

March 21, 2022



THE UNIVERSITY OF KANSAS  
CITY OF LAWRENCE



# Route Redesign

Summary of Recommendations

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# Background

Over the past decade, the Lawrence community has been working toward a permanent location for a primary bus transfer facility. The City conducted several studies and in July 2020, the City and the University of Kansas signed a legal agreement to move forward with further study and development of a multimodal transfer facility on university property located at Bob Billings & Crestline Drive. This location takes into account community feedback from prior studies that sought a relatively central location and one that did not encroach on established neighborhoods.

In 2021-2022, the City and KU conducted a Route Redesign Study to accompany the multimodal transfer facility design project. Decisions about route redesign will inform design decisions for the transfer facility. Different route design concepts may result in different transfer facility needs, so the two projects are connected.

As part of the Route Redesign Project public engagement process, Lawrence Transit requested public input on concepts for possible new routes. The survey was made available on Lawrence Listens from 10/22/21 – 11/22/21. The survey had 196 respondents.

Notification for how to provide public input were sent in the following ways:

- [Press release](#)
- Link posted to [www.lawrencetransit.org](http://www.lawrencetransit.org)
- Twitter posts
- Facebook posts

# Executive Summary

The following report summarizes the findings from the survey and provides the final proposed scenario for each route, which will go through a final round of public input before the final planned scenarios are produced.

Lawrence Transit staff analyzed comments from the survey about each proposed route across Scenarios 1 and 2. Staff 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:

- A map comparison and highlights of Scenarios 1 and 2.
- Pertinent public comments collected via the online survey.
- A final proposed route design, to undergo one more round of community input.



# Proposed Scenarios

Lawrence Transit and KU on Wheels are considering options to improve bus service for current and prospective riders. The maps below show two potential service redesign scenarios.

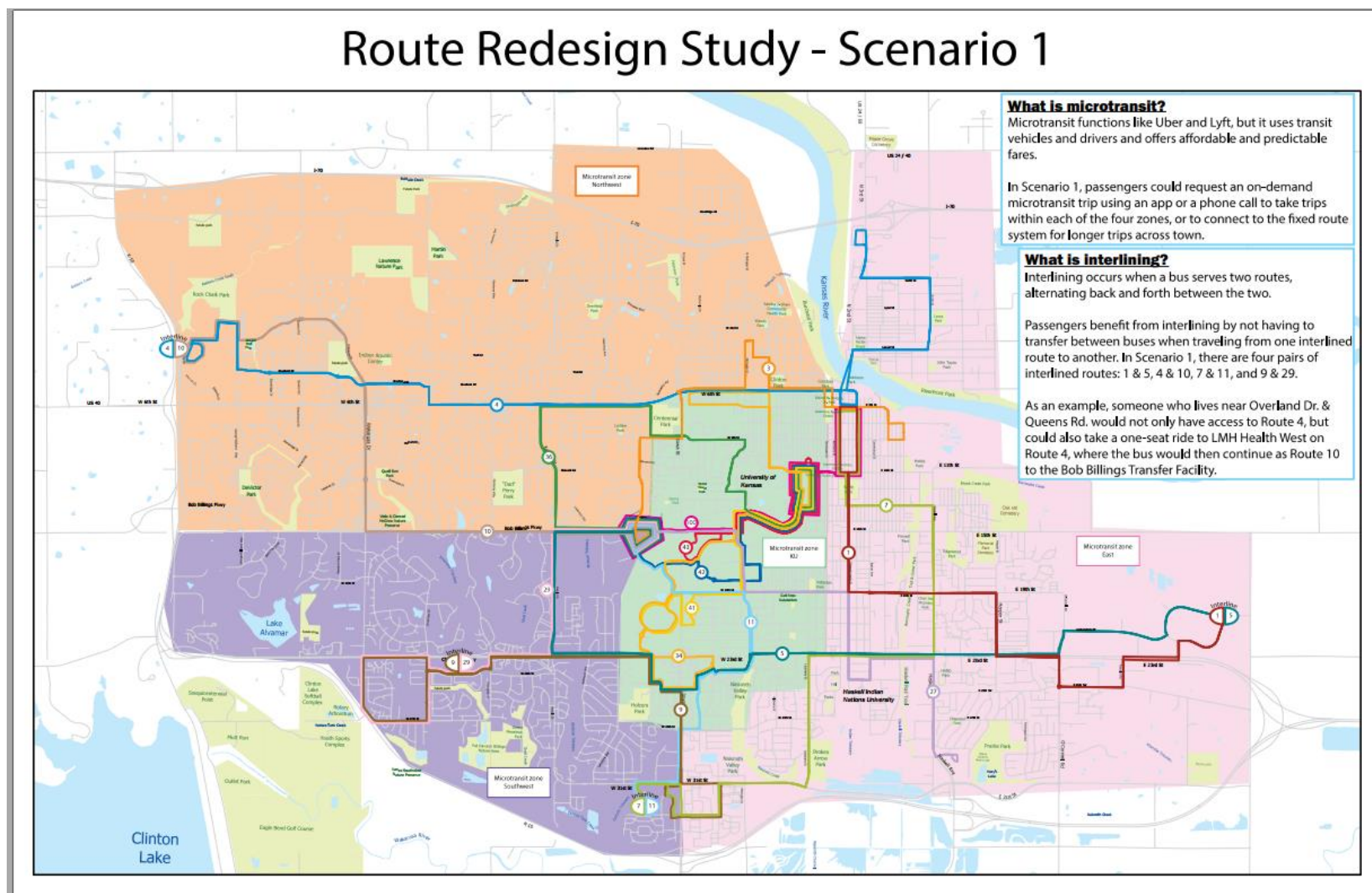
Both of the proposed scenarios are built on the notion that a strong transit network consists of strong individual routes. This means that each route must be easy to access and intuitive to understand. Each route must also include a healthy mix of ridership generators such as high-density housing, grocery and retail centers, medical facilities, and academic institutions.

Both scenarios also include microtransit service to complement the fixed-route network. Microtransit is an app-based demand response service that operates like Uber and Lyft, but utilizes transit-specific vehicles and offers affordable and predictable fares. Microtransit is an effective tool for serving automobile-oriented environments, but to be most productive, microtransit trips must be kept relatively short. This can be achieved through the implementation of a zone structure (Scenario 1) or distance-based pricing (Scenario 2). With a zone structure, passengers wishing to travel beyond the boundaries of one zone must transfer to a fixed-route service. With distance-based pricing, microtransit service can be offered city-wide, but fares increase by the mile after an initial low-fare trip distance.

The scenarios have some similarities and many differences. Neither is intended to satisfy everyone. Rather, the study team is interested in knowing which elements in each scenario are most popular, with the aim of incorporating those into a final recommended scenario.

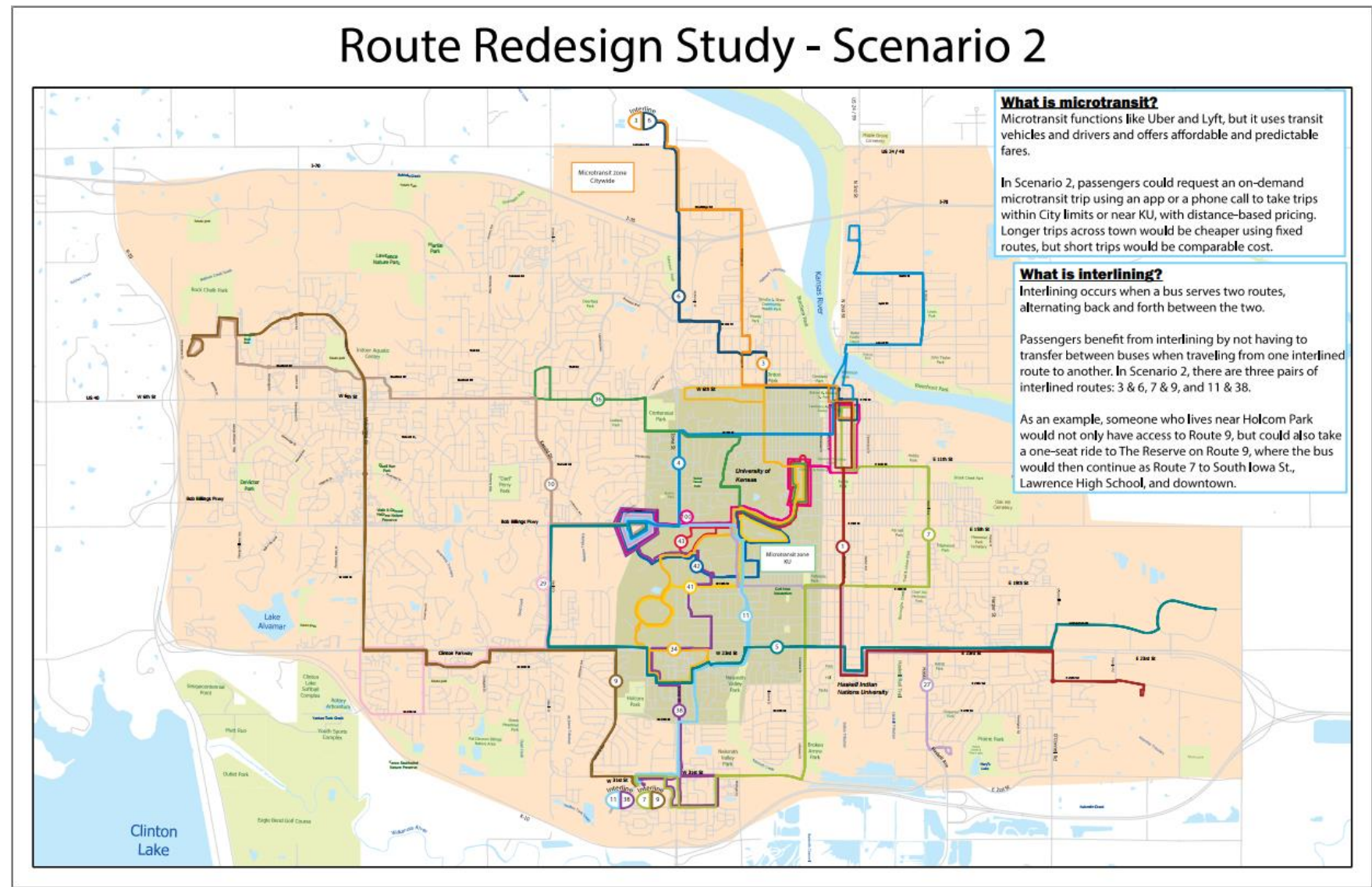
# Scenario 1 System Map

FIGURE 1: SCENARIO 1 SYSTEM MAP



# Scenario 2 System Map

FIGURE 2: SCENARIO 2 SYSTEM MAP



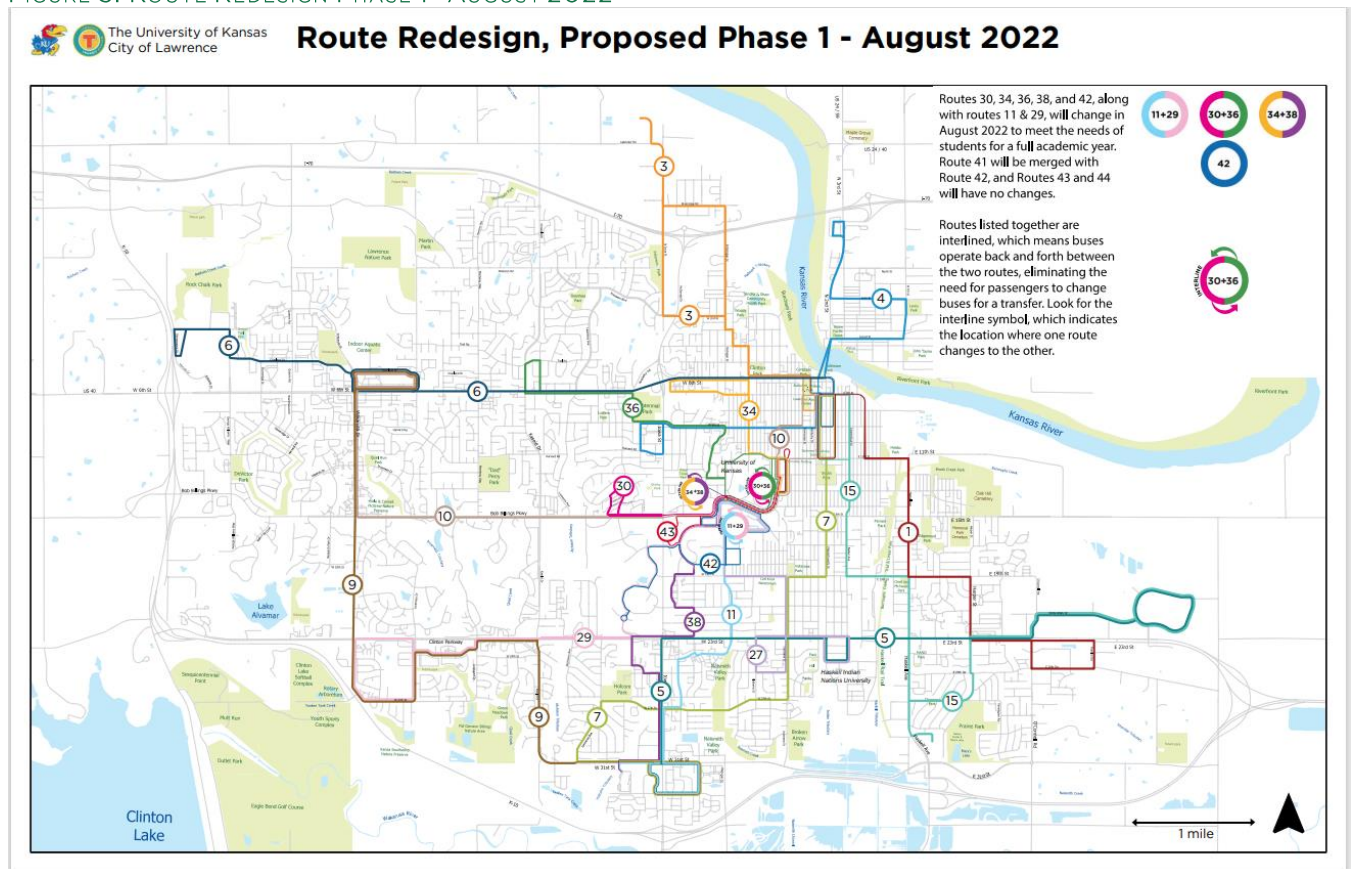


# Route Redesign Proposed Phases (August 2022 and January 2023)

In phase 1, starting in August 2022, there are several proposed initial changes to routes, mostly affecting service around KU, as students will be starting the fall semester. Routes 30, 34, 36, 38, and 42, along with Routes 11 & 29, will be updated to best serve the student population.

In this phase, Route 41 will be merged with Route 42 but Route 43 and 44 will have no changes. Routes 11 & 29, 30 & 36, and 34 & 38 will be interlined, meaning buses will operate between the two routes, providing more one seat rides for passengers by eliminating the need to transfer. See the Figure below for additional proposed changes.

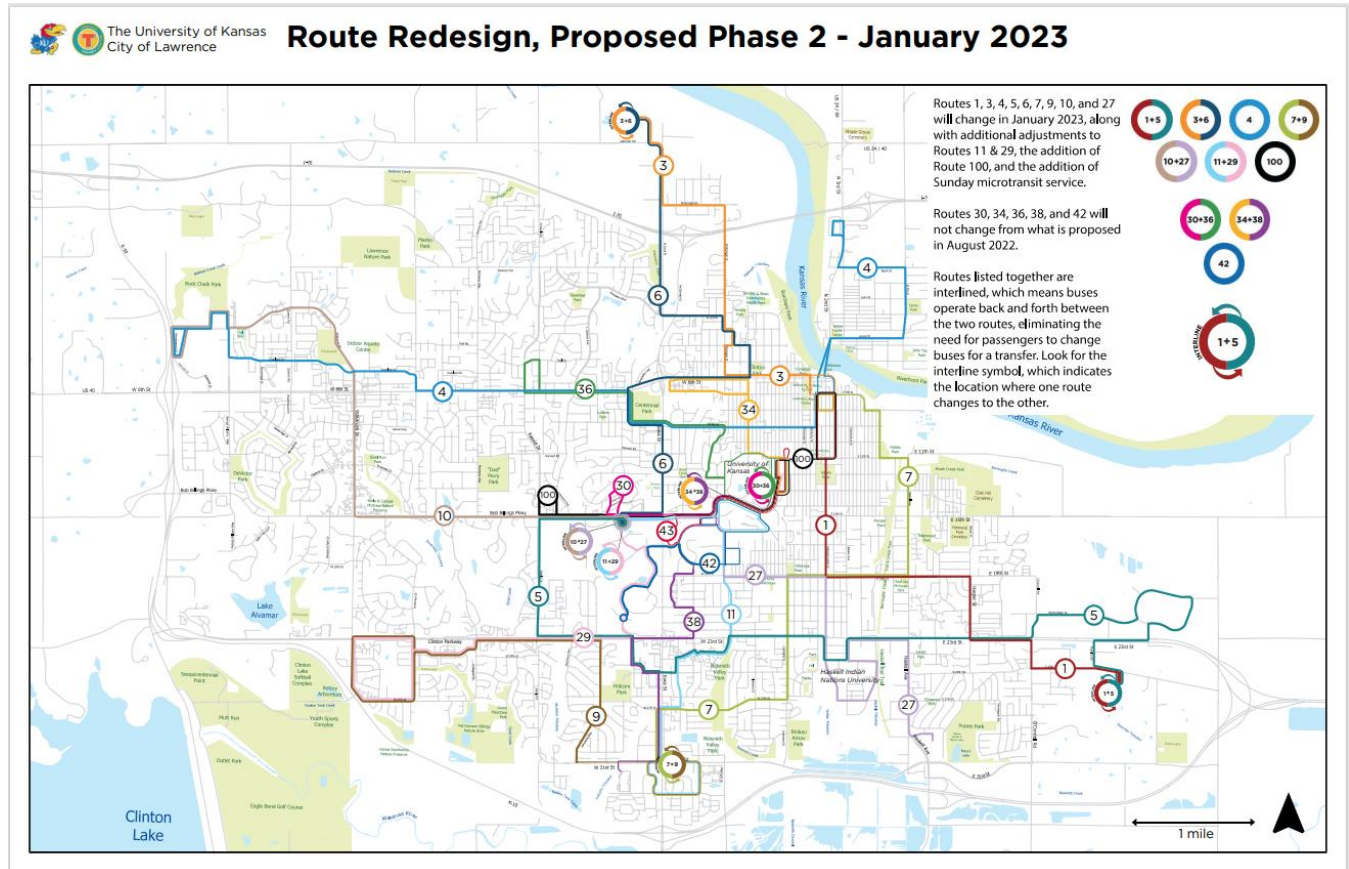
FIGURE 3: ROUTE REDESIGN PHASE 1- AUGUST 2022



In phase 2, starting in January 2023, there will be additional route changes, but none affecting KU routes.

In this proposal, Routes 1 & 5, 3 & 6, 7 & 9, and 10 & 27 will be interlined, meaning they will operate between the two routes, providing more one seat rides for passengers by eliminating the need to transfer. There will also be an additional Route 100 added to provide service between the transfer facility, KU, and downtown. See the Figure below for additional proposed changes.

FIGURE 4: ROUTE REDESIGN PHASE 2 -JANUARY 2023

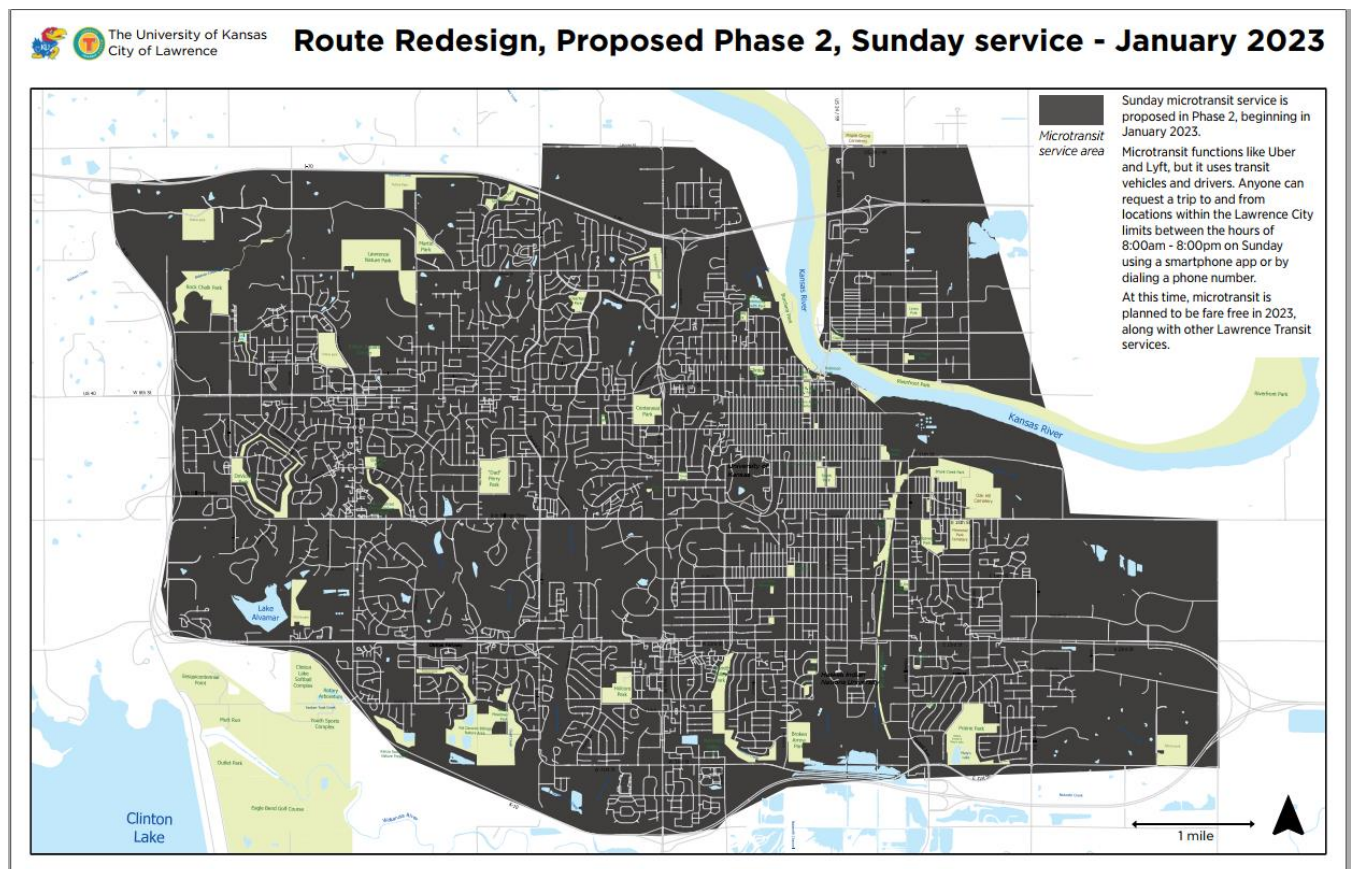


## Microtransit System Map

Microtransit will operate on Sundays, starting in January 2023. The map below shows the service area that will be covered.

Microtransit functions like Uber and Lyft, but it uses transit vehicles and drivers. Anyone can request a trip to and from locations within Lawrence City limits between the hours of 8:00am - 8:00pm on Sunday using a smartphone app or dialing a phone number.

FIGURE 5: MICROTRANSIT SYSTEM MAP





# Route Analysis

To best understand the collective impact of each proposed route, Lawrence Transit and consultants analyzed population data and public comments across Scenarios 1 and 2. Proposed routes were also compared to existing routes, with considerations around frequency and timing. In the following section, where possible, Lawrence Transit and consultants compared comments for all versions of each route and analyzed major patterns and feedback.

# Route 1

## Comparing Scenarios 1 & 2

### Scenario 1 Highlights

In scenario 1, the proposed route is:

- Shifted service from Haskell to Massachusetts to serve Dillon's
- Extended from Douglas County Jail to East Hills Business Park
- Interlined with Route 5 for more 1-seat rides
- The previous route along Haskell is picked up by Route 7

### Scenario 2 Highlights

In scenario 2, the proposed route is:

- Extended to the Lawrence Community Shelter
- Extended further south on Massachusetts to serve HINU

FIGURE 6: ROUTE 1, SCENARIO 1



FIGURE 7: ROUTE 1, SCENARIO 2



# Community Feedback on Route 1 Scenarios

*"I like that Route 1 goes to Dillon's on Mass."*

*"I ride Route 1 from downtown to Lawrence shelter and back."*

*"I love Scenario 1 because it stops near my home: Harper Woods/Harper Square."*

*"I go from downtown to behind Set'em Up Jack's."*

For all comments on Route 1, [see the Appendix](#).

TABLE 1: ROUTE 1 COMMUNITY FEEDBACK

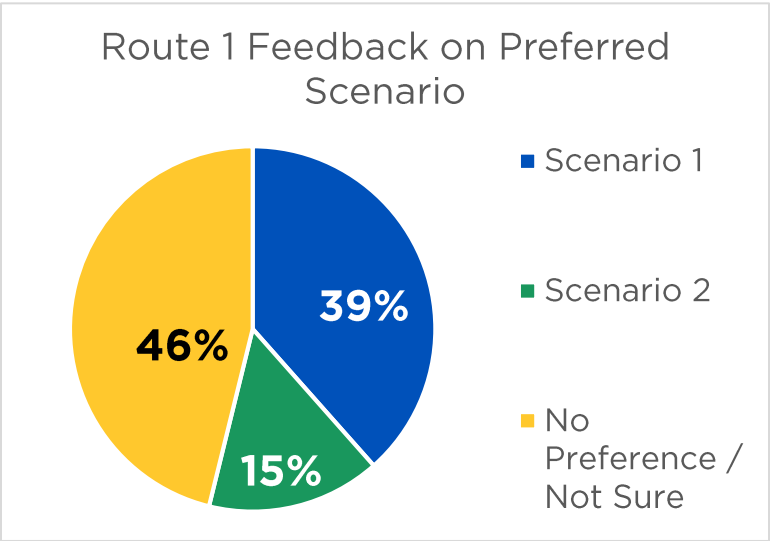
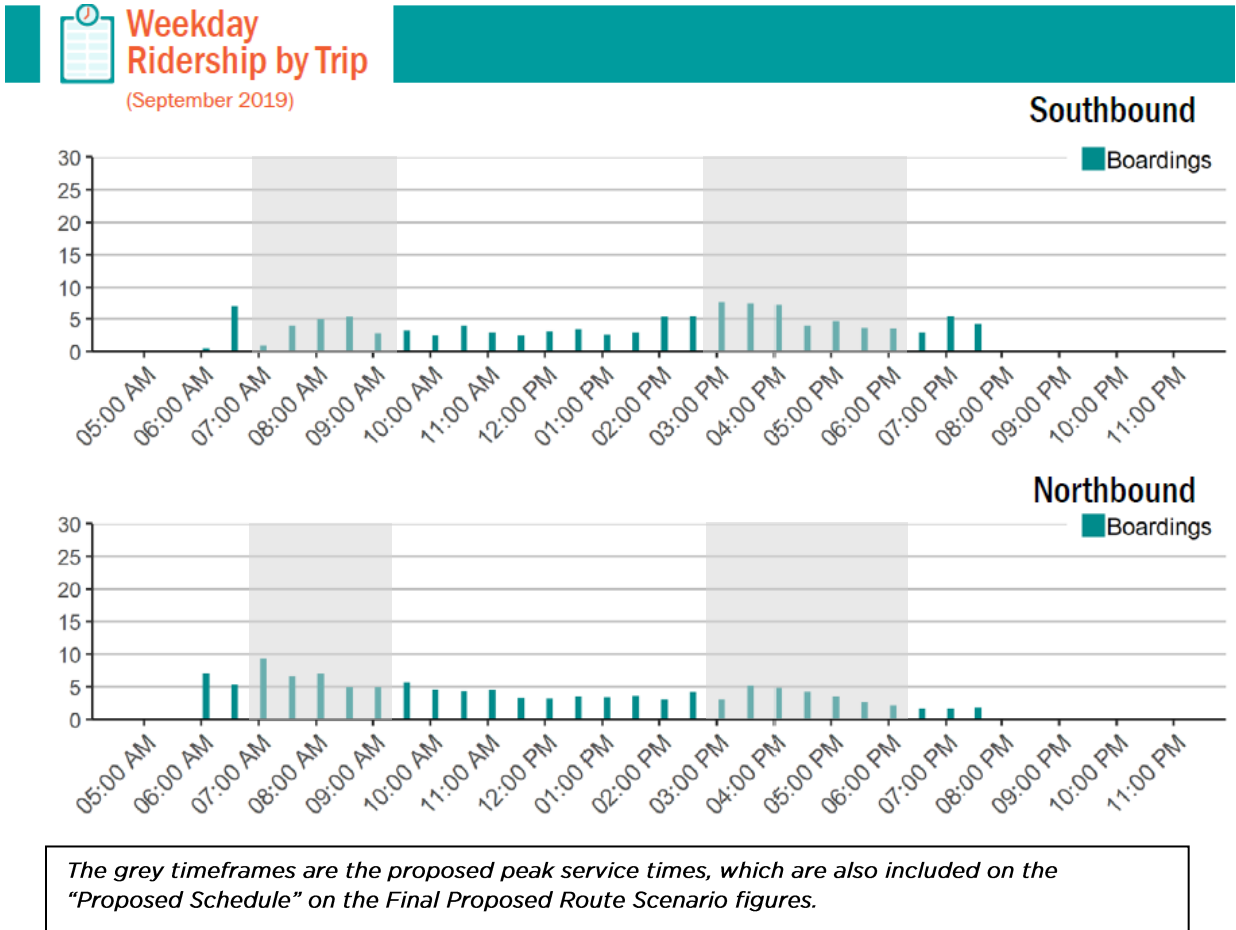


TABLE 2: ROUTE 1 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES





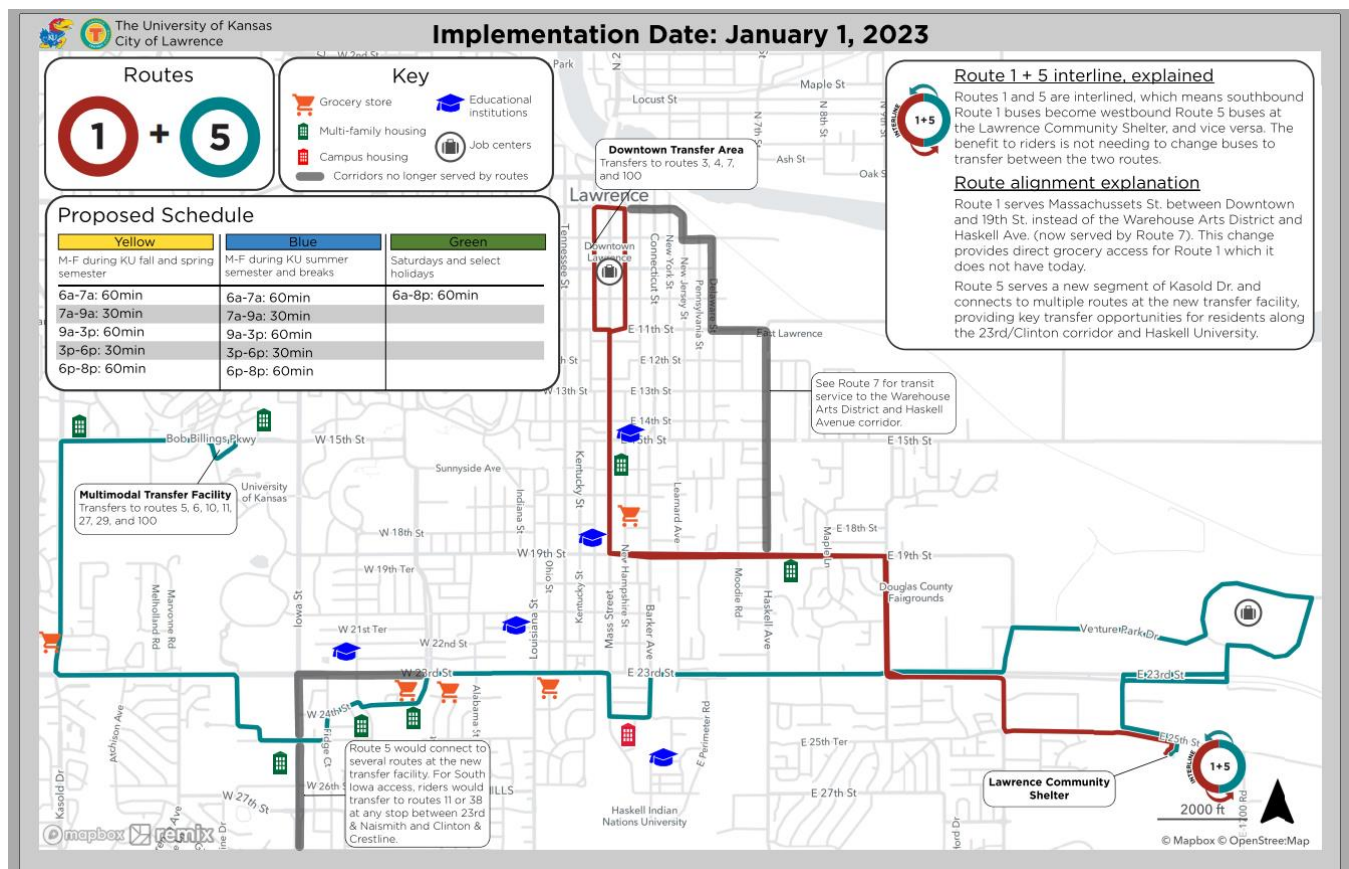
# Route 1 Final Proposal

## Final Proposed Scenario Highlights:

The final proposed route is:

- Interlined with Route 5 (*Scenario 1*)
- Shifting service from Haskell to Massachusetts to serve Dillon's (*Scenario 1*)
- Extended to the Lawrence Community Shelter (*Scenario 2*)
- Previous service area is picked up by Route 7 (*Scenario 1 & 2*)

FIGURE 8: ROUTE 1 FINAL PROPOSED SCENARIO



# Route 3

## Comparing Scenarios 1 & 2

### Scenario 1 Highlights

In scenario 1, the proposed route is:

- Extended east to serve Amtrak and East 9th Street District
- Rerouted south from Memorial Hospital to Bob Billings Hub via Crestline
- The previous (current) route area will be serviced by microtransit

FIGURE 9: ROUTE 3, SCENARIO 1



FIGURE 10: ROUTE 3, SCENARIO 2

### Scenario 2 Highlights

In scenario 2, the proposed route is:

- Split into two bi-directional and interlined routes (3 and 6) with service along Michigan St. with Iowa St. respectively



# Community Feedback on Route 3 Scenarios

*"I think the previous one-way service was preventing ridership from meeting its full potential."*

*"Continued coverage north of Lawrence Memorial Hospital is important."*

*"Route 3 service on Crestline would be opposed by the neighborhood association."*

For all comments on Route 3, [see the Appendix](#).

TABLE 3: ROUTE 3 COMMUNITY FEEDBACK

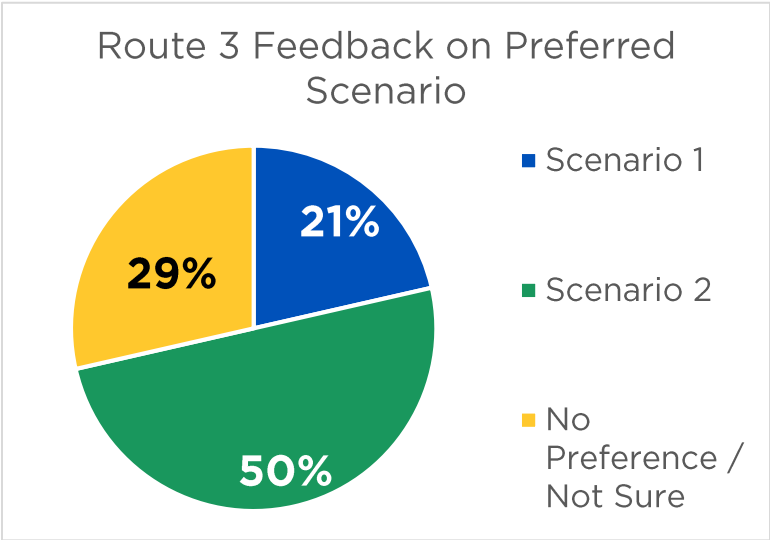
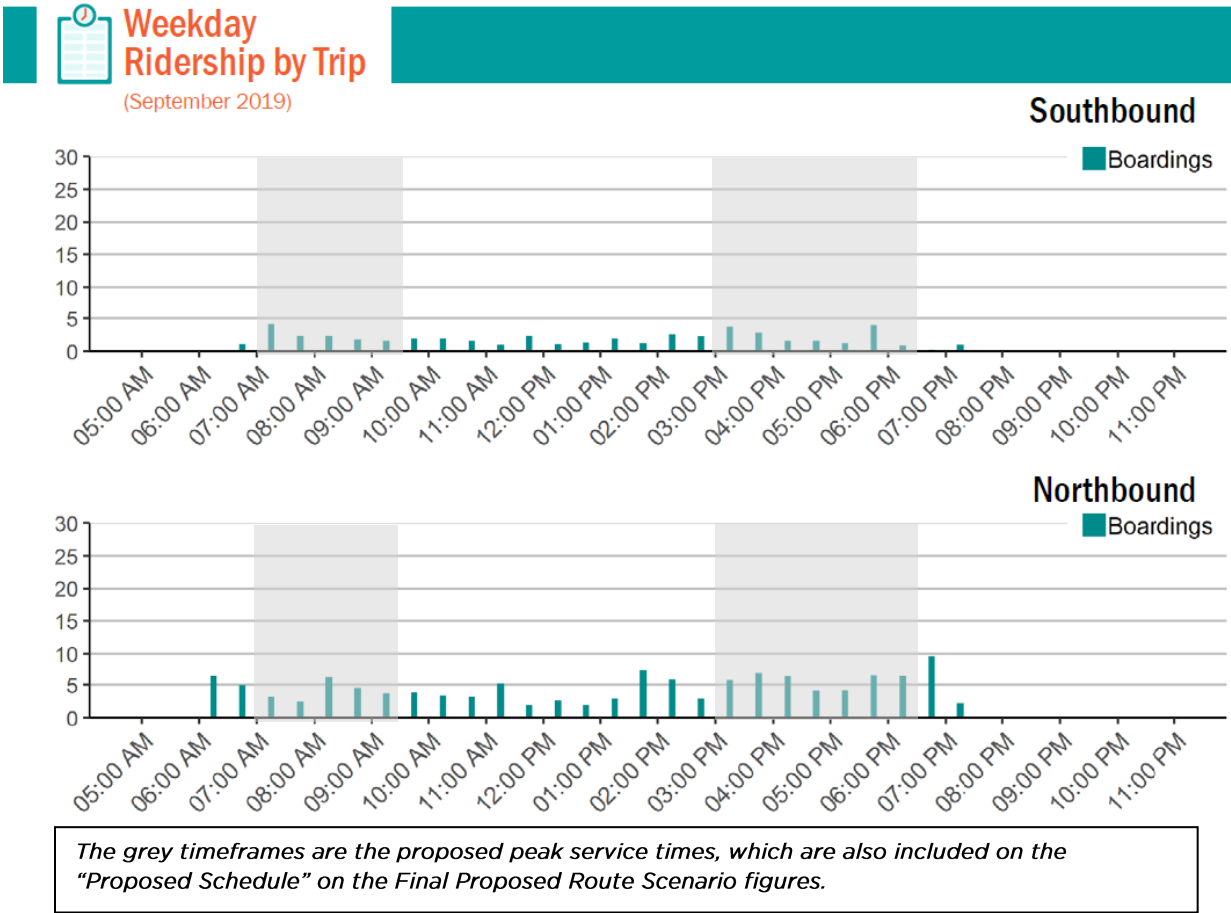


TABLE 4: ROUTE 3 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES



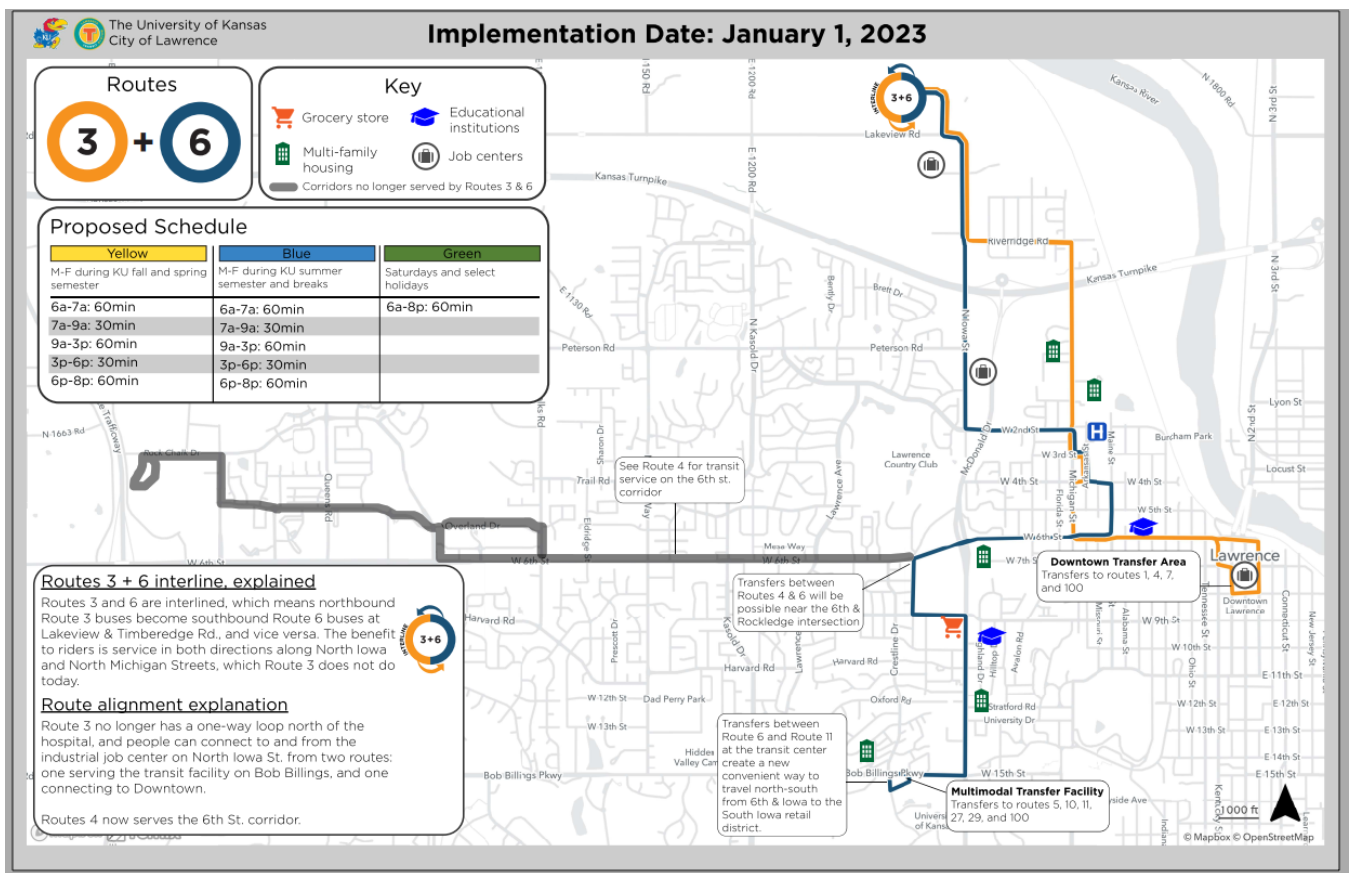
# Route 3 Final Proposal

## Final Proposed Scenario Highlights:

The final proposed route is:

- Split into two bi-directional routes along Michigan St (*Scenario 2*)
- Interlined with Route 6 to provide one-seat ride to Michigan and Iowa St. destinations (*Scenario 2*)

FIGURE 11: ROUTE 3 FINAL PROPOSED SCENARIO





# Route 4

## Comparing Scenarios 1 & 2

### Scenario 1 Highlights

In scenario 1, the proposed route is:

- Shifted from Lyon to North St. to serve more multi-family housing
- Shifted from W. 9<sup>th</sup> St. to W. 6<sup>th</sup> St. and consolidated with Route 6 to link North Lawrence with more grocery and medical destinations

FIGURE 12: ROUTE 4, SCENARIO 1

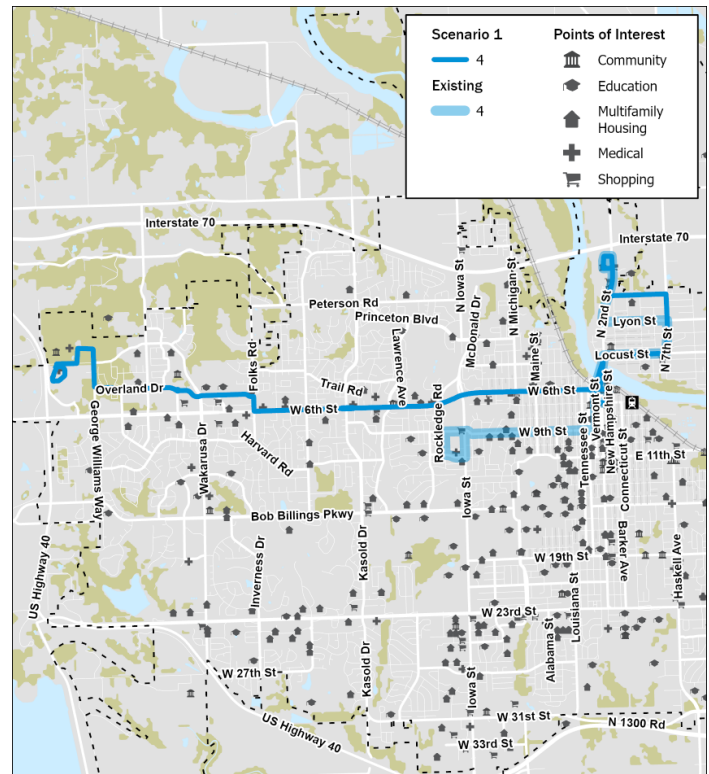
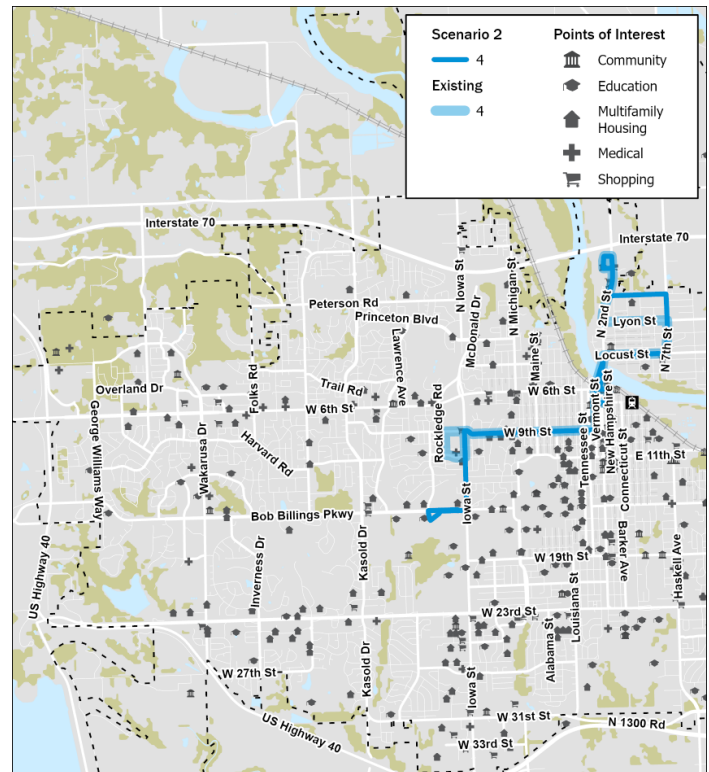


FIGURE 13: ROUTE 4, SCENARIO 2

### Scenario 2 Highlights

In scenario 2, the proposed route is:

- Extended from Merc Co-Op to Bob Billings hub for more connection opportunities





# Community Feedback on Route 4 Scenarios

*"I like Route 4 in Scenario 1 and hope there would be increased service to a grocery store (at least every half hour)."*

*"I like Route 4 in Scenario 2 because it preserves access to the Merc."*

*"I think it's important to have continuous service on 6th St. linking East Lawrence to both Free State high school and LMH West, but I would settle for direct service from downtown to LMH West."*

For all comments on Route 4, [see the Appendix](#).

TABLE 5: ROUTE 4 COMMUNITY FEEDBACK

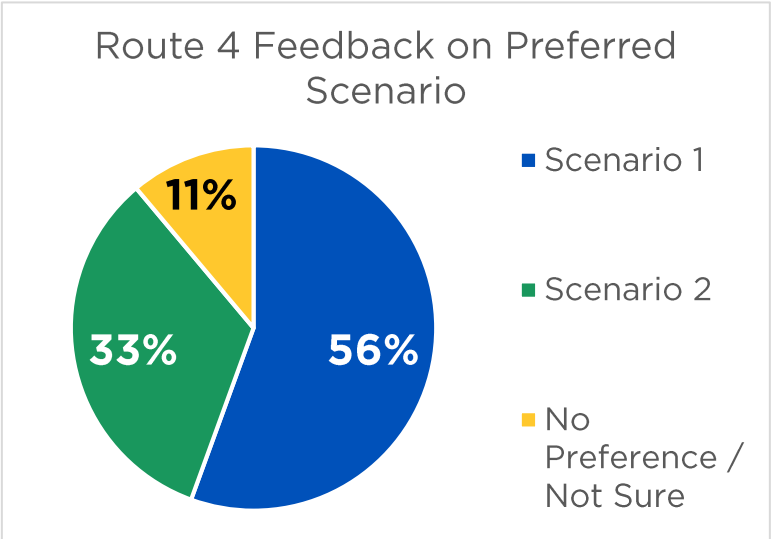
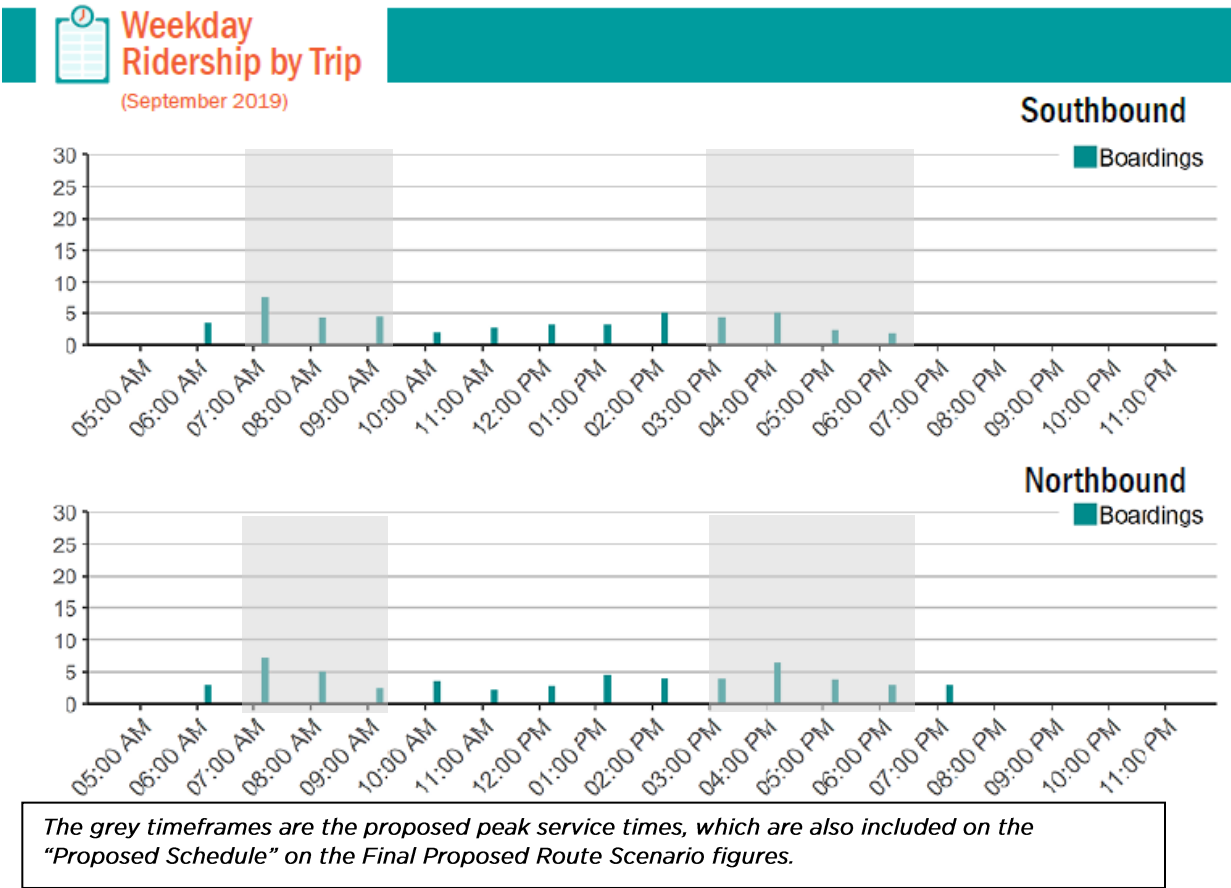


TABLE 6: ROUTE 4 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES



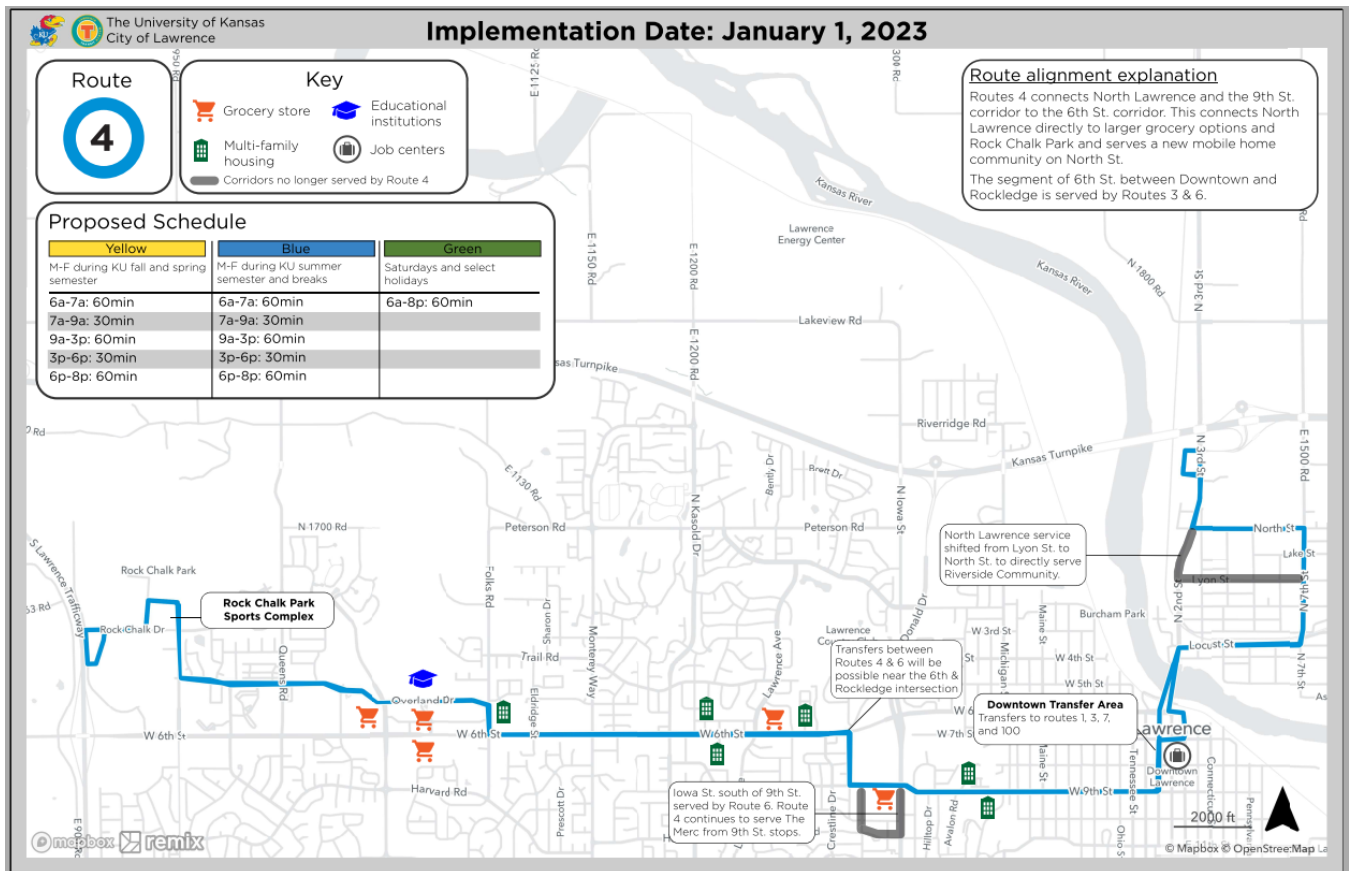
# Route 4 Final Proposal

## Final Proposed Scenario Highlights:

The final proposed route is:

- Shifted from Lyon to North St. to serve more multi-family housing (*Scenario 1 & 2*)
- Extended to LMH West to link North Lawrence with more grocery and medical destinations (*New*)
- Preserving service to W. 9<sup>th</sup> St. and Merc Co-Op (*Scenario 2*)

FIGURE 14: ROUTE 4 FINAL PROPOSED SCENARIO



# Route 5

## Comparing Scenarios 1 & 2

### Scenario 1 Highlights

In scenario 1, the proposed route is:

- Restructured to serve Bob Billings hub instead of S. Iowa St.
- Interlined with Route 1 for more 1-seat rides
- Replacing HINU deviation with deviation to serve apartments near Iowa/23<sup>rd</sup> St.

FIGURE 15: ROUTE 5, SCENARIO 1

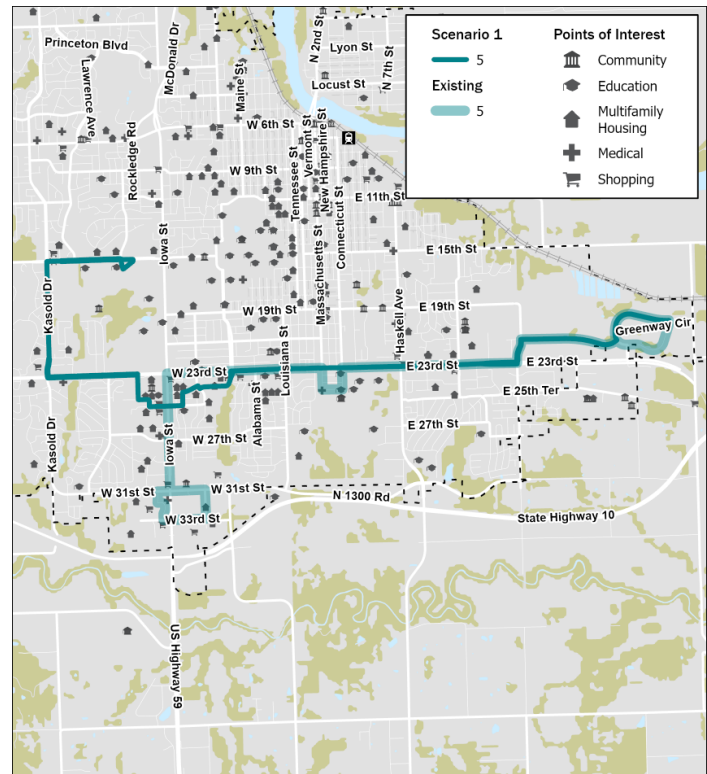
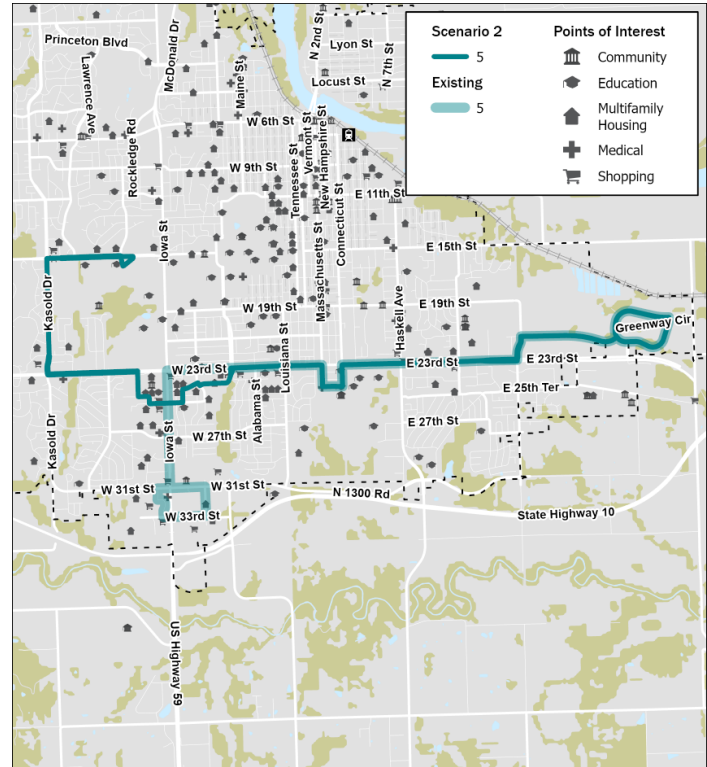


FIGURE 16: ROUTE 5, SCENARIO 2

### Scenario 2 Highlights

In scenario 2, the proposed route is:

- Maintaining direct service to HINU
- A self-contained route (no interline)



# Community Feedback on Route 5 Scenarios

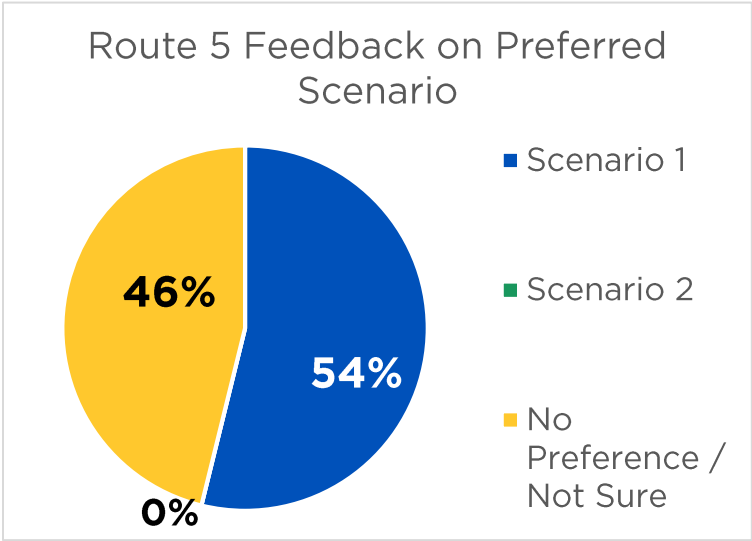
*"The interline in Scenario 1 works great to get to East Hills."*

*"I wish that Routes 5 came into Haskell instead of staying on 23rd St."*

*"Proposed Route 5 provides better access to the 23rd & Kasold shopping area."*

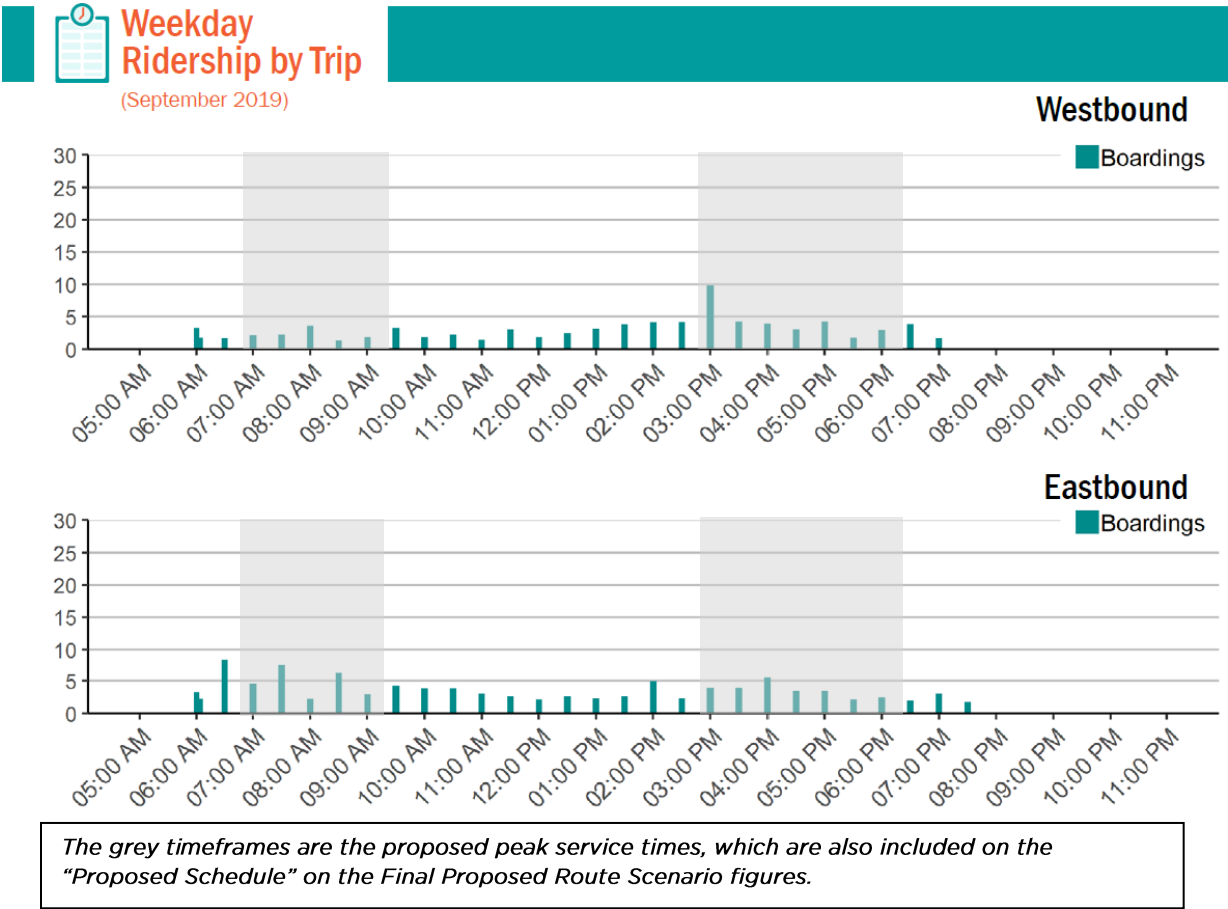
*"No direct service from Alabama & 25<sup>th</sup> St. to KU, but the proposed Route 5 plus Route 100 will work."*

TABLE 7: ROUTE 5 COMMUNITY FEEDBACK



For all comments on Route 5, [see the Appendix](#).

TABLE 8: ROUTE 5 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES





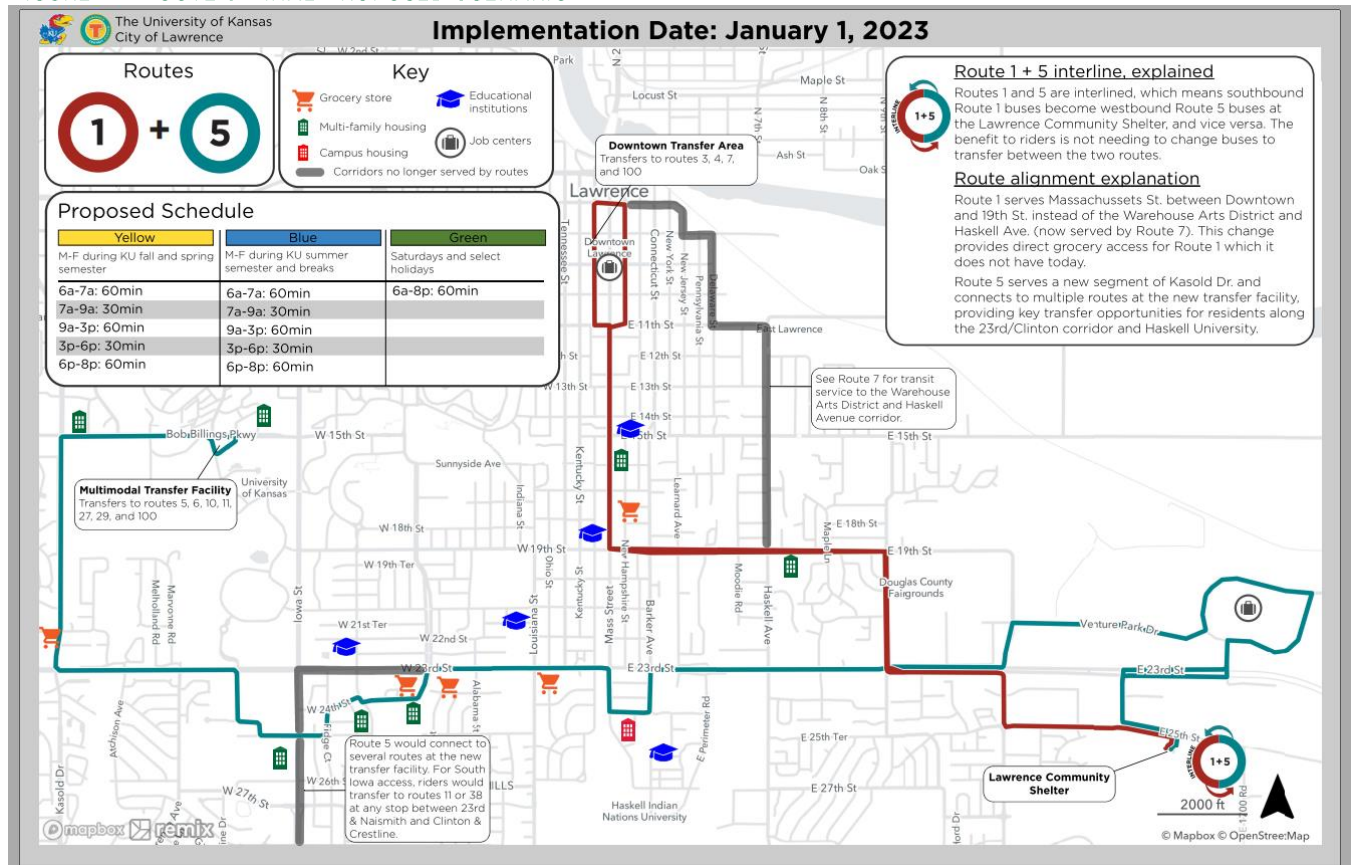
# Route 5 Final Proposal

## Final Proposed Scenario Highlights:

The final proposed route is:

- Restructured to serve Bob Billings hub instead of S. Iowa St. (*Scenario 1 & 2*)
- Interlined with Route 1 for more 1-seat rides (*Scenario 1*)
- Maintaining direct service to HINU (*Scenario 2*)

FIGURE 17: ROUTE 5 FINAL PROPOSED SCENARIO

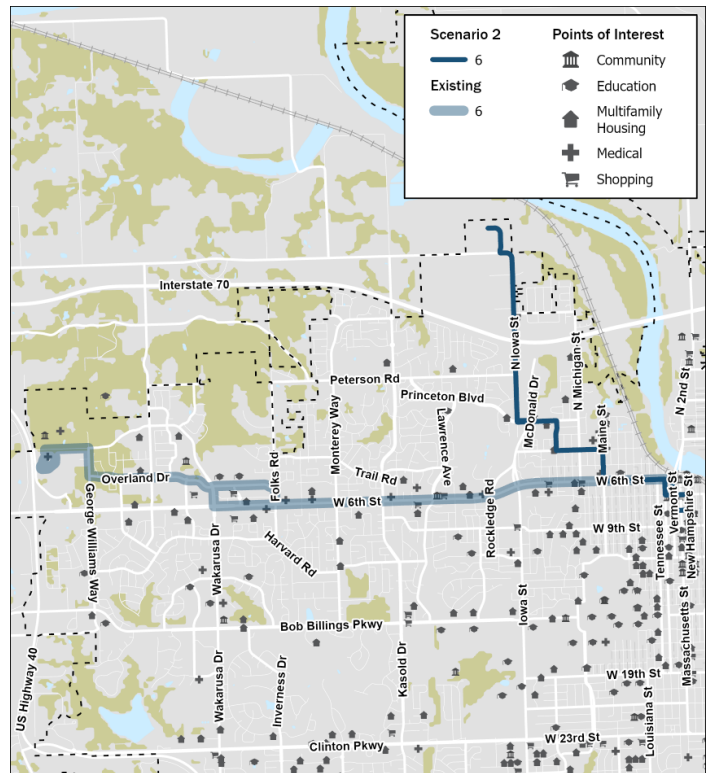


## Scenario 2 Highlights

In scenario 2, the proposed route is:

- Restructured to serve Memorial Hospital, Hallmark, and N. Iowa industrial parks
- Interlined with Route 3 to provide alternating and bi-directional service between Michigan and Iowa corridors

FIGURE 18: ROUTE 6, SCENARIO 2



# Community Feedback on Route 6 Scenarios

*"I like the coverage north of the hospital. I like how the interlined Route 3 and 6 increase options to riders."*

*"I live near the Pinckney School at 6th and Illinois, so I take the current route 6 quite a bit. Nearly all of my medical appointments are at places on 6th street."*

*"It seems like it would be better to just leave Route 6 alone and have Route 4 go from North Lawrence, stop downtown and go to Bob Billings from there."*

For all comments on Route 6, [see the Appendix](#).

TABLE 9: ROUTE 6 COMMUNITY FEEDBACK

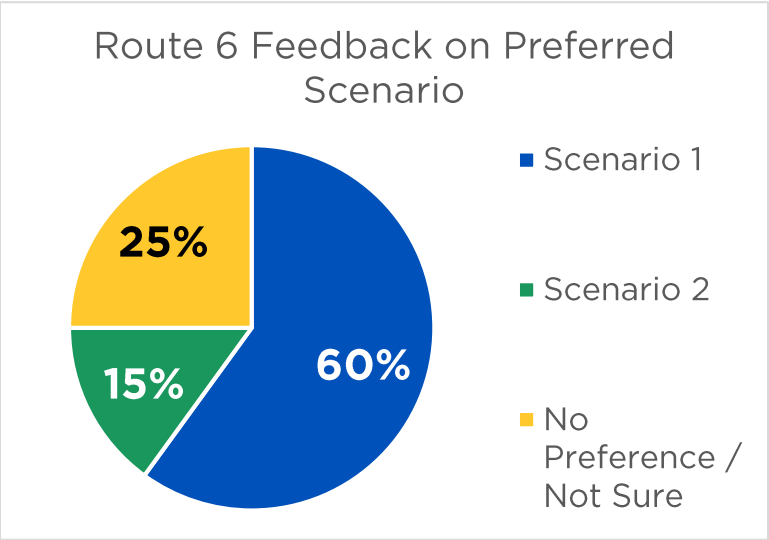
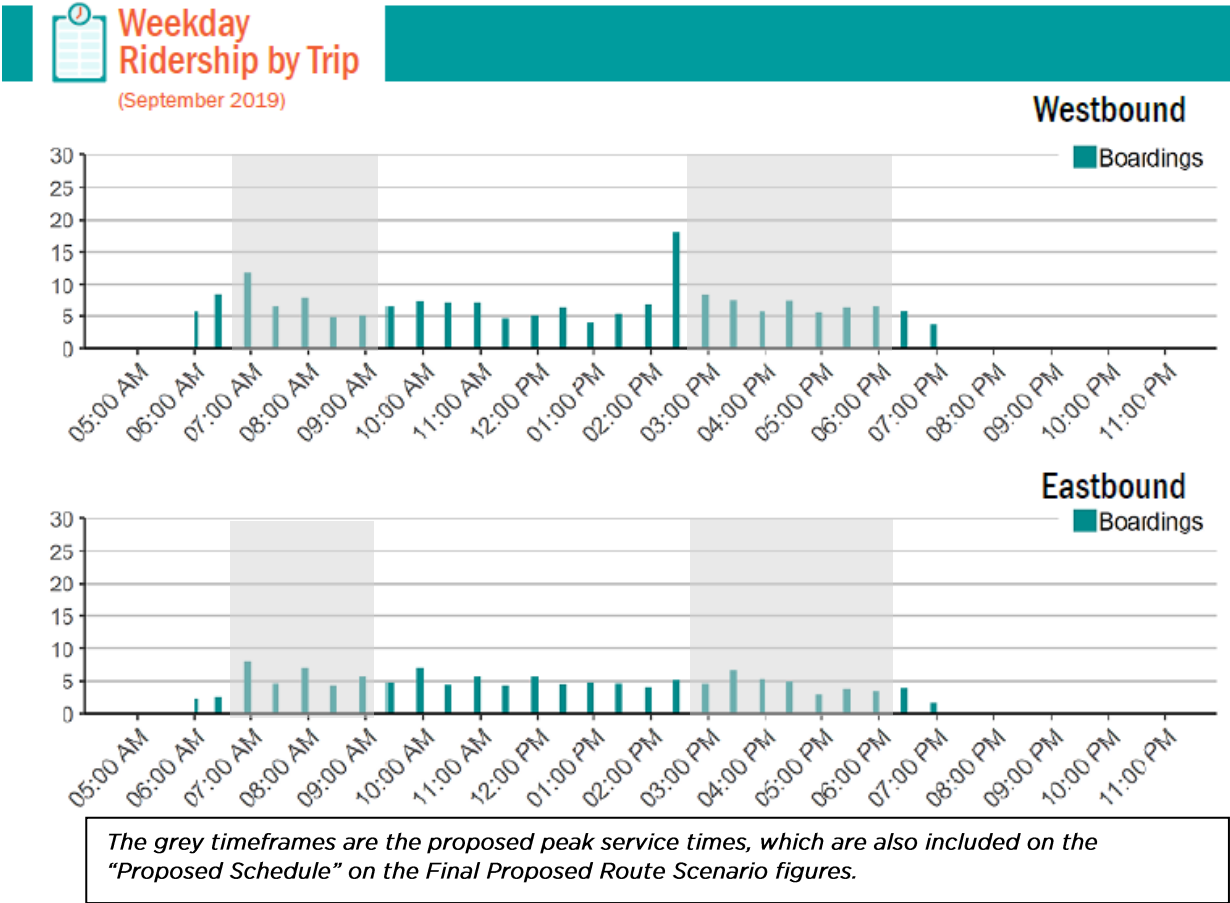


TABLE 10: ROUTE 6 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES



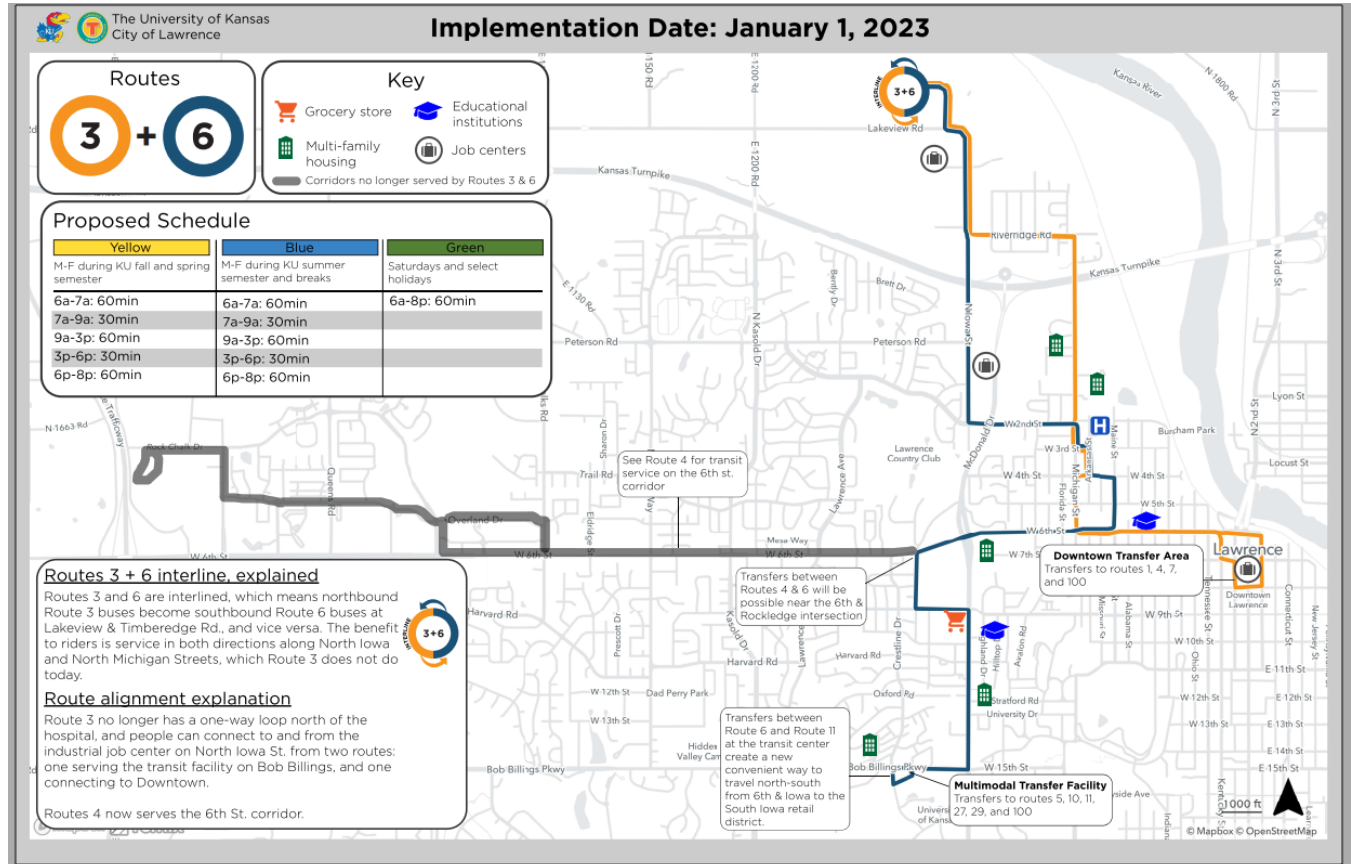
# Route 6 Final Proposal

## Final Proposed Scenario Highlights:

The final proposed route is:

- Interlined with Route 3 to provide one-seat service to Michigan St. corridor (*Scenario 2*)
- Restructured to serve Memorial Hospital, Hallmark, and N. Iowa industrial parks (*Scenario 2*)
- Linked to Bob Billings hub (*New*)

FIGURE 19: ROUTE 6 FINAL PROPOSED SCENARIO

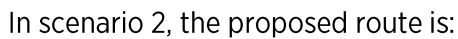




## Comparing Scenarios 1 & 2

In scenario 1, the proposed route is:

- FIGURE 20: ROUTE 7, SCENARIO 1



- ## Route Redesign Study

# Community Feedback on Route 7 Scenarios

*"I like the Route 7 and 9 interline. That makes it so kids who live by Holcom can still get to school at Billy Mills or Lawrence High."*

*"Route 7 should dip into HINU - as should any routes that pass by on 23<sup>d</sup> St."*

*"Please preserve service from 14<sup>th</sup> and Massachusetts to Dillon's on Massachusetts."*

For all comments on Route 7, [see the Appendix](#).

TABLE 11: ROUTE 7 COMMUNITY FEEDBACK

## Route 7 Feedback on Preferred Scenario

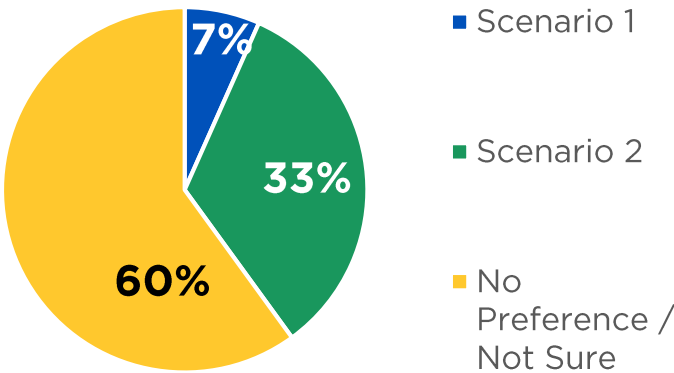
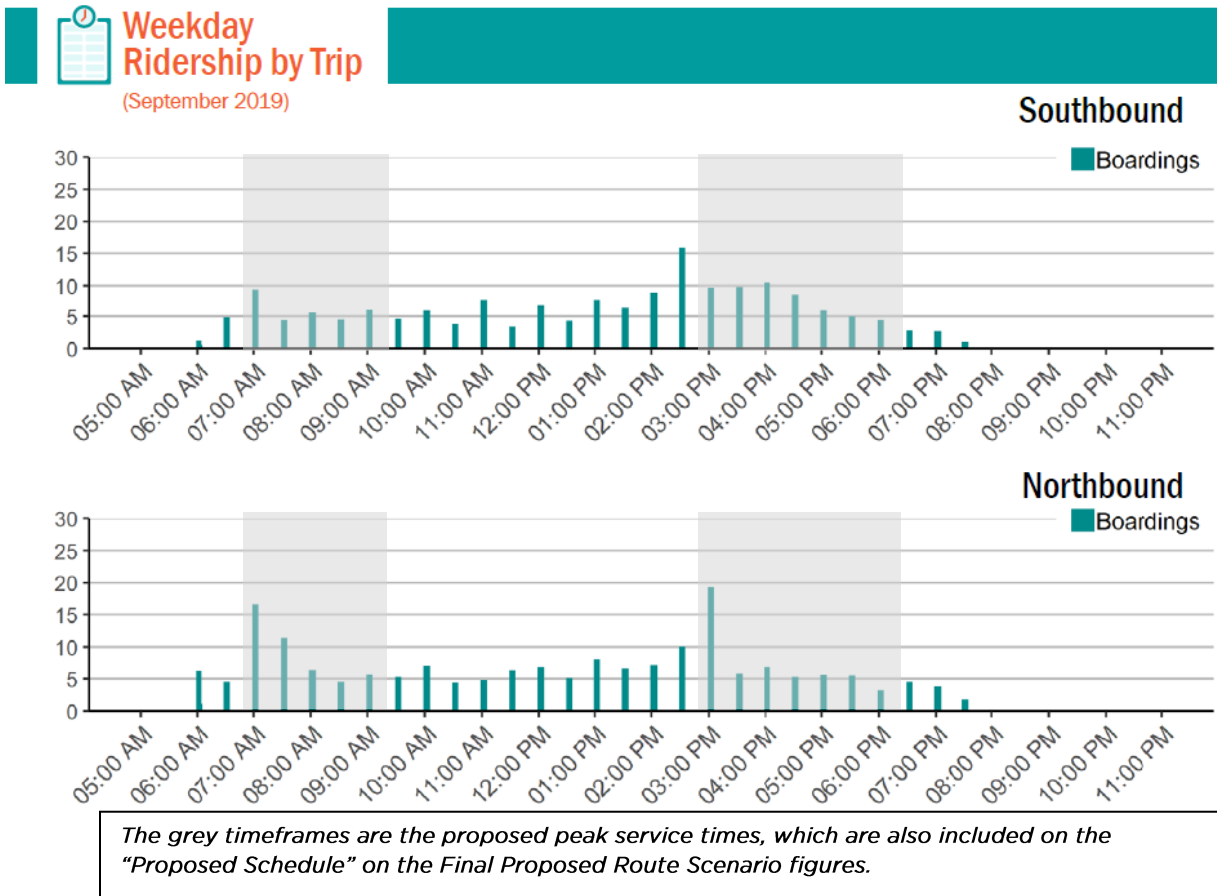


TABLE 12: ROUTE 7 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES

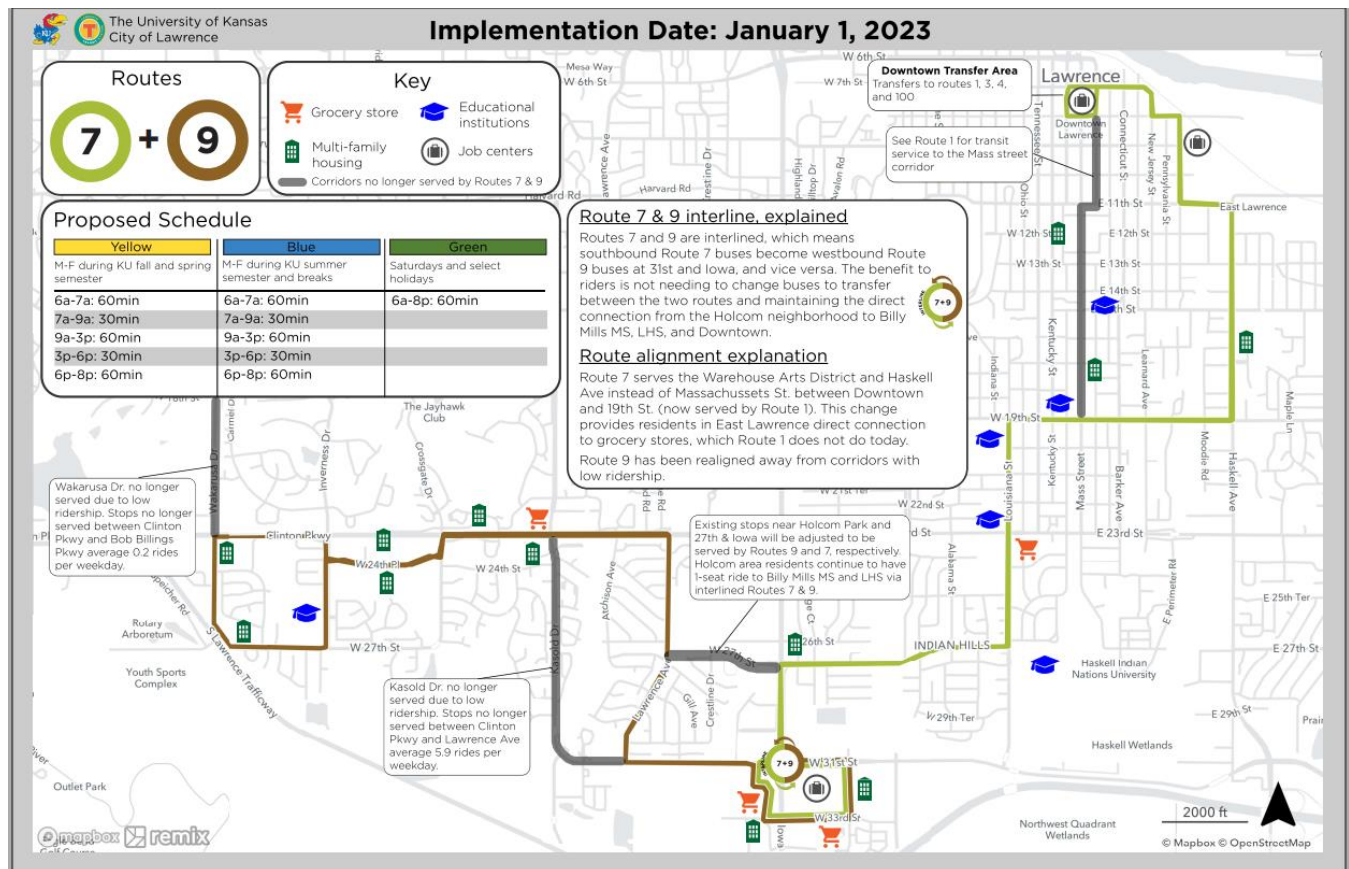


# Routes 7 Final Proposal

## Route 7 Final Proposed Scenario Highlights:

The final proposed route is:

- Restructured to create one-seat ride from multi-family housing along Haskell Ave. corridor and both downtown and South Iowa retail (*Scenario 1 & 2*)
- Interlined with Route 9 to provide one-seat connection to Holcom Park area (*Scenario 2*)
- Preserving service to Dillon's and Lawrence High School (*Scenario 2*)



# Route 9

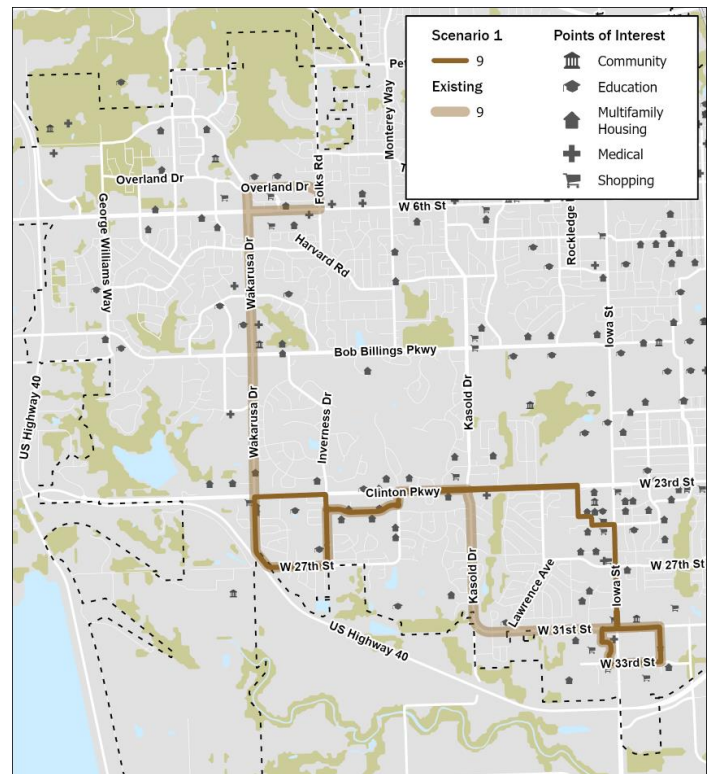
## Comparing Scenarios 1 & 2

### Scenario 1 Highlights

In scenario 1, the proposed route is:

- Shifted from Kasold Dr. to Iowa St. to serve multi-family housing along Melrose and Crestline
- Truncated at Clinton and Wakarusa to improve productivity

FIGURE 22: ROUTE 9, SCENARIO 1

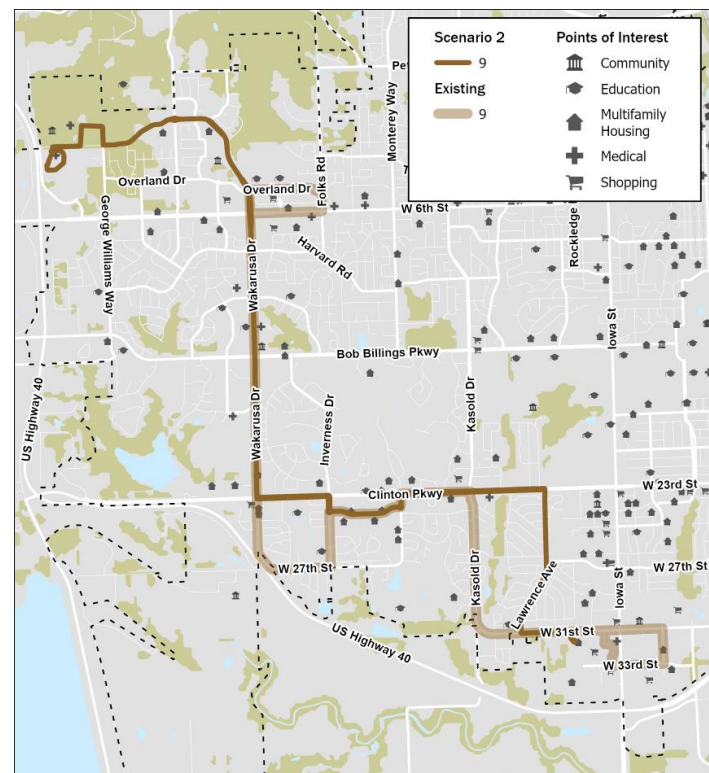


### Scenario 2 Highlights

In scenario 2, the proposed route is:

- Extended to LMH West Campus from Walmart
- Interlined with Route 7 to provide one-seat connection to Lawrence High School
- Shifted from Kasold Dr. to Lawrence Ave. to serve Holcom Park area

FIGURE 23: ROUTE 9, SCENARIO 2





# Community Feedback on Route 9 Scenarios

*"I like the Route 7 and 9 interline. That makes it so kids who live by Holcom can still get to school at Billy Mills or Lawrence High."*

*"I usually catch Route 9 or 7 near Kasold to go to Checkers, so Scenario 2 would work better for that."*

For all comments on Route 9, [see the Appendix.](#)

TABLE 13: ROUTE 9 COMMUNITY FEEDBACK

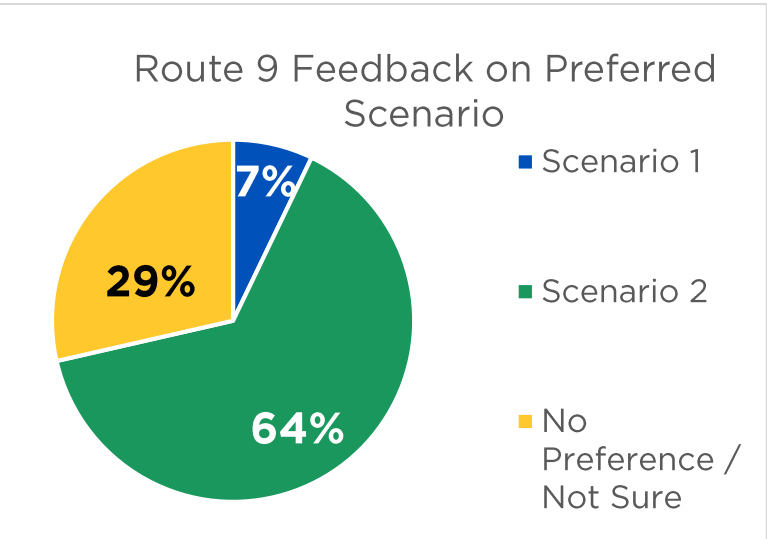
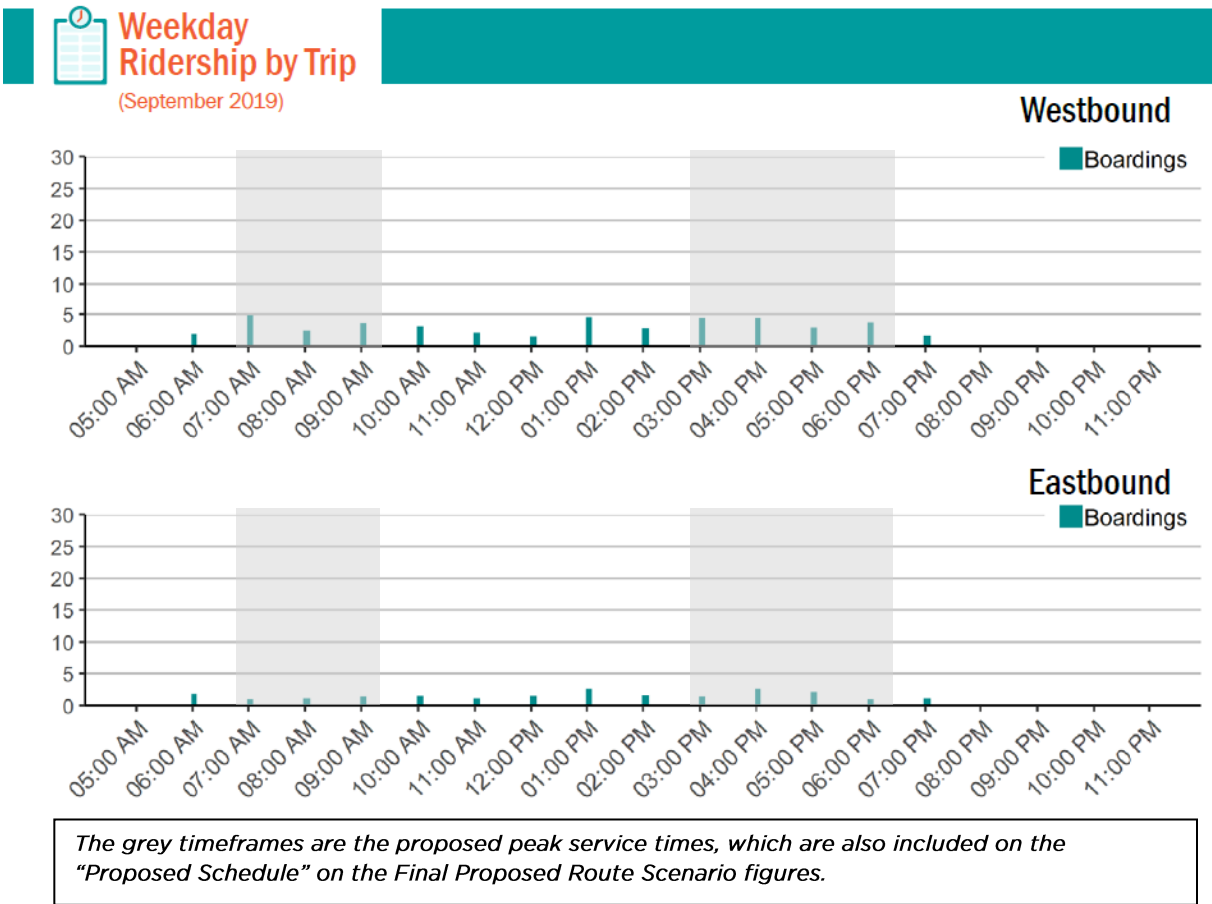


TABLE 14: ROUTE 9 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES



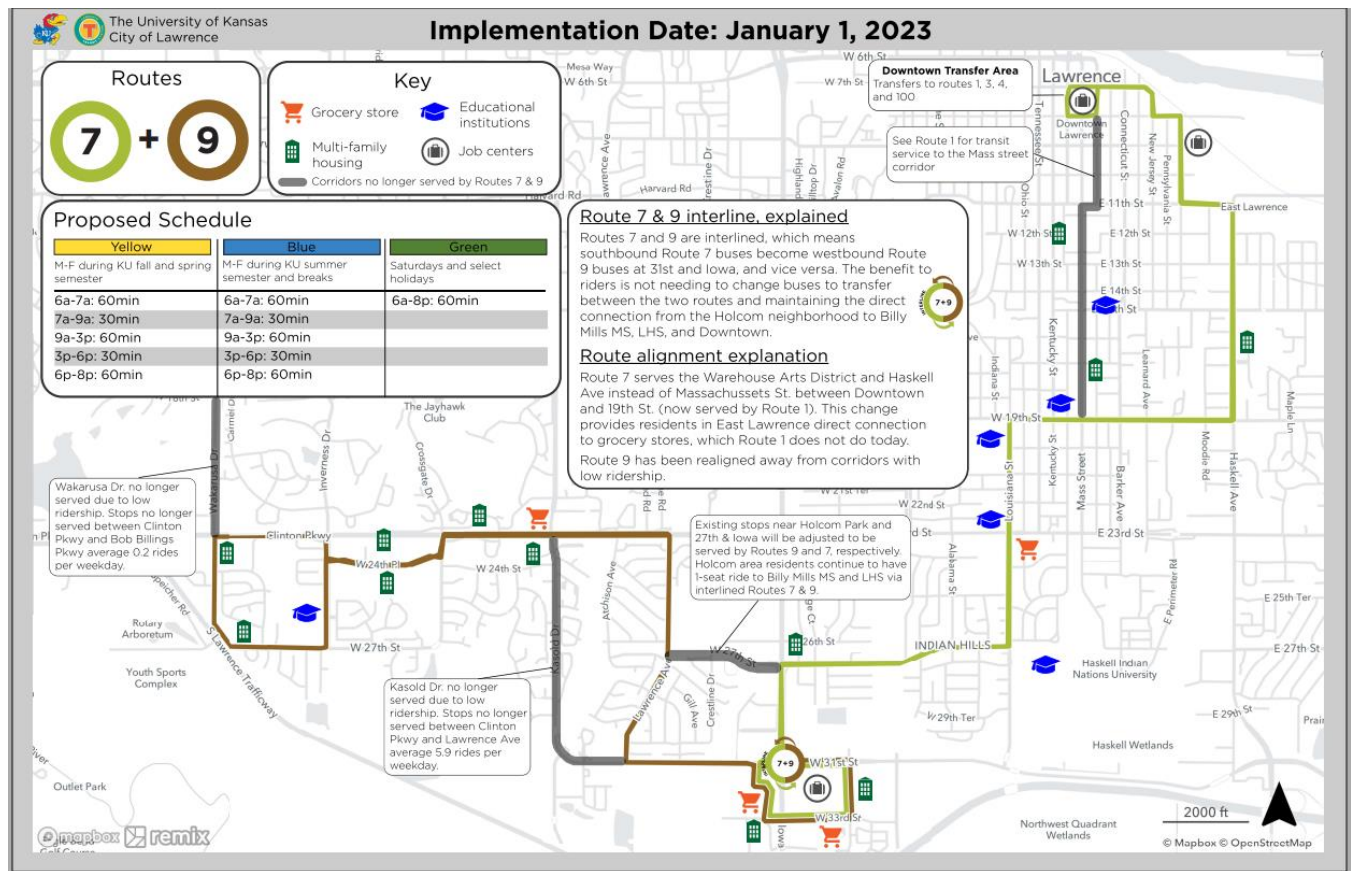
# Route 9 Final Proposal

## Final Proposed Scenario Highlights:

The final proposed route is:

- Truncated at Clinton and Wakarusa to improve productivity (*Scenario 1*)
- Interlined with Route 7 to provide one-seat connection to Lawrence High School (*Scenario 2*)
- Shifted from Kasold Dr. to Lawrence Ave. to serve Holcom Park area (*Scenario 2*)

FIGURE 24: ROUTE 9 FINAL PROPOSED SCENARIO



# Route 10

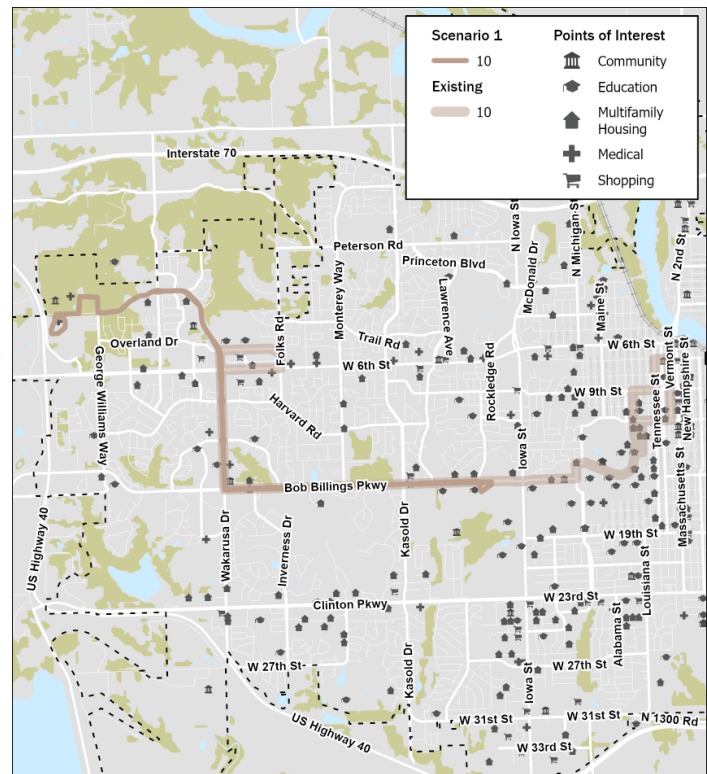
## Comparing Scenarios 1 & 2

### Scenario 1 Highlights

In scenario 1, the proposed route is:

- Extended northwest to LMH West to serve hospital and additional multi-family housing
- Restructured to serve Bob Billings hub instead of downtown
- The previous service area is picked up by Route 100

FIGURE 25: ROUTE 10, SCENARIO 1

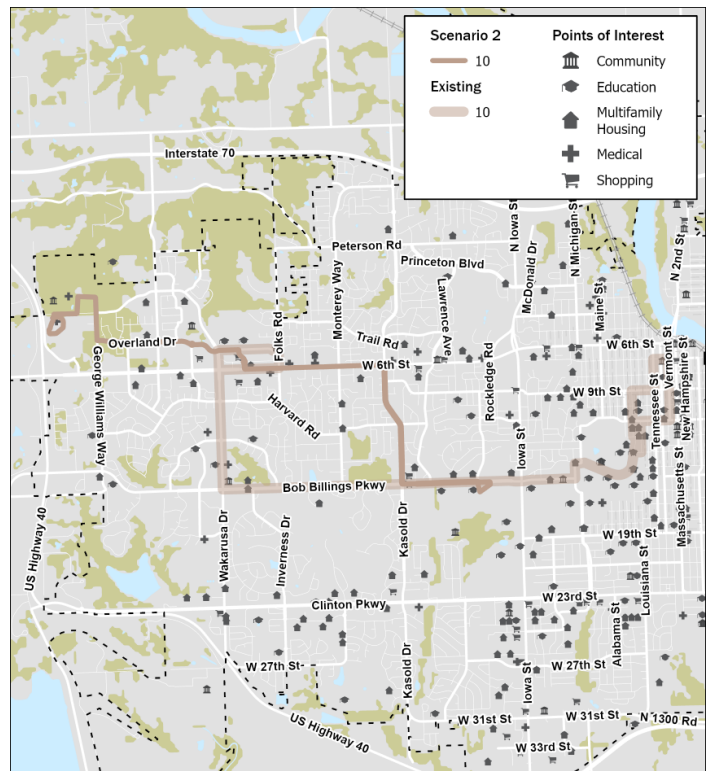


### Scenario 2 Highlights

In scenario 2, the proposed route is:

- Shifted from Bob Billings and Wakarusa to Kasold and W. 6th to close a service gap on 6<sup>th</sup> St.

FIGURE 26: ROUTE 10, SCENARIO 2



# Community Feedback on Route 10 Scenarios

*"I do like that Route 10 would go out to LMH West."*

*"Taking Route 10 to Kasold instead of Wakarusa/Bob Billings takes out service for a big part of that area of the city."*

*"Please fix Route 10 so it goes at least to KU main campus, and even better, downtown."*

For all comments on Route 10, [see the Appendix](#).

TABLE 15: ROUTE 10 COMMUNITY FEEDBACK

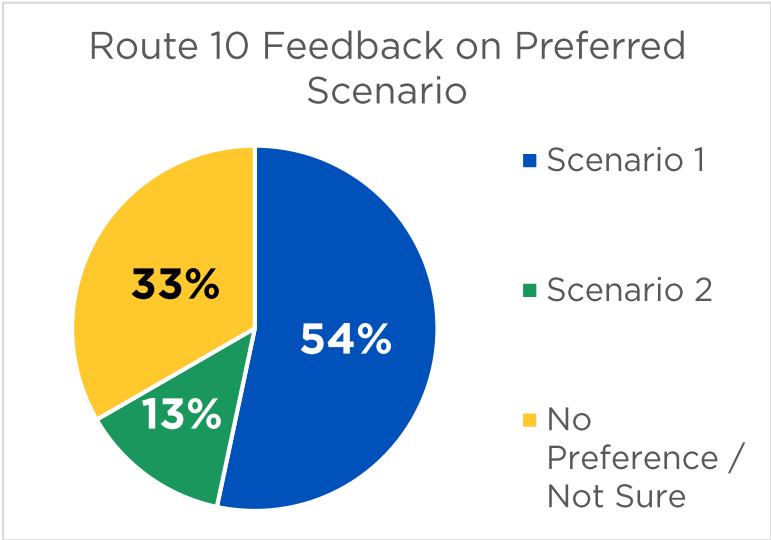
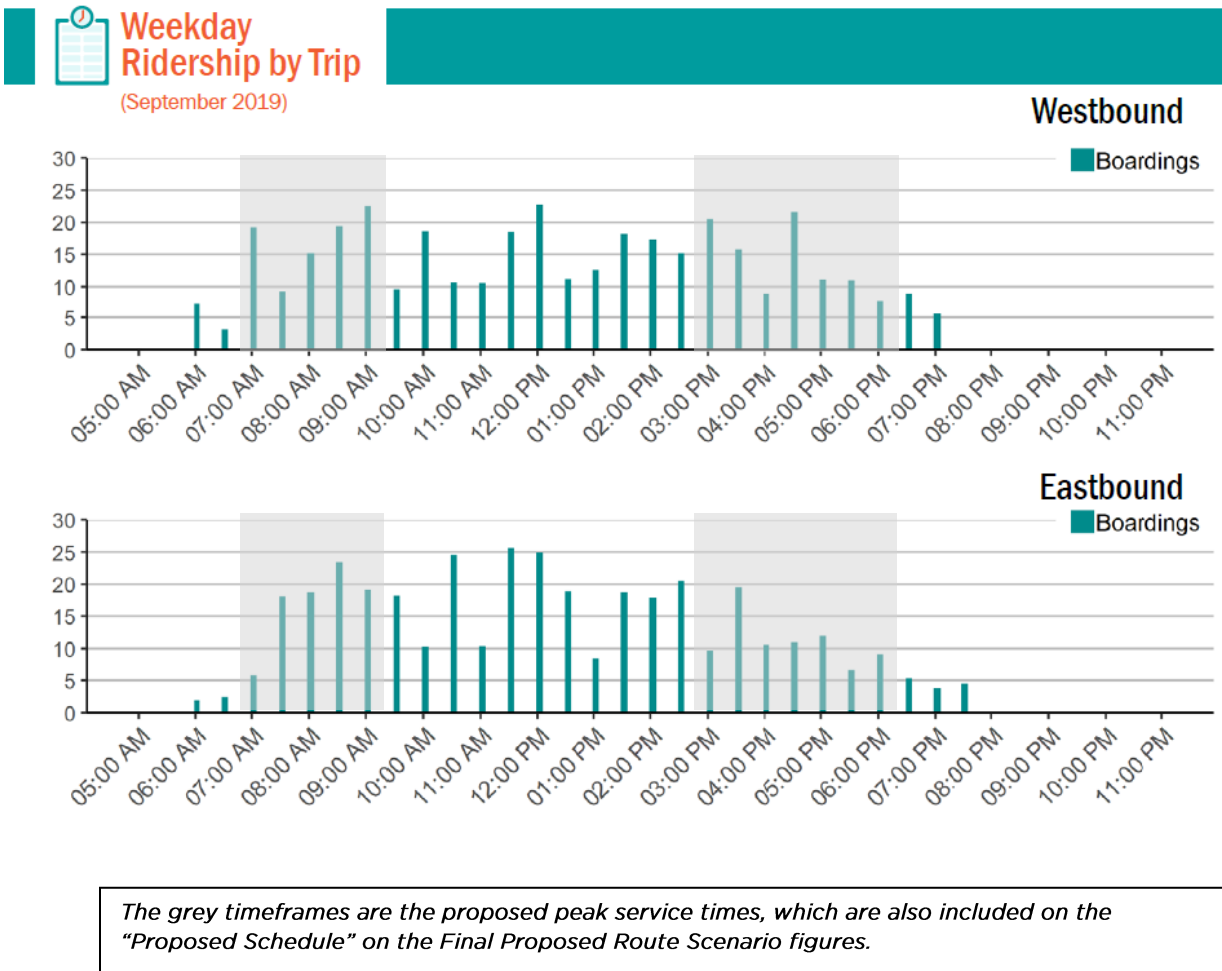


TABLE 16: ROUTE 10 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES





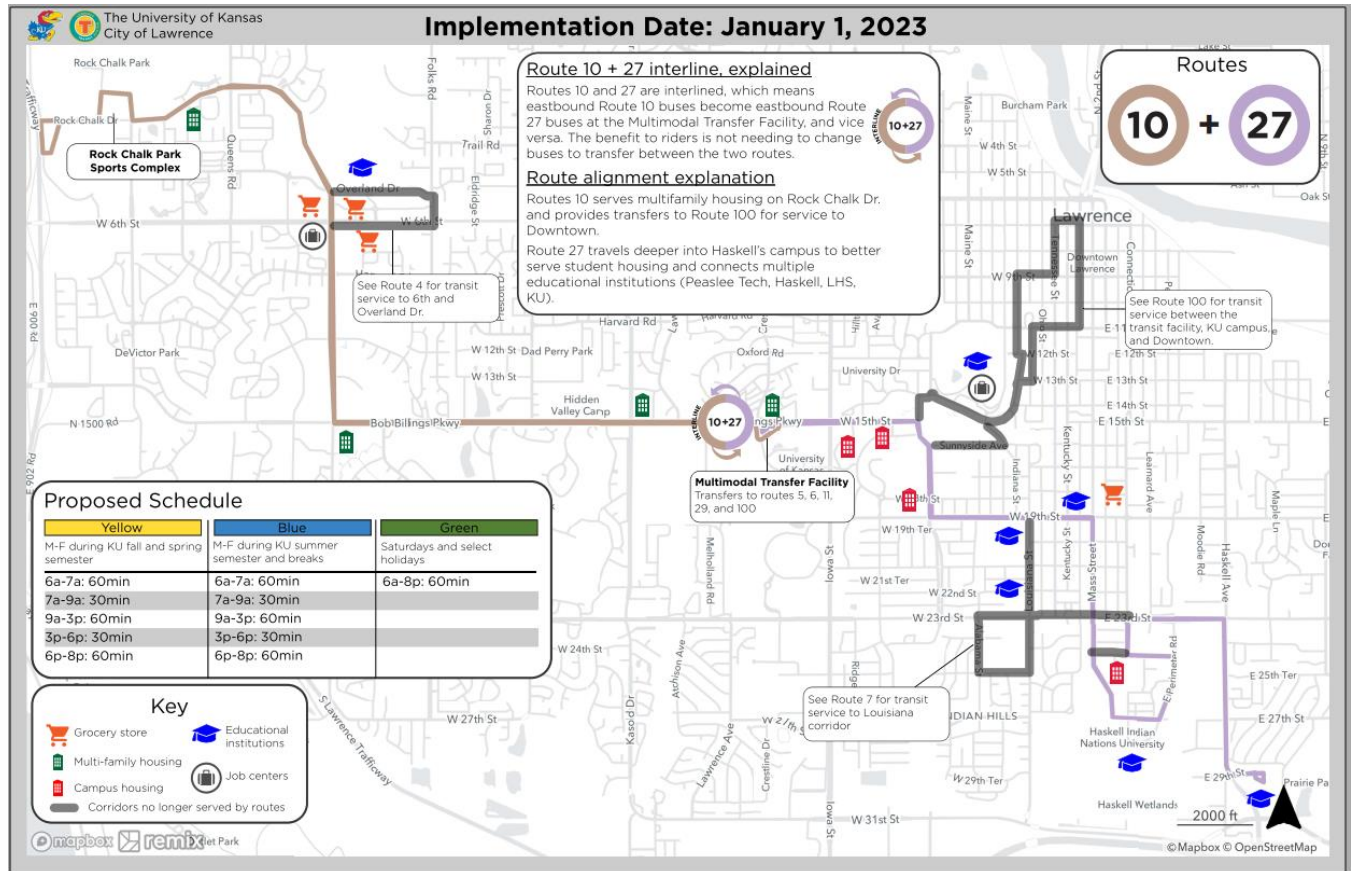
# Route 10 Final Proposal

## Final Proposed Scenario Highlights:

The final proposed route is:

- Interlined with Route 27 to provide one-seat connection to KU (New)
- Extended northwest to LMH West to serve hospital and additional multi-family housing (Scenario 1)
- Restructured to serve Bob Billings hub instead of downtown (Scenario 1 & 2)
- Downtown service is picked up by Route 100 (Scenario 1 & 2)

FIGURE 27: ROUTE 10 FINAL PROPOSED SCENARIO



# Route 11

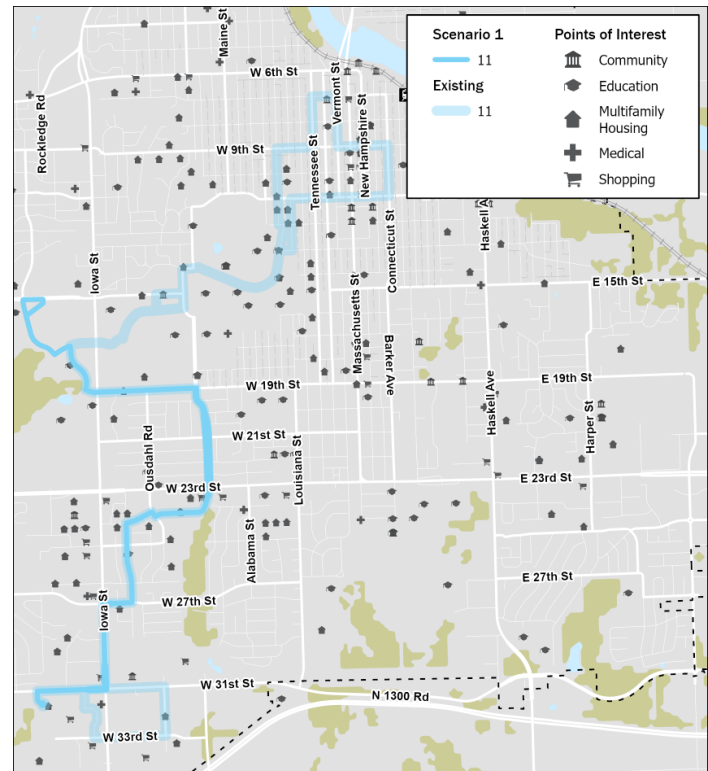
## Comparing Scenarios 1 & 2

### Scenario 1 Highlights

In scenario 1, the proposed route is:

- Restructured to serve Bob Billings hub instead of downtown
- Provides service to retail destinations through an interline with Route 7

FIGURE 28: ROUTE 11, SCENARIO 1

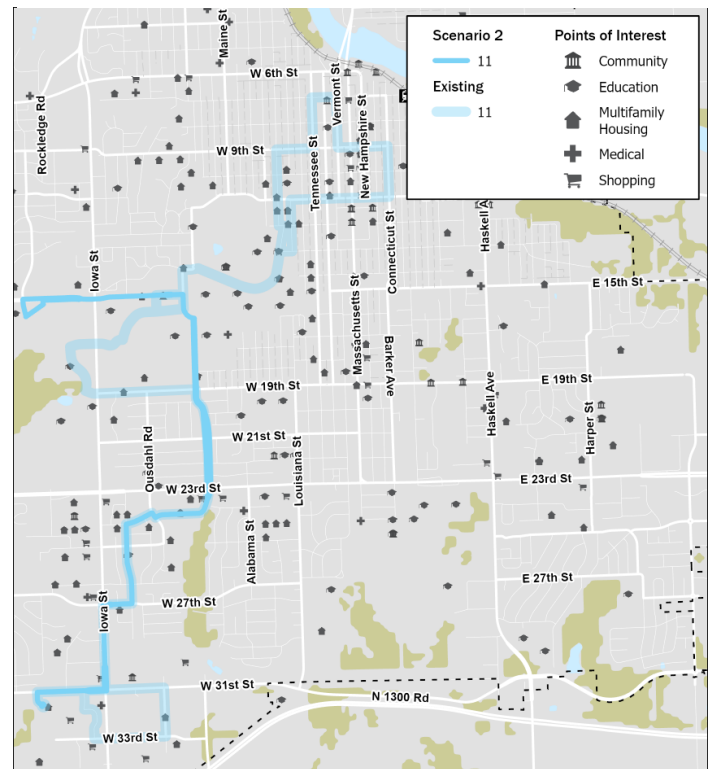


### Scenario 2 Highlights

In scenario 2, the proposed route is:

- Preserving more direct KU coverage via alternative alignment to Bob Billings hub

FIGURE 29: ROUTE 11, SCENARIO 2



# Community Feedback on Route 11 Scenarios

*"I would like Route 11 to directly go through KU campus like it does now."*

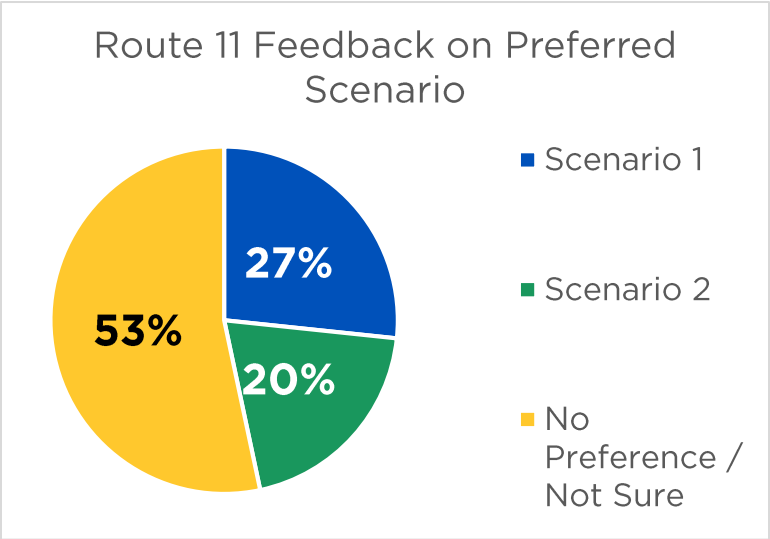
*"I like how Route 11 partially goes through KU campus in Scenario 2."*

*"I don't want to transfer to get to campus."*

*"Route 11 takes too long to get to campus. Scenario 2 is perfect."*

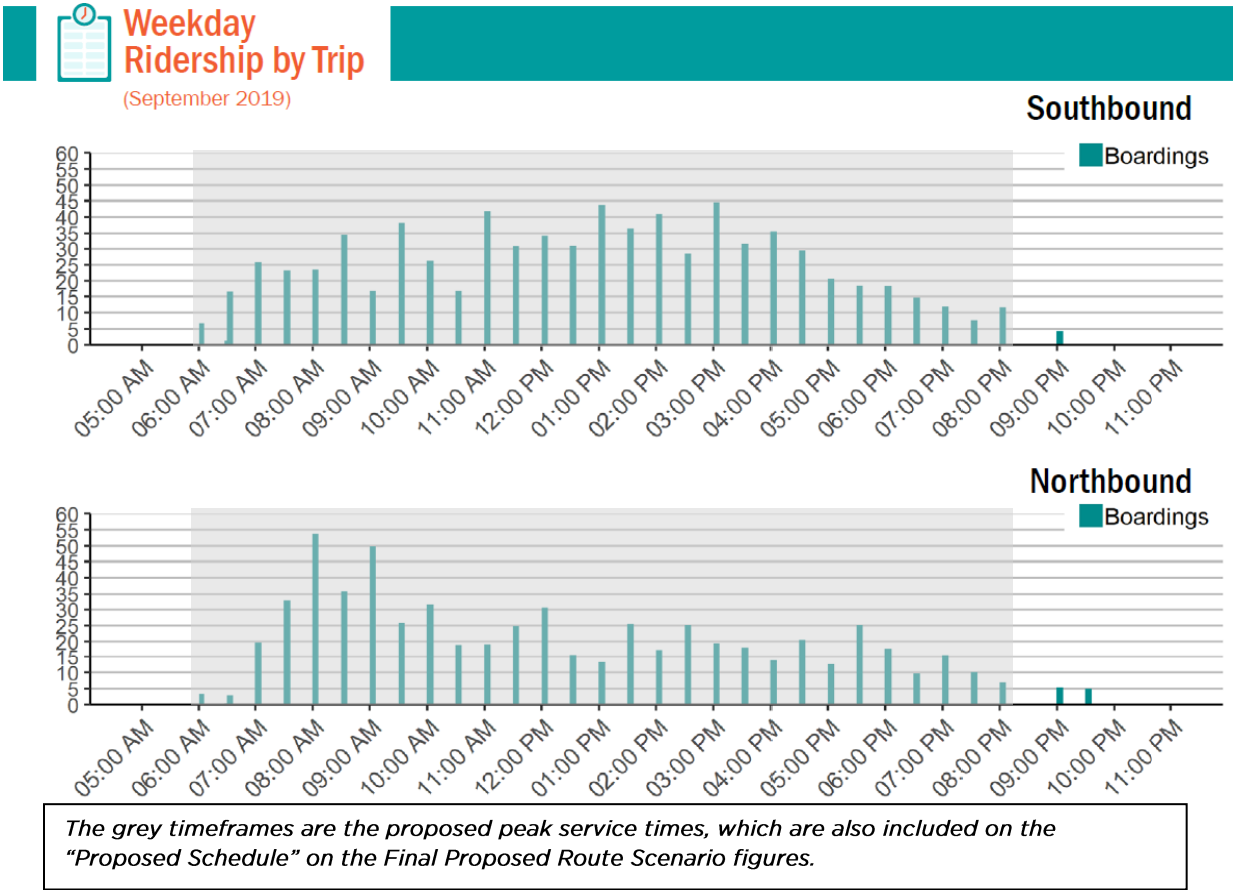
*"I live at The Reserve, and find the current route confusing."*

TABLE 17: ROUTE 11 COMMUNITY FEEDBACK



For all comments on Route 11, [see the Appendix](#).

TABLE 18: ROUTE 11 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES



# Route 11 Final Proposal

## Final Proposed Scenario Highlights:

The final proposed route is:

- Route 11's final proposal will be implemented in Phase 1 (August 2022) and Phase 2 (January 2023)
- Restructured to serve Bob Billings hub and provide KU circulation (New)
- Preserving S. Iowa retail loop, but shifts The Reserve service to Route 38 (New)

FIGURE 30: ROUTE 11 FINAL PROPOSED SCENARIO- AUGUST 2022

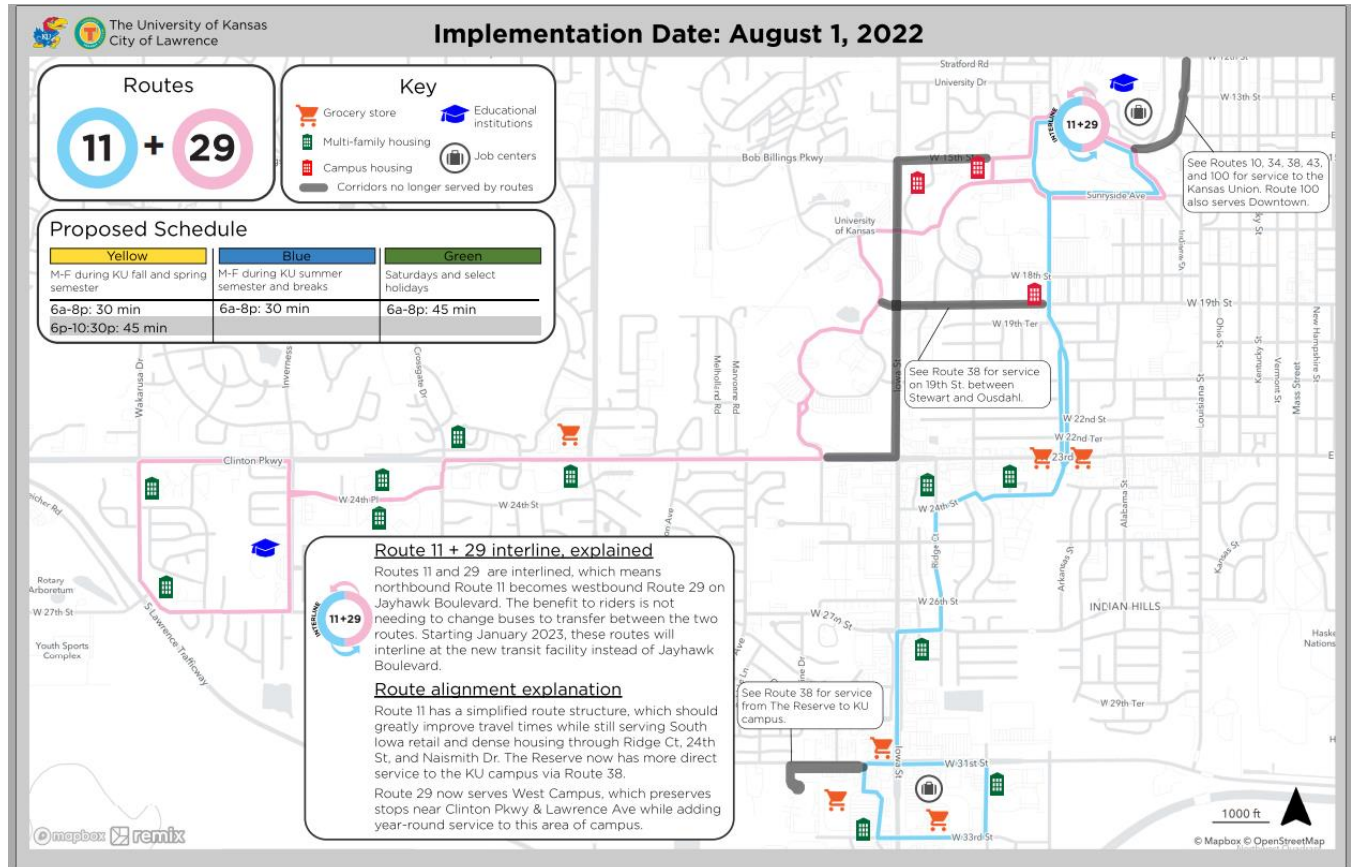
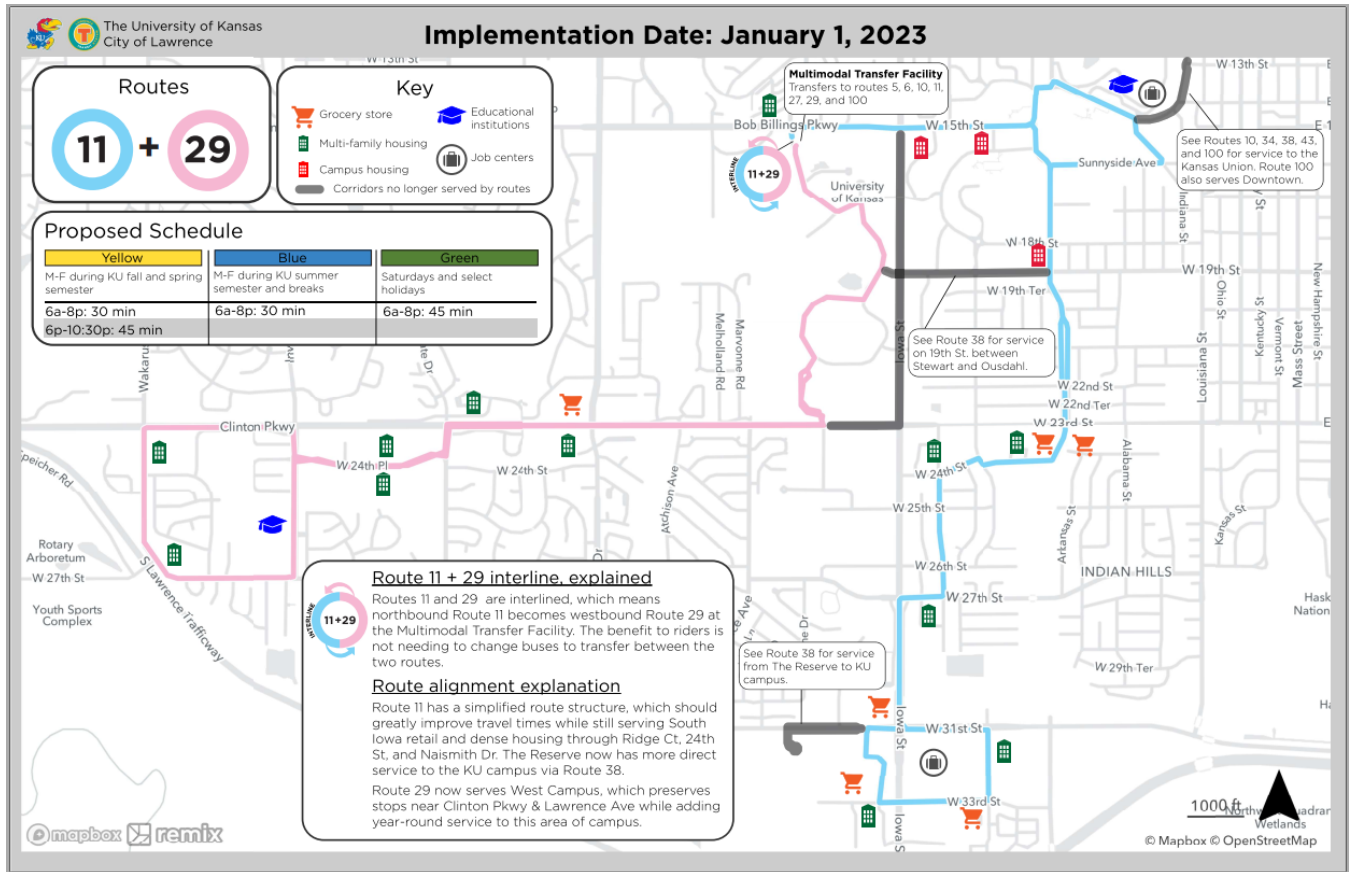




FIGURE 31: ROUTE 11 FINAL PROPOSED SCENARIO- JANUARY 2023



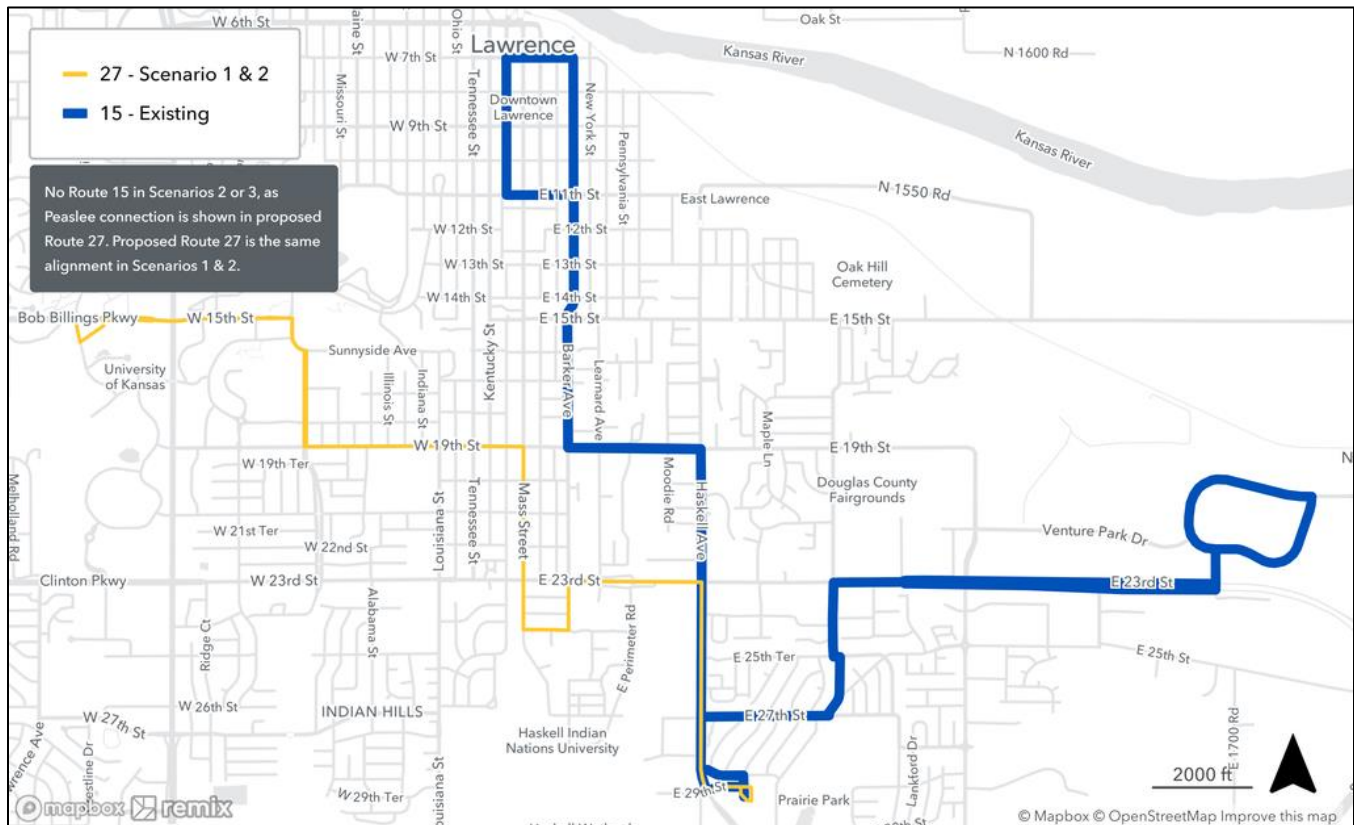
# Route 15

## Route 15 Highlights

- This route is proposed to be eliminated
- Other routes designs will pick up the current service area for Route 15, including Routes 1, 5, and 27
- Scenario 1: Replaced by service coverage on Routes 1 and 27.
- Scenario 2: Replaced by service coverage on Routes 5 and 27.

For comments on Route 15, [see the Appendix](#).

FIGURE 32: ROUTE 15 SCENARIO 1 & 2



# Route 27

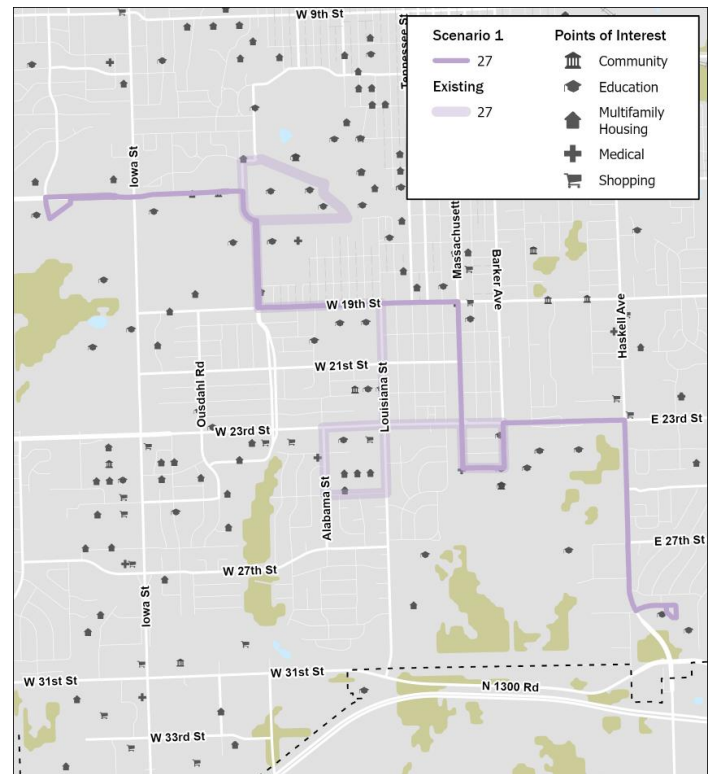
## Scenarios 1 & 2

### Scenario 1 & 2 Highlights

In scenario 1 & 2, the proposed route is:

- Restructured to link Bob Billings Hub to educational institutions: KU, Lawrence HS, HINU, and Peaslee Center

FIGURE 33: ROUTE 27, SCENARIO 1 & 2



# Community Feedback on Route 27 Scenarios

*"Routes that go by Haskell on 23rd St. should come onto campus."*

*"I ride Route 27 and don't mind transferring as long as the bus goes to campus first."*

*"I go to Peaslee for work. I don't think Route 27 will work if it only runs 9 months out of the year."*

For all comments on Route 27, [see the Appendix.](#)

TABLE 19: ROUTE 27 COMMUNITY FEEDBACK

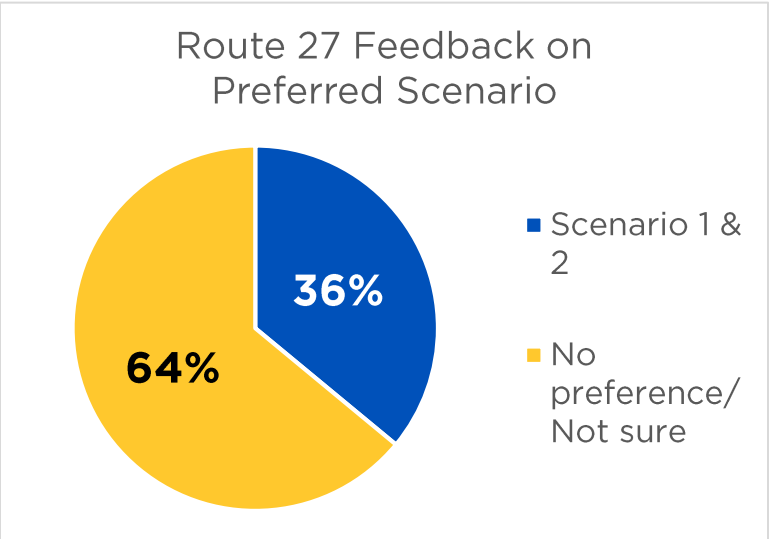
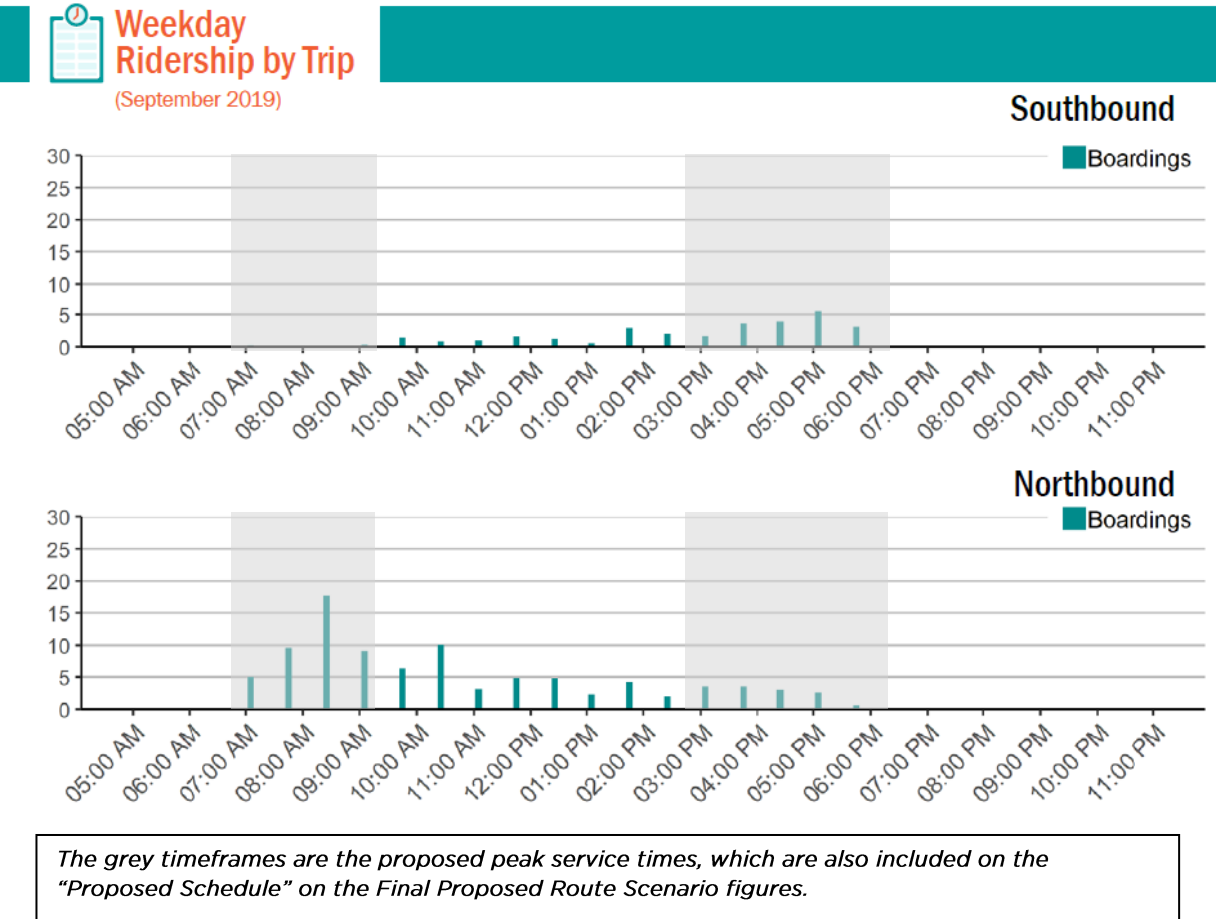


TABLE 20: ROUTE 27 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES





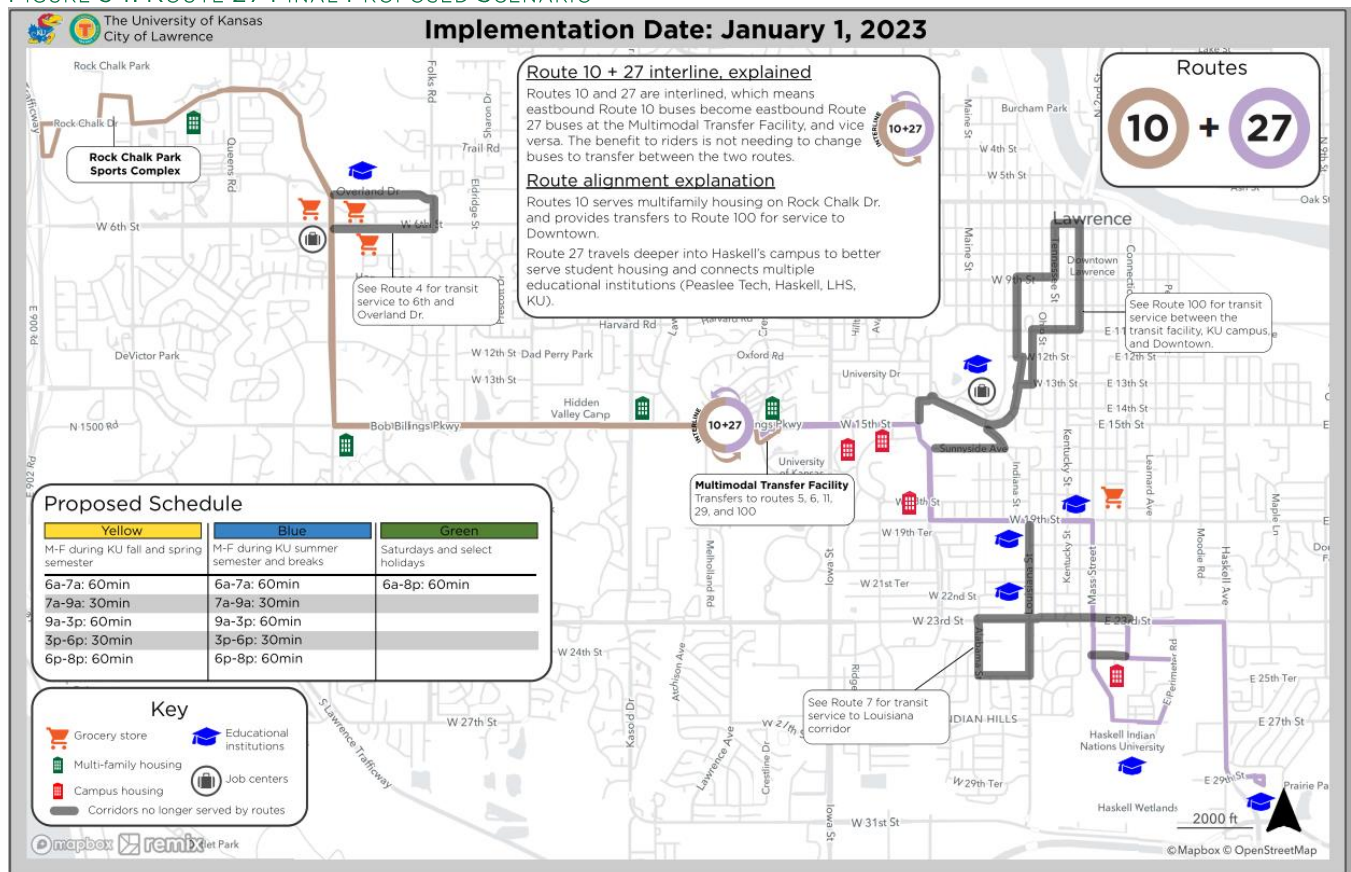
# Route 27 Final Proposal

## Final Proposed Scenario Highlights:

The final proposed route is:

- Restructured to link Bob Billings Hub to educational institutions: KU, Lawrence HS, HINU, and Peaslee Center (*Scenario 1 & 2*)
- Provides service deeper into HINU campus (*New*)
- Picking up service area covered by current Route 15 (*New*)

FIGURE 34: ROUTE 27 FINAL PROPOSED SCENARIO



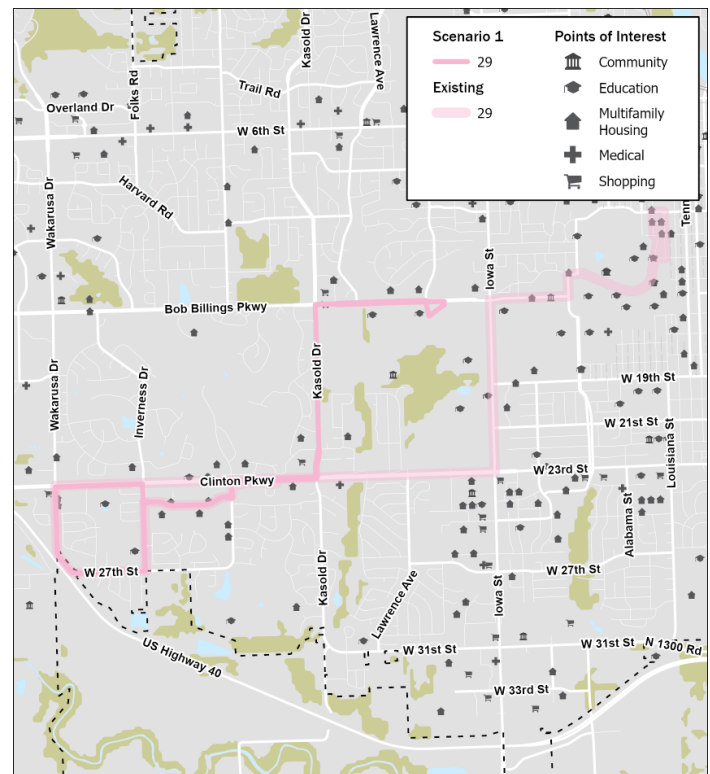
## Route 29

## Scenario 1 Highlights

In scenario 1, the proposed route is:

- Restructured to serve Bob Billings hub instead of the Union
- Shifting service from Iowa to Kasold to streamline route

FIGURE 35: ROUTE 29, SCENARIO 1



## Community Feedback on Route 29 Scenarios

*"Route 29 service at Clinton and Lawrence Ave. is very important for access to KU. Please do not change that."*

*"Transfer at Bob Billings is okay if shorter than 10 minutes."*

*"I would prefer it go straight to campus, but wouldn't mind a 5 minute transfer."*

For all comments on Route 29, [see the Appendix](#).

TABLE 21: ROUTE 29 COMMUNITY FEEDBACK

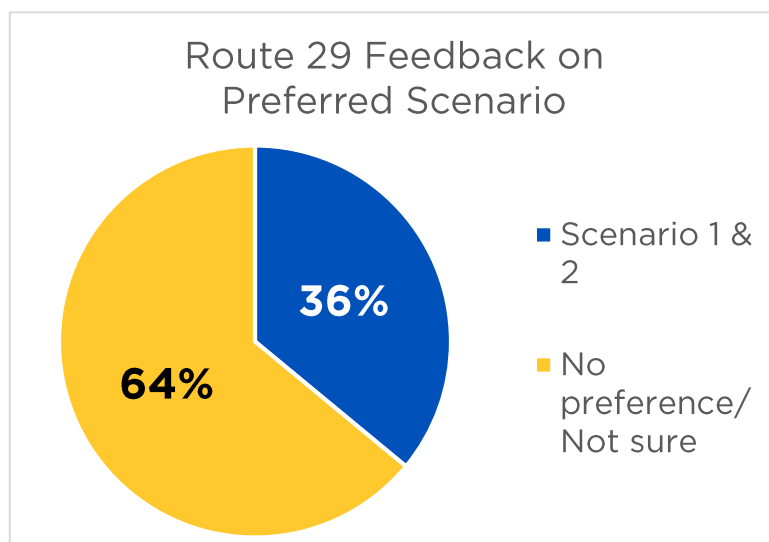
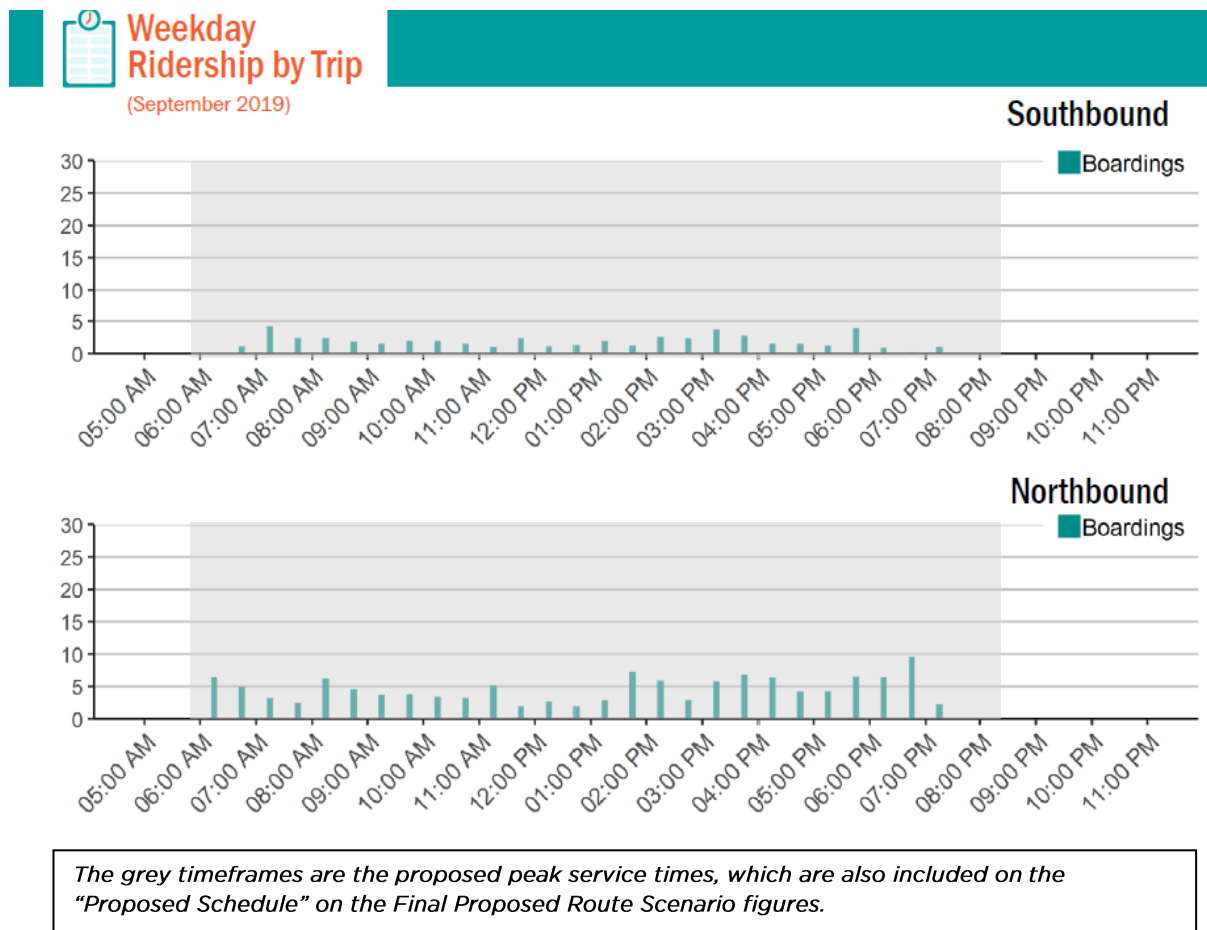


TABLE 22: ROUTE 29 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES



# Route 29 Final Proposal

## Final Proposed Scenario Highlights:

The final proposed route is:

- Interlined with Route 11 to facilitate one-seat service to KU campus (*New*)
- Restructured to serve Bob Billings hub instead of Union (*Scenario 1 & 2*)
- Shifting service from Iowa to Crestline to preserve stop at Clinton/Lawrence and increase ridership potential (*New*)

FIGURE 36: ROUTE 29 FINAL PROPOSED SCENARIO- AUGUST 2022

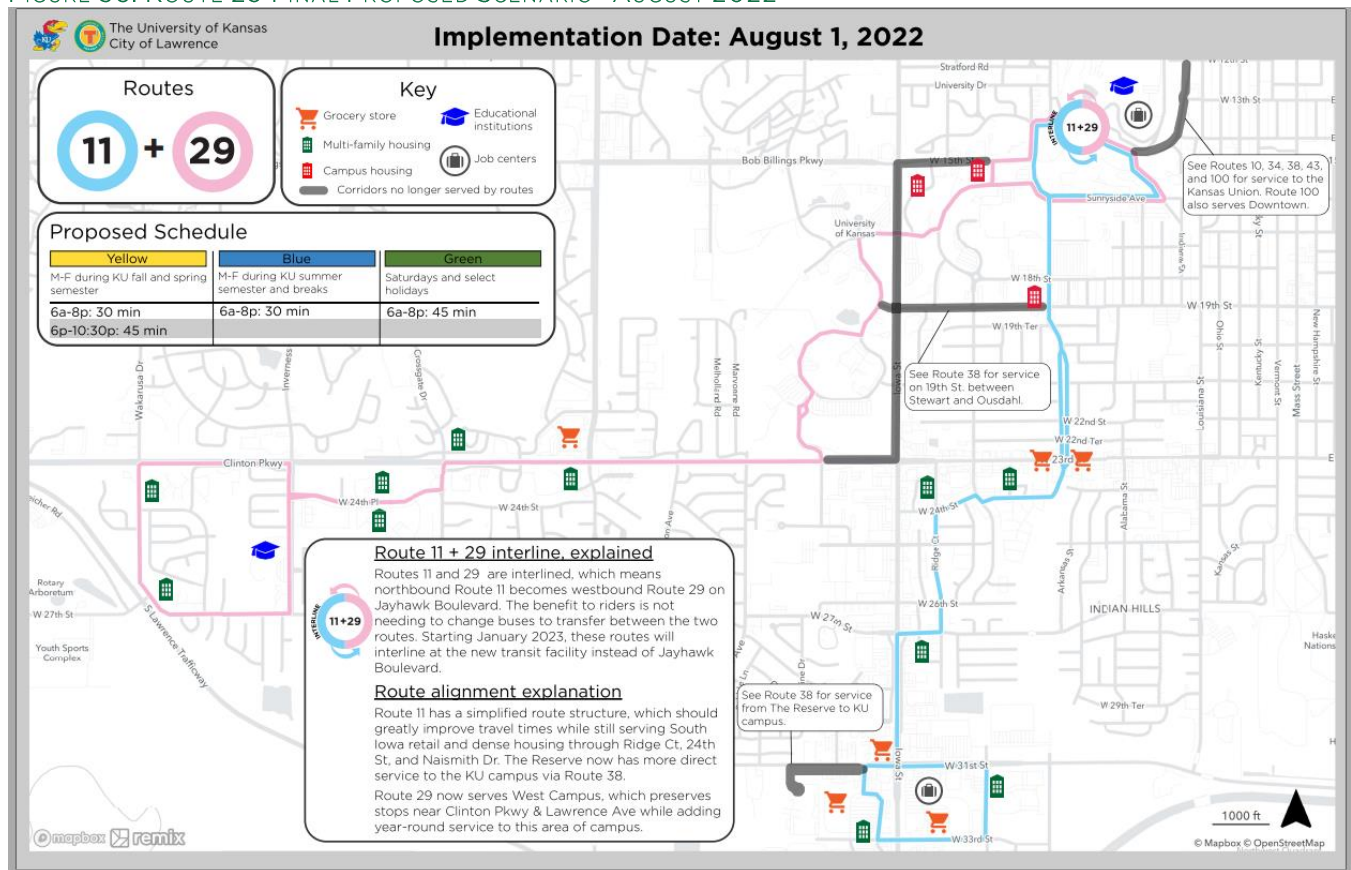
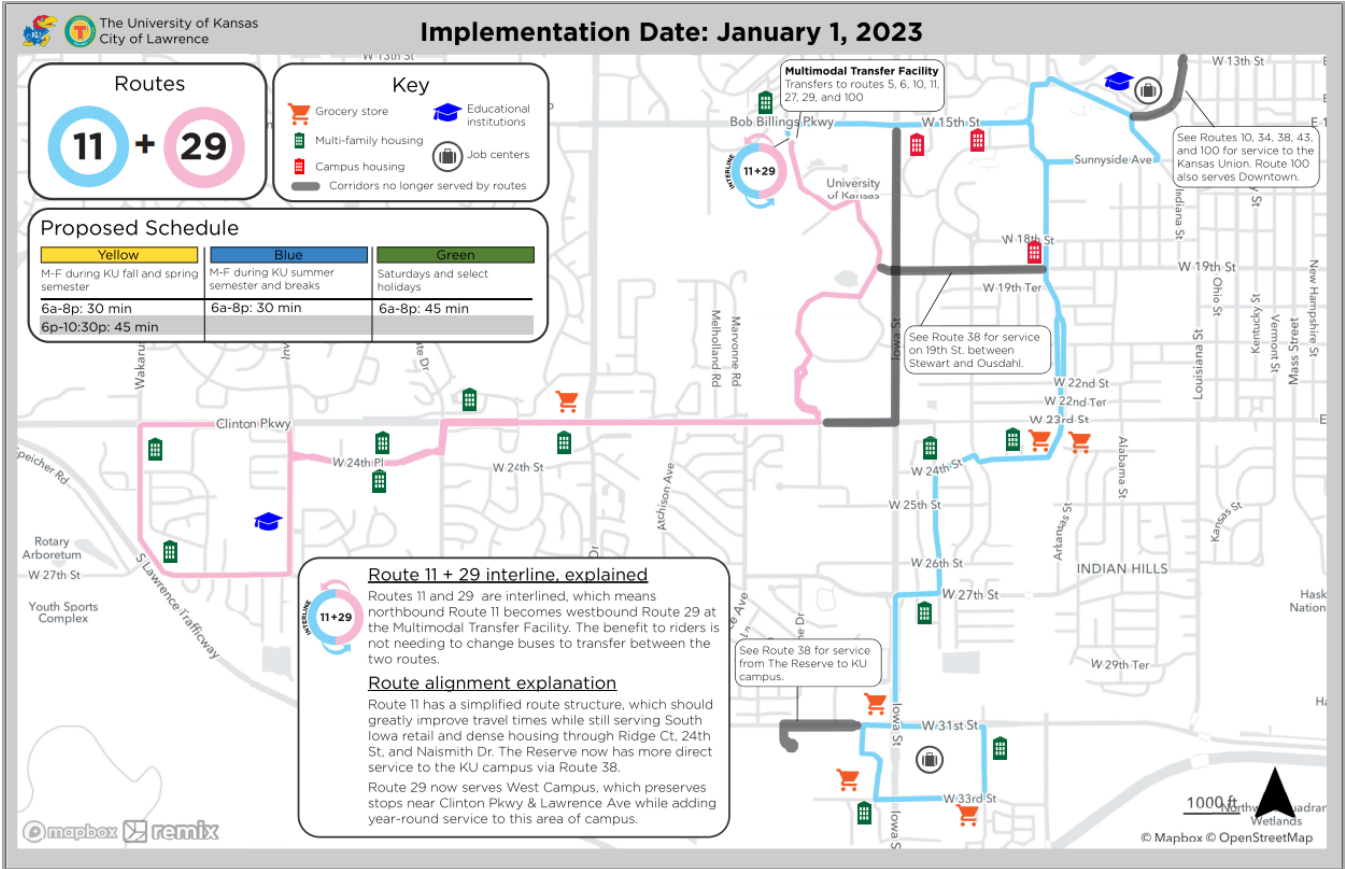




FIGURE 37: ROUTE 29 FINAL PROPOSED SCENARIO- JANUARY 2023



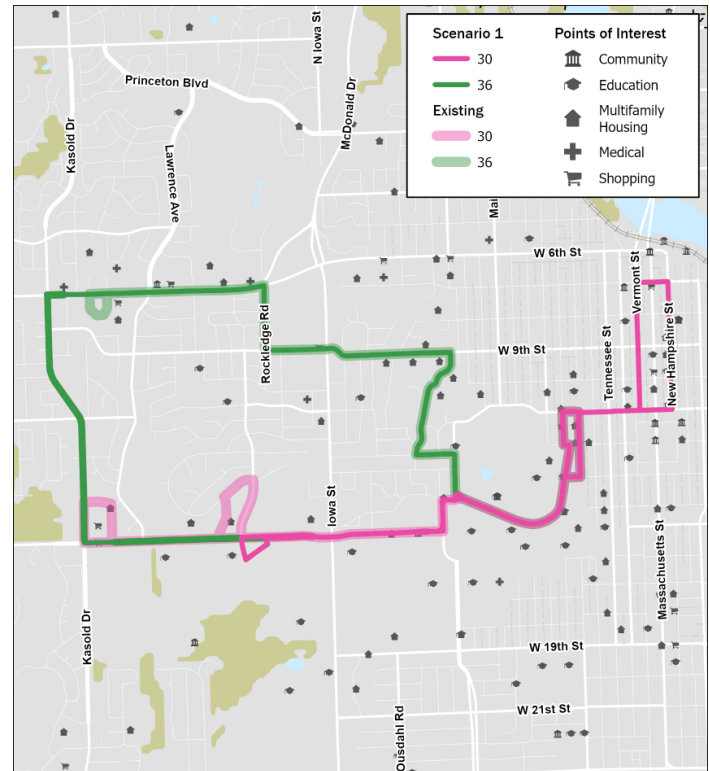
# Route 30 & 36

## Comparing Scenarios 1 & 2

### Scenario 1 Highlights:

- Route 36 is extended from 6th St. to Bob Billings hub
- Route 30 is replaced with fast and frequent Route 100 service between Bob Billings hub and downtown via KU

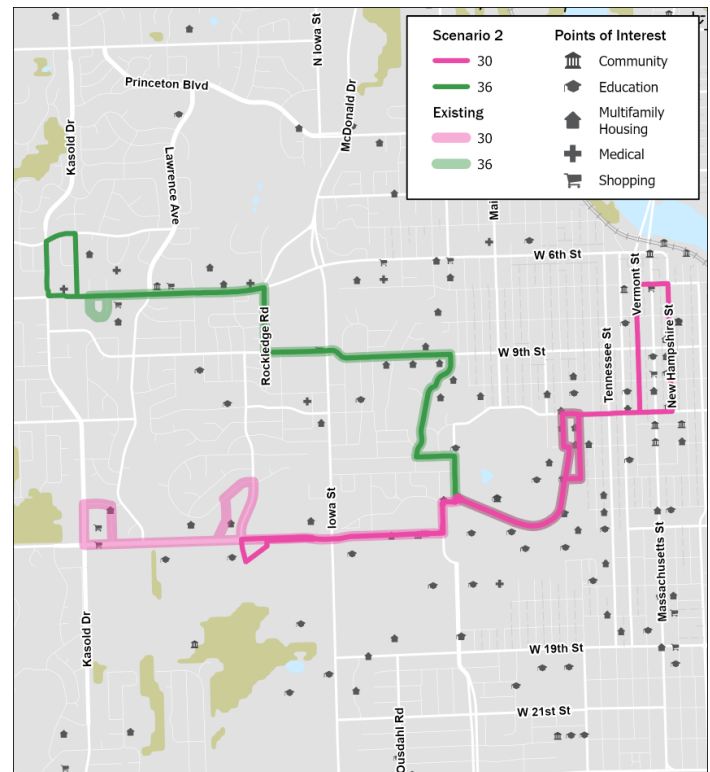
FIGURE 38: ROUTE 30 & 36, SCENARIO 1



### Scenario 2 Highlights:

- Route 36 is serving more multi-family housing on Frontier Rd. by moving the terminus from Gateway Ct. to Trail Rd.
- Bob Billings Rd. is served by proposed routes 5, 10, and 29.

FIGURE 39: ROUTE 30 & 36, SCENARIO 2



# Community Feedback on Route 30 & 36 Scenarios

*"Extension of Route 36 west to Kasold/Trail is a nice improvement."*

*"I park near Kasold & 14th, and then ride Route 30 to campus. With Route 30 gone, I would need to walk to stops near Bob Billings and Kasold to catch the bus."*

*"I go downtown to campus. Route 100 would be great if every 15 minutes."*

For all comments on [Route 100](#) and [Route 36](#), see the Appendix.

TABLE 23: ROUTE 36 COMMUNITY FEEDBACK

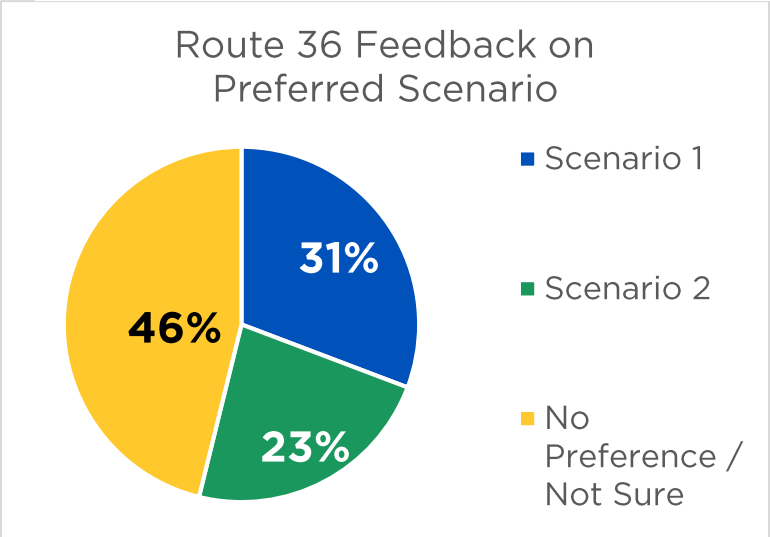


TABLE 24: ROUTE 30 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES

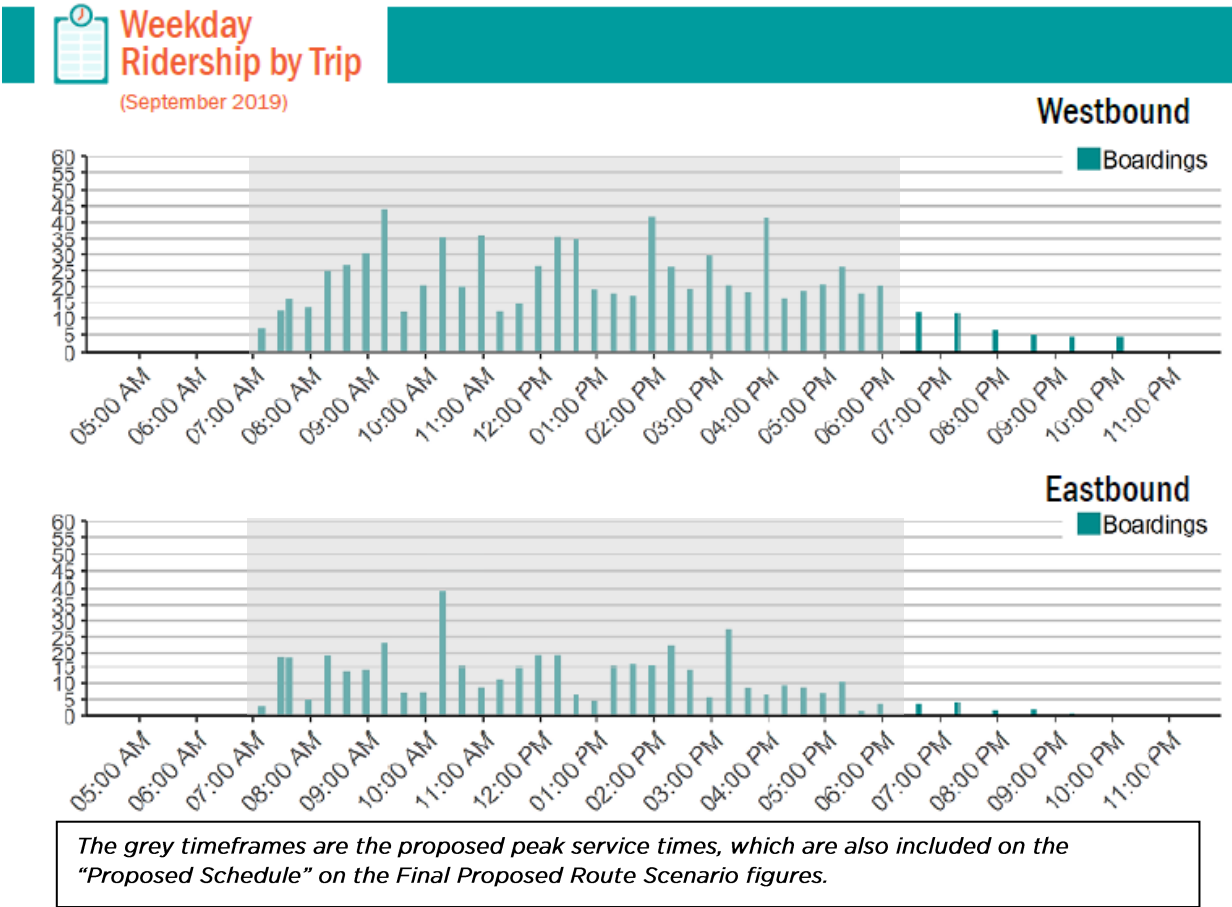
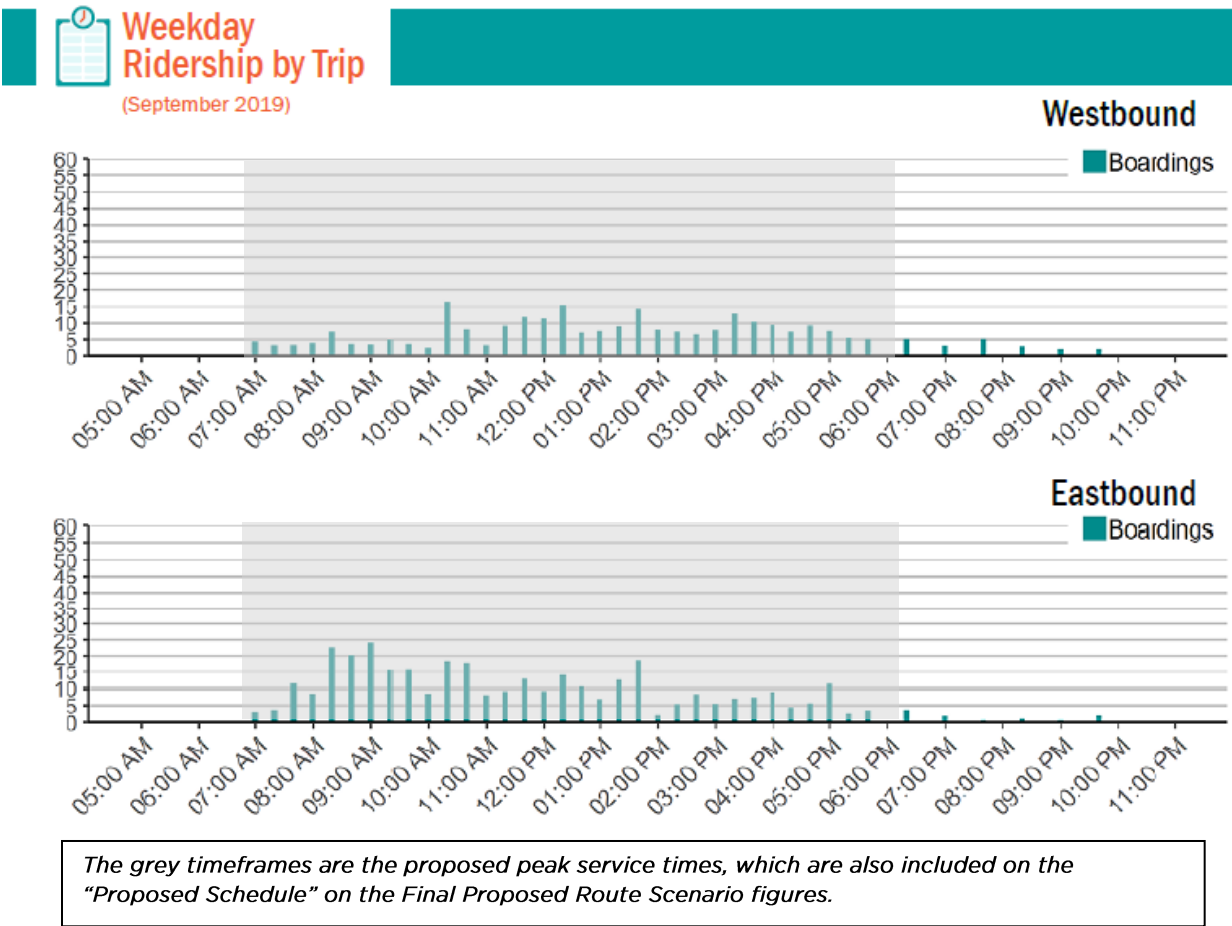


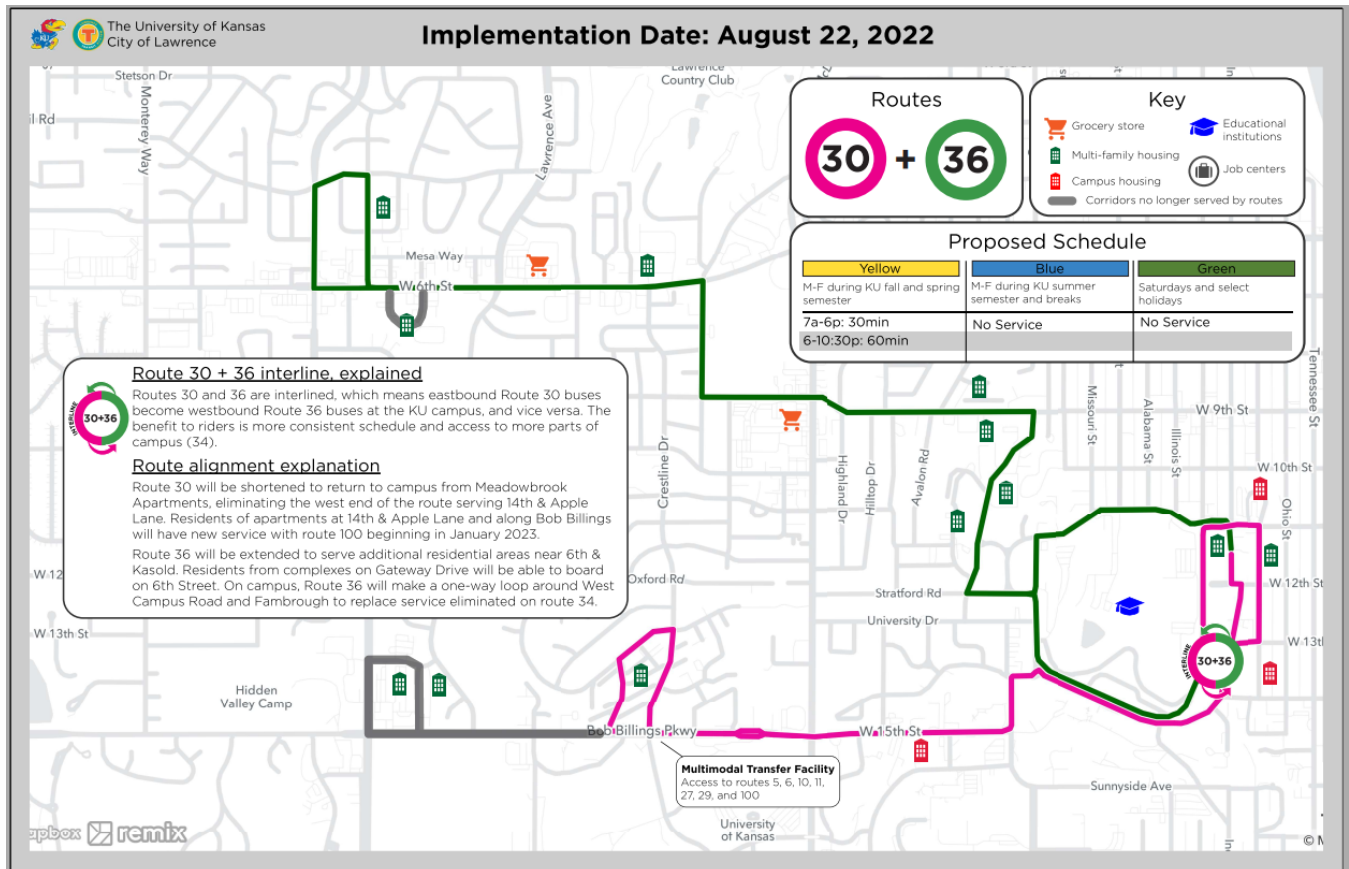
TABLE 25: ROUTE 36 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES



### Final Proposed Scenario Highlights:

- Route 36 is extended from 6th St. to Bob Billings hub (*Scenario 2*)
- Routes 30 and 36 are interlined to optimize cycle type (*New*)
- Route 30 continues to operate between Meadowbrook Apts. and KU, with Route 100 operating between Apple Ln. and downtown (*New*)

### FIGURE 40: ROUTE 30 & 36 FINAL PROPOSED SCENARIO





# Route 34 & 38

## Comparing Scenarios 1 & 2

### Scenario 1 Highlights

In scenario 1, the proposed route is:

- Consolidating parts of routes 34 and 38 into a single route
- Shifting Stewart Ave. service to Route 41

FIGURE 41: ROUTE 34 & 38, SCENARIO 1

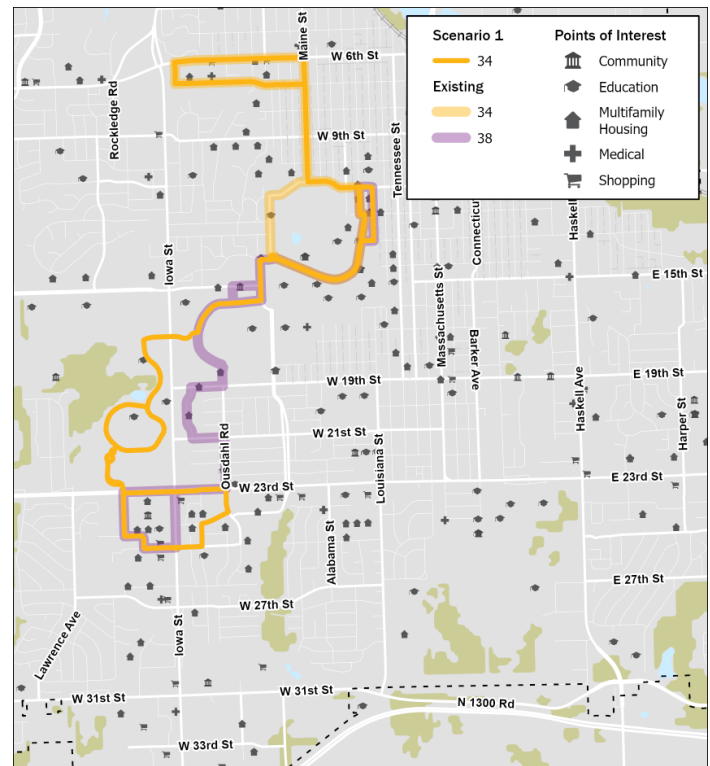
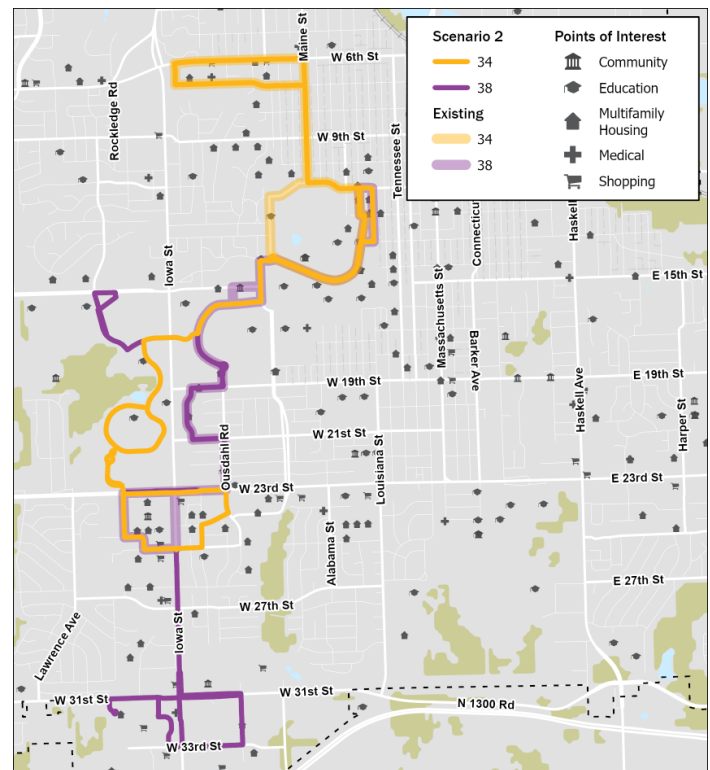


FIGURE 42: ROUTE 34 & 38, SCENARIO 2

### Scenario 2 Highlights

In scenario 2, the proposed route is:

- Restructuring Route 34 to combine much of current Route 34 and 38 service
- Restructuring Route 38 to serve Bob Billings hub, Walmart, and The Reserve



# Community Feedback on Route 34 & 38 Scenarios

*"I would like Stewart Ave. to continue to be served by Route 38."*

*"The Integrated Science Building should be served in the northbound and southbound directions."*

*"I would like to see service to the Union preserved."*

For all comments on [Route 34](#) and [Route 38](#), see the Appendix.

TABLE 27: ROUTE 34 COMMUNITY FEEDBACK

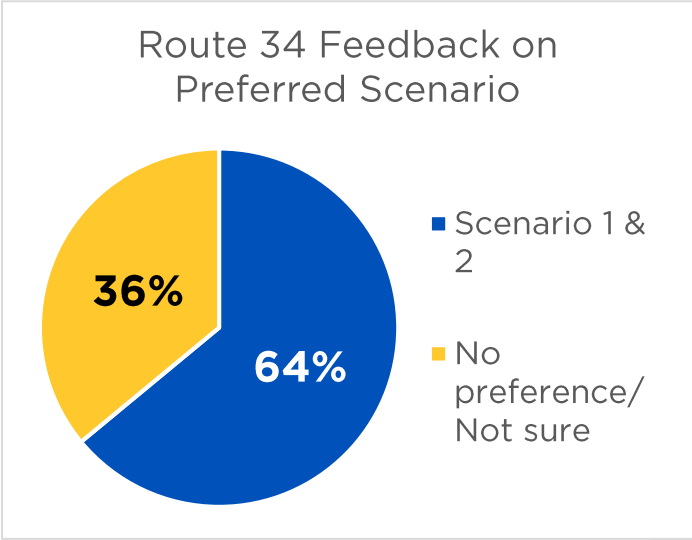


TABLE 26: ROUTE 38 COMMUNITY FEEDBACK

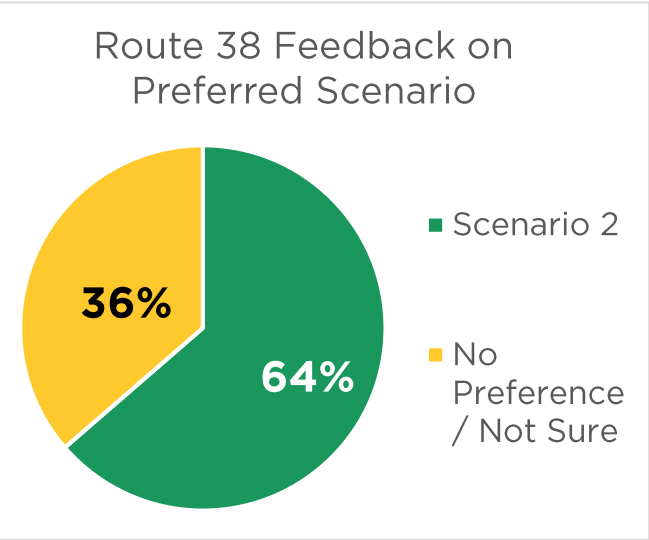


TABLE 28: ROUTE 34 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES

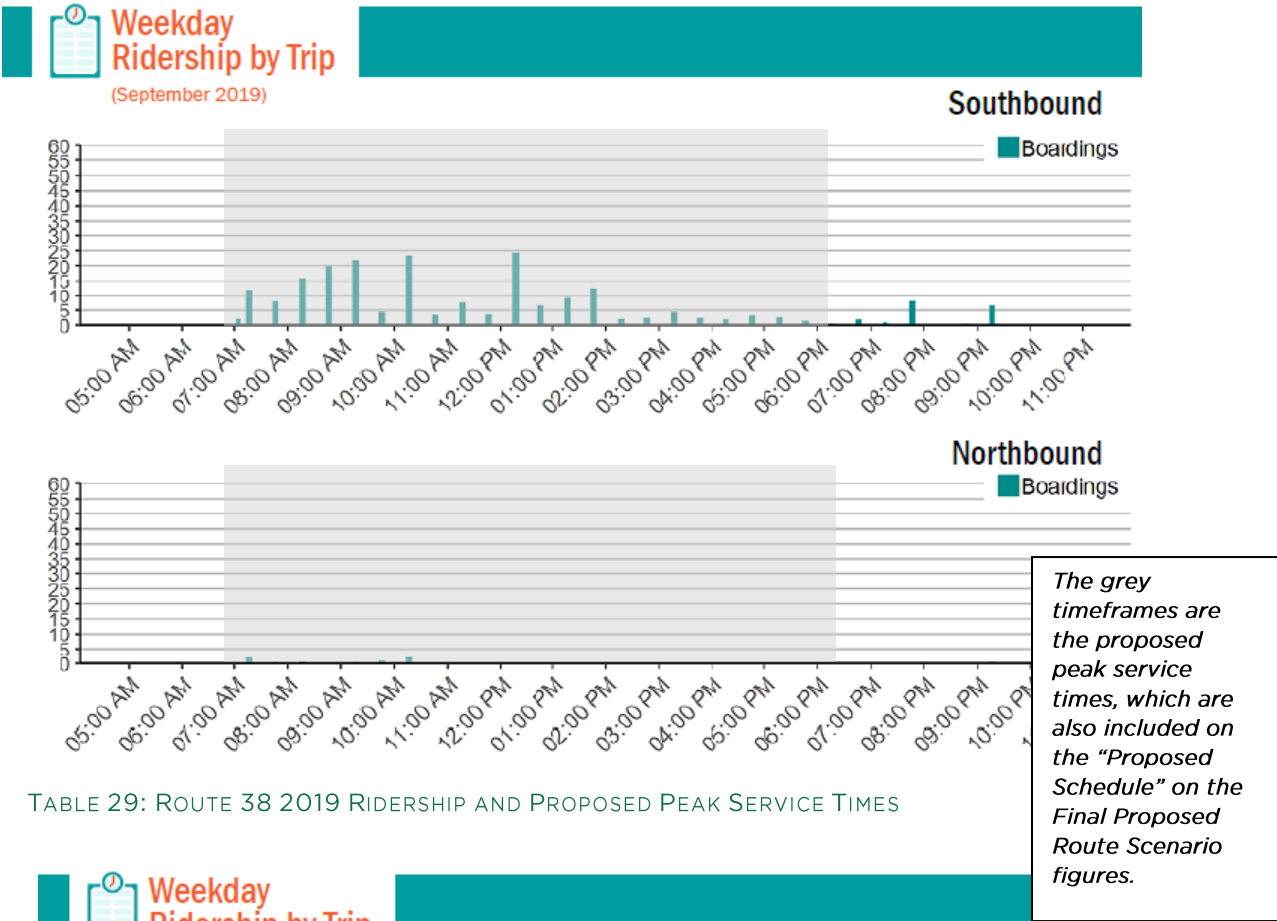
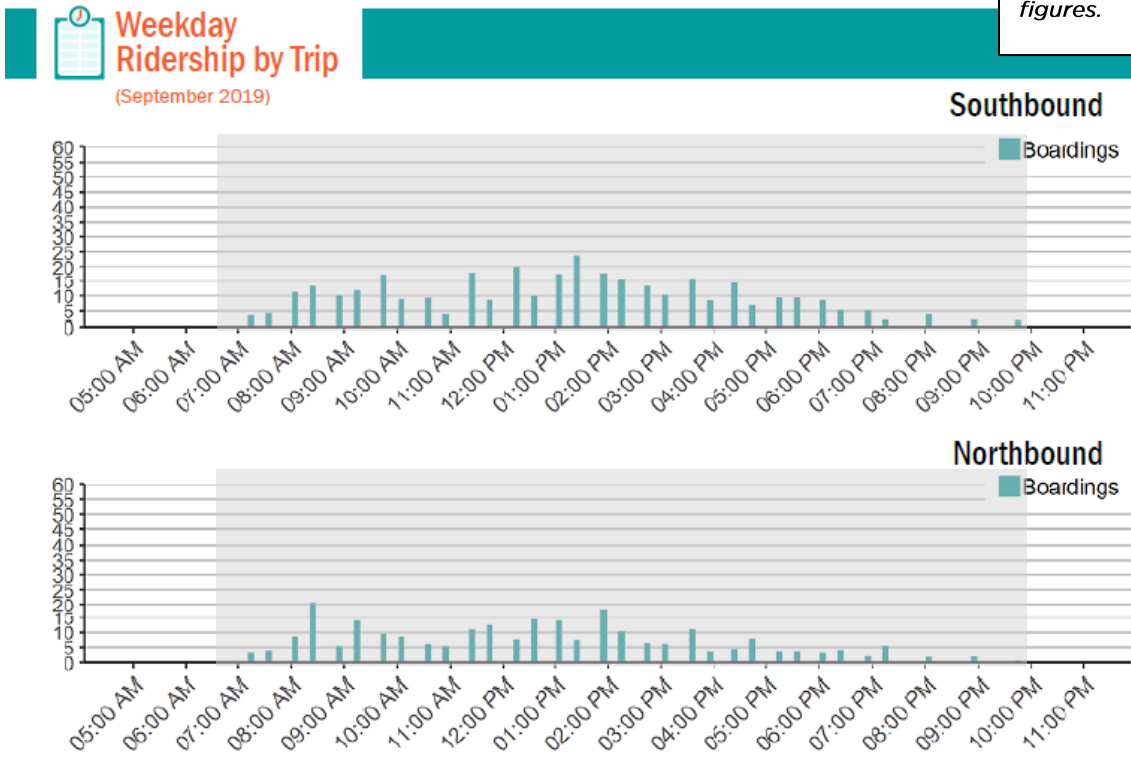


TABLE 29: ROUTE 38 2019 RIDERSHIP AND PROPOSED PEAK SERVICE TIMES



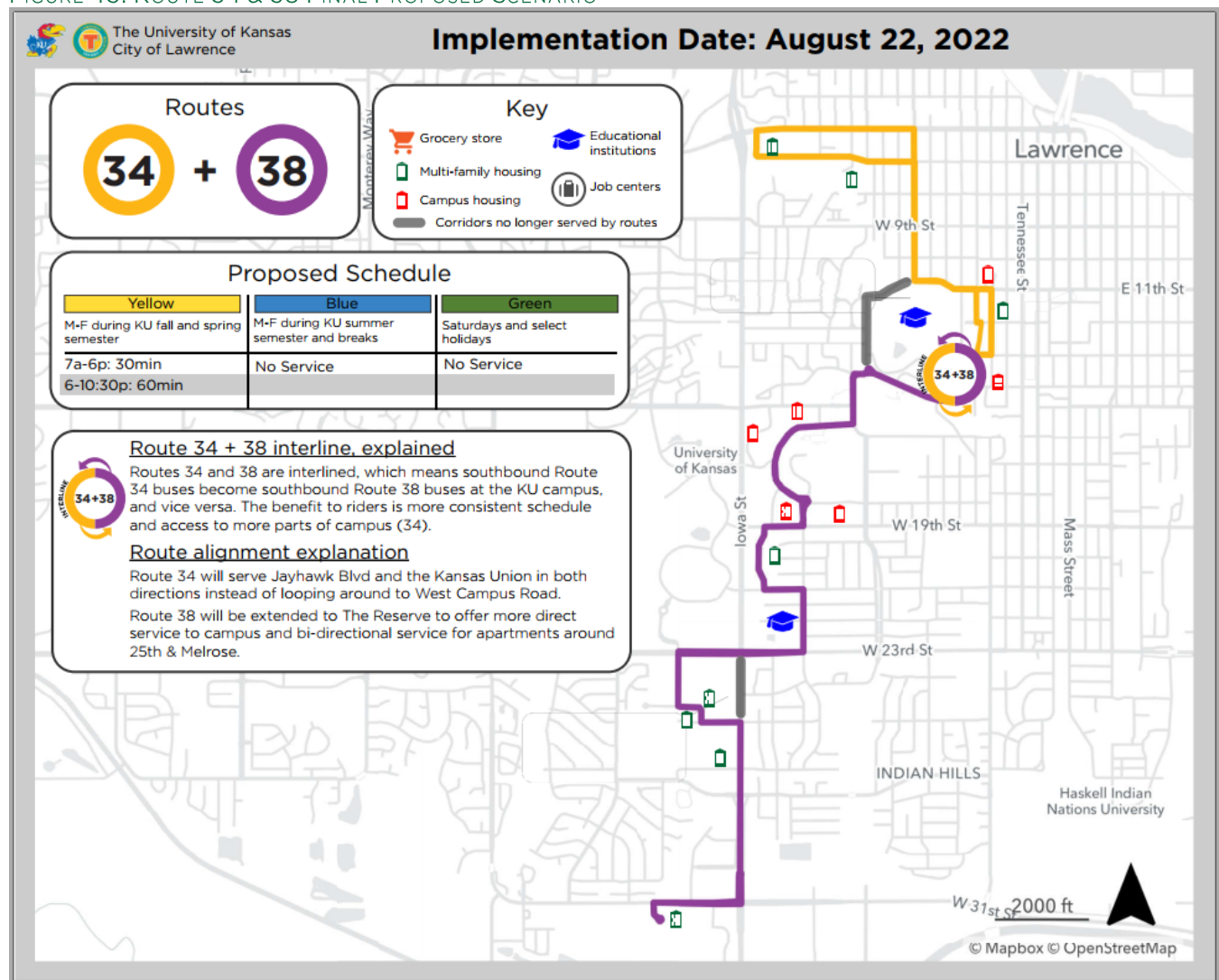
# Route 34 & 38 Final Proposal

## Final Proposed Scenario Highlights:

The final proposed route is:

- Interlined routes to create optimal cycle time (*New*)
- Extended to The Reserve for simplified service on Route 11 and 38 (*New*)

FIGURE 43: ROUTE 34 & 38 FINAL PROPOSED SCENARIO



# Route 41 & 42

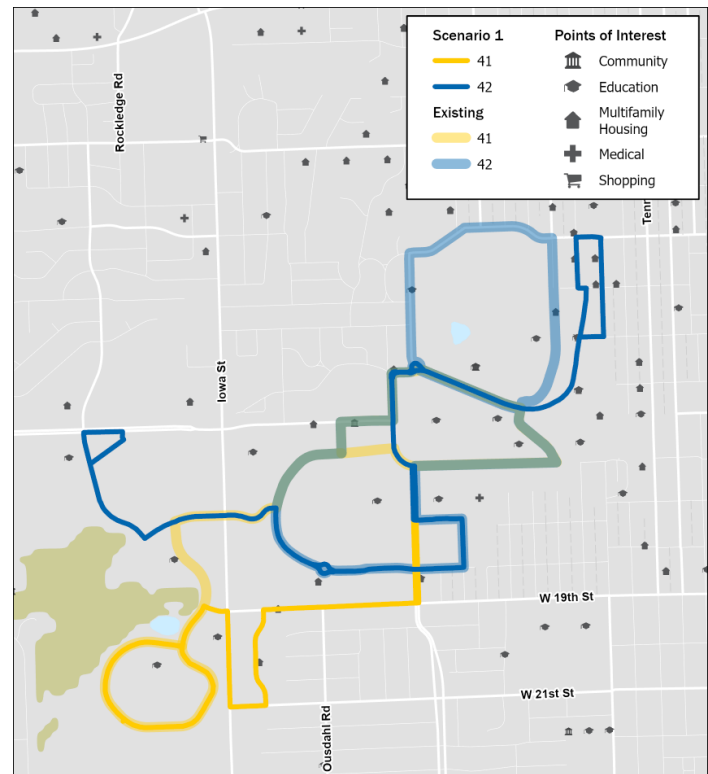
## Comparing Scenarios 1 & 2

### Scenario 1 Highlights

In scenario 1, the proposed route is:

- Restructured as a bi-directional route linking Rec Center to both Jayhawk Blvd/Union and Daisy Hill/Bob Billings Hub
- Shifted from Irving Hill Rd. to Naismith Dr. to serve Stewart Ave. and Rec Center

FIGURE 44: ROUTE 41 & 42, SCENARIO 1

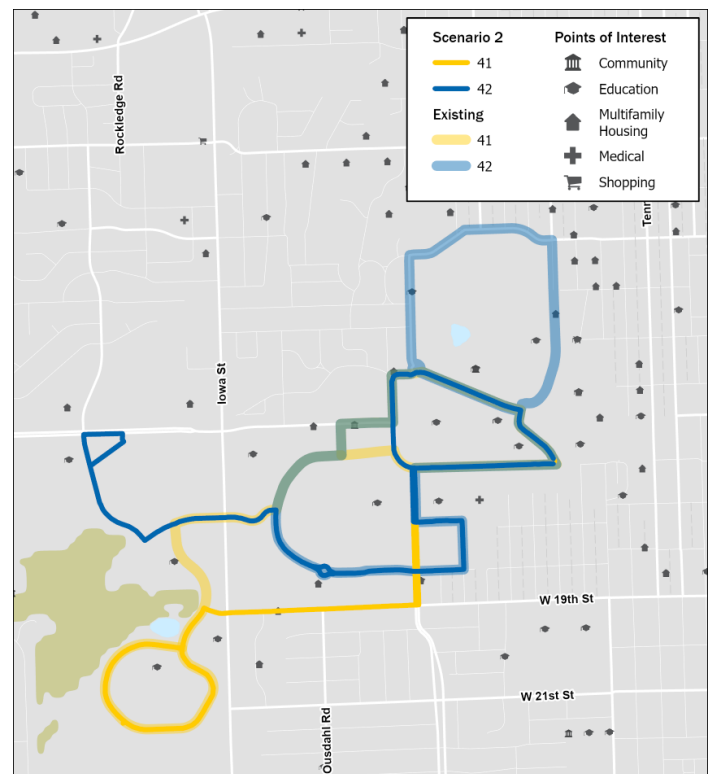


### Scenario 2 Highlights

In scenario 2, the proposed route is:

- Serving Stewart Ave. apartments from 19<sup>th</sup> St.
- Providing consistent alignment for both routes to facilitate interlining

FIGURE 45: ROUTE 41 & 42, SCENARIO 2





# Community Feedback on Route 41 & 42 Scenarios

*“The current Route 38 serves the Integrated Science Building, Wescoe, and the Union. The proposed Route 41 excludes ISB on the northbound trip and I would like to see this changed.”*

*“Important to serve Stewart Ave, not just 19<sup>th</sup> St.”*

For all comments on [Route 41](#) and [Route 42](#), see the Appendix.

TABLE 16: ROUTE 41 COMMUNITY FEEDBACK

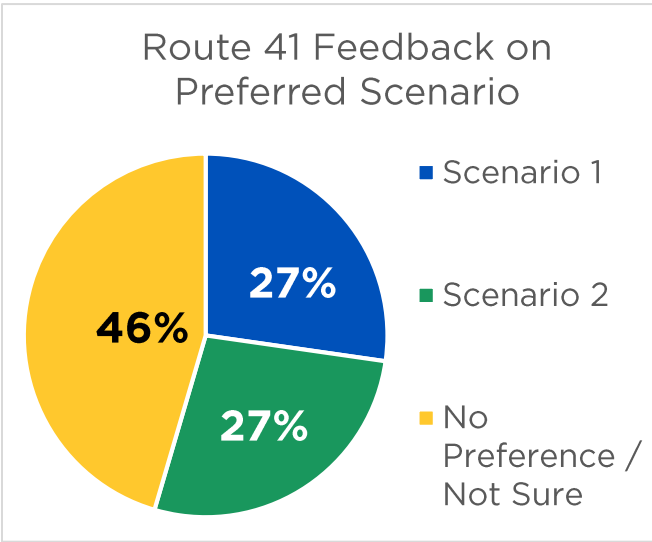


TABLE 17: ROUTE 42 COMMUNITY FEEDBACK

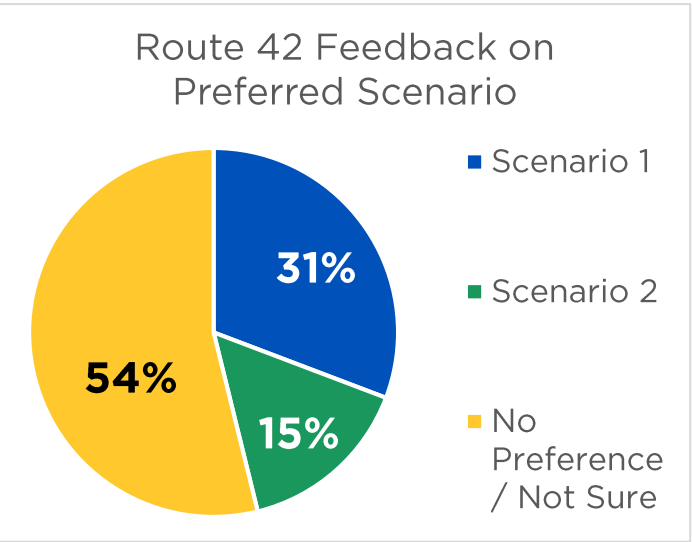


TABLE 30: ROUTE 41 2019 RIDERSHIP

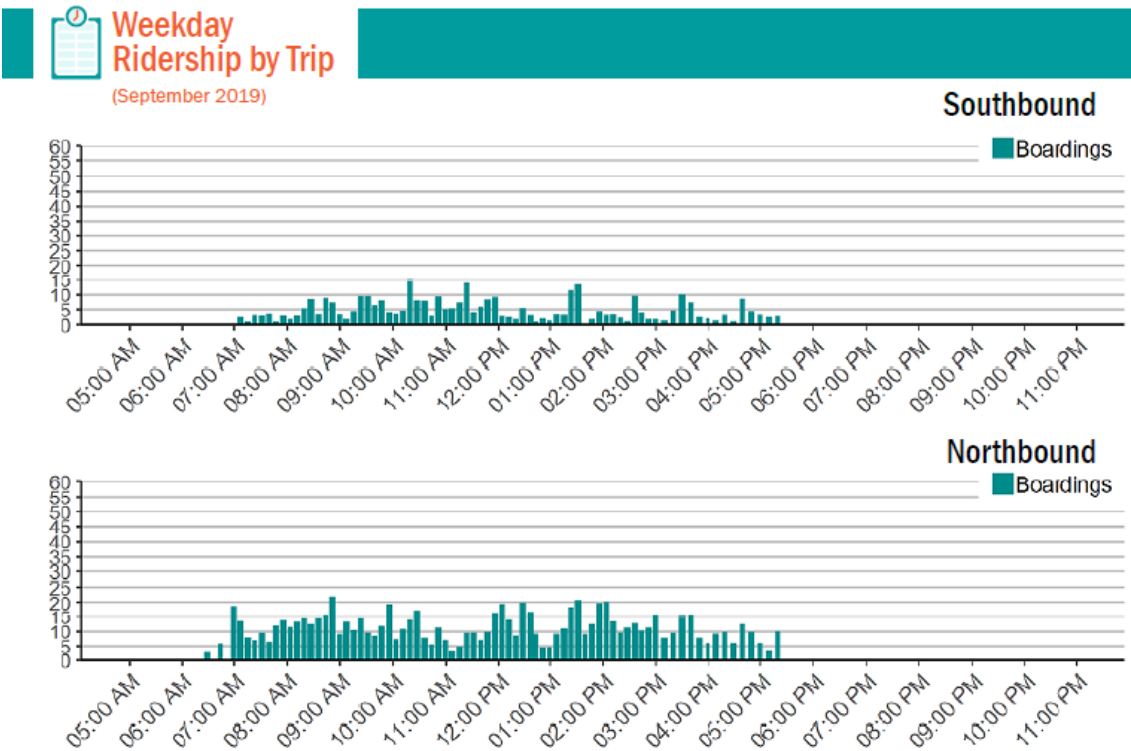
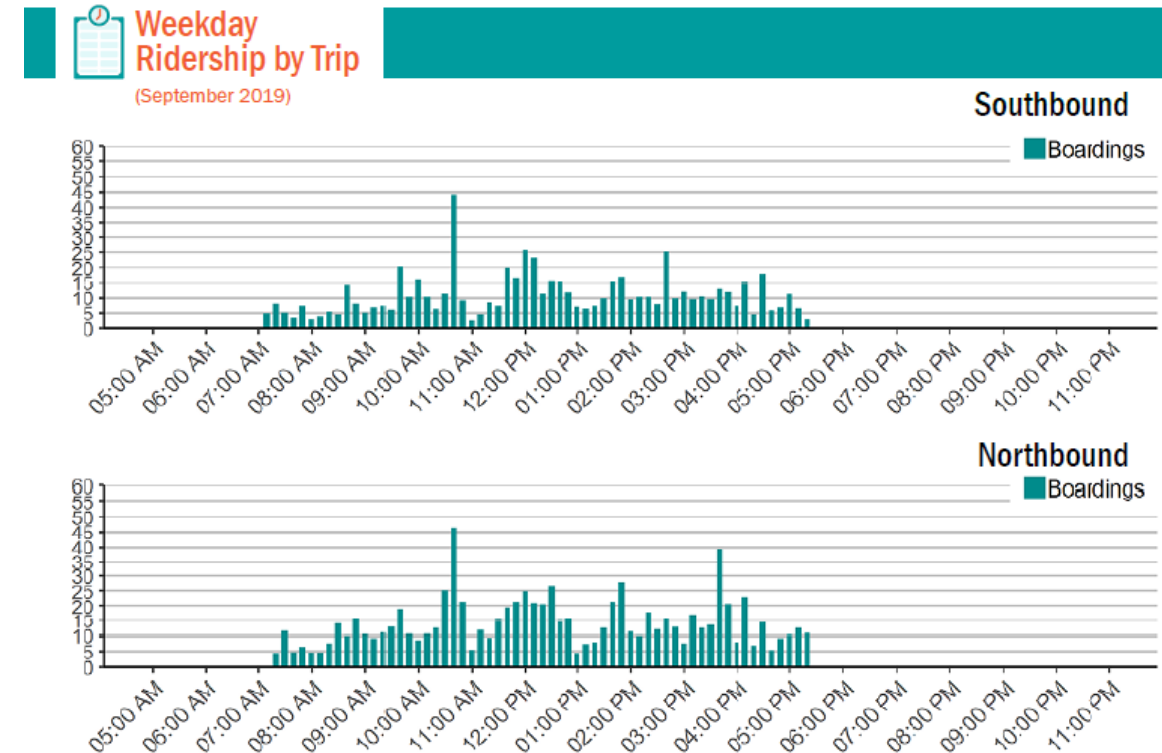


TABLE 31: ROUTE 42 2019 RIDERSHIP



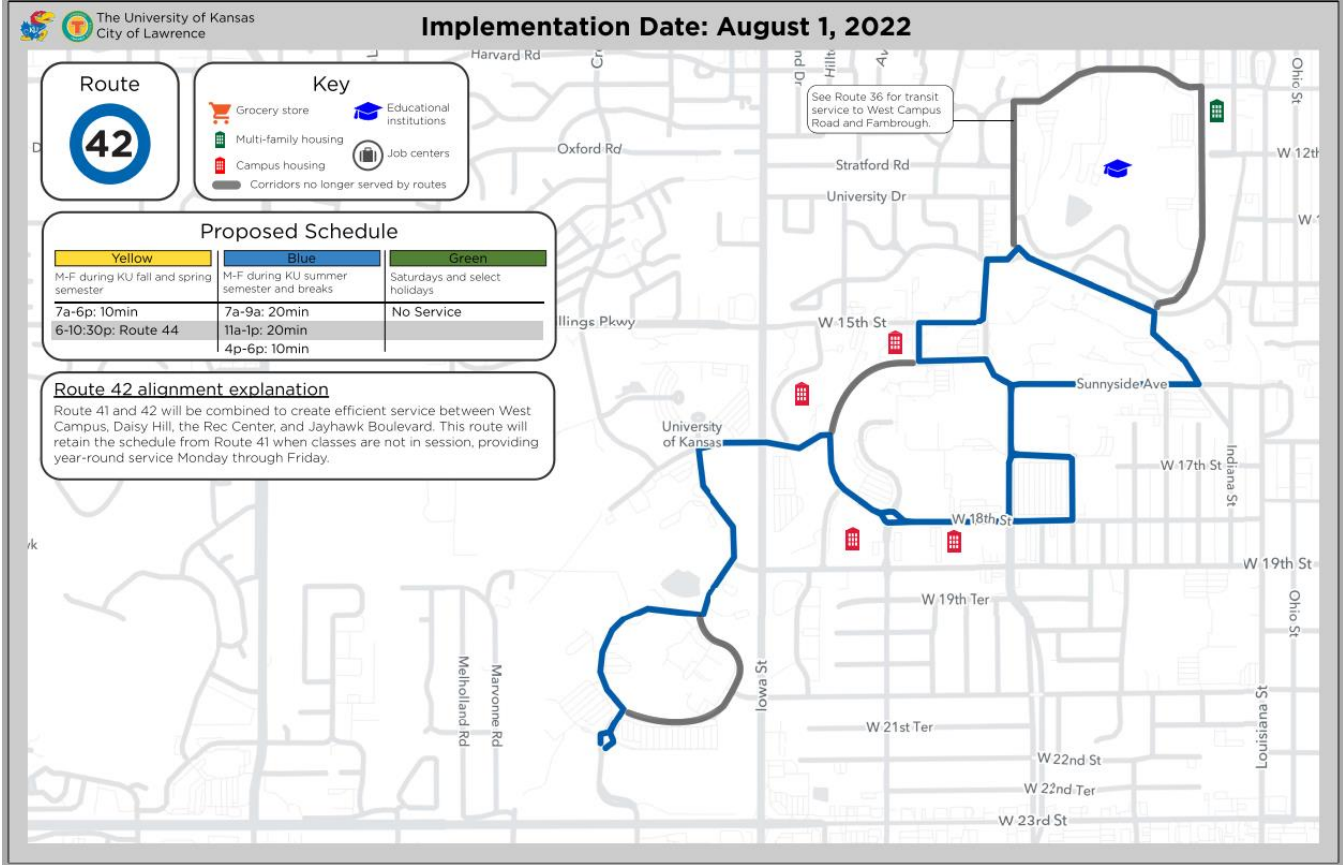
# Route 42 Final Proposal

## Final Proposed Scenario Highlights:

The final proposed route is:

- Combined 41 and 42 into single route serving Park & Ride lots, Irving Hill, Rec Center, Sunnyside Ave., Jayhawk Blvd, and ISB (New)

FIGURE 46: ROUTE 42 FINAL PROPOSED SCENARIO



# Route 43

## Route 43 Highlights

- No changes are proposed for this routes

For comments on Route 43, [see the Appendix](#).

FIGURE 47: ROUTE 43 PROPOSAL

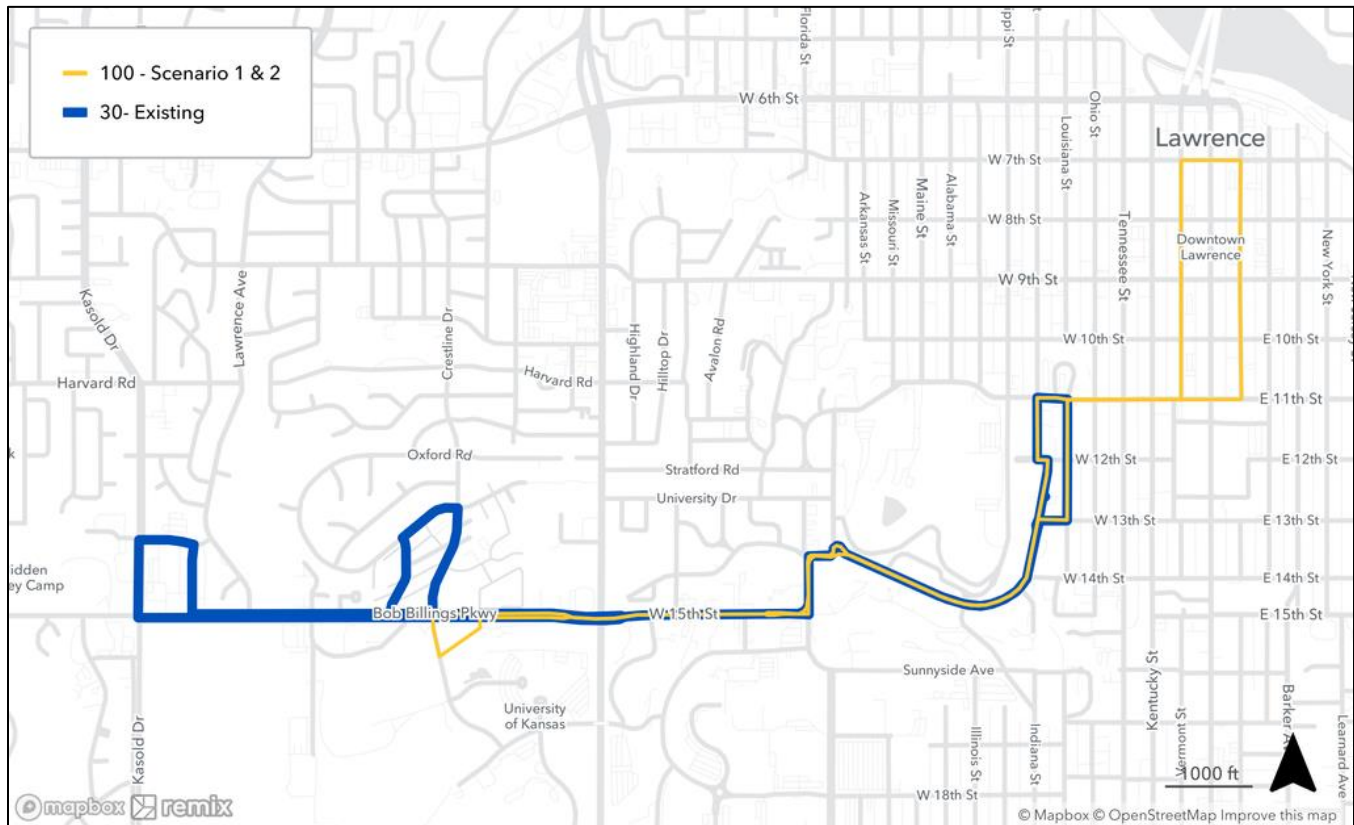


# Route 100

## Route 100 Highlights

- Route 100 is proposed as a new route offering frequent service between the new transfer facility, KU, and downtown Lawrence
- Route 100 helps cover service area of current Routes 10 and 30

FIGURE 48: ROUTE 100 SCENARIOS 1 & 2





# Community Feedback on Route 100

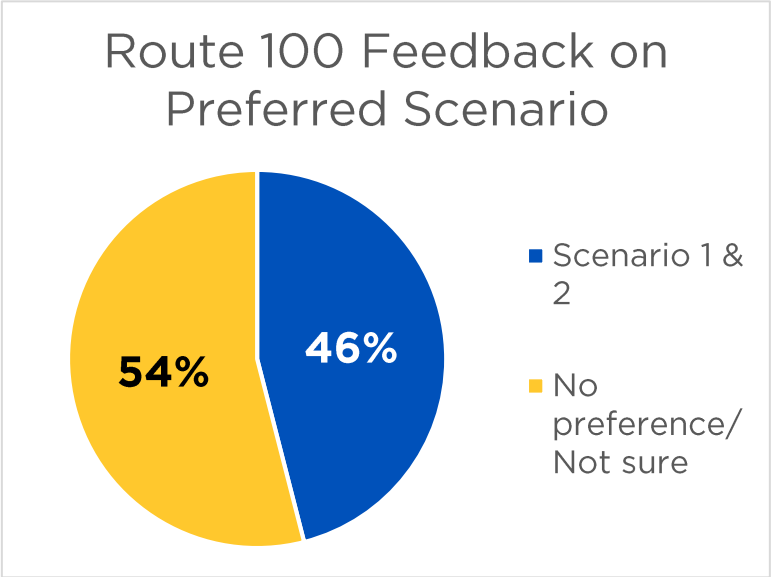
*"This is a good idea. Excited for a high frequency option."*

*"Critical route. Must run on Saturdays."*

*"I like serving Meadowbrook at Bob Billings. Good connectivity to campus and downtown."*

For all comments on Route 100, [see the Appendix](#).

TABLE 32: ROUTE 100 COMMUNITY FEEDBACK

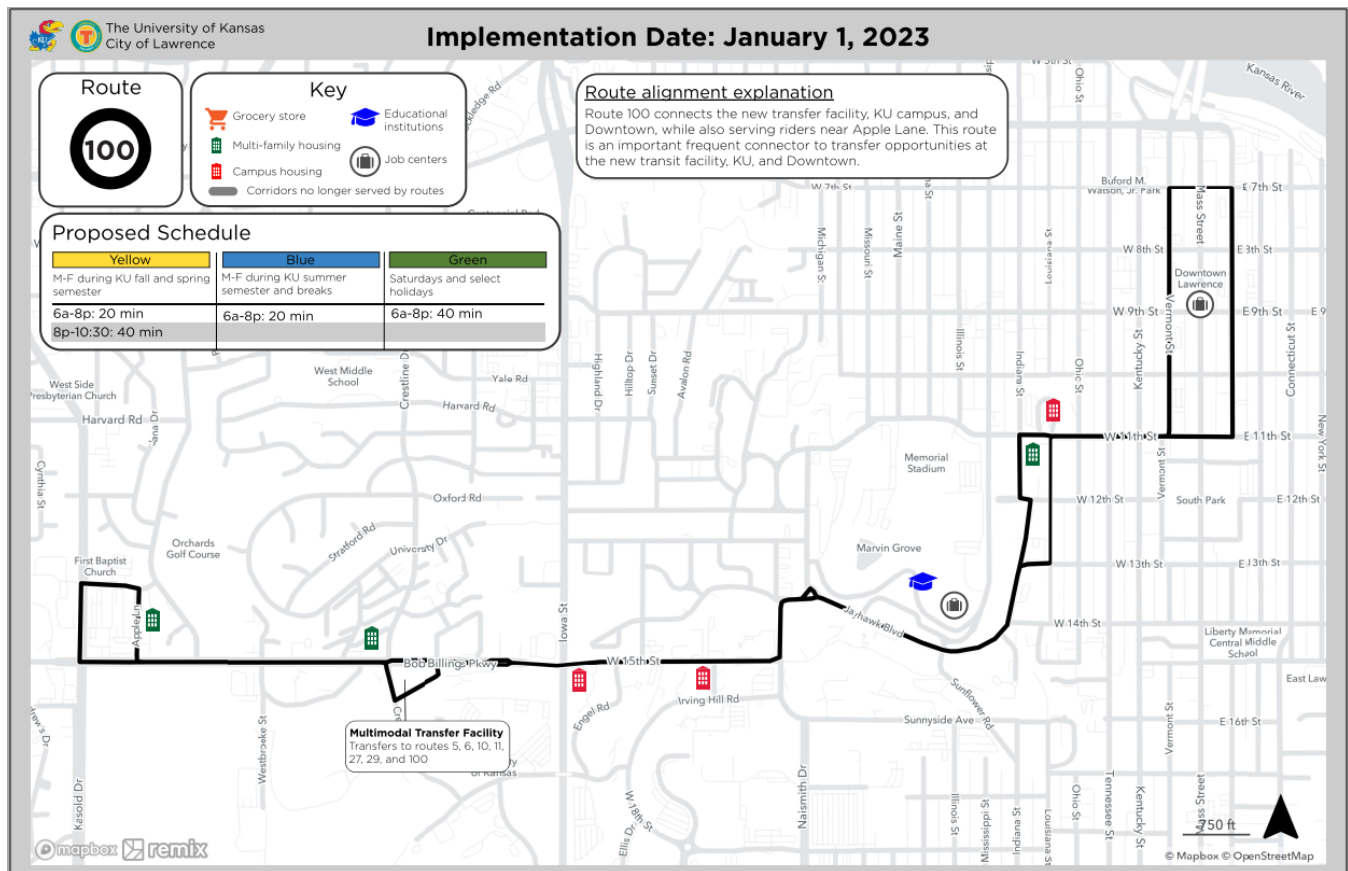


# Route 100 Final Proposal

## Final Proposed Scenario Highlights:

- Route 100 connects the new transfer facility, KU campus, and downtown, while also serving riders near Apple Lane. This route is an important frequent connector to transfer opportunities at the new transit facility, KU, and downtown (*New*)
- Route 100 helps cover service area of current Routes 10 and 30 (*New*)

FIGURE 49: ROUTE 100 FINAL PROPOSED SCENARIO



# Appendix A: Survey Responses

## Scenario 1

Comments	Responses
<b>Question: What new routes or new connections do you like about Scenario 1? (Fixed Route + Microtransit)</b>	
Would ride the 7 to downtown then the 4 in Scenario 1	Comment Received
While the routes are feasible for use. The critical important driver for use is headways at 15min or more frequent and evening and weekend service. I am open to having the microtransit facilitate these goals. I have been thinking if I should move from downtown as many lines are changing and look to be less robust going from downtown to campus. I am not sure with these options presented as service schedules will be the information I am looking for.	<p>Proposed service frequencies are available on the final scenario web site: <a href="https://lawrencetransit.org/route-redesign-final-scenario/">https://lawrencetransit.org/route-redesign-final-scenario/</a>.</p> <p>Detailed schedules will be available in the final planned route changes in Fall 2022.</p>
Those of us by the 11th St. & Louisiana spot can get to the business school & the rec center	Comment Received
<p>This survey is absurd as it is not useful to those using a phone as maps can't be seen. Even after I went to the library for a one hour computer session I still could not understand the two scenarios. Nothing could be printed off. We all should have been provided with two good sized maps in color upon request or at public info tables. One is not permitted to go further in this survey as at one point you are not allowed to proceed further until you supply something. The maps are horrid as few streets are labeled so how can one follow along the routes? To me the microtransit is not a useful concept and is ill defined. I live in this zone which stops west of downtown.</p> <p>Right now in S1 I live in a bus desert. In S2 I was told that a bus will still travel W 9th St. between downtown and the Merc at 9th and Iowa. I walk two blocks to 9th and Mississippi and catch the bus. It is about a 10 minute ride to the library. On the return from downtown to home I take the 10 which I guess is now called the 100 as it saves me walking uphill with a shopping cart or bags and takes me much closer to my home. I get off at 11th and Indiana and walk about a half block downhill home. I don't think this bus will be available to me under these plans.</p> <p>Downtown I also access my bank at 9th and Kentucky, shops, senior center, art center, hopefully city hall, movies, and book store.</p> <p>I take the bus to other places and would like to be able to continue to do so but have no confidence that it will take me there. I take the 7 after riding the 4 downtown and go to Dillon's in mass, Cottins, and further along at 27th and Iowa stop which is being eliminated by one or both of these plans to access my phone store and the dollar store at the corner. Sometimes I have ridden it all the way to kohl's or target especially</p>	Comment Received

for necessary clothes and housewares. Also my bank. I take the 6 to the small Walmart not often but for necessary supplies during pandemic also can take the 10 directly home. But this 10 again not Available in the future I think. Route 7 in one or both scenarios goes to the east to Haskell and does not seem to stop where I have gone before but again just guessing since I don't have useful maps. Keep the stop on mass at the north end of South Park as that is where many events happen. I cannot walk far and have to sit and rest so There's no point in telling me to walk places or ride a bike because I can't. Microtransit won't take me to a place where I have to be on time. Ditto for pick up. Would like to go to lied center.	
The new route 5. Better access to the 23rd & Kasold shopping area.	Comment Received
The link from downtown to the Bob Billings hub	Comment Received
The fact that y'all are including microtransit!! I don't want a car (nor can I afford one), so that service will allow me to do a lot more of what I want.	Comment Received
The distinct zones and how pricing would work for that	Comment Received
Starting at 19th and Harper, scenario 1 works to go downtown	Comment Received
Shorter route to Stewart road (Chase Court), as long as there is still direct transit to campus NOT via Iowa street.	Comment Received
Scenario 1 gives more of the connections needed to Heartland, downtown and the hub	Comment Received
Scenario 1 access to hospitals from hub is good, route 4 and 6	Comment Received
Route 7 does not serve the 19th Street in this scenario. People who travel to downtown or Walmart stores will suffer unless there is an effective and efficient microtransit facility. To me it makes more sense if the current route is kept intact for route 7.	Comment Received
Retains important access along 6th street.	Comment Received
Nothing.	Comment Received
Nothing- the bus has a dead end on 31st street so it could go up Lawrence street and stop in front of Holcomb park rec center. I don't think it goes from the Holcomb area to downtown without a transfer.	Comment Received
Nothing	Comment Received
Not much change and more access east and centrally	Comment Received
NONE THIS IS SOME ****ING BULL*** TAKING AWAY ACESS TO THE USD 497 OFFICE, JUST FOOD, AND THE WAREHOUSES UP NORTH WHERE THE ONLY ENTRY LEVEL JOBS FOR EVERYONE IN OUR CITY IS. YALL SOME ****ING BULL****	Please see proposed Route 3 and Route 6 for access to these areas. Just Food served by proposed Route 7.
None I am afraid...	Comment Received
New loop on what is now the west end of # 6. Provides better access to high density housing in the area.	Comment Received
Microtransit zones are good. I ride routes 4, 6 and 1.	Comment Received
Microtransit covers North Monterey/Peterson Road area.	Comment Received

Many have been rerouted to run on busier streets, which should increase ridership. Interlining should be much more convenient. Seems designed to cover the whole city, not just specific groups or destinations.	Comment Received
Likes scenario 1 connecting N. Lawrence to 6th st	Comment Received
Like that route 7 goes from Haskell to South Iowa, wish it came into campus instead of on 23rd St. Important that route 27 still goes between Haskell and KU.	Comment Received
Like scenario 1 because can walk from 27th/Inverness to route. Like to go to Walmart. Older parents don't drive. I ride route 9	Comment Received
Keeps bus off Lawrence Ave.	Comment Received
Kasold being serviced	Comment Received
It's confusing. I don't understand.	Comment Received
It's confusing as hell.	Comment Received
It works well with the new transfer facility (TF). Of the 20 routes, I prefer the Scenario 1 version on 17 routes. I do not like the zoned microtransit, I don't think it is workable.	Comment Received
I'm interested in the Route 4 interline with Route 10. I usually ride Route 10 from Bob Billings and Inverness to KU or to downtown.	Comment Received
I wish that route six was still in existence	Comment Received
I think the idea of a hub is good as it adds more flexibility to the riding the bus. My only concern is that it will double the travel time if there is not a very frequent bus route that goes from the hub to KU campus.	Comment Received
I think it is great adding more routes to Stewart Avenue/19th area. It's student-dense and this will help get more people to campus, where they need to be.	Comment Received
I really like the Route 4 and 10 interline, it makes some great connections to the new hub, 6th St., and North Lawrence.	Comment Received
I only looked at Route 10 because that is what is the only line I use.	Comment Received
I like the shift south for the entire system.	Comment Received
I like the new route 4 and hope there would be increased service north to a grocery store (at least every half hour). I like the new transit hub and the connection to downtown. I like having more microtransit zones.	Comment Received
I like the idea of microtransit to connect people to places they wouldn't have as easy access to otherwise. It's also nice that some routes extend further from the center. The zones (compared to no zones in Scenario 2) are a nice concept as well.	Comment Received
I like the combination of the current #6 and #4 routes (#4 in this scenario), because these are the 2 that I use most often and am most familiar with. I like that all of the services, stores, amenities and schools along 6th street are now easy to access from north Lawrence, and vice versa. Personally, I could choose from where I live near 6th and Schwarz whether to go to the Sports Pavilion, or to the pickle ball courts in Lyons park for a couple of hours of pickle ball via one route. Love it! A couple of large open squares with no coverage in west Lawrence have been eliminated because a route	Comment Received



has been added to Kasold. That helps. Am also glad to see a route extended to serve the 9th and Delaware area.	
I like the areas being more covered but the time issue to travel looks longer. No time travel in minutes for the routes were mention and the cost. Only problem on this scenario 1 is 9th St. is not covered from Indiana to emery Rd. There are lots of eating and banking places on that street that u will no longer be able to get to for business transactions. I would be 1 of them as a senior.	Comment Received
I like that you only transfer once from 6 to 3 in scenario 1 but not sure how cost for microtransit will affect me.	Fare free pilot for all services planned in 2023.
I like that students for Free State have one-seat service from anywhere north of 15th St/Bob Billings. I like LMH Main being a route destination as it were.	Comment Received
I like that more people will be able to access grocery stores in areas that are considered food deserts (north Lawrence, east Lawrence)	Comment Received
I like that it does include the current bus stop on Stewart avenue, which is currently covered by the 38	Comment Received
I like that Haskell is connected to Peaslee Tech because it creates opportunities for students to take classes there.	Comment Received
i like that Campus routes aren't overextended into Lawrence	Comment Received
I like nothing about the changed routes in either scenario, which are both serious downgrades for me, for the routes I frequently take. For other routes that I take infrequently, I do not mind extra time/hassle as much, so I did not look carefully at every single route. Microtransit is an interesting idea for *occasional* trips but seems ridiculous for regular daily trips. Your question about "can I get to where I need to" does not consider that. Yes, for an occasional trip obviously with microtransit one can get to pretty much anywhere in the city. But is it practical and dependable for daily use? NO. Reason: the most critical thing is a dependable schedule. It is okay if a bus only comes every 30 min because I can schedule work or home chores around that; I know the schedule and I'll make sure to be at the stop when the bus comes, usually with short wait times (because I know if the bus is running late, from the very cool app). BUT with microtransit to connect to a route, there is no way to plan my work or home activities. I have no idea when the ride would arrive for me, either at start or destination. And if it takes me to a bus stop, I may have to wait for 30 minutes for the bus. Definitely not for a daily routine. The most critical thing in public transit is to satisfy the needs of regular riders. And I fear that with the current designs, you will lose regular riders, because both scenarios degrade regular daily transit to the most popular destinations.	Comment Received
I like a lot of the connections being made. I like the interlining of routes. I am curious to learn more about microtransit. It looks like I could take microtransit from where I live near (Clinton Pky and Lawrence Ave) all the way to downtown in my zone.	Comment Received
I believe Southwest Lawrence is better served. Fixed route coverage is reduced in the Northwest. I want to be convinced that Microtransit works as an alternative in areas like this where fixed routes are reduced.	Comment Received
Haskell students live at The Reserve, Legends, and Rockland, and it looks like all of those places can connect with Haskell. Route 29 connects with Route 27 at the transit facility.	Comment Received

Good Haskell to downtown and to S Iowa connection on R 7	Comment Received
Extend the Wakarusa service to connect to one another. Extend Bob Billings route west to connect to George Williams north to existing route.	Comment Received
Don't support Scenario 1	Comment Received
Doesn't seem much different than current routes	Comment Received
Covers most basic route around town	Comment Received
Connection up Kasold (29) but only if routes 29 & 100 also run on Saturdays.	Comment Received
Can't read this map with missing labels and not optimized for mobile.	Comment Received
Because there are such major changes to the routes I currently take and there is quite a bit of information I don't have about frequency, etc. it's hard to say. There is such a scaling back on the number of routes and where they go, I don't see much in the way of "new" connections (as in, there are now places I can get to that I couldn't before). For someone like me who has no car and is entirely dependent on the bus, all I can focus on is "Can I get to all of the places I need to go and can I get there on time?" I would prefer if microtransit had its own separate question because it doesn't exist yet, so I would rather discuss the changes from current fixed routes to new fixed routes and the pros and cons. I think microtransit might work for occasional trips and may help out people in the evenings, but it isn't reliable enough for every day. There's no predicting if you'll be picked up on time to get you to your job or medical appointment when you need to get there.	Comment Received
Any scenario that doesn't go up Sunflower Road from Sunnyside to Jayhawk is a bad scenario. Many people who have trouble walking multiple steps take this route daily during the academic year.	Comment Received
All of them.	Comment Received
Addition of service along Kasold (6th to 15th) is a nice improvement. New route 4 is a suitable replacement for current route 6. New route 3 connection Crestline to downtown is also a nice addition.	Comment Received
4/10 interlines work	Comment Received
1. I like the #100 concept and the redesigned #27. There is little else that I like here, however.	Comment Received
<b>Question: Does Scenario 1 create any notable gaps in transit service? (Fixed Route + microtransit)</b>	
Yes: the gap is that microtransit creates as much (sometimes more) traffic and pollution than do individual drivers. Please eliminate microtransit (except as absolutely necessary, e.g. paratransit) and stick to a fixed-route transit system.	Comment Received
Yes. Need route coverage to Hallmark!	Comment Received
Yes. I see a gap on 6th street from Wakarusa to Folks. This leaves out the people going to Rohan Ridge Apts. and anyone wanting to go to the Dillon's, or the doctor's offices or other businesses there. If you are heading westbound and get out at Folks and Bauer Farm, getting across 6th is tricky. If you need to head eastbound on 6th street to get home, will the bus (rt. 4 in this scenario) be able to pick you up at the current stop near 6th near Folks since it is now turning on Folks instead of heading down Wakarusa and	Comment Received

turning on 6th? Also, as someone who used to live in one of the apartment complexes near 24th and Alabama, I don't see anything for them with the huge change to rt.27.	
Yes. For many KU students that live off campus, these route redesigns would make it incredibly difficult to get to campus. I don't think microtransit would fill the gap either, as a large number of students would likely be arriving to the closest stop available to campus, then trying to get up to main campus, which would likely overwhelm the microtransit system. Many students rely on the buses to get to campus, and these redesigns would make it even more difficult to get to class.	Comment Received
Yes. By eliminating the North Iowa street route that crosses I-70 (current Bus #3) it makes it impossible for people I know to get to their jobs. None are able to afford cars and that bus route is their only means of getting to work, other than paying for taxis that each way cost about the same as two hours of employment. Several of these people moved to Lawrence with the understanding they could take the buses to their jobs. This is awful and a "bait and switch" game for low income workers.	Please see proposed Routes 3 and 6 for coverage to the North Iowa St. area.
Yes, the current route 38 (which me and my roommate take every day) includes both ISB and Wescoe and the Union in one strip. The proposed 41 excludes ISB on the north bound trip and I would like to see this changed	Comment Received
Yes, just what I said in above question about 9th St. from Indiana to emery Rd not being covered/served. Also bob billings on route 30 not going to apple Lane and Kasold Dr. There are a lot of KU students living there. That a good walk to the bus hub at Crestline and bob billings to get to campus for classes.	Comment Received
Yes, big chunks of Iowa are not covered; no bus on Wakarusa between Bob Billings and Clinton; the loop on Stewart seems like an unnecessary dead end as there is no connection to W 23rd.	Comment Received
Yes! Stop right in front of Just Food is essential! Also at Lawrence Community Shelter and all stops with microtransit after 8pm and on Sundays	Comment Received
Yes- see above. Even though you are pushing microtransit, the wait time will be more from the Holcomb area to get downtown.	Comment Received
USD 497, JUST FOOD, WAREHOUSES UP NORTH	Comment Received
There should be circulator routes as follows: 1.North to south on Iowa St.-from 6th to the South Traffic Way over pass 2. 6th St. east to west from Massachusetts St. to George Williams Way. 3. 23rd St./Clinton Pkwy. East to west from the first stoplight on the east side of 23rd. St. to the last stoplight west on Clinton Pkwy.	Comment Received
The most notable gap for me is that I used to take the 7 from Holcom Park straight to downtown. That scenario no longer exists	Comment Received
The industrial park on east 23rd has maintained its service, but the industrial and employment areas north (Hallmark and N. Iowa street) have lost service. Hate to see that happen.	Comment Received
The change in route 3 to use Crestline north of Ninth is not a good change. Crestline and Ninth are the two most dangerous streets in Sunset Hill, especially at school start and stop times. SHNA Executive	Comment Received

Committee would oppose this route change. I believe we can serve Meadowbrook from the stop at Bob Billings and Crestline.	
The center is much emptier now with the extended routes which will make it harder for people already there to get around compared to the previous set up. It will also make trips a bit more complicated (for normal commuters), since they'll need to take multiple rides to get to one place they used to be able to make on one.	Comment Received
The area north of 6th must rely on microtransit. I would prefer to serve them with a fixed route as well.	Comment Received
Suburbs in the North	Comment Received
Students on memorial drive/the stadium stop from the current 42 route don't have as much access to campus. As well as those in sororities/fraternities. Using Lyft/Uber to get to class every day is a lot of money	Comment Received
Still no routine coverage down George Williams Way and the housing at the west edge of Lawrence	Comment Received
Still need some bus service further west of Wakarusa to Congressional Circle (Prairie Commons Apartments) area for seniors at Prairie Commons Apartments.	Comment Received
Scenario 1 would create a hardship for a number of residents who work across I-70 on North Iowa	Comment Received
Scenario 1 leaves me in a total fixed route bus desert. No service at all on any routes.	Comment Received
Route 7 should dip into Haskell - as should any routes that pass by on 23rd. Missing usual R 7 access to Holcom Rec center. Haskell students live S of 23rd and west of Iowa - could be missing access for them.	Comment Received
Probably you want me to say "no gap, let's just go with one of the plans" because after all, there is microtransit, right? But "gap" in my mind means gap in dependable regularly scheduled service that is practical to use. And yes, obvious gaps opened up in both Scenarios. It is so much nicer with the current routes. Both scenarios destroy especially route 6 and also route 10, which were really nice to get to *main* campus (route 10) and downtown (both 6 and 10) from west part of town, without need to transfer. Very bad to destroy these routes. Route 10 now truncates at the hub. Which means, pretty much *everyone* on that route will have to transfer to or from 10. Forcing transfer on a daily trip means riding the bus daily is much less practical for most riders, because it adds a lot of time to a trip. Perhaps the people designing this thing are not familiar with KU, and see KU campus on the map and think route 10 goes to it, but the main campus, where most people want to go, is east of Iowa. Which makes the new 10 much less convenient for almost all current riders of 10. The hub was supposed to make it easier to transfer to different destinations without having to go downtown, and that is fine, even if it means a route is slowed down by a longer-than-usual stop when going through the hub. But why not let the current routes continue on to where *most* of the riders actually want to go?	Comment Received
on Haskell between 11th and 15th, and less coverage on east 11th	Comment Received

On a map there are geographic gaps. However temporal gaps are very important to me using it. Do I have a class at 8:50? Does the bus come at 9:11? Then there is not much chance I will take the bus if I either have to be there 40 min early or if walking or riding my bike is faster. Also, how would you connect to the K-10 route? Can that move to another location either the new transfer center or downtown?	The K-10 Connector and Greyhound are planned to serve the new transit center at Bob Billings & Crestline.
Offhand no, especially with microtransit available for 1st and last mile.	Comment Received
Not that I can see.	Comment Received
Not close enough access to the Lawrence Community Shelter	Comment Received
None for me. I live in the area of 25th and Alabama and I do lose route 27, but that was not much use for me anyway. It does remove a direct route to the KU central campus for people in this area, but the new 5 combined with the new 100 works.	Comment Received
N Iowa Street area	Comment Received
Missouri St is left out of both which includes Jayhawk apartments and sunflower apartments which is KU property	Comment Received
Missing service along 9th street like in current Route 4.	Comment Received
It makes it so that we would have to transfer buses now which is doable but could be annoying depending on schedules. Makes the trip longer. A lot of the routes now are shorter which hopefully means less time in between buses but also means more transfers for more people. Not a lot of buses get to downtown anymore without a transfer.	Comment Received
It looks like my 29 bus will no longer go from Clinton x Lawrence Av to the KU campus (where I work). That's a deal-killer for me.	Route 5 connects to campus routes at the new transit center from Clinton Pkwy & Lawrence Ave.
If routes 29 & 100 do not run on Saturdays.	Comment Received
I'd like more direct access to the shelter like in scenario 2.	Comment Received
I'm not sure what stop I take on 4 to get off before going to NLFK	Comment Received
I would like route 11 to directly go through KU campus like it does right now.	Proposed Route 11 will serve Jayhawk Boulevard.
I worry that expanding the 36 route so much will cause the wait times to be longer. If the wait time increased from the 20 minutes it would be harder for me to get to campus. Also removing the 30 bus may lead to more crowded buses on campus.	Comment Received
I wish that Routes 5 and 7 came into Haskell instead of staying on 23rd St.	Comment Received
I think most crucial aspects are the access to KU campus, downtown and Walmart/Target and other shopping centers at 33rd street. For the students living in the 19th Street (Kentucky, Tennessee, and Louisiana) the transportation to these locations are not easy.	Proposed Routes 7 and 27 serve these destinations from the area near 19 <sup>th</sup> & Kentucky/Tennessee/Louisiana.
I think it's important to have continuous service on 6th Street (at least primarily) linking East Lawrence to both Free State high school and LMH West. I would settle for direct from the downtown area to LMH West.	Comment Received



Maybe Rt 4 in this scenario does this - depending on how the interlining with Rt 10 works and how often it runs).	
I see no service to N1800 Road and less access in East Lawrence and OWL.	Comment Received
I need to be able to get to campus for 8 am classes from Kasold and Bobs Billings and I am worried that that will not be possible or very difficult due to timing with this new bus system.	Comment Received
I live near K10 and Bob Billings and usually drive to park at the church near Kasold & 14th, then ride Route 30 to campus. With Route 30 gone, I would need to walk to stops near Bob Billings and Kasold to take routes 5, 10, 29, or 36 to the new hub or campus, which is fine with me.	Comment Received
I don't think so	Comment Received
I don't like that Route 29 has to transfer at the new transit facility. I don't think routes should be changed. Route 6 needs to go down 6th St.	Comment Received
Fill the gap on Wakarusa	Comment Received
Any scenario that doesn't go up Sunflower Road from Sunnyside to Jayhawk is a bad scenario. Many people who have trouble walking multiple steps take this route daily during the academic year.	Comment Received
Access to Holcom rec center. Shortened access to fixed route along route 3. I think the previous one way service was preventing ridership from meeting its full potential.	Comment Received
9th street needs to be covered from Iowa to Downtown with stops. Residents in OWL and immediately across 9th depend on these routes (especially in terms of Campus).	Comment Received
29 bus at Clinton and Lawrence Ave is very important for transit to Campus. Please do not change that.	Comment Received
25th and Iowa to Haskell Church, 21st Haskell - Independence Inc. is also there - how can they get to S Iowa S1 looks better	Comment Received
1. You took away my bus stop!!! (Stop 82 on 6th St. in front of Batteries and Bulbs and Rohan Ridge Apts.) I can't go *anywhere* if this goes into effect. 2. I've never seen a microtransit system that was kept for more than a few years. Here in Lawrence, there was a microtransit bus for the region north of 6th St--it only lasted a year, because no one used it! 3. Hopefully there will be enough microtransit buses that I can call in the morning and get a ride that afternoon (compare paratransit scheduling, where you often need to plan 3-5 days in advance). 4. Also: what is interlining? I don't understand.	Comment Received
Yes--the proposed route changes for the 7 bus on this scenario eliminates the stop at 14th and Massachusetts where I normally board the bus and the stop at Dillon's on Massachusetts. It also eliminates the stops on 27th Street, including Holcom Rec Center and the shopping centers near that intersection. I use those stops for shopping. I also use the 7 weekly to go to Checkers and return home. This route change means the bus would take longer to get to Checkers and would make it impossible for me to shop there and catch the same bus on its return trip, which is so convenient on the existing route. On the new scenario, I would have to wait much longer for a 7 bus back home and would have to walk further to get home from the stop I would have to use when I got back, so it would no longer be an option to use the 7 for grocery shopping at Checkers. Basically the new route would effectively eliminate MOST of the reasons	Comment Received

I use the 7 bus at all. I could ONLY use it to go to South Iowa, and maybe to go downtown, and even for these trips it would be less convenient.	
<b>Question: What Scenario 1 concepts should we continue exploring? (Fixed Route + Microtransit)</b>	
To include ISB in the route 41 similar to the current route 38	Comment Received
The more transfers people have to make, and the longer the period of time it takes to make them, the less ridership you will have.	Comment Received
Still need some bus service further west of Wakarusa to Congressional Circle (Prairie Commons Apartments) area for seniors at Prairie Commons Apartments.	Comment Received
Selfishly, I wish a route ran along Clinton Parkway from Wakarusa and then turned north on Kentucky or Mass to downtown.	Comment Received
Routes that go by Haskell on 23rd St. should come onto campus like Route 27 does.	Comment Received
Please see above. Also, it would be great if Buss 11 could stop at the farmer's market not only on the northbound route but also on the southbound route. Further, it would be great if Bus 29 could have a stop between stops on W 15th and Clinton (that's 2 miles between stops!), such as in the intersection of Iowa and 19th.	Comment Received
Please see above and make sure the route that covers North Iowa Street over I 70 is included	Comment Received
Not dead ending - go onto Lawrence street so you serve the Holcomb area. I always see people at that stop in from of Holcomb and at the stop near 27th and Crestline where Chic Fillet A is and McAlisters.	Comment Received
Northwest and Southwest Lawrence have few routes	Comment Received
None that I can come up with. I like the direction you're going with more decentralization.	Comment Received
My concern is not just that both scenarios are much worse than the current setup for me, though admittedly that is why I am objecting so strongly. But I also want what is best for the public transit system, so that current riders will keep riding and new riders will join us. Forcing people to transfer in order to get to popular destinations, when that obviously is not necessary (because currently the routes are nice and direct) will make the transit system much more costly in time and convenience and you will probably have lower ridership. Also, the gaps that opened up in the transit maps can't really be plugged by microtransit. Microtransit is a nice idea, especially for evenings, but it can't replace the scheduled routes for regular riders (especially since I suspect it would be much more expensive to ride, though that critical info entirely missing as far as I can tell). Also, not sure why one microtransit form is matched to Scenario 1 and another is matched to Scenario 2. It seems we should consider the two types of microtransit entirely separately from the two scenarios. I prefer Scenario 1 but with Scenario 2's version of microtransit.	Comment Received
More stops in Kasold and routes stopping at Winter brook	Comment Received
More direct transit from University Central District to Jayhawk Boulevard (specifically from residence halls)	Comment Received
More access to KU campus	Comment Received
Missouri Street please	Comment Received

Microtransit, giving access to commuters further away, and later travel.	Comment Received
Microtransit is a cool idea, I think students would use it.	Comment Received
Make sure the businesses, medical bldgs and apt complexes are covered in the city. U cover to much residential areas. Most people in residential areas have cars and do not use the transit system.	Comment Received
Love the microtransit zones. I'd like service into late nights. It might be nice to have a "taxi" zone for microtransit downtown and by Amtrak and greyhound.	Comment Received
Like microtransit, would use it	Comment Received
Keep explaining how micro-transit would work. Make sure fixed route stops and shelters are provided for senior living facilities as well as student apartments.	Comment Received
IT ****ING SUCKS A** B*****	Comment Received
Interlining. Scenario 1 relies less on KU routes that do not run summers and holidays.	Comment Received
I'm concerned about the safety of microtransit, I wouldn't want to ride alone. I'm also older so probably don't want to use an app, I would drive instead.	Comment Received
I want the people working on these changes to understand that some of these routes only run 7 months of the year. Because of budget, that isn't likely to change. I have to take city routes during winter and summer breaks and certain holidays to get to where I work on campus. I've lived in Lawrence for over 11 years, and I've seen the bus service make so many good improvements. Please don't take it all away.	Comment Received
I like the emphasis on interlining. I think this is a good innovation. I don't like the zone concept, it is too cumbersome. I see that it could work, but not certain it will be used.	Comment Received
I am not sure.	Comment Received
How we're serving food deserts and KU campus	Comment Received
Give service on w9th between downtown and Iowa.	Comment Received
Fixed route only, no microtransit (except as absolutely necessary, e.g. paratransit).	Comment Received
Extend from Rock chalk park down George Williams Way to Bob Billings and link to BBHub	Comment Received
Currently, my trips originate downtown so I almost never have to transfer. The biggest question for me for both scenarios is how much time will I have to spend waiting to make a connection at the Bob Billings hub or for microtransit. Since I primarily travel to appointments, the timing is critical.	Comment Received
Continuing to use the Safe Ride bus.	Comment Received
Closer access to the Lawrence Community Shelter	Comment Received
Bus stops don't seem to be indicated but are a critical part of access. Are the planned stops in Scenario spatially equitable?	Once routes are finalized, stops will be added, moved, or removed as necessary. Stop spacing goals are to place a stop -every 2 blocks/1/4 mile.
Adding or changing more route so more routes go from KU campus to downtown Lawrence.	Comment Received

29 bus at Clinton and Lawrence Ave is very important for transit to Campus. Please do not change that. Also, direct, quick route from south Iowa/23rd/Ousdahl to Downtown. One that does not go through campus.	Comment Received
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## Scenario 2

Comments	Responses
<b>What new routes or new connections do you like about Scenario 2? (Fixed Route + microtransit)</b>	
Usually catches route 9 or 7 near Kasold to go to Checkers, so scenario 2 would work better for that.	Comment Received
This scenario 2 is close to the routes we have now. Only problem is route six. Going down champion In from 6th St. is a disaster. It is to hard going around the turn about now with all the cars coming and going from all the businesses located in the Bauer farm district. U cannot even turn left from champion In onto overland Dr when the high school students are out at 03pm as traffic jam. Route 6 needs to stay on overland Dr from folks Rd as it is now.	Comment Received
There is a bus on Wakarusa between Bob Billings and Clinton; no loop on Stewart, and there is a connection to W 23rd.	Comment Received
The entire length of Wakarusa drive has service. Kasold drive has service. The industrial area on North Iowa's has service	Comment Received
The additional coverage for N Iowa	Comment Received
The 6/3 going to north Lawrence is very important.	Comment Received
Seems better than option 1	Comment Received
See scenario 1.	Comment Received
Scenario 2 is awesome. I live at 15th and Haskell and want to go to Dillon's @ 19th and Mass.	Comment Received
Scenario 2 has more coverage North	Comment Received
Same as scenario 1.	Comment Received
Really like the Haskell to downtown Route 1, makes it easy for students to go downtown.	Comment Received
Please see comments at beginning of survey which talk about both scenarios since I only have an iPhone no printer and no useful maps. Am I the only one?	Comment Received
Nothing currently	Comment Received
Not much.	Comment Received
Northwest	Comment Received
None	Comment Received

New loop down Wakarusa that improves access near high density housing. [City should consider a demand pedestrian crossing somewhere in the area, or perhaps a roundabout with pedestrian islands]	Comment Received
N/S Kasold route is interesting	Comment Received
more routes for KU specifically	Comment Received
Many of the changes made on Scenario 2 make me want to scream in frustration. However, the distanced-based microtransit seems like a better idea. I don't think people are going to memorize the zones to know when they would have to get out. Also, if you make someone get out based on the zone they're in, would they have to wait 30 minutes in the snow or rain or summer heat for a fixed route? And what if that fixed route doesn't get them where they need to go? I think people might pay a little extra to know they are getting to their destination safely.	Comment Received
Like the ability to avoid KU if desired, but scenario 1 seems to provide more service	Comment Received
Like that Route 1 goes from Haskell to downtown, wish that it interlined with Route 5 like in Scenario 1.	Comment Received
Kasold	Comment Received
It's confusing.	Comment Received
Includes N Iowa Street, and microtransit can take you to your destination rather than having to transfer to a fixed route.	Comment Received
I'm not sure where this goes because not enough streets are labelled. Can I get downtown from Holcomb Park without Microtransit?	The Route 7 & 9 interline provides a one-seat ride from Holcom to Downtown.
I prefer the single zone microtransit with distance dependent fares of scenario 2. I don't like most of the fixed routes in scenario 2, especially the scenario 2 version of the current route 6, which becomes a 3-seat ride instead of a single seat. I did like the scenario 2 version of routes 3, 7, and 9.	Comment Received
I like the route around 27th Street and the ones to downtown and around campus. You need a scenario that goes up the hill at Sunflower Road to Jayhawk Blvd.	Comment Received
I like the Route 7 and 9 interline, that makes it so kids who live by Holcom can still get to school at Billy Mills or Lawrence High.	Comment Received
I like the more direct connection to the shelter. That could make a big difference in the community.	Comment Received
I like the coverage north of the hospital. I like how you have interlined 3 and 6 to increase options to riders. In fact I liked all of the interlining you propose on both scenarios. North, East, and South seem well served.	Comment Received
I like the connection to Lawrence HS	Comment Received
I like that the northern workplaces are included. I like the attention to two-way service on Rt 3.	Comment Received
I like that Route 4 retains access along 9th street. I live in 1000 block of Mississippi and rely on 9th street service.	Comment Received
I like that Route 1 goes from Haskell to Downtown.	Comment Received



I like that it preserves Rt 4 access to the Merc and Rt 1 goes to Dillon's on Mass.	Comment Received
I like that 9th street locations are available here between downtown and Iowa, unlike scenario one. I prefer the existing 9th street stops stay the same with only expansion.	Comment Received
i like Route 27, 11, 10,	Comment Received
I like how it extends outwards more than Scenario 2, but by doing so thins out existing routes making it harder for regular commuters.	Comment Received
I like how 11 partially goes through KU campus	Comment Received
I don't notice any changes in areas I take the bus	Comment Received
I don't like any of it.	Comment Received
I do like the route 100 if it is frequent.	Comment Received
I can find nothing to like in either Scenario 1 or 2, other than the access of LMHW. Well and the microtransit concept is nice, but not for plugging in gaps. I like Scenario 2's microtransit version better. It is not practical for microtransit to take people to bus stops so they can travel inter-zone, because they can't be coordinated with the regular route schedules. So it seems to me that Scenario 2's microtransit is much more practical. I think the zone idea (with scenario 1) makes sense for a city that is much larger in territory (I watched the videos and I get the rationale) but I think Lawrence is small enough that the benefits would not outweigh the costs in time and convenience. I mean, most of the time people won't go from one edge of town to another, so longer rides are probably not going to be the majority of rides.	Comment Received
Goes all the way to the Lawrence Community Shelter	Comment Received
Extension of route 36 west to Kasold (and Trail) is a nice improvement.	Comment Received
Convenience of going anywhere in the city. Spending less time in getting where you want to go	Comment Received
Continues the routes needed	Comment Received
Can't read map	Comment Received
Both Scenarios with Route 10 are the same. I do like that it goes out to LMH West	Comment Received
Blue zone very large. I don't quite understand what's going on with Route 4. It seems that Route 6 was eliminated and 4 took its place, but it is not some kind of loop all the way to the new transit center? How can the buses make it through town and all the way up to north Lawrence in 30 minutes? It seems like it would be better to just leave Route 6 alone and have Route 4 go from North Lawrence, stop downtown and go to Bob Billings and Crestline from there.	Additional buses would be added to proposed Route 4 to result in 30 min frequency during peak times.
Better coverage on 9th street than Scenario 1, continued service to N1800 Rd	Comment Received
all of Wakarusa is covered, 11th st is covered well	Comment Received
A new route to LMH from downtown or KU campus would be fantastic. This plan seems much better than scenario 1	Comment Received

1. This scenario has a bus line going to my stop (#82 on 6th St.), so it's better than Scenario 1. I can take the #10 to the transit hub, and from there almost anywhere in Lawrence. 2. I like that buses go both clockwise and counterclockwise around the South Iowa & 31st st. loop.	Comment Received
<b>Does Scenario 2 create any notable gaps in transit service? (Fixed Route + Microtransit)</b>	
Yes: the gap is that microtransit creates as much (sometimes more) traffic and pollution than do individual drivers. Please eliminate microtransit (except as absolutely necessary, e.g. paratransit) and stick to a fixed-route transit system.	Comment Received
Yes. Big time! I live near the Pinckney School at 6th and Illinois, so I take the current route 6 quite a bit. Nearly all of my medical appointments are at places on 6th street. To be able to get on the bus at 6th and Maine, get to my appt. on time, and then on the way back take a short walk home from the 6th and Mississippi stop brings me a lot of peace of mind. This scenario has a big gap between Michigan and Kasold. Not only does it cut me off from my doctors, I also use route 6 to go to the Dillon's near 6th and Schwarz as well as the Walmart. It doesn't matter if routes 34 and 36 cover some of this large gap because they don't run all year and don't connect with each other. I see a lot of people on route 6 in work uniforms. A gap like this is a MAJOR problem. The current route 6 works SO well as it is. Please don't destroy it!	Comment Received
Yes, Scenario 2 very obviously creates notable gaps in transit service for the people who wish to use it regularly (which I think means microtransit can't reasonably fill the gaps). The gap that is most upsetting is, you removed the west half of route 10 on Bob Billings, so people between Kasold and Wakarusa who live close to Bob Billings are essentially losing regular public transit. I ride that stretch regularly and so I noticed that currently there are more people being picked up/dropped off in that stretch than in previous years, so maybe the data collection on ridership needs to be updated. They are mostly young people riding to KU, so it could be a demographic change in that part of town.	Comment Received
Yes! 6th St. from downtown to Michigan is not covered and I see lots of people walking that area to catch the bus. There are all the eating places to stop at in that area u will not be able to get to. Also the man and Adam Weigel never explained in detail how the microtransit would work in any scenario. They both said they would be short trips and did not want them used if necessary. They both want the fix transit used 1st. What will be the cost of the microtransit? Sounds like the cost of the transit system is going up and how much and why?	Fare free service will be piloted in 2023 for all services, including microtransit.
Yeah - the bus I take to work. In neither scenario does the 29 go down Clinton Pkwy to Iowa. Both go down Kasold instead. Effectively, what that means is: I will no longer take the bus. Which would make me ill-disposed, as a taxpayer, to invest any money in it.	Comment Received
Yea, this would make getting from Wakarusa to Campus very difficult especially for those that live close to Bob Billings and therefore so inconvenient that riding the bus would not be feasible.	Comment Received
Wish that Route 5 went from Haskell to South Iowa. Could Route 5 go to South Iowa and interline with Route 7 which could go to the transit facility?	Changing Route 7 in this way would eliminate the Holcom to Downtown via LHS and Billy Mills connections, which is not likely feasible.

There is no connection from Haskell to Wal-Mart and Target, but microtransit could work. It is most important for Haskell students to be able to go shopping on the weekends, sometimes Haskell runs vans to help with that.	Comment Received
The gaps without fixed routes are larger on this scenario, especially in most of East Lawrence, north and west of 6th and Iowa. The only way this scenario seems to be an improvement over current fixed routes is if the pattern would allow for buses to run more frequently. Otherwise, it shows very limited improvement.	Comment Received
The downtown and campus and central routes are good. It would be good to have a bit more service between 6th and 23rd/Clinton Parkway.	Comment Received
The central route system is thinned out.	Comment Received
Taking route 10 to Kasold instead of Wakarusa/Bob Billings takes out service for a big part of that area of the city. We would have to stop taking the bus altogether because it would be really hard for us to get to a stop without driving or walking a long way.	Comment Received
Students who don't live immediately on campus. Those from the stadium side, the sororities/fraternities, and the ones from Louisiana-Kentucky. Most have to walk 20+ minutes to class	Comment Received
Still need some bus service further west of Wakarusa to Congressional Circle (Prairie Commons Apartments) area for seniors at Prairie Commons Apartments.	Comment Received
Seems more focused on specific destinations and groups. I would prefer a route system designed to get efficiently from any place in town to any other place.	Comment Received
see above	Comment Received
Scenario 2 is inconvenient for people live in Hawks Point 1 area because it breaks down the sixth street. It'll be a long trip for students at KU to go to campus. It'll also be inconvenient for people who take buses to grocery stores on 6th street.	Comment Received
Scenario 2 has less options.	Comment Received
Same statements as Scenario 1	Comment Received
Same as scenario 1. None for me. I live in the area of 25th and Alabama and I do lose route 27, but that was not much use for me anyway. It does remove a direct route to the KU central campus for people in this area, but the new 5 combined with the new 100 works.	Comment Received
Same as Scenario 1, with Route 30 gone, I would need to walk to stops near Bob Billings and Kasold to take routes 5, 10, or 29 to the new hub or campus, which works. Can't get from Haskell to south Iowa on regular bus, so microtransit would need to be easy to use and affordable.	Comment Received
Same as #1, stop directly in front of just Food. People cannot stock up their needs by having to walk to stop.	Comment Received
Quick and easy access from downtown to the 4th & Maine medical area is important. Not sure how interlining Rts 3 & 6 would affect that. Getting from downtown to Wakarusa and Legends on fixed routes looks difficult. Presumably, microtransit would help.	Comment Received
Not gaps, just confusion about what it is trying to do in a timely manner.	Comment Received

Not as far as I can tell but I didn't have time to read all the descriptions	Comment Received
not all of Haskell is covered between 15th and 19th, harder to get from NE to SE part of town	Comment Received
North suburbs	Comment Received
None noted	Comment Received
No direct service from 6th Street west of Iowa to downtown!?!? This is a deal breaker for me. Terrible idea and a major gap in service.	Comment Received
No direct route from South Iowa to Campus.	Comment Received
No	Comment Received
No	Comment Received
Missouri St and Maine St	Comment Received
Less access in East Lawrence.	Comment Received
it's harder to get to the union from my apartment on the 11	Comment Received
It'll be better to have a Bus that goes through the entire Iowa.	Comment Received
It seems a lot of these options are adding multiple far-out stops, which will slow down service on busy lines.	Comment Received
It looks good.	Comment Received
It doesn't include Stewart avenue in the way that the current 38 does, and instead only has stops along 19th. Additionally, the proposed 41 doesn't include ISB or the Union, both of which the current 38 does. My roommate and I both use the 38 every single day and would like to see the stops it currently makes preserved.	Comment Received
It depends on the frequency of the busses. Hard to tell which route would pass north Peterson. How would it work with fewer microtransit zones	Comment Received
In scenario 2 I'd have to take 4 buses to get home rather than 2 if the transfers only last an hour would I be able to get home without paying more than once?	Fare free will be piloted in 2023 across all services.
I'm worried about the loss of Route 6.	Comment Received
I use the 7 bus a lot now. But Scenario 2, just like Scenario 1, changes the route of the 7 bus so that my current stop at 14th and Massachusetts would be eliminated. I would have to walk much further to get to a stop. It would also eliminate the stop at Dillon's and the ones near 27th and Iowa, which I use for shopping, and would change the timing of when the 7 bus passes Checkers both going and coming back, so I could not conveniently use the 7 to shop there anymore. Basically I would only be able to use the 7 bus to go to South Iowa on Scenarios 1 and 2. I wish you would just leave the 7 as it is.	Comment Received
I ride route 6 and this scenario is way too disjointed for the community	Comment Received

I ride daily from Rock Chalk Park to downtown on the 6.... If you take that away I won't have access to downtown anymore and as a disabled person who is only able to use your service and can only take single bus trips I rely on the route 6 to get me where I'm going every day.	Comment Received
I need to be able to get to campus for 8 am classes from Kasold and Bobs Billings and I am worried that that will not be possible or very difficult due to timing with this new bus system.	Comment Received
I need something like the current route 10 east of Iowa. Route 100 could work if it went on 9th street.	Comment Received
I have similar concerns to my comments for scenario 1.	Comment Received
I don't think so	Comment Received
I don't like losing bus service at Bob Billings and Inverness, I would not use the microtransit.	Comment Received
Haskell students often shop at Wal-Mart, Target, or Aldi's, so microtransit would need to be convenient enough to use since it doesn't look like regular buses go from Haskell to South Iowa.	Comment Received
Haskell St.	Comment Received
Haskell loses access to S Iowa on fixed route in this scenario - important shopping connection I think S1 connections are better, if all routes along 23rd would dip into Haskell.	Comment Received
Getting from west Lawrence to Dow town seems overly complex. Why not just go down 6th?	Comment Received
getting from KU to greater Lawrence	Comment Received
does not work- need to get off at Lawrence Ave and 6th	Comment Received
Does it serve Hallmark area?	Comment Received
Coverage for Monterey Way further north to cover the assisted living community at Peterson would be good.	Comment Received
Connections seem sparser. Harper and East Lawrence seem relatively unserved. Hard to tell if a route N/S along Wakarusa is better than losing E/W access along Bob Billings. 6th street NEEDS one route along it. I don't like the gap. This scenario gets rid of most of the E/W connections we have now.	Comment Received
Big hole in coverage between Clinton Parkway, 6th Street Wakarusa & Kasold	Comment Received
Again, not that I can see.	Comment Received
Again, doesn't serve Holcom like the 7 used to	Comment Received
Again no coverage of West Lawrence housing	Comment Received
25th and Iowa to Haskell Church, 21st Haskell - Independence Inc. is also there - how can they get to S Iowa This looks like a significant gap. Without microtransit no access to S. Iowa from Haskell.	Comment Received
1. This scenario doesn't have a bus line going to the railroad station	Comment Received
<b>What Scenario 2 concepts should we continue exploring? (Fixed Route + Microtransit)</b>	
Where are the bus stops? Are they located where bus riders can access easily?	Once planned routes are finalized, bus stops can be added, moved, or



	removed as needed. It is a goal to have stops located -every 2 blocks/1/4 mile.
Use George Williams way to link to BBHub providing coverage to West Lawrence Housing	Comment Received
Take bus down Kasold instead of Lawrence Ave. A stoplight is needed at 31st and Lawrence Ave if you don't.	Comment Received
Still need some bus service further west of Wakarusa to Congressional Circle (Prairie Commons Apartments) area for seniors at Prairie Commons Apartments.	Comment Received
Single zone distance dependent fare microtransit.	Comment Received
Service to West Lawrence	Comment Received
Scenario seems more segregated between campus and the rest of the city. Looking back, I think that's why I like the route consolidation of scenario 1.	Comment Received
Route 10 needs to be thought of again.	Comment Received
Route 1 to downtown, some way to get from Haskell to South Iowa, could be changed Route 5 or maybe microtransit.	Comment Received
Route 1 is a good idea, think that microtransit could work well.	Comment Received
PLEASE KEEP 29 bus stop at Clinton Parkway /Lawrence Ave. for direct route to campus.	Comment Received
Please fix route 10 so it goes at least to KU main campus, and even better, downtown. And obviously, don't take this route away from people west of Kasold. They would like to keep riding the bus. The current Route 6 is also nicer than its substitutes in either scenario. And, microtransit is an interesting idea but probably not a substitute for scheduled rides, due to planning issues and the likely higher cost to ride. The main use I see is evenings, because it is a problem that most buses now don't run in the evening after ~ 7 pm. And for occasional trips it would could be very nice.	Comment Received
Please a stop on Missouri St or Maine St.	Comment Received
not sure	Comment Received
North suburbs	Comment Received
Microtransit does not make sense - do people have to call for a ride to take them to a bus stop or with it take them anywhere? I was under the impression that it would only be used in areas that do not have fixed route bus service.	Comment Received
Like that 3 routes come to Haskell and that Route 1 goes straight downtown.	Comment Received
Keeping Route 6 from the hospital to downtown. moving route 10 back down to Wakarusa	Comment Received
Keep the routes we have now and just expand their cover area to head to the hub on bob billings and Crestline. If routes do need to be combine then add to them not take away areas covered now as the scenario 1and 2 are doing.	Comment Received

It would be great if Buss 11 could stop at the farmer's market not only on the northbound route but also on the southbound route. Further, it would be great if Bus 29 could have a stop between stops on W 15th and Clinton (that's 2 miles between stops!), such as in the intersection of Iowa and 19th.	Comment Received
Interlining.	Comment Received
Including Stewart avenue apartments in the 41 design, as well as including ISB and the union in the proposed route.	Comment Received
If the microtransit is to go into effect, there should be many drivers/vehicles to make up for people to access all the routes and locations in Lawrence, particularly shops and offices etc. in the center and homes outward.	Comment Received
I like the Zone Microtransit option better than the distance based microtransit option. Zone offers better use of equipment, and Zones can always be adjusted if needed.	Comment Received
I like that the microtransit fares are low at first but get more expensive for longer rides. People who have the ability to transfer should be encouraged to do it. Don't base it on zones though. It should be based on distance.	Comment Received
I like that Lawrence Ave is included on this scenario. I wish it was a more efficient path to downtown, but I understand why it goes to South Iowa and over to Haskell. Just lengthens the trip I would take most often.	Comment Received
I don't think microtransit should be the catch all answer on how you're going to cover gaps. It doesn't exist yet and, if things don't pan out, you've really put a lot of people in a bind. Also, currently there are two routes (10 and 11) that take riders from downtown to campus and vice versa. In both scenarios, you just have the new route marked as "100" making this trip. Don't underestimate how popular this route will be, or riders will be crammed into these buses like sardines.	Comment Received
I am not sure	Comment Received
having the microtransit around the university be its own thing and the rest of the city having one microtransit area, I think this will lead to a lot less confusion with having to figure out drop off points and making sure you get to the stop you want to be at on time you won't have to really worry about since everything falls under the same zone excluding the university.	Comment Received
Fixed route only, no microtransit (except as absolutely necessary, e.g. paratransit).	Comment Received
Fair pricing for entire city	Comment Received
Don't abandon one route that serves the full length of 6th street, from LMH West to downtown. That is my "go-to" route for going everywhere except for KU.	Comment Received
Distance-based pricing for microtransit sounds like it might be a good idea, but I would want more information.	Comment Received
Businesses in Hillcrest shopping center but can only name a few here. Pet supply place, busy independent appliance store, Black barbershop (maybe only or best in town, laundromat, bowling alley, various restaurants there and close to, etc.	Comment Received
11 to KU and downtown and food deserts	Comment Received

## Route Specific and Microtransit

Comments	Responses
<b>Other thoughts about Route 1?</b>	
You aren't covering the same areas with the bus	Comment Received
Route 1 scenario 1 works to go to LHS	Comment Received
I've only taken this route once, so I feel like I can't comment for myself. However, I will say please don't leave out students from Haskell--either current or potential riders.	Comment Received
It's hard to imagine Route 7 not going down Mass and switching to Route 1. Good interline in S1, I think that will be useful. S1 Probably good to retain access to the Fairgrounds somehow. I like that S2 goes to the shelter. S2: The more connections to Haskell the better.	Comment Received
I think it is very, very, very important to have Haskell University well connected to downtown. It also very important for provide bus service to the shelter. I am not sure that I understand all the advantages of interlining.	Comment Received
I like the interlining with 5. However, I would like to see Route 1 go through HINU. I think every route that is near HINU should make every attempt to serve the campus.	Comment Received
I like the interlining with 5.	Comment Received
I like the idea of moving the route from Haskell to Massachusetts in order to provide access to Dillon's. I also like that it serves the business park and interlines with Route 5 to link to the new transit hub.	Comment Received
I am randomly selecting this space in order to continue my general comments which I started at the very beginning of the survey and now the very talented and extremely user friendly Lawrence Listens will not allow me to go back without losing all of the data I have already input. But I won't say anything critical for fear of violating the CIVILITY rules and being sent to the PRINCIPAL'S OFFICE! :innocent: I also need to travel to the social security office on Wakarusa just north of Bob Billings. The VA clinic is just north of SSA and should also have bus service. We definitely need to have good service to the Lawrence Community Shelter as the residents there come and go throughout the day to jobs or other activities (plan for when Covid is more under control). These plans need to better research and include routes for students after determining which schools serve which neighborhoods. There is no mention of Heartland Community Health which recently moved into its new building on 6th st and includes a food pantry and other services besides regular physical medicine. Lawrence has some pretty unique challenges with the KU campus and extended campus and students living in complexes around the city and needing to get to their classes on time. These routes are intermingled with	Comment Received

<p>the regular routes here and makes it even more confusing. Many people make their plans well in advance for moving. If the new bus routes go into effect on August 2022 then how are people going to find a place to move to in time or even know where they should move to.</p> <p>Good transit will not be in place until the city funds a system that offers frequent, fast, reliable service 7 days a week for extended hours. If you build it they will come. The question needs to be asked what would it take for you to ride the bus? We need to retain existing riders and attract a lot of new riders and keep those riders.</p> <p>We also need to look at the situation with drivers and make. Their lives and jobs better and attract additional drivers. Plans should also include access to the courts, the new Holistic Defenders office and the one to be funded by the state for felony defense. Also forgot to say that another popular downtown destination for me and others is the post office.</p> <p>I also think that it might be helpful for the city to do a clever but informative advertising campaign about the value of public transportation. This would be to inform people about the benefits of public transportation and to counter some of the constant mocking remarks about buses with one or no passengers in it.</p> <p>The issue of a transfer station downtown is still undecided. At a meeting earlier this year members of Downtown Lawrence hijacked the meeting and opposed the proposed transfer station in the 800 block of Vermont St. I suspect there was also some lobbying involved since the City Commission did not approve the plan but apparently put off the decision or asked for more options to be explored. The decision on this and the implications of it in the broader transit system need to be finalized â€” hopefully in a way that will benefit the public good.</p>	
Both situations cut off easy access to Sunrise Food Pantry which is currently steps away from Route 1. Without it being by sunrise food pantry I'll die of starvation as they are my only source of food	Comment Received
17th/Mass new Route 1 will work in both scenarios.	Comment Received
I ride route 1. Go from downtown to Lawrence shelter and back	Comment Received
<b>Other thoughts about Route 3?</b>	
Would be improved with a loop that serves Peterson Road	Comment Received
<p>This one is difficult for me. Currently, I use route 3 to get downtown and then take the 10 or 11 to campus for work when I'm unable to take the 34. In scenario 1, I could take the 3 to the hub and take route "100" to campus or I could take the 3 downtown and take the "100" to campus. In scenario 2, I could still take the 3 downtown to get the "100" but scenario 2 with its interlining that destroys the current route 6, it's not my favorite. I do understand though, that cutting of the northern access of the current route 3 will be hard for some.</p> <p>On another note, if you go with scenario 1 for this route, please consider moving lost and found back to campus. It may be a burden for some riders to take microtransit up to Timberedge (if the zone even goes that far).</p>	Comment Received
This is my regular route. I'm excited by having access to the transfer hub AND a grocery store. Very cool. I also like the expansion into east Lawrence.	Comment Received

Route 3 right now feels limited. I am not affected by truncating route 3 at the hospital, but I wonder how easy taking microtransit will be for employees that work N of I70 will be. Maybe easier! Is there a way to have all the benefits of S1 and also still serve the (no longer one way -yay!) loop in Scenario 2? Maybe extend to the east like S1, even if it can't go to the hub too. I would really love access to the new hub and a grocery store in S1.	
Since the Meadowbrook Apartments are directly across the street from the Bob Billings Hub, ALL of the routes at that hub will serve those residents, with easy access to the university and everywhere else in town. Although it's a large complex, it's a 5 minute walk from any apartment to the corner of Bob Billings and Crestline. (I know, I lived on Regents Place a while back.) It's probably redundant for a route to cut through the apartment complex on Crestline to provide service. You could make much better use of Route 3 to connect the hospital and the North Iowa area as shown in Scenario 2. However, I think it would be better for the route with which 3 interlines to end and begin at the Bob Billings Hub instead of downtown, to provide both options.	Comment Received
Provides access to industrial space	Comment Received
Neither one helps me. The existing Route 3 does.	Comment Received
I really like the interlines for 3 & 6.	Comment Received
I like the idea of interlining with Route 6. Route 4 seems to provide a more direct "hub to downtown" connection.	Comment Received
I don't like the use of Crestline in scenario 1. I can see the need for a link from the Billings hub to downtown, but not routed on Crestline.	Comment Received
I believe we should make an attempt to serve NW Lawrence despite the low ridership. Scenario 2 continues to serve a part of this area. I think we should be able to come up with a better solution than those offered by either scenario.	Comment Received
Definitely need access to the Amtrak it's the only way I can ever leave town for my cancer appts in kc and right now I'm having to use my wheelchair from the bust stop downtown all the way to the Amtrak station	Comment Received
You are now covering totally different areas with the new system	Comment Received
<b>Other thoughts about Route 4?</b>	
Route 4 in scenario 1 is good because it is similar to route 6	Comment Received
Route 4 bus driver is rude.	Comment Received
If you're going to take away my Route 6 from LMH West to Downtown then at least we have this. I never really used Route 4 before but will have to if you use it to replace my Route 6	Comment Received
I vote for consolidating routes 4 and 6 as shown here, but would name it Route 6. Then you could start route 4 at Bob Billings Hub as shown here in Scenario 2, but use it either on 9th to Maine to LMH, or on 6th to Michigan and north, to interline with Route 3.	Comment Received
I still think I prefer 6	Comment Received



I like scenario 1 for better access to grocery stores for N. Lawrence folks. I think that would be preferred to transferring at the hub and then to a store. I also hope this could help increase the frequency of existing route 4. Having hourly service across the bridge has never been ideal. I also like the combination with existing Route 6. It seems efficient. Route 4 in S1 makes a lot of sense!	Comment Received
I can't believe I'm the only person who still wants route 4 for scenario 2. There are tons of apartments along this route and more being built, multiple banks, several churches, and the Merc and lots of other businesses in the hill rest shopping center and nearby as well as centennial park. The Merc accepts ebt and offers other programs to assist shoppers on a budget as well as shopping alternatives at lower prices. So why are all the north Lawrence shoppers who surely deserve access to a grocery store being routed over to 6th street to Dillon's?	Comment Received
I believe the system needs to keep the E/W 6th street connection that 6 now provides. Route 4 in scenario 1 does this. I like the connection to North Lawrence, but would like to see the 30 minute timing remain, even if that necessitate 3 buses.	Comment Received
Hard to consider in isolation, unless pieces of scenario 1 and 2 can be mixed. Since route 6 is mostly or entirely destroyed in both scenarios, the Route 4 for scenario 1 is much better. But if route 6 were kept as is (which would be very nice) then Scenario 2 is a nice improvement on the current route 4.	Comment Received
Currently, there is no bus connecting W 9th and W15th. Option 2 solves this problem.	Comment Received
Although I would rather have 4 and 6 as separate routes with the 6 staying the way it is, I know I need to pick scenario 1 for this since scenario 2 destroys the current 6. At least in this scenario, I can get to my medical appointments and do grocery shopping. The key will be how often it runs. Will I be able to get to the doctor on time? Will people get to their jobs on time? I heard someone in the video saying the current route 6 had a lot of downtime. I don't find this to be true. You have to take into account that some drivers are "speed demons" who should probably be keeping a better eye on their timing points.	Comment Received
4 and 6 combined will be beneficial	Comment Received
<b>Other thoughts about Route 5?</b>	
You need to use the blue route- it goes to shopping areas	Comment Received
I like the interline with route 1. I also like the connection to the TF.	Comment Received
I chose Scenario 1 only because I like the interlining concept.	Comment Received
Both scenarios are a load of crap. Route 5 is the only route that lets me access everything I need on both 23rd and Iowa street.	Comment Received
As with route 1, I don't take this route, but making it possible for Haskell students to get to the hub or downtown will be nice.	Comment Received
All routes passing Haskell should deviate into it. I like that this starts at the hub in both scenarios. I'm concerned that not enough routes go from the hub to S. Iowa shopping. Currently there are 4 routes that do - that may be too many, but 1 doesn't feel like enough -	Comment Received

especially coming from the hub! I see the interlining with R1 in S1 now and I like that idea.	
I ride route 5. Lives on Crossgate and Clinton in apartments along 23rd and near Target; also 9th and Iowa	Comment Received
I ride route 5. Destinations: downtown, Haskell, DMV. Starting at 31st headed to Haskell. Haskell students live in trailer court across from Target	Comment Received
<b>Other thoughts about Route 6?</b>	
While I prefer to keep route 6 as it is, scenario 1 is the closest to that. The scenario 2 version is, in a word, a travesty. It cuts off so many people from so many things on 6th street. I can't fathom having to change all of my doctors and trying to find another way to get to Dillon's and Walmart when I have such direct access now.	Comment Received
This east to west single ride should be maintained.	Comment Received
The Scenario 1 route should continue to be called Route 6, because it is easily identified with 6th street, a main thoroughfare, to which the north Lawrence section can be added. That would free up the name of Route 4 to interline with Route 3 beginning and ending at Bob billings Hub and going to North Iowa via LMH. It appears that every section would become two-directional, which improves the route at Free State HS /Wakarusa and downtown.	Comment Received
Scenario 2 route 6 is very chopped.	Comment Received
Scenario 2 provides no viable alternative for the current route 6! A transfer on the way to downtown would make this trip pointless.	Comment Received
Scenario 2 is way too disjointed.	Comment Received
Scenario 1 is best because route 6 is somewhat the same route.	Comment Received
Route 6 is a disaster. It is already a very long and busy route and used by free state students and just keeps getting more added on. I would prefer a route that allows me to go to the hospital without being interlined. Perhaps there should be an express on this route with only big stops like Heartland, the hospitals, etc. Please try to be more precise and accurate when describing locations. There is no Memorial hospital. Many people still call it Lawrence Memorial Hospital but they changed to LMH Health. There is a new outpatient facility at the far end of 6th street called LMH West.	Comment Received
Is there something more interesting to be done if we're interlining route 6 and 3 in S2? Seems like too short of a route. Can one of them touch down at the new hub instead of just downtown? I think the more folks who can access the hospital from the hub, the better. Or maybe take S2 Route 6 into E. Lawrence like R3 in S1. That could expand some missing S2 eastern access.	Comment Received
I wish it would stay the same	Comment Received
I NEED transportation from Hallmark area to KU!	Comment Received
Fragmented 6th St. is difficult	Comment Received

As a daily route 6 user from Rock Chalk Dr. to Downtown I really don't appreciate you changing this route at all. It needs to stay the same or the bus is inaccessible to me. As a disabled wheelchair user who has a fixed income I can't afford to live if you take away route 6 as it currently is	Comment Received
6th street service is important to me. Route 4 in scenario 1 provides this.	Comment Received
<b>Other thoughts about Route 7?</b>	
To get to shopping or the movie theater on south Iowa, I usually use route 7 since it gets me there faster than the 11. I also sometimes use it to get to my eye doctor at 27th and Iowa. I can still use route 11 to get there and route 7 in both scenarios still goes to Walmart and Target. The key here will be how the interlining works.	Comment Received
Scenario 1- route 7 would work if it dipped into Haskell.	Comment Received
Route 7 can either scenario U turn and go on original route 7 up Lawrence Ave/27th by rec center	Comment Received
Original Route 7 provides a direct line from near my residence straight to LHS and downtown, which are my two main locations I go to. On either of the revised seven routes, it no longer runs along W 27th, where I access it from home, and takes longer getting to downtown, where I work.	Comment Received
Just do it! ASAP	Comment Received
It's confusing. Does this still go to Holcom?	The Route 7 & 9 interline provides a one-seat ride from the Holcom area to Downtown via LHS and Billy Mills MS.
Is there a way to serve Holcom rec center? I feel like Route 7 is such a mainstay route for Lawrence - it gets you to Checkers! That it's hard to imagine this one changing, more than the others. Close access to Just Foods is important!	The Route 7 & 9 interline provides a one-seat ride from the Holcom area to Downtown via LHS and Billy Mills MS.
I use Route 7 to go from the Reserve to Downtown so it looks like I could do that under either scenario.	Comment Received
I like the new configuration of Route 7 - takes it to downtown from The Connection.	Comment Received
I like the interlining of 7 and 9. I also like the 11th street alignment in scenario 2.	Comment Received
I like the 7-9 interline in scenario 2. I also like the connection to the TF in scenario 1, so am conflicted on this route. I wish there was a way to connect to both destinations.	Comment Received
I expressed them at beginning. Lawrence High serves all students south of 15th street. Do these routes address that?	The Route 7 & 9 interline provides a one-seat ride from the Holcom area to Downtown via LHS and Billy Mills MS.
I don't like either choice	Comment Received
Both plans are crap you lose access to the high school with these reroutes not to mention the park and dollar tree just past 27th and Iowa	The Route 7 & 9 interline provides a one-seat ride from the Holcom area to Downtown via LHS and Billy Mills MS.

I ride route 7. St Johns to checkers is important connection. 2 boys w/ kids passes. No phone so can't use mobile fares.	Comment Received
I ride route 7. Need access at 27th & Alabama. Sunday service requested	Comment Received
I ride route 7. Losing other important destinations on 27th (*illegible*/chick filet, dollar tree). Holcom Rec center is an important destination with new stops we bought house because of proximity to bus stop (27th)	The Route 7 & 9 interline provides a one-seat ride from the Holcom area to Downtown via LHS and Billy Mills MS.
I ride route 7. I need to go to broken arrow park. both scenarios work	Comment Received
I ride route 7. Holcom park is an important destination. Neither scenario addresses that	The Route 7 & 9 interline provides a one-seat ride from the Holcom area to Downtown via LHS and Billy Mills MS.
I ride route 7. 17th and Mass to Downtown. Needs to be easy and accessible.	Comment Received
<b>Other thoughts about Route 9?</b>	
too confusing	Comment Received
This route does serve Holcom rec center, but I would rather it take me to the Hub instead of north. I like the interline in S2- that's a long route, though! In S1 interline, I would prefer to not have to deviate W through the neighborhoods to access S Iowa from the hub	Comment Received
Still need some bus service further west of Wakarusa to Congressional Circle (Prairie Commons Apartments) area for seniors at Prairie Commons Apartments.	Comment Received
Likes scenario 2 for route 9 all the way to rock chalk	Comment Received
It's about time that you extend route 9 up to the hospital... Shouldn't have to take a bus from the hospital to Wakarusa then transfer to get anywhere else in town. I use the 6 to downtown daily and the 6 to the 9 to 31st and Iowa daily. I need both routes starting and ending at their current spots but with route 9 also picking me up at rock chalk dr	Comment Received
Interlining Routes 7 and 9 makes tons of connections between shopping areas, grocery stores, medical services, both high schools, the main police station, and many dense housing areas. I think that will attract potential riders. This is one of the best 'finds' in Scenario 2	Comment Received
I would like to incorporate routes 7 and 9 from scenario 2 in scenario 1.	Comment Received
I like the service to multifamily housing on Wakarusa/Rock Chalk Dr north of Overland	Comment Received
I don't take this route.	Comment Received
I actually do have a preference, which is Scenario 2, but having a better route 9 is not worth losing the otherwise better Scenario 1. The current route is very nice to have, and the loss of south part of Wakarusa in Scenario 1 is very unfortunate. But losing the west part of Bob Billings is even more unfortunate. It is	Ridership on Route 9 north of Clinton Pkwy is very low. One goal of route redesign is to use resources as efficiently as possible.

unfortunate that either scenario intends to create a significant gap. Why downgrade the current service? Isn't the point of all of this to improve it?	
<b>Other thoughts about Route 10?</b>	
Trying to read and understand this is a nightmare. I already expressed what I currently use route 10 for at the beginning. I can just see myself sitting at the hub freezing waiting for my long journeys to continue and wondering when I can use the bathroom. How big is the passenger bathroom at the hub?	There are 2 planned public restrooms at the transit center.
The 10 works well as it is, and I guess scenario 1 keeps it the closest to that with riders being able to go to the hub and take route "100" to campus or downtown. However, if the travesty of scenario 2 route 6 happens, then I would have to have scenario 2 route 10. I would have to take the 3/6 downtown, take the "100" to the hub, and take the 10 to 6th street to get to my medical appointments. If that seems ridiculous, it is.	Comment Received
Still need some bus service further west of Wakarusa to Congressional Circle (Prairie Commons Apartments) area for seniors at Prairie Commons Apartments.	Comment Received
Scenario 1 like the interline with route 4	Comment Received
Scenario 1 is highly preferable to Scenario 2. #2 would eliminate any service along the Bob Billings corridor towards the KU campus. The existing Route 10 is one that serves a fair number of faculty, staff and students of the university. Those riders could transfer at the hub. Scenario 1 is the only route that potentially services multiple residential facilities (including Brandon Woods at Bob Billings and Inverness and the Presbyterian Manor at Bob Billings and Kasold. While residents of those facilities may not currently utilize transit in high volumes, I believe older adults are a target audience that should be prioritized as a population to "market" transit as an alternative to automobile use.	Comment Received
Likes route 10 connection to Rock Chalk from hub	Comment Received
It would be terrible to lose west part of Bob Billings on this route. Even more terrible than losing a direct route to main campus and downtown. Both scenarios are much worse than the current route. Could we please keep this route as is? At the very least, let it go through main campus.	Comment Received
I like the 4-10 interline.	Comment Received
I like S1 connection to Rock Chalk park / health services. I do not like how truncated access along 6th street is in S2.	Comment Received
Good service to multifamily housing on Wakarusa north of Overland	Comment Received
Finally provides access to all the poor college kids room sharing at the links without having to walk 20 minutes to get to rock chalk or down to Wakarusa for a stop	Comment Received
Currently, there is no bus that goes on Kasold between Bob Billings and W 6th, and Option 2 addresses this problem. However, it'll be better if the route started farther south, e.g., from West Campus or W 23rd.	Comment Received
Current routes 10 is too long.	Comment Received
I ride route 10. Downtown- 7th and Vermont to Apt off Crestline.	Comment Received
I live on right off of Bob Billings Parkway. I usually only go to campus and therefore I would have to change buses at the hub and I couldn't really tell which bus I would take to get to KU/downtown. I also don't know	Comment Received

where that bus would stop. Right now the 10 doesn't stop at the Community building which is where I would most likely be getting off	
<b>Other thoughts about Route 11?</b>	
You're not covering the same areas	Comment Received
This is yet another route that is degraded from the current version. It is currently nice to have for going from main campus to downtown.	Comment Received
The 11 takes longer than any other route so I take 2 busses to get shorter route time instead of using this route so could care less	Comment Received
Scenario 2: need year round service on 11/38 interline Worried about connection from Route 11 @ hub to Downtown.	Comment Received
Route 11 is the only one that connects the public library with W 19th. Please keep it. It would also be great if you get rid of the north loop so that the bus would stop at the farmer's market when going both northbound and southbound. It's hard to walk multiple blocks with heavy bags full of veggies! :)	Comment Received
Ride 11 to downtown now. Could take R100 from hub to downtown.	Comment Received
Need Route 11 to go directly to campus	Comment Received
It's too bad that this route is losing its downtown access as well as the south Iowa shopping access. I think with the interlining it keeps the latter, but all of this interlining stuff gets a bit confusing after a while. Will it be confusing for the drivers too?	Drivers will continue to be engaged in this process and can help guide passengers as needed.
I would like 11 to go downtown but I'm okay with a transfer. I live at the Reserve.	Comment Received
I ride Route 11, and we need a bus that just goes up and down Iowa St. Current Route 11 feels like it's just for students.	Comment Received
I ride Route 11 from KU to downtown. I think change will be difficult.	Comment Received
I like interlining of 7 and 11.	Comment Received
Great Route, too many stops. Too long. Can you offer an 11 express that goes straight downtown?	Proposed Route 11 is shorter and more streamlined. Route 7 is a more direct route from South Iowa to Downtown.
Good interline in S1 - I'm looking for a good route from the hub to S. Iowa. I will have already taken the new S1 Route 3 to the hub and then would take S1 route 11 to S. Iowa. That feels doable and provides more direct access than I have now. I want to connect with city routes that don't go away seasonally.	Comment Received
At first there seems to be very little difference, but the more I look at this, the more I think this could easily become my preferred route to reach KU campus for sporting events are music/theater performances AND the shopping opportunities on south Iowa Street. I live within walking distance of the Bob Billings Hub.	Comment Received
I ride Route 11. Would like for 11 to go to Connection apt. Would also prefer if it went straight through campus.	Comment Received



I ride Route 11. SC1 is time consuming, not convenient, prefer a direct route. SC2 convenient for me but maybe not for others. Keep Route 11 going north towards campus. Others could change. Keep 11 the same but offer another route along 11 to the Hub. Please consider timing of service. The buses are never on time, can't rely on buses.	Comment Received
I ride Route 11. Like scenario 2 because easier to get to campus.	Comment Received
I ride Route 11. I prefer the current route, it goes by Snow Hall and access to Jayhawk Blvd. Keep current route.	Comment Received
I ride Route 11. Have to go to Union to get consistent, frequent service. Like the shorter service, more frequency.	Comment Received
I ride Route 11. Hate the idea of transferring. Would prefer to go straight through campus.	Comment Received
I ride Route 11. Bus 11 takes too long to get to campus, SC2 is perfect!	Comment Received
I ride route 11. Like to ride from Downtown to campus to 24th/Ousdahl to Walmart.	Comment Received
I ride route 11. I like to go from Rockland on W 24th St. to Downtown. Transfer hub will be a nice halfway meeting point for him and girlfriend.	Comment Received
I ride route 11 to Wescoe from 23th & Naismith.	Comment Received
I ride Route 11 to S. Iowa. I like the access to campus, need access from South Iowa.	Comment Received
I ride Route 11 to campus. I chose apartment based on a KU route - would not like to transfer. Worried about waiting in the cold. Route is already optimal - covers important parts of university already.	Comment Received
I ride Route 11 to campus and would prefer the current route. I'm familiar with times and don't want transfers.	Comment Received
I ride route 11 to campus and Rockland behind Dillon's. SC1 is inconvenient - wait no more than 20 min. SC2 get off @ engineering & walk to class.	Comment Received
I ride Route 11 from The Reserve to campus. Currently takes 30 min+. Have class in the morning, worried about being late. Transferring may take too much time - worried about being late to class. Not sure what transfer time is acceptable - hard to tell.	Comment Received
I ride Route 11 and the Nest shuttle. I like the current route bc it has access to Mass from the Nest.	Comment Received
I ride Route 11 and live at The Reserve. The current route is confusing. SC2 offers more options.	Comment Received
I ride Route 11 and do not like transferring. I'd rather go straight through campus.	Comment Received
I ride Route 11 and do not like transferring.	Comment Received
I ride Route 11 and campus circulators to campus and engineering.	Comment Received
<b>Other thoughts about Route 15?</b>	
This route is nostalgic for me, but having only hourly access to Peaslee is worth reconsidering/reconfiguring into other new routes if we can gain more frequency.	Comment Received
I don't take this route.	Comment Received
coverage is way different on new route	Comment Received

Absolute CRAP. Losing this route loses access to sunrise food pantry	Comment Received
I ride route 15. Loop around Prairie Park, connection 4 & 6 may result in too long of a route. 7 no longer going on Louisiana b/w 19th and 23rd is where most high school students go. Connect on 31st to O'Connell form S. Iowa.	Comment Received
I ride route 15. Industrial park access- get off at Peaslee	Comment Received
<b>Other thoughts about Route 27?</b>	
This scenario removes the connection to Jayhawk Blvd. Is it possible to still include Jayhawk Blvd? Is Sunnyside-Sunflower-Jayhawk Blvd possible?	Due to the proposed interline with Route 10, taking this route across Jayhawk Blvd adds too much time to the route to be feasible.
This cuts off access for people living in the 25th and Alabama area. As someone who used to live there, there are several apartment complexes there. While I appreciate that this route still goes through Haskell, it only goes to the hub and not to campus, which puts extra pressure on route "100" to get a lot of people to class and work.	Comment Received
Please keep the dives into Haskell in as many routes as possible.	Comment Received
I don't like either scenario for this route.	Comment Received
Excellent!	Comment Received
don't like the new coverage	Comment Received
I ride Route 27. Would like the 27 to go on campus.	Comment Received
I ride route 27. Would like to transfer between 24th/Crossgate to Haskell more easily. Route 29 to 27 looks like good connection	Comment Received
I ride route 27. Go from Haskell to KU	Comment Received
I ride Route 27 and don't mind transferring as long as the bus goes to campus first.	Comment Received
<b>Other thoughts about Route 29?</b>	
use existing	Comment Received
This requires a transfer at the TF to get to Memorial Drive, but means only a small increase in travel time and appears to reduce duplication.	Comment Received
This is yet another route that is currently nicer than either plan. Maybe combine with current plan, so it keeps going on 15th to connect to the new hub.	Comment Received
Route needs to run on Saturdays to provide accessibility to provide convenient means to other routes. Without Saturday service on Route 29, getting to destinations extremely time consuming, due to needed travel frequently in opposite direction to desired destinations.	Comment Received
Oh no, the new version makes it impossible to get to Clinton & Wakarusa from KU campus and nearby areas. Please keep the old route and make an additional stop between W 15th and Clinton (currently, there are 2 miles between stops!).	Comment Received

I prefer EXSISTING ROUTE. Please keep as is for access from Clinton Parkway to Iowa and Campus.	Comment Received
I like existing route better	Comment Received
I have only route 9 to access destinations on Sat. b/c 29 no longer runs on Saturdays. As a result it takes me over an hour to get anywhere b/c I only have 9 to go places.	Comment Received
I didn't really take the bus until the 29 route changed to go all the way down Clinton to Iowa to KU. Under both of these scenarios, the 29 goes down Kasold instead of Iowa, bypassing my neighborhood entirely. So, whichever of these two scenarios is adopted, I expect I will once again be a non-bus-rider. It's a real shame -- it was so convenient and so much more environmentally friendly than taking my car. O well. Of course you *could* have it go down Crestline, through west campus, then on Bob Billings/15th. Do you *really* pick up that many riders on Kasold between Clinton and Billings?	Comment Received
I currently only use this route after work to get from 15th street to Jayhawk Blvd. to catch the 34. There will still be other routes I can use for this.	Comment Received
I ride Route 29. Interlining seems complicated, do not mind a short transfer time. I like the transfer hub.	Comment Received
I ride Route 29. I would prefer it go straight to campus, wouldn't mind a 5 min transfer.	Comment Received
I ride route 29 to campus. It's a little inconvenient if frequency is slowed down on 29. Transfer is ok if <5 min.	Comment Received
I ride Route 29 from Wakarusa/23rd. I like the current route, not too worried. Like that there is no transfer. More convenient not to transfer.	Comment Received
I ride Route 29 every day. Transfer wouldn't be horrible if schedule matched current timing.	Comment Received
<b>Other thoughts about Route 34?</b>	
helpful route redesign	Comment Received
First, thank you SO much for keeping the 7th and Maine stop. It's the one I use to get to work during the semesters. My concern with combing routes is that the description says it's to create more scheduling flexibility. I hope that's true, and it's not going to be a case of "we're going to put fewer buses on long routes to save gas and who cares if people don't get where they need to go on time." The only other issue I see is that this route is back to going to 11th and Louisiana, which it used to do. There was a lot of whining from students who got on this route and didn't realize that it didn't go back to campus. Drivers will have to be prepared for that.	Comment Received
<b>Other thoughts about Route 36?</b>	
Scenario 1 provides service similar to current 36 plus connection to the TF. I also like the potential to interline with 42.	Comment Received
Scenario 1 provides a terribly circuitous route to get onto campus.	Comment Received
Route 36 is important. Please keep it. I ride to work. Sometimes work at night. For trip planning, hard to use My Bus Lawrence what routes don't show up Sunday/after hours.	Comment Received
I like the extended 36 in scenario 1.	Comment Received

I haven't taken this route in a long time. If this is another route that drops people at 11th and Louisiana and then heads back to campus, maybe there's a way for route 34 to avoid that area unless students have expressed an interest in getting from dorms to 6th street.	Comment Received
By extending the route there may be potential new ridership from two neighborhoods - Sunset Hills and Dad Perry. One barrier to transit ridership in both those neighborhoods is the fact that hills and lots of side streets which are loops or cul de sacs make it challenging to walk to a bus stop. By adding a route along Kasold Dr., the time it takes to get to a bus stop will be cut drastically for some people.	Comment Received
20 minute frequency of current route 6 is very nice. It would be great to maintain this, if possible, which is why I prefer scenario 2.	Comment Received
<b>Other thoughts about Route 38?</b>	
I don't currently take route 38. Not sure how the interlining would work with the 11.	Comment Received
helpful route	Comment Received
I ride Route 36. Both work, but 2 is more similar to current so more convenient.	Comment Received
I ride Route 36. Both work! But SC2 may be better.	Comment Received
I ride route 36. Please improve maps on website.	Comment Received
<b>Other thoughts about Route 41?</b>	
Scenario 1 serves the Union better. I wish there was a better turn-around option than the 13th - Louisiana - 11th - Indiana box.	Comment Received
I like the Union on the north end.	Comment Received
I like old route	Comment Received
I currently only use route 41 to get from Jayhawk Blvd. to 15th street where I work or to get back to the Blvd. from 15th. While it looks like I can't do that anymore, there are other routes I can use for this.	Comment Received
A route that does the Sunnyside to Sunflower to Jayhawk Blvd. loop is a must.	Comment Received
A bus by the stadium on game days??? What a traffic nightmare no thanks	Comment Received
<b>Other thoughts about Route 42?</b>	
I prefer the connection to the Union and also to the TF. I believe this serves Daisy Hill more completely.	Comment Received
Better as a circulator, rather than going to the hub.	Comment Received
Again, if the scenario 1 route 41 and 42 both take people to 11th and Louisiana, maybe route 34 doesn't need to go there?	Comment Received
A route that does the Sunnyside to Sunflower to Jayhawk Blvd. loop is a must. (You don't have to have both 41 and 42 do this, but you have to have one of them do this.)	Comment Received
<b>Other thoughts about Route 43?</b>	
Because this is the only route currently serving Daisy Hill (at least in the afternoon) it can very crowded on the route 43 buses. Happy to see that this route is staying the same, as it is very useful for the students.	Comment Received

Other thoughts about Route 100?	
This route is CRUCIAL to getting people to class and work on campus and getting them there in a timely manner. When the KU routes don't run, I will need this route to get to my job. There are also a lot of students who will use this to go downtown the way they currently use the 10 and 11.	Comment Received
This is an essential connection.	Comment Received
This is a good idea. Excited for a high frequency option.	Comment Received
Since it doesn't go to Kasold anymore, can use routes 5, 10, 29 instead.	Comment Received
Seems like this might be better than the 10 unless it's to serve KU students and routes which I am not a part of.	Comment Received
No objections or comments. Backbone of the collaborative system. Yay!	Comment Received
I like serving Meadowbrook at Bob Billings. Good connectivity to campus and downtown.	Comment Received
Critical route. Must run on Saturdays.	Comment Received
Could this be interlined with Scenario 1 of Route 10?	A benefit to keeping Route 100 separate instead of interlining is to isolate the inconsistent delays that can happen on Jayhawk Blvd. Interlining could subject Route 10 to on-time performance impacts.

Other thoughts about microtransit?	
Comments	Responses
While microtransit is appropriately focused on underserved populations, it creates an opportunity to draw in other types of riders. 1) A "jitney" service might run frequent short loops around commercial areas, with stops at outlying parking facilities. A "day pass" might be an effective way to fund this and other services. 2) A late night "dial-a-ride" service for impaired party-goers, combined perhaps with a morning service through which they could retrieve their vehicles. 3) A Sunday ride service for environmentally-conscious church-goers. 4) A connection between the Amtrak train station and Lawrence hotels, combined with expedited check-in and a visitor's pass for next-day dial-a-ride services.	Comment Received
Whatever microtransit system is adopted, there will need to be a huge educational effort to explain how it works. The zone option seems like it may be more difficult to understand. Please make sure it is in the plan/budget to develop well-written information (computer and print) and clear signage.	Comment Received
Transit stands can be useful, especially for out of town guests. Excites for this idea.	Comment Received

The Downtown Transfer Center Option 1B seems to have the least impact on downtown parking while still providing restrooms for drivers and a central location.	Comment Received
Still need some bus service further west of Wakarusa to Congressional Circle (Prairie Commons Apartments) area for seniors at Prairie Commons Apartments.	Comment Received
Short trips=more riders 7, *illegible* to transfer to other routes- late night, strange hours, rare tripe too far away Pricing Hr./	Comment Received
SafeRide is useful to KU students who can't afford to get a ride via Uber or Lyft. Uber/Lyft is not a good option for students who live just outside of campus, especially since campus is closed during classes.	Comment Received
Not sure if this is going to be free for KU students or not but it definitely looks like a wonderful addition to already good transit service.	Comment Received
Not sure about microtransit, seems confusing	Comment Received
not sure	Comment Received
No access to Barker Ave but could be made up for with microtransit	Comment Received
Needed, but where?	Proposed microtransit will operate within the Lawrence city limits on Sundays from 8a-8p.
Need to come downtown. Not a fan of microtransit idea	Comment Received
My only real question is how much will it cost for microtransit? As well as I'm not a big fan about having to take three routes. I like the idea of trying to go electric and trying to provide more resources for others that need to get food or other stuff. My concern is how will information about the design get out. Personally I haven't heard much about this.	Comment Received
Might be easier to do S2 microtransit.	Comment Received
Microtransit zones will work	Comment Received
Microtransit seems logical	Comment Received
Microtransit probably won't work in Lawrence since this town is not big enough. Most areas of town are already served by transit and offering this service especially in zones like it is laid out will just confuse people.	Comment Received
Microtransit is ok but might take longer	Comment Received
Microtransit creates as much (sometimes more) traffic and pollution than do individual drivers in their own cars. Please eliminate microtransit (except as absolutely necessary, e.g. paratransit) and stick to a fixed-route transit system.	Comment Received
Microtransit could help the fear of getting stranded.	Comment Received



Maybe it would be smart to set up microtransit in a way that helps train people to plan with the fixed routes in mind. Asking people to walk to the nearest specified corner or intersection to be picked up, would encourage "incidental walking" and health for the passenger, possibly a lower cost, and efficiencies for the system.	Comment Received
Like the zone based system better than the distance based system.	Comment Received
Like the idea of microtransit as long as it costs the same as fixed route	Comment Received
Like that it sounds easy to use with an app.	Comment Received
Let's not have a more buses running empty costing taxpayers and creating more pollution	Comment Received
It's a new concept and I think I'd just need to experience it. More information would be nice, but I think I'd need to see it in action first.	Comment Received
It must be supported by an easy to use, efficient, mobile scheduling and fare system (app). Users should be able to provide their location and destination, and the scheduler would offer a time for the microtransit to arrive at your location with options to drive direct to the destination, or to the nearest appropriate fixed route, and include routes, eta, fares, and an option to pay.	Comment Received
In favor of microtransit, will help with access	Comment Received
I'm worried about how the drivers will be getting paid. I'm hoping it's not like Uber or Lyft where the drivers don't actually make much since they have to pay for gas and all. Also, will it be similar to buses in that people with passes (actual bus passes, student IDs, etc.) ride for free? Additionally, I'm still worried about how covid might affect this. What will regulations be like when ride-sharing with strangers (other than wearing masks for a while, of course)?	Comment Received
If this is the economically viable option that increases ridership on public transit, then I am in favor. Otherwise, I don't want transit resources to be diverted from good routes with high frequency. Timing of the service will also be important (how late? weekends?).	Proposed microtransit will operate within Lawrence city limits on Sundays from 8a-8p.
How does microtransit interact with a change para scheduling? Can you catch microtransit from the KU union? How close can microtransit come to my house? I need close access.	Proposed microtransit will operate within Lawrence city limits on Sundays from 8a-8p.
I would use this service as a supplement in an unusual or emergency situation.	Comment Received
I would prefer if the SafeRide program were continued, but that is a minor detail	Comment Received
I think there will be too much wait time to wait for microtransit. We picked Lawrence to live in because the bus goes everywhere.	Comment Received
I prefer a scenario that charges more for longer, door-to-door trips. Perhaps a low fare to a fixed route stop would also be possible.	Comment Received
I love the idea but it needs to be affordable and it can't take 30minutes to an hour to get home like on the nightline	Comment Received
I like the Johnson County microtransit. I don't use it though, I get around on fixed routes.	Comment Received
I like the concept, but I am unsure that it will succeed as it will need many drivers and vehicles for each zone.	Comment Received

I have ridden the bus around town, but I ride it most on campus. Don't delete any of the current routes (you maybe don't have to have buses as often, but you need to cover all those routes.)	Comment Received
I don't understand how it will actually work. I call and get a ride anywhere anytime just like Uber/Lyft? Others are in vehicle with me? How much? Can I get a discount based on income?	Proposed microtransit will operate within Lawrence city limits on Sundays from 8a-8p. It is a shared ride service and will be fare free in 2023, along with all Lawrence Transit services.
I don't even know what microtransit is.	Comment Received
I actually like the Scenario 2 microtransit better, though I think either option would be better based on distance not zones.	Comment Received
How will this impact those who use KU ID's to ride the bus system, and those who purchase passes?	All services are proposed to be fare free in 2023, including microtransit.
How will people be able to book these rides? What vehicles will be servicing these routes?	Riders will book rides through an on-demand app or via phone call. Small transit buses will be used.
Have reservations about it as expressed at beginning.	Comment Received
Hard to evaluate without critical info such as cost and estimated wait times. Although I like the idea, I'd much rather have better fixed routes than the currently planned degraded fixed routes with microtransit added. That is, if we could keep something very similar to the current routes, and get rid of microtransit entirely, I would prefer no microtransit at all. But it would be a nice addition if the current system is not harmed so much. I'm thinking, maybe in the evenings, to make up for lack of bus service then.	Comment Received
Fully fifty years ago, we had "Dial-A-Ride." Using public transport, it was an idea clearly ahead of its time, and it did not catch on. The fare structure is less important than predictability: predictability of schedules, fares, and transit times. Microtransit needs to be responsive to frequent flyers -- people with regular needs for grocery shopping trips, doctors' appointments, etc. Issue monthly cards for rides on any of these frequent flyer trips or regularly scheduled routes. Occasional riders viewing these patterns will arrange their microtransit trips accordingly.	Comment Received
Father of a blind individual who is a t life user but could use microtransit for short distances- about .5 miles. Currently has to use Uber and pay high prices. Distance based pricing would work better for individuals w/ disabilities that don't necessarily need t-life or who want trips without scheduling in advance. Zone structure could cause access problems for close trips near zone edges.	Comment Received

Excited about microtransit Groceries and appointments main uses of Trinity In Home Care Seems like there is a grocery store in each microtransit zone Excellent idea!	Comment Received
Don't understand impact at this point	Comment Received
Demand microtransit is a very good system enhancement.	Comment Received
Definitely interested in learning more about how microtransit works. Given the zones, it would be really easy for me to get from home to work (once my kid is older and not in daycare!).	Comment Received
Can't read maps and not going to watch a two hour long video.	Comment Received
Bus service was removed from north Kasold - when our stop was eliminated, we quit riding the bus altogether.	Comment Received
Are we able to gain the increase in staff needed?	No increase in service hours are proposed at this time. Microtransit hours will be available due to reduction in fixed route hours elsewhere in the system.
Again, this shouldn't be for covering gaps and likely won't work for every day. This will be a financial and/or technological burden that many riders won't be able to take on. I currently don't use services like Uber and Lyft because I don't think they're safe. It may take a lot of convincing to get some people to use microtransit.	Comment Received

## Other Comments

Comments	Responses
Would like there to be a seamless transfer between routes 30 and 10. Bus is quiet, safe, and route doesn't take long. Would love to see free fare. Would love to see more bus lanes.	Comment Received
Would like bus to Clinton Lake on Saturdays in summer.	Comment Received
Why doesn't Scenario 1 service northwest Lawrence directly?	S1 proposes microtransit replace fixed route service in northwest Lawrence.
What is the bus route mileage in each scenario and predicted riders/route/hour etc.? What routes would serve the most people reliant on transit?	There is historical ridership information, but no predictive modeling. Historic ridership and demographics, along with public input, shaped the proposed

	routes, with the intent to serve the most people as possible with transit.
Want bus traffic off Lawrence Avenue.	Comment Received
This is based on the fixed routes.	Comment Received
There are tradeoffs to each.	Comment Received
The pattern of routes in Scenario 1 provides more options, more linear. Because of all the large gaps in Scenario 2, there would be more pressure to implement microtransit.	Comment Received
The bus needs to be on 27th or stop closer to Holcomb park	Comment Received
Take 4 from N Lawrence transfer at library to East Hills. The interline in scenario 1 works great (Route 1& 5) to get to East Hills 30 minute frequency is desired. I currently take route 15	Comment Received
Still need some bus service further west of Wakarusa to Congressional Circle (Prairie Commons Apartments) area for seniors at Prairie Commons Apartments.	Comment Received
Still confused about how routes will connect with each other and how to make easy transfers. Not sure how the new transit hub is going to help with transfers.	Comment Received
School kids using routes- Talk to school district and send mass email to parents about route redesign. Both options cut out 27th on Route 7 and lots of kids live here. Holcom Park important destination.	Comment Received
Scenario 2 is too sparse. I liked how 7, 15 and 1 used to provide more service options. But agree that 15 probably didn't serve that many riders (very residential) and had hourly service.	Comment Received
Scenario 2 is better since it would be near my house on McDonald. But scenario 1 is good also.	Comment Received
S1 routes 1, 7, 27 seem to provide a more balanced group of connections to destinations in east Lawrence. Make sure 27 has year round service. Concerned about Just Foods access though. Could route 3 dip farther S/E to make that connection?	Proposed Route 7 serves Just Food.
Route 6, 7, 11, sometimes 4. Scenario 1, Route 4, lives on 6th St.	Comment Received
Rides route 7 and 6. Works at aquatic center. Need access to Free state from Downtown.	Comment Received
Public transportation should be free	Comment Received
Please consider how these dramatic changes hurt low income workers in Lawrence. Really shameful to cut back so dramatically in scenario 1	Comment Received
Our hope is that there is a route to the public schools (central middle school) and the Pinckney neighborhood by the hospital.	Comment Received
No direct service from 6th street west of Iowa to downtown is a non-starter for me. Any other elements of Scenario 2 are outweighed by this major problem.	Comment Received
Neither of them give me access to where I need to go... I like Scenario 2 because the 9 can pick me up at rock chalk on the days I'm headed to dr. by 31st and Iowa.... but it doesn't have the route 6 I really on to get me to the post office, my bank, and my dentist downtown.	Comment Received

I need both the route from rock chalk dr. to 31st and Iowa and to downtown to be 1 bus rides both ways. That's the only way the bus is accessible to me	
Need more bus routes that go all the way down busy streets like Haskell, Wakarusa. More coverage in east part of town where there is more density and more residents without alternative access to transportation.	Comment Received
Just Food Stop. After 8pm and Sunday microtransit	Comment Received
It's confusing. Not sure.	Comment Received
It is unclear how route 7 and route 9 would connect back to the hub.	Comment Received
Interlining makes sense	Comment Received
Interested in bus between Becker Dr. and transfer facility	Comment Received
In summer bus to union late in evenings	Comment Received
I'm trying to base my decision off of which scenario would be the most accessible for the most people who need it (since I live on an extreme part of the routes), though I'm sure y'all have already put a lot of thought into that already, and it's hard to tell which is more so.	Comment Received
I'm screwed either way, because the 29 bus no longer will come anywhere near my house.	Comment Received
I'd like there to be a route that runs along W. 27th street (previously Route 7), as it is near my house and gives access to Lawrence High School and downtown.	Comment Received
I would like to incorporate routes 3, 7, and 9 from scenario 2 into scenario 1.	Comment Received
I would like more information on bus stop locations to make an informed decision. Watching a bus drive by isn't helpful in actually getting a ride.	Comment Received
I would have more options for getting to campus but again, I have 8 am classes which will be more difficult with these new scenarios and that is mostly what I am worried about with this new reroute.	Comment Received
I wish route 6 was still in existence	Comment Received
I want more direct routes - more like grid. I go to Peaslee for work. I don't think 27 will work since it only runs 9 months & not summer.	Comment Received
i think in total scenario 2 would be a lot more convenient and cost appropriate for users but if everything couldn't be put under the two zones of one for the university and what's directly around it and another zone for the rest of the city then I think there should be no more than 3 zones at the most just to avoid confusion and people having to spend lots of money getting multiple microtransit rides. I also think that with scenario 2 the bus route itself just allows people more freedom in connecting more streets making it so people don't have to get on multiple bus routes.	Comment Received
I think if the prices are competitive with private transportation companies (Uber, Lyft, etc.), this could be a great new system.	Comment Received
I think both overall are good, but waiting on traffic from Iowa Street will take longer to get places, especially during rush hour traffic times.	Comment Received
I ride routes 9, 29, 10, 11, 6, 43. 10, 11 staggered 20 minutes. Add 1 bus West Lawrence	Comment Received

I ride routes 9 and 10. What are *illegible* any longer at transfer cent. Longer than 5 min makes a bike ride more appealing. Downtown to campus/23 <sup>rd</sup> . Downtown to Aldi/23 <sup>rd</sup> , Iowa	Comment Received
I ride routes 6, 7, 9. Library and KU important destinations	Comment Received
I ride routes 6, 7, 10, 9. Live off 14th and Mass, go to 6th and Kasold Beautician off Bob Billings. Walmart to S. Iowa. New scenarios sounds confusing.	Comment Received
I ride routes 6, 10, 36, 11, 4, 7. Scenario 2 is too broken up. Scenario 1 makes more sense.	Comment Received
I ride routes 6 and 7. Amount of buses per route? Lowering of wait time? Standardizing arrival times?	Proposed routes indicate anticipated frequencies. Exact schedules to be developed after final planned routes determined following April 2022 public engagement.
I ride routes 6 and 3. I go from Berry Plastics to 9th and Monterey	Comment Received
I ride routes 5, 7, 3, 10, 6, Sunday service would be great	Comment Received
I ride routes 4 and 7. Used to take route 7 to Dillon's	Comment Received
I ride routes 30, 10 and 11. Speaking for West Lawrence, I like scenario 1 better. Condensing Route 10, 30, and 36 all down to 1 route seems really bad to me.	Comment Received
I ride routes 3, 9, 29, 15. Travel from River ridge to Downtown Wish there was a bus that runs down Iowa from 6th to South Iowa	Comment Received
I ride routes 3, 7, and 4 to the hospital and North Lawrence. Either scenario works.	Comment Received
I ride routes 3 and 7. Going to Barry from downtown now. Also need to go to Checker's	Comment Received
I ride routes 3 and 15, on Saturdays I ride routes 3 and 6 I work at East Hills Business Park, Maximus. I catch the 3 and go downtown to the 15, 5 days week. To be at work at 9:00 I leave 7:15 with detour and 7:45 without. Sat 3, 6 for Dillon's	Comment Received
I ride routes 3 and 1. As long as I can get from Berry Plastics to the fairgrounds. Please keep bus hub downtown	Comment Received
I ride Routes 29 and 43 to the Union, Connection apartments, and Mass St. Transfer is okay if shorter than 10 min, prefer interlining.	Comment Received
I ride routes 15 and 3 to hospital. Sometimes 7, and 27th and Harper (home)	Comment Received
I ride routes 11, 7, 5. I go to 6th and Wakarusa, 23 <sup>rd</sup> St., and Mass St.	Comment Received
I ride routes 11, 6, 1, 5. Transfer at Downtown from 11 to 6. Rides 6 to Hy-Vee, Free state	Comment Received
I ride Routes 11, 41, and 43. Not affected too much.	Comment Received
I ride Routes 11, 41, 43, and 10. Like scenario 2 because it touches campus. Open to transfer facility if less than 5 min.	Comment Received

I ride routes 11, 36 and 42. Scenario 2 seems to cover more area than scenario 1. As someone who isn't sure where they are living next year it's nice to know that there will be a large spread of routes that would cover wherever I choose to live.	Comment Received
I ride Routes 11, 10, and all campus circulators to campus, Mass St., and N. Lawrence. I'm an Engineering student and Route 11 goes right to my building.	Comment Received
I ride Routes 11 and 5 to campus, Mass, and S. Iowa. I'm strongly against transfers - hopefully under 5 minutes. Current Route 11 is very convenient. Interline could be confusing. SC1 b/c downtown destination w/ interline.	Comment Received
I ride Routes 11 and 43. More people would like that it still goes to campus, people have access.	Comment Received
I ride Routes 11 and 43. A connection to the Connection apartments is needed, transferring not preferred but acceptable.	Comment Received
I ride Routes 11 and 43. 11 should go through campus, I do not want to transfer.	Comment Received
I ride Routes 11 and 41. SC2 gets you closer to campus, no transfer is preferable, 5 min transfer time ok.	Comment Received
I ride Routes 11 and 38. Like scenario 2 bc it goes on campus. Would prefer the current route.	Comment Received
I ride routes 10, 11, 7, 4, 9. I go downtown to campus. Second use is downtown to groceries 31st and Iowa. 100 to replace 10/11 would be great if every 15 min or more frequent.	Comment Received
I ride routes 1 and 7. Used to get on at 19th and Harper	Comment Received
I ride Routes 1 and 4 and North Lawrence could use more bus routes and more bus shelters.	Comment Received
I ride routes 1 and 3, sometimes 15. I go from downtown to behind set em up jack's I work at Berry Plastics Scenario 2 seems less complex	Comment Received
I ride route 9 and 7. Important that Holcom Rec Center be near a stop. Also to serve to many LHS students who ride from that area.	Comment Received
I ride route 7 and 6 to centennial. I ride 11 and 10 to campus, union. I ride 34 to Highpointe apartments	Comment Received
I ride route 7 and 10. Adjust school bus to better serve LHS and FSHS. 5 min before or 25 min after. Need Louisiana service from 19th -->27th	Comment Received
I ride route 7 and 1. Like to travel from Downtown to Allen Press on Route 1. Route 7 from downtown to 23rd St., near 25th and Louisiana	Comment Received
I ride route 7 and 1. I love scenario 1. Stops near my home: Harper woods/Harper square	Comment Received
I ride route 6 and transfer to 7. Overland drive to Billy Mills is important connection	Comment Received
I ride Route 6 and think we should keep the 6th & Folks bus stop. 6th & Wakarusa feels disconnected. Need a bench by Dillon's.	Comment Received
I ride route 4 and 10. Important locations: the Merc, library, Cottins, Cricket and Dollar store on 27th and Iowa.	Comment Received
I ride route 3 and 6. Travel from downtown to Berry Plastics.	Comment Received
I ride Route 11 and 5. Might be convenient as long as there is the transfer.	Comment Received



I ride route 1, 11, 10. Lives at Harper/23rd. Works at Union. Both S1 and S2 work for him. 100 would provide coverage.	Comment Received
I ride route 1 to Haskell Ave near Just Food and I ride route 6	Comment Received
I ride route 1 and 6 all over. Lawrence shelter, LMH West, Walmart (South). Need access to all of these	Comment Received
I ride 7, 34, and 6. All scenarios are good for me	Comment Received
I ride 10 to 3 and 3 to downtown. I also use 10 to get to work. That with all the construction it's hard to determine future city improvements	Comment Received
I NEED transportation to the area of the Hallmark plant. If you cut that, I have no transportation.	Comment Received
I made a list of all of the places I go using the bus system (work, doctors, grocery, public library, etc.) and this scenario is the only one that will get me where I need to go.	Comment Received
I like the interlining in both scenarios and microtransit flexibility in Scenario 2. I wish there was a way to preserve a direct link to the Sports Pavilion from downtown, now provided by route 6, rather than split it into 10, 36, and 4.	Comment Received
I have not studied the options and don't completely understand how this would impact my inclination to use the system. However, I have strong feelings of wanting you to know that I have found the current system difficult to use from North Lawrence only because there is service in North Lawrence only once per hour. My use of the system would increase dramatically if there was service to N. Lawrence two times an hour.	Comment Received
I don't use transit but my significant other uses Route 6.	Comment Received
I do not currently ride the bus I would ride the bus if routes or microtransit served me better. I'm interested. I live in North Lawrence and work on 6th St.	Comment Received
I beg of anyone in this decision making process to keep in mind disabled people exist. Removal of even one stop can impact someone's life greatly that may live in that location for the very reason of a stop being nearby-- disabled or not. You can disrupt an entire life, and no, moving is not always an option nor should it be. We, disabled people, are used to being ignored, but please don't ignore us here. Historically speaking, we don't expect any ableds to speak for us on these matters, but it would be nice for you to stand up for us. Keep in mind additions should be given extreme thought as these same issues will arise in the future without stop removal protections.	Comment Received
I actually like Scenario 2's microtransit better, but the regularly scheduled rides are better in Scenario 1 (because Route 10 is largely destroyed in Scenario 2, and less damaged, though still a serious downgrade from current 10, in scenario 1).	Comment Received
For elderly, it is preferable to not change fixed route. Others can change to save money still after short microtransit	Comment Received
Extend the Wakarusa route for full coverage on the West side	Comment Received
Either would work equally well for me. Both make the city more accessible. In general I like the direction you're going.	Comment Received

Could name interlines with corresponding number that are related (6/36) (9/29) (4/14) instead of numbers like (4/10 that don't seem rationally connected	Comment Received
Connecting old east Lawrence and north Lawrence is a great idea. North Lawrence is a food desert. Old east Lawrence is expanding culturally. A zone connecting campus, old west Lawrence, downtown and old east Lawrence would be extremely popular, especially at night.	Comment Received
Both scenario 1 and 2 would make it LESS likely I would use the bus at all.	Comment Received
Both scenario 1 & 2 will go by my house- near Holcom Park.	Comment Received
After listening extensively to information presented, I think either scenario could work for me. The devil is in the details!	Comment Received