Question about on-demand service on Saturdays. What’s the ridership cutoff for on-demand rather than fixed route service?
 - B. Palchik: There are many ways to “fix” poorly performing routes, so the opportunities presented here are sometimes contradictory. No clear cutoff, just thinking through options.
 - C. Tilden: There’s a trail that will provide pedestrian access by the Hallmark facility in the future. This will provide pedestrian access between the two legs.
 - M. de Vries: We will send the trail layer to Foursquare ITP.
 - G. Webber: We have had a number of complaints about non-alignment in one-way sections like this. Which leg is a better choice?
 - B. Palchik: We’re not seeing a lot of ridership, but there is ridership potential on both sides. I don’t have the answer yet. We could do one scenario for each.
 - A. Rudisell: N. Michigan has low-income housing that is large ridership potential.
- **Route 4**
 - Strengths: This is the only route providing connection to North Lawrence. It provides hourly, clockface service. Clockface frequency means that it comes at the same time every hour, which is easy to remember.



- Weaknesses: Does not service a full-service grocery store unless The Merc is considered a full-service grocery store.
- Opportunities include realigning the route or replacing it with demand-response service. Demand-response could provide better coverage.
- G. Webber: The Merc is considered a full-service supermarket; they make an effort to keep pricing competitive.
- A. Quisenberry: Suggest straight-line service to far north portion and replace the eastern portion with demand-response.
- A. Rudisell: There is redundancy of Lyon Street service, so we could have straight service instead. There is low-income housing on Lake Street, east of the mobile home park, at 7th & North St.
- A. Quisenberry: Historically, have we received any requests to change this route?
 - A. Weigel: The only requests have been for better access to DMV. This route serves the DMV, so perhaps people want more frequent service.
- M. de Vries: To have straight-line service, we would need significant upgrades for rail crossing on 3rd, rather than 7th.
 - G. Webber: Those rail crossings are in bad shape, and trains stop there more than the 7th street crossing. He would support moving the route to North Street, rather than Lyon Street.
 - The 2nd street underpass is tall enough for a bus.
 - M. de Vries: We don't want the bus to have to make a left turn from 7th onto North Street without a signalized intersection; there is a light on Lyon Street, and that's probably why the bus goes there instead of North.
 - G. Webber: If the route was straight-lined on 2nd Street, skipping 7th, how would someone get an on-demand ride to their home?
 - B. Palchik: Microtransit requires a strong anchor. For this area, it would be best if this was downtown. But microtransit might not serve the DMV; that would be for the fixed route.
- **Route 5**
 - Strengths: Serves the East Hills Business Park, retail on Iowa Street, and HINU.
 - Weaknesses: Low ridership and some redundancy with other routes (7 and 15).
 - Opportunities: Split route into two routes or replace with microtransit.
 - A. Weigel: This highlights a few major corridors without service: 23rd & Clinton Pkwy.
 - Could have a route serving the southern portion and north/south on Iowa all the way to 6th, which could connect to the Bob Billings transfer center.
 - Could have another route going east-west serving the business park.
 - B. Palchik: However, looking at overall travel patterns, there is travel demand from office park to the shopping center in the south.



- A. Weigel: Haskell 23rd St is getting redesigned to be more pedestrian-friendly.
- A. Rudisell: Thought 27 would be alleviating the 5 connecting HINU and KU.
- G. Webber: The two ends of this route are employment & retail, which is an interesting combination. This route is not getting people to/from work efficiently.
 - B. Palchik: I agree. On paper, they're both strong destinations, but the way they're linked doesn't make sense.
 - G. Webber: People often go to retail in evenings/weekends but go to/from work at weekday peaks.
- A. Quisenberry: This route has a 30-min headway. Is there some max headway, that at some point people won't ride?
 - B. Palchik: There is a difference between headway/frequency and travel time. Both should be low to increase ridership, but it's a balance with serving enough coverage.
- C. Bowen: 23rd street businesses are auto oriented.
 - C. Tilden: Not only is it not an ideal "on street" pedestrian environment, but the entire corridor doesn't represent a place that is accommodating for pedestrians.
- A. Weigel: There are more boardings/alightings between Naismith and East Hills. Ridership is stronger where home and work are connected.
- C. Bowen: Which destinations do residents need for work? Need to know where people are going in order to serve them.
 - B. Palchik: People travel to large employment centers like office parks, the university, downtown. We also look at employment density.
- **Route 6**
 - Strengths: Connects to northwest Lawrence and Rock Chalk Park with a direct route and clockface frequency.
 - Weaknesses: Low ridership west of Wakarusa Dr, long distance between stops west of Wakarusa Dr, and one-way service along parts of Overland Dr and 6th Street.
 - Opportunities: Truncate route at Wakarusa Dr, add stops west of Wakarusa, operate along a single alignment west of Folks Rd, replace service west of Wakarusa with microtransit.
 - The hospital along this route is an outpatient facility, so employment is more like a bunch of doctor's office, not like a bunch of staff on every floor. Employment is lower than a regular hospital.
 - A. Quisenberry: What is the travel time on this route? Perhaps the route is too long for apartment complex residents at end route to take the bus.
 - M. de Vries: 20-25 minutes.
 - G. Webber: The apartment complex is Lynx. It's high-end apartments and students are unlikely to live there.



- M. de Vries: The Lynx is far from the nearest stop. It's hilly, 1 mile away from bus stop. The distance between bus stops on Overland are significant.
 - G. Webber: Likes the idea of on-demand for this neighborhood.
 - C. Bowen: The rec center is supposed to serve the entire city, but it is hard to get to. The high school also has a need for transportation. Are there ways to schedule strategically to serve those two places?
 - B. Palchik: There are regulations in place to avoid "charter" service to a high school, for example. But right now the route operates 30 minutes all day – it could be more at peak, but hourly off-peak.
- **Route 7**
 - Strengths: Destination-rich route, strong ridership, frequent service, strong on-time performance
 - Weaknesses: No Sunday service, inconsistent alignment between north- and southbound trips, low ridership west of Iowa Street
 - Opportunity: Reduce off-peak frequency, add Sunday service, operate consistent alignment, replace service west of Iowa St. with demand-response service, move route to Haskell instead of Mass.
 - A. Rudisell: This route is known as the "Walmart" route. What if you're riding the 6 or 4, how do you get to Walmart?
 - B. Palchik: There will still be a transfer downtown for riders of route 4. Route 6 serves a different Walmart.
 - C. Bowen: Concerned about moving service off Mass Ave.
 - G. Webber: There's so much boarding/alighting on Mass, maybe not worth moving to Haskell. Since this route is one of highest ridership routes in the city, have trouble tweaking it.
 - B. Palchik: There will always be service on Mass from some route.
 - **Route 9**
 - Strengths: Cross-town service, access to Social Security Administration and the VA Clinic, clockface frequency, strong on-time performance.
 - Weaknesses: Low ridership, some redundancy with routes 10 and 29, inconsistent alignment between eastbound and westbound, not anchored at major transfer hub.
 - Opportunities: Operate consistent alignment, reduce redundancy with other routes, link to new Bob Billings transit center, replace route with demand-response.
 - G. Webber: This is the worst-performing; perhaps there is a possibility to remove this route.
 - A. Weigel: This route highlights historical attempts at coverage. In the past, fixed route has been the only option. Now, maybe we have better options.



- **Route 10**

- Strengths: Strong weekday ridership, strong anchors at KU and downtown, frequent service.
- Weaknesses: Low Saturday ridership, ends short of Rock Chalk Park, low ridership on stops west of Kasold Dr, large one-way loop.
- Opportunities: Simplify alignment through downtown Lawrence, extend service to Rock Chalk Park, reduce Saturday frequency or replace with demand response.
- C. Bowen: What about straight-line service on 6th Street and all east-west streets?
 - A. Weigel: Corridor-type service is intriguing, but finding endpoints is the question.
 - B Palchik: Need to have high frequency to make that work. One scenario will look like this at least a little bit.
- A. Weigel: A portion of this route could have high frequency between the new transit hub and downtown. There are some opportunities with route 30, which also serves some of the same area on Bob Billing Pkwy.
 - M. de Vries: There is a great opportunity to coordinate here.
 - C. Tilden: Route 10 seems strong with not only KU and downtown as strong anchor points, but also the 6th and Wakarusa hub. Coordination with 30 seems worth consideration.

- **Route 15**

- Strengths: Provides important link to Peaslee Technical Training Center.
- Weaknesses: Circuitous alignment, weak transit potential along Barker Ave, low Saturday ridership, and low weekday ridership.
- Opportunities: Streamline route by eliminating deviation to Peaslee Technical Training Center, replace service with demand-response, eliminate Saturday service.
- A. Rudisell: South Haskell has Boys & Girls, a workforce center, and Peaslee education center.
- G. Webber: It's critical that we provide for the things August mentioned. Seems redundant to go to the East Hills Business Center. Perhaps terminate at Peaslee.
- C. Bowen: Does Peaslee ever use the East Hills Business Center?
- Peaslee was new at the time of this data, which might explain the lower ridership.

- **Route 27**

- Strengths: Provides transit link between KU and HINU.
- Weaknesses: Low ridership in general, low ridership at HINU stops, infrequent and non-clockface service.
- Opportunities: Shorten route to allow for clockface frequency, extend route to create 60-minute service, or replace route with demand-response service operating year-round.



- C. Bowen: Why include Haskell and the residential area on 23rd Street on the same route? Haskell students generally live on campus.
 - M. de Vries: The City added this route when KU changed another route to do the coordinated route. The purpose was to connect Haskell to KU.
 - C. Bowen: After that, Haskell changed their programs so now they have more of their own 4-year programs, so maybe there is less demand from Haskell to KU.
 - A. Weigel: Haskell students that he's spoken with do have some demand to get to KU.
- Other thoughts
 - C. Bowen: There are only a few east-west major corridors, so we could consider corridor-based service.
 - B. Palchik: We haven't seen strong ridership when routes are not anchored at a key hub.
 - JT Thornburg: No recognition being given to intersection of bus routes/loop. Those who are only recreational cyclist are apt to drive to-for example Youth complex to put a bike on the loop. Also, biking in from the County-for example from Eudora, DeSoto, KC. East Hills bus stop is a means of avoiding the urban bike ride to say-downtown. This combo make working as I did in Johnson County and often biking it.
 - A. Quisenberry: Can someone reflect the 2-hour meeting in calendar event?
 - Adam will do this.

Next Steps

August Steering Committee Meeting – August 24th, 5:30 PM –7:30 PM

We will discuss strengths, weaknesses, and opportunities for KU routes at this meeting.