

June 7, 2022



THE UNIVERSITY OF KANSAS  
CITY OF LAWRENCE



# August 2022/January 2023 Planned Route Redesign Summary

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# Background

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

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

However, this year additional changes are proposed due to the construction of Central Station on university property located at Bob Billings & Crestline Drive. The Lawrence community has been working toward a permanent location for a primary bus transfer facility for the past decade.

In 2021-2022, the City and KU conducted a Route Redesign Study to accompany the transfer facility design project. Decisions about route redesign 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 3/21/22 – 4/29/22. The main survey had **264** respondents and the T-Lift Survey had 23 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 document describes the proposed August 2022/January 2023 route changes, feedback received by the public, and the final planned route changes. Final planned changes were based on public input and ridership data.

Lawrence Transit staff analyzed comments from the survey about each proposed route to produce the final planned route. 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:

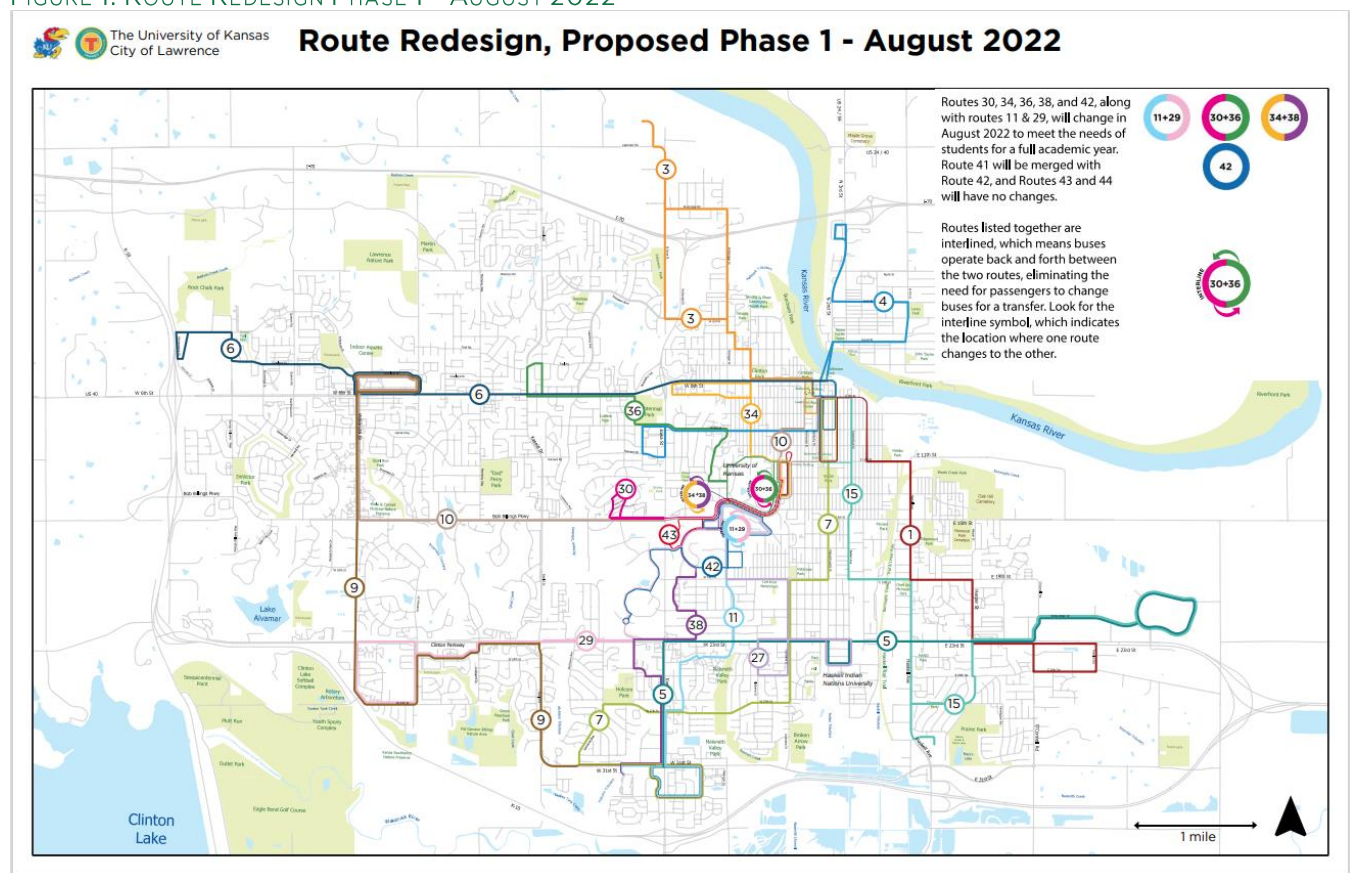
- The proposed route design.
- Pertinent public comments collected via the online survey, responding to the proposed routes. The pie charts summarize the comments in the categories of positive, negative, and neutral. The neutral category also includes unrelated comments.
- The final planned route design.

# 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 1: ROUTE REDESIGN PHASE 1 - AUGUST 2022

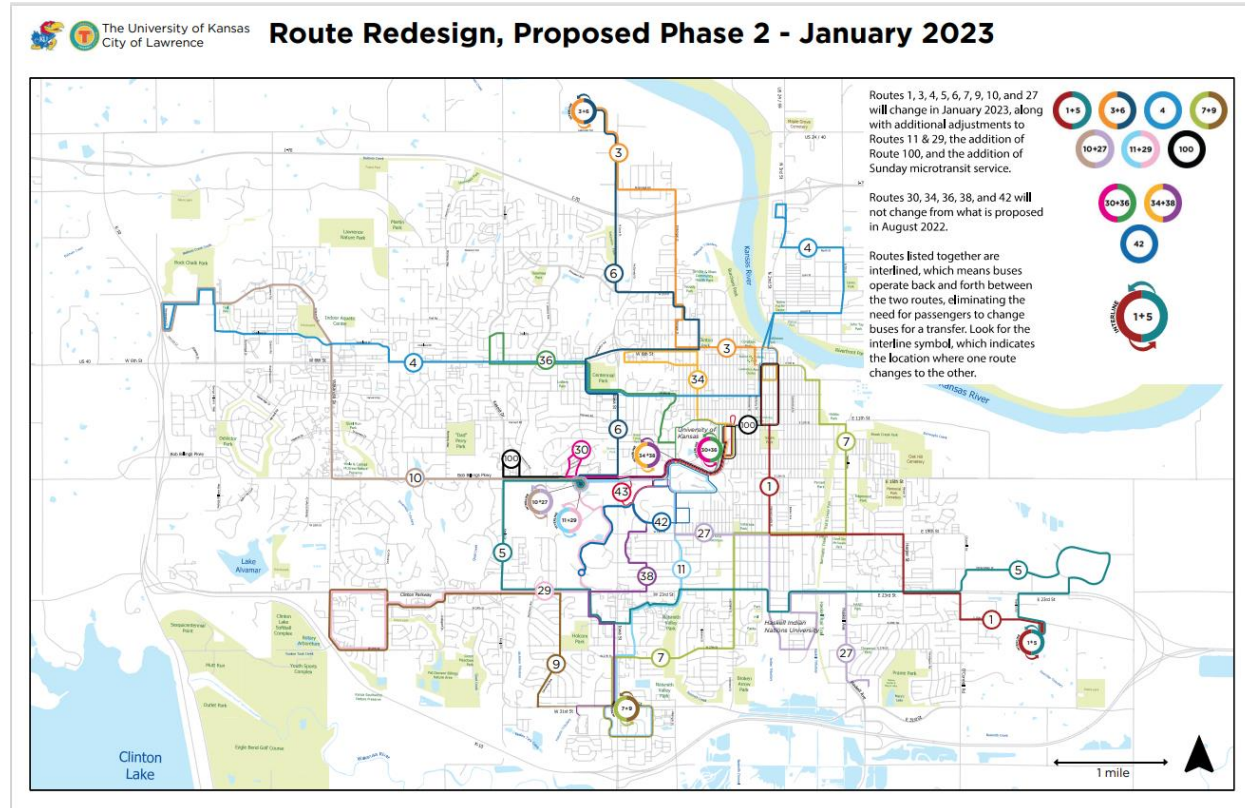


In phase 2, starting in January 2023, there will be additional route changes, but none affecting KU routes.

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 2: ROUTE REDESIGN PHASE 2 - JANUARY 2023

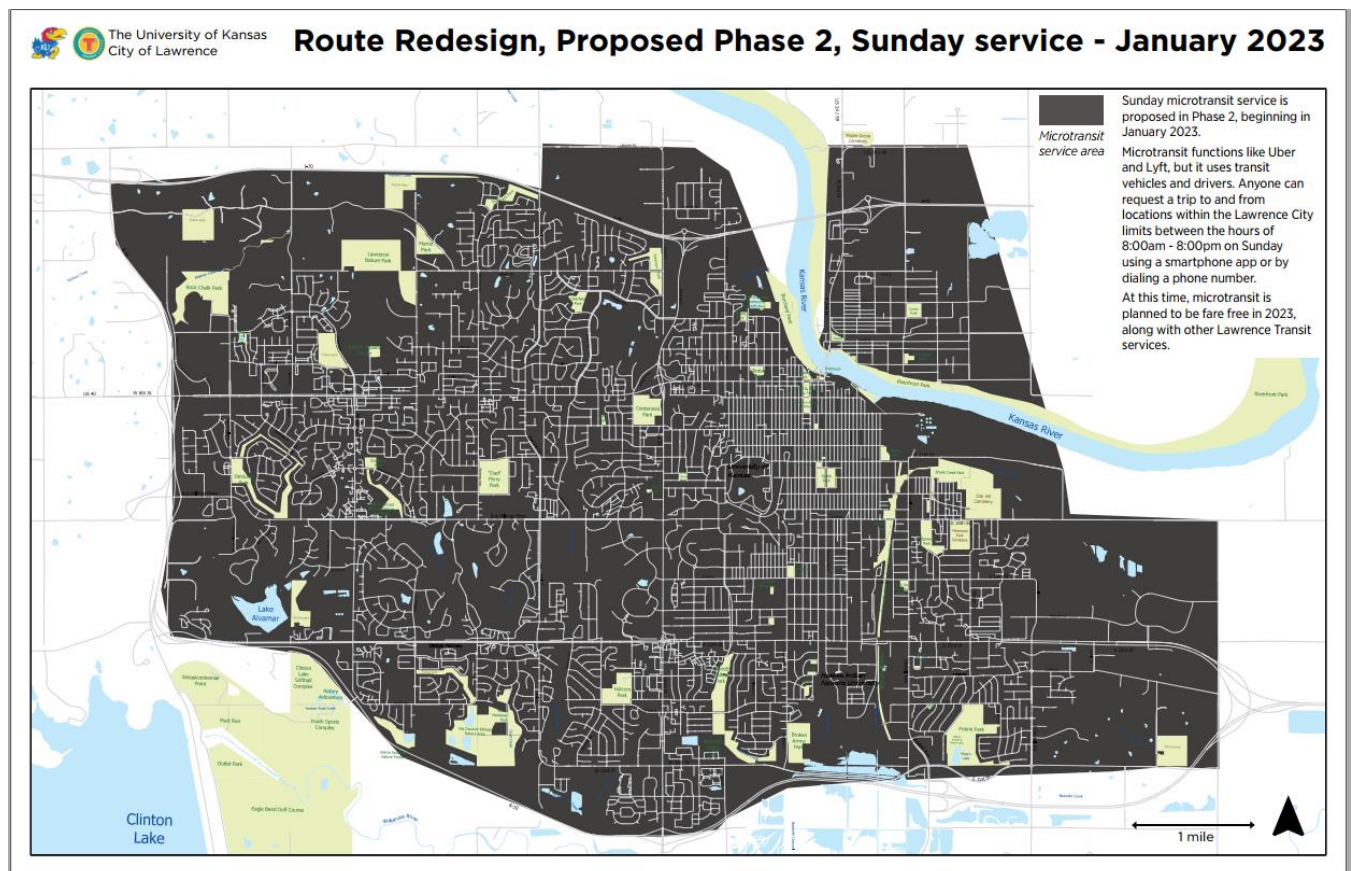


# Microtransit System Map

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 3: MICROTRANSIT SYSTEM MAP



## Community Feedback on Sunday Microtransit Service

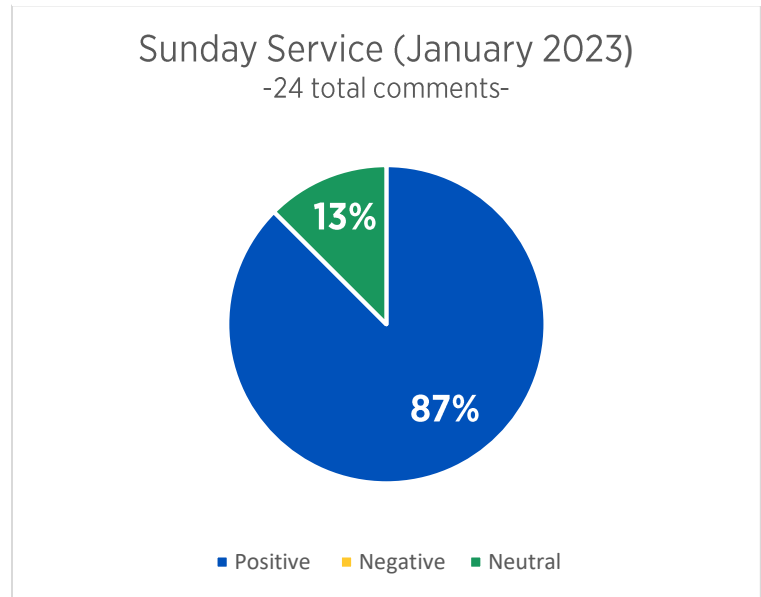
The majority (87%) of public comment was positive toward Sunday microtransit service, while 13% of comments were neutral/unrelated.

Some respondents wrote, *“I would like service on Sunday. People are not able to get jobs on Sundays for this reason”* and *“Sunday service will be a game changer, I haven’t been able to go anywhere on Sunday unless I walk.”*

Other respondents provided additional opinions such as, *“Sunday service is a good idea if they have same day rides, but I would prefer fixed routes”* and *“I like the Sunday Microtransit, but wonder if it would be abused. Perhaps a small fee?”*

For all comments about Sunday microtransit service, see the [Appendix here](#).

FIGURE 4: SUNDAY SERVICE PUBLIC INPUT RESULTS



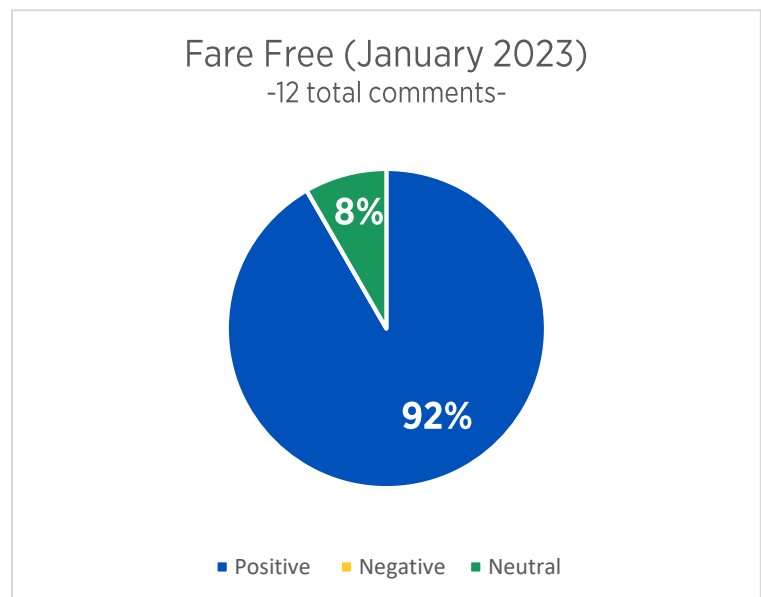
## Community Feedback on Fare Free in 2023

The majority (92%) of public comment was positive toward going fare free in January 2023, while 8% of comments were neutral/unrelated.

One respondent wrote, *“I am so happy that this city is exploring free fares in 2023! This is critical to keeping public transit effective.”*

For all comments about fare free, see the [Appendix here](#).

FIGURE 5: FARE FREE PUBLIC INPUT RESULTS





## T-Lift Survey Results

Surveys were distributed to T-Lift riders in order to understand how paratransit riders might use the proposed Sunday microtransit service. The responses help evaluate how best to implement this service across the City of Lawrence.

**Question 1 asked riders: If microtransit was offered on Sundays from 8am- 8pm, within Lawrence city limits, how might you use it? Where would you mainly use this service? Common places you travel to and from?**

Common answers included:

- Commute to and from work
- To access grocery stores (Walmart, Dillion's, Checkers, The Merc, Hy-Vee)
- Travel to and from church
- Access to stores, services, entertainment (Library, movies, laundry, gym, Rock Chalk Pavilion)
- Special events at KU
- To visit family

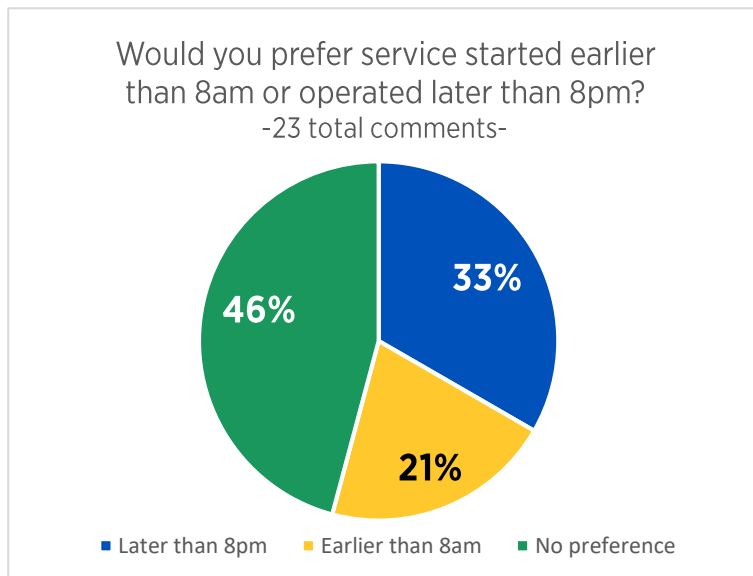
**Question 2 asked riders: What time of day would you mainly use this service from 8am-8pm?**

Common answers included:

- Between 11am and 3pm
- Between 8am and 8pm
- At 8:30am and 4:30pm
- Between 9-11am or 12-5pm

The pie chart summarizes the responses to an additional question, "Would you prefer service started earlier than 8am or operated later than 8pm?"

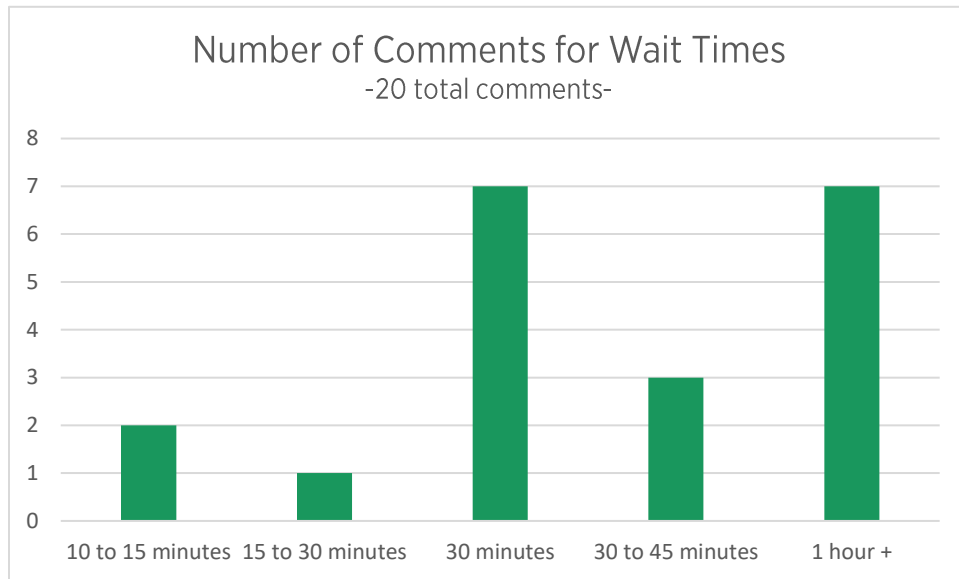
FIGURE 6: T-LIFT PUBLIC INPUT RESULTS (EARLY/LATE SERVICE)



**Question 3 asked riders: Since there will be no advanced scheduling, how long would you be willing to wait for a microtransit to arrive after requesting the trip?**

The chart below summarizes the responses for how long individuals will wait for a microtransit bus to arrive.

FIGURE 7: T-LIFT PUBLIC INPUT RESULTS (WAIT TIMES)



**Question 4 asked riders: What would make you more likely to use the microtransit service on Sundays?**

Common answers included:

- If it provides a timely commute to work
- If there is dependability or the ability to reserve a ride (easy to schedule)
- If it is fare free
- Bad weather
- 24 hour service
- If it started at 7am and went until 11:30pm
- If hours were extended later on Sunday
- If service started at midnight on Saturday

## Proposed Route

- Route 1 and 5 are interlined to provide more 1-seat rides
- Shifting service from Haskell to Massachusetts to serve Dillon's
- Extended to the Lawrence Community Shelter
- Previous service area is picked up by Route 7
- Restructured to serve Bob Billings hub instead of S. Iowa St.
- Maintaining direct service to HINU

**University of Kansas City of Lawrence**

**Implementation Date: January 1, 2023**

**Routes**

**1 + 5**

**Key**

- Grocery store
- Multi-family housing
- Campus housing
- Educational institutions
- Job centers
- Corridors no longer served by routes

**Proposed Schedule**

Yellow	Blue	Green
M-F during KU fall and spring semester	M-F during KU summer semester and breaks	Saturdays and select holidays
6a-7a: 60min	6a-7a: 60min	6a-8p: 60min
7a-9a: 30min	7a-9a: 30min	
9a-3p: 60min	9a-3p: 60min	
3p-6p: 30min	3p-6p: 30min	
6p-8p: 60min	6p-8p: 60min	

**Route 1 + 5 interline, explained**

Routes 1 and 5 are interlined, which means southbound Route 1 buses become westbound Route 5 buses at the Lawrence Community Shelter, and vice versa. The benefit to riders is not needing to change buses to transfer between the two routes.

**Route alignment explanation**

Route 1 serves Massachussets St. between Downtown and 19th St. instead of the Warehouse Arts District and Haskell Ave. (now served by Route 7). This change provides direct grocery access for Route 1 which it does not have today.

Route 5 serves a new segment of Kasold Dr. and connects to multiple routes at the new transfer facility, providing key transfer opportunities for residents along the 23rd/Clinton corridor and Haskell University.

**Multimodal Transfer Facility**  
Transfers to routes 5, 6, 10, 11, 27, 29, and 100

**Downtown Transfer Area**  
Transfers to routes 3, 4, 7, and 100

**Lawrence Community Shelter**

**Route 5 would connect to several routes at the new transfer facility. For South Iowa access, riders would transfer to routes 11 or 38 at any stop between 23rd & Naismith and Clinton & Crestline.**

Scale: 2000 ft

Mapbox | OpenStreetMap



## Community Feedback

The survey results for the January 2023 changes to Routes 1 and 5 are summarized below:

- 0% of survey comments were negative.
- 37% of survey comments were neutral/ unrelated.
- 63% of survey comments were positive.

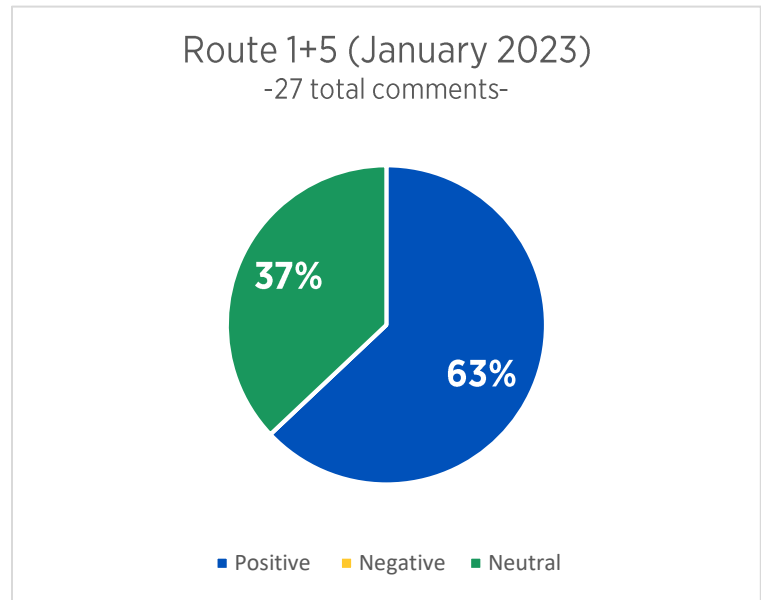
One of the neutral comments said, “*Route 1 will work to get to Dillions. I can still walk to Dollar tree west of Iowa but no longer direct service.*”

Another neutral comment stated, “*Very important that Route 5 now reaches apartment buildings south of 23rd St. between Iowa and Naismith. Lots of low-income people and or students that could benefit from service. Interlining is awesome because transfers are stressful.*”

Overall, public comment was positive about the Route 1 and 5 interline. Several of the positive comments stated, “*The 1 and 5 interline will save me so much time*” and “*I love the 1 to 5 interline.*”

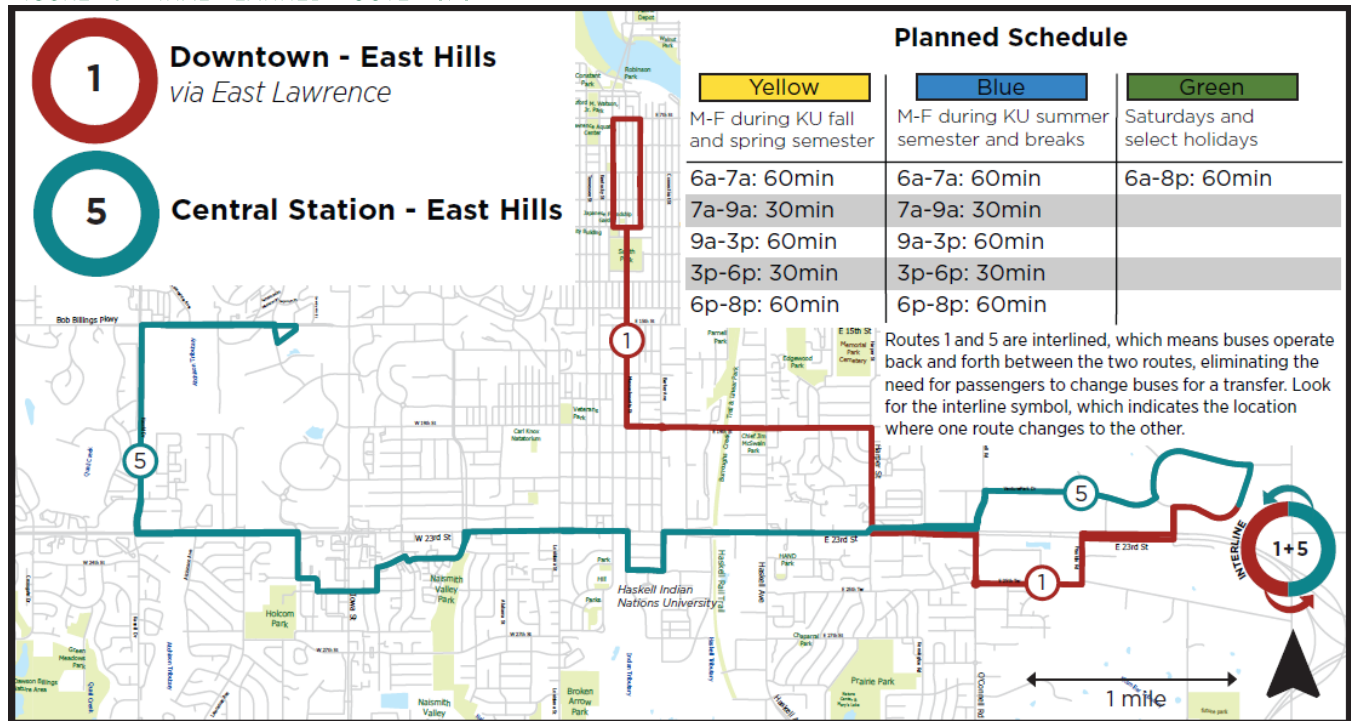
For all comments about Route 1 & 5, see the [Appendix here](#).

FIGURE 9: ROUTE 1 & 5 PUBLIC INPUT RESULTS



## Final Planned Route

FIGURE 10: FINAL PLANNED ROUTE 1 & 5



The final planned route changes are nearly identical to the final proposed changes, with a change in the location of the interline to East Hills Business Park instead of the Lawrence Community Shelter parking lot. The Lawrence Community Shelter will continue to have access at 25<sup>th</sup> & Franklin, which will be improved with 2-way service.

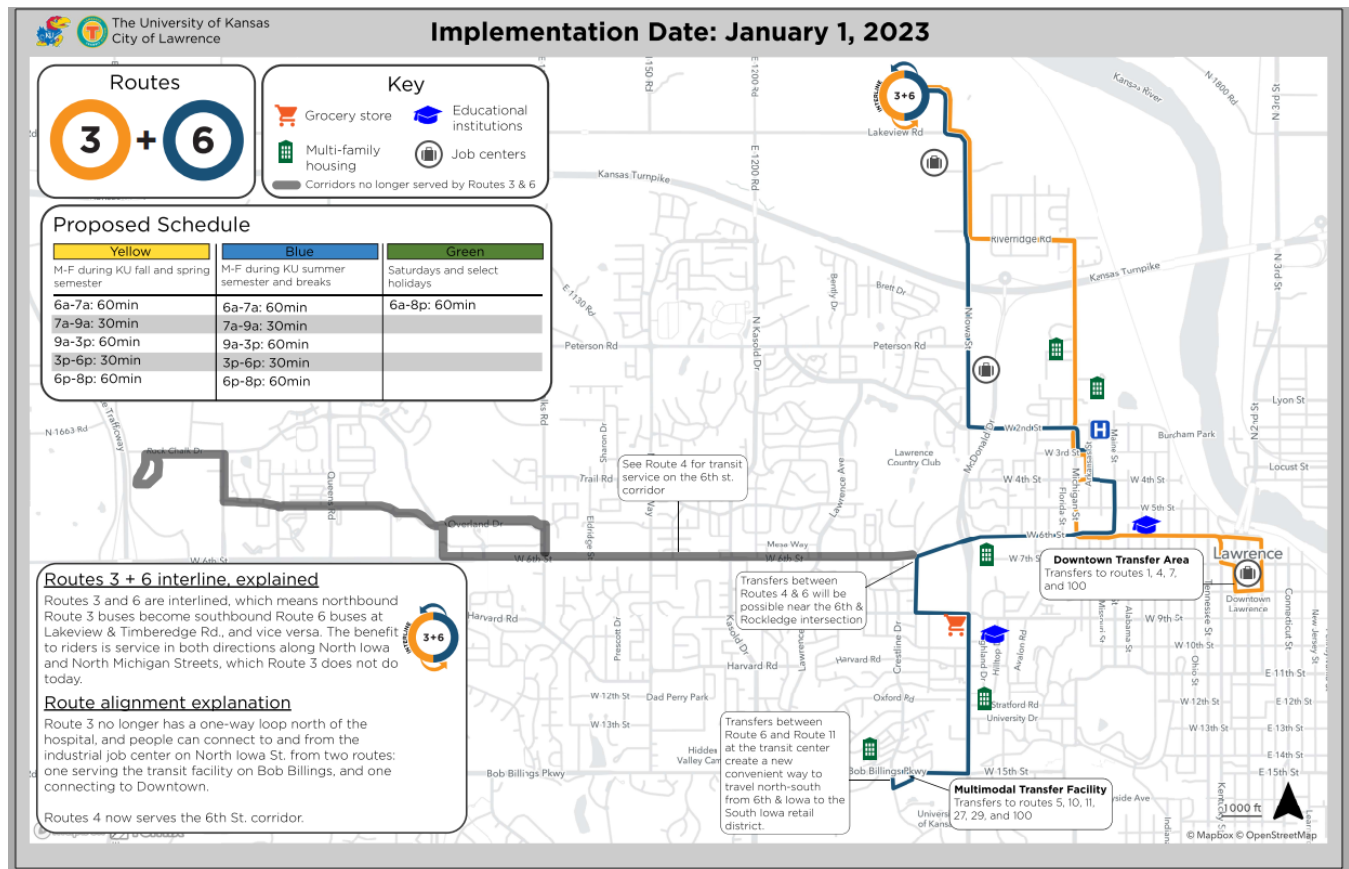
# Route 3 + 6

## Proposed Route

The final proposed route is:

- Routes 3 and 6 are interlined to provide one-seat service to Michigan and Iowa St. destinations
- Restructured to serve Memorial Hospital, Hallmark, and N. Iowa industrial parks
- Linked to Bob Billings hub
- Split into two bi-directional routes along Michigan St

FIGURE 11: PROPOSED ROUTE 3 & 6





## Community Feedback

The survey results for the January 2023 changes to Routes 3 and 6 are summarized below:

- 9% of survey comments were negative.
- 5% of survey comments were neutral/ unrelated.
- 86% of survey comments were positive.

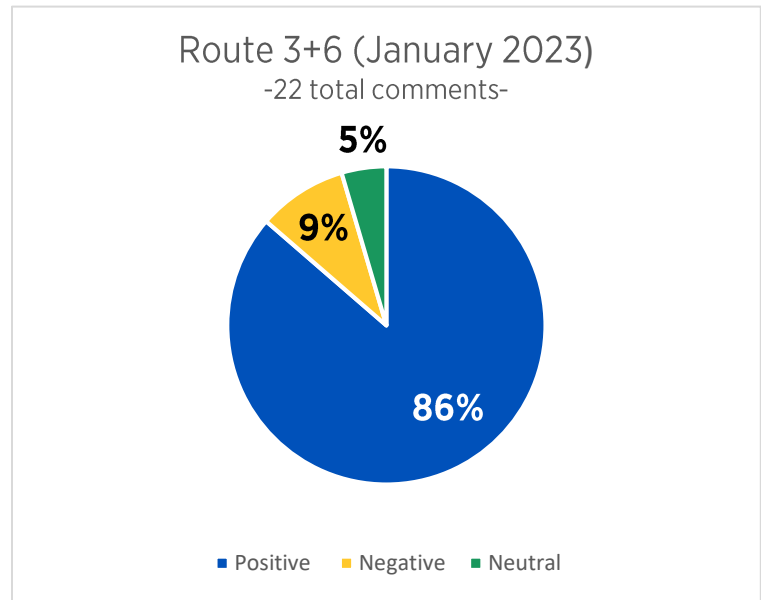
One neutral comment said, *“The route changes might make the ride longer for me. I currently take the bus to Hy-Vee and Uber back because it’s faster.”*

One negative comment stated, *“I live in Pinkney, and there is no easy route to get to campus without transferring busses or having to walk 5+ blocks to a bus stop. It would be great if 3 would interline with something that goes to the main part of campus.”*

The majority of comments are positive for Routes 3 and 6. For example, *“Interlining 3&6 provides excellent access to the hospital from many parts of town, since 3 goes downtown and 6 will go to the new hub. Should be useful in many ways. The schedule is a major improvement over the current 3 schedule”* and *“New route 6 will save me so much time! Looking forward to the shortened route!”*

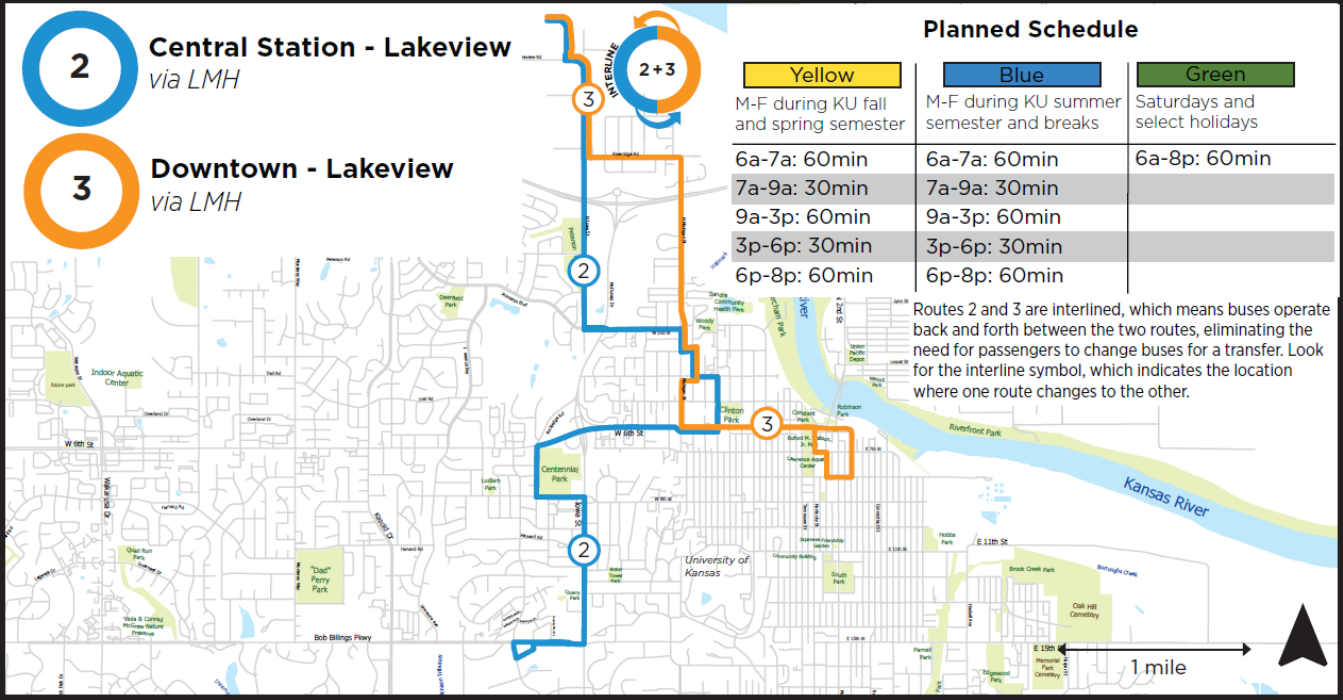
For all comments about Route 3 & 6, see the [Appendix here](#).

FIGURE 12: ROUTE 3 & 6 PUBLIC INPUT RESULTS



# Final Planned Route

FIGURE 13: FINAL PLANNED ROUTE 2 & 3



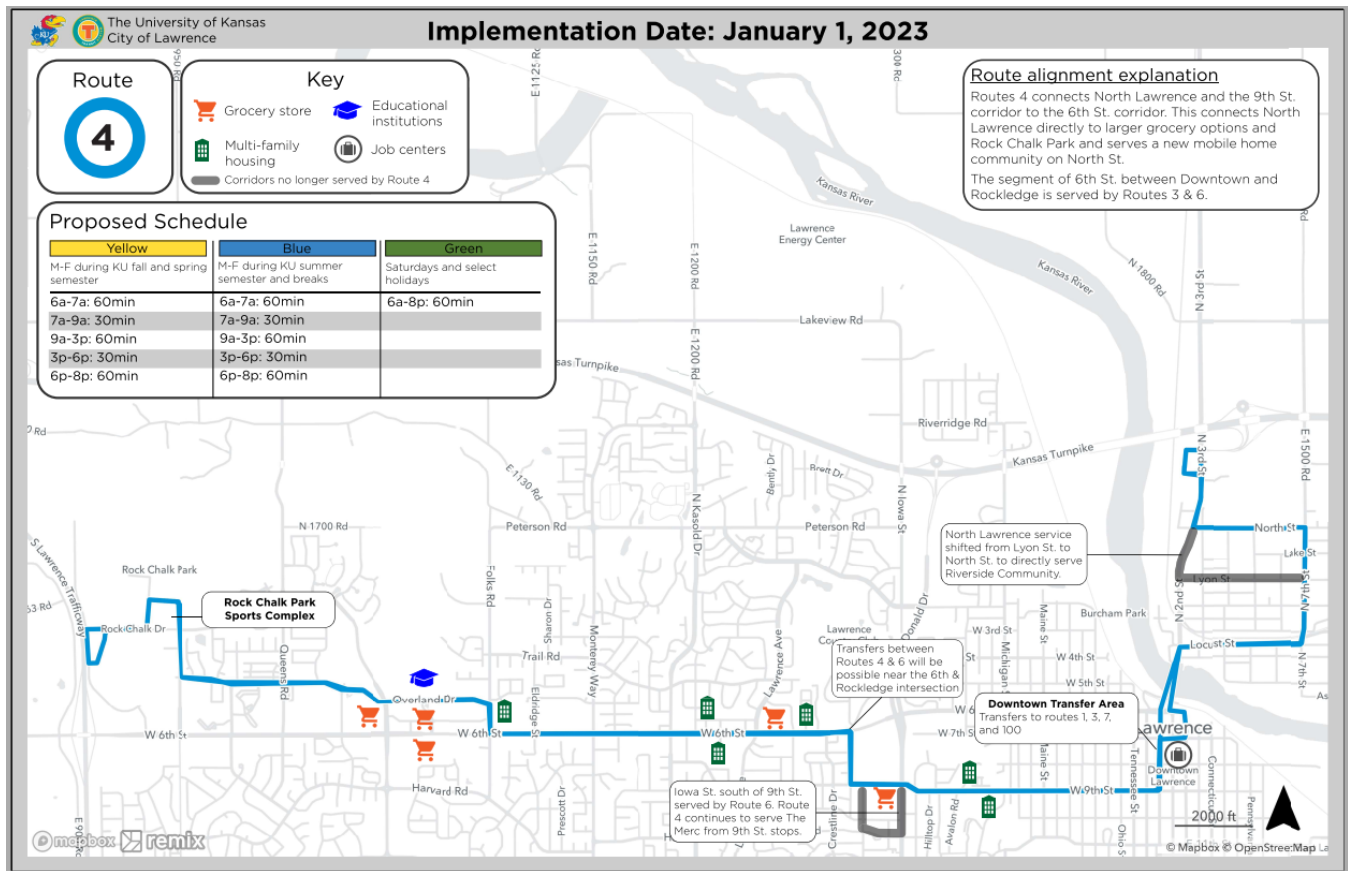
The final planned route changes are identical to the final proposed changes, with a change in route numbering to align route-numbering conventions across the coordinated system.

## Proposed Route

The final proposed route is:

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

FIGURE 14: PROPOSED ROUTE 4



## Community Feedback

The survey results for the January 2023 changes to Route 4 are summarized below:

- 14% of survey comments were negative.
- 24% of survey comments were neutral/ unrelated.
- 62% of survey comments were positive.

The negative comments voiced concerns about reduced frequency during the weekdays and Saturdays, and access to the Dillions on 6<sup>th</sup> and Rohan Ridge.

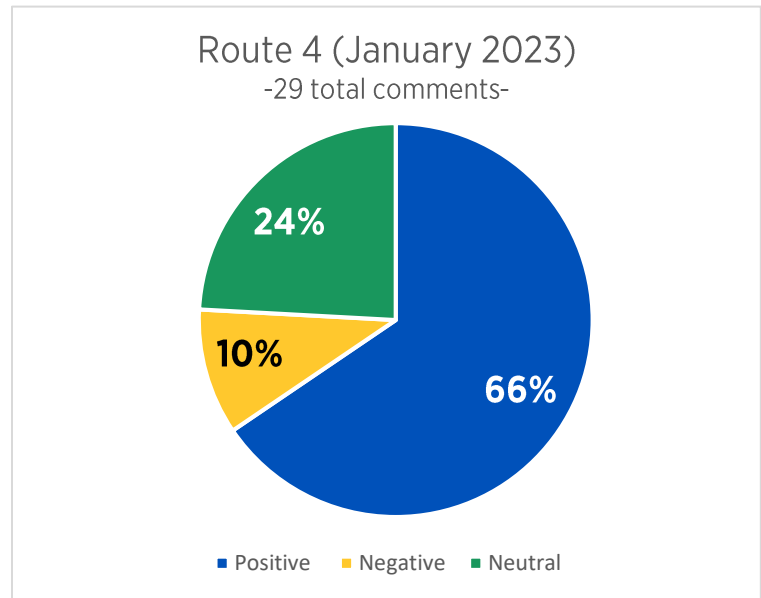
For example, *“Hourly service on Route 4 for most of the day on weekdays and all day on Saturdays seems like too little... Frequency is critical on routes like this one that connect a major corridor with downtown”* and *“I’m sure you know by now about my complaint about Rohan Ridge Apts losing its bus stop.”*

Based on public comment about service to Rohan Ridge and Dillon’s, Route 4 will be adjusted to stop at Dillon’s on 6th Street.

Some of the positive comments included, *“The new route 4 schedule is better than currently, because of the additional buses on 30 min. intervals early a.m. and late p.m. I like the link to the Merc from downtown at those frequencies. My errands on west 6th street are easily accessed.”*

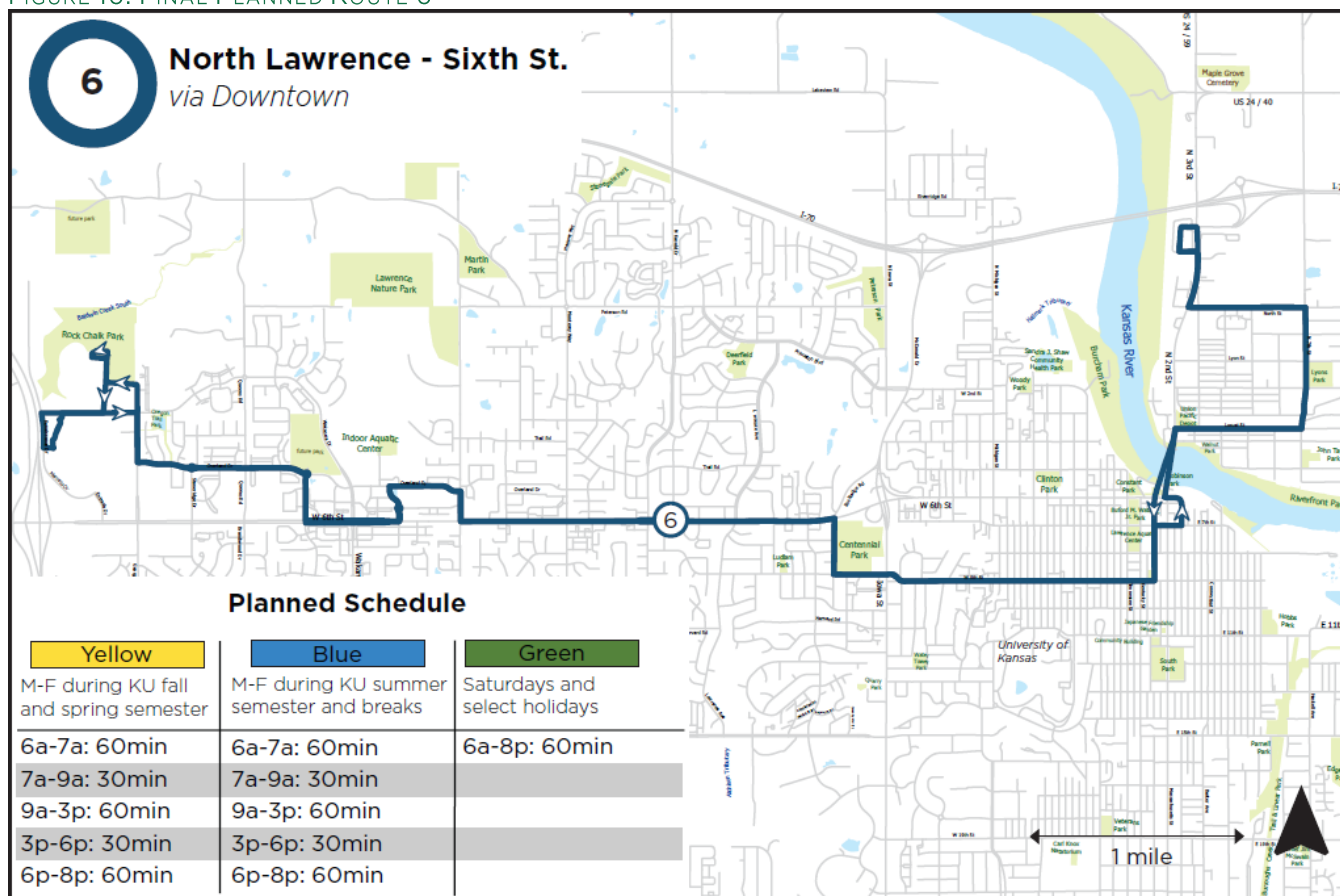
For all comments about Route 4, see the [Appendix here](#).

FIGURE 15: ROUTE 4 PUBLIC INPUT RESULTS



## Final Planned Route

FIGURE 16: FINAL PLANNED ROUTE 6



The final planned route changes are similar to the final proposed changes, with a couple of alterations to better serve people after considering public comment. The most significant change is creating 2-way service along Champion Lane and Congressional Drive. This allows continued and improved service to Dillon's and the Rohan Ridge apartment complex south of 6<sup>th</sup> St. Additionally, extending the route to Congressional Drive provides new access to the Prairie Commons and Apartment on Sixth complexes, along with a better pedestrian connection to Wal-Mart. Routing near Rock Chalk Park has been revised for closer front-door access to Sports Pavilion Lawrence. The route number is changed from 4 to 6 to align with route-numbering conventions across the system.

There was discussion around having the westbound trips turn south at 9<sup>th</sup> & Iowa to serve The Merc more directly, using Harvard and Centennial to loop back to Rockledge. This suggestion was made to eliminate the need for Merc-bound travelers to cross 9<sup>th</sup> St. at the intersection. After evaluation of this idea, staff is not recommending that change for a few reasons:

1. This route is estimated to take 54 minutes to travel in one direction, prior to adding recovery time at the DMV, Downtown, and LMH Health West. The suggested change would add 4-5 minutes of travel time, eliminating important recovery time that is used for bus operator breaks and to catch up for trips that may take longer due to traffic, wheelchair boardings, etc.



2. Staff does not believe that the walk from stop 312 on the northwest corner of 9<sup>th</sup> & Iowa is unreasonably far or unsafe. The crosswalk at 9<sup>th</sup> & Iowa is being rebuilt, it is 4 total travel lanes in width, and has a pedestrian crossing button and marked crosswalk.
3. An important goal in the design of this route is to connect North Lawrence residents to affordable grocery options along 6<sup>th</sup> St. Deviating westbound trips to more closely serve the Merc, but delay travelers 5 minutes on trips to more affordable options on 6<sup>th</sup> St., gives staff equity concerns.

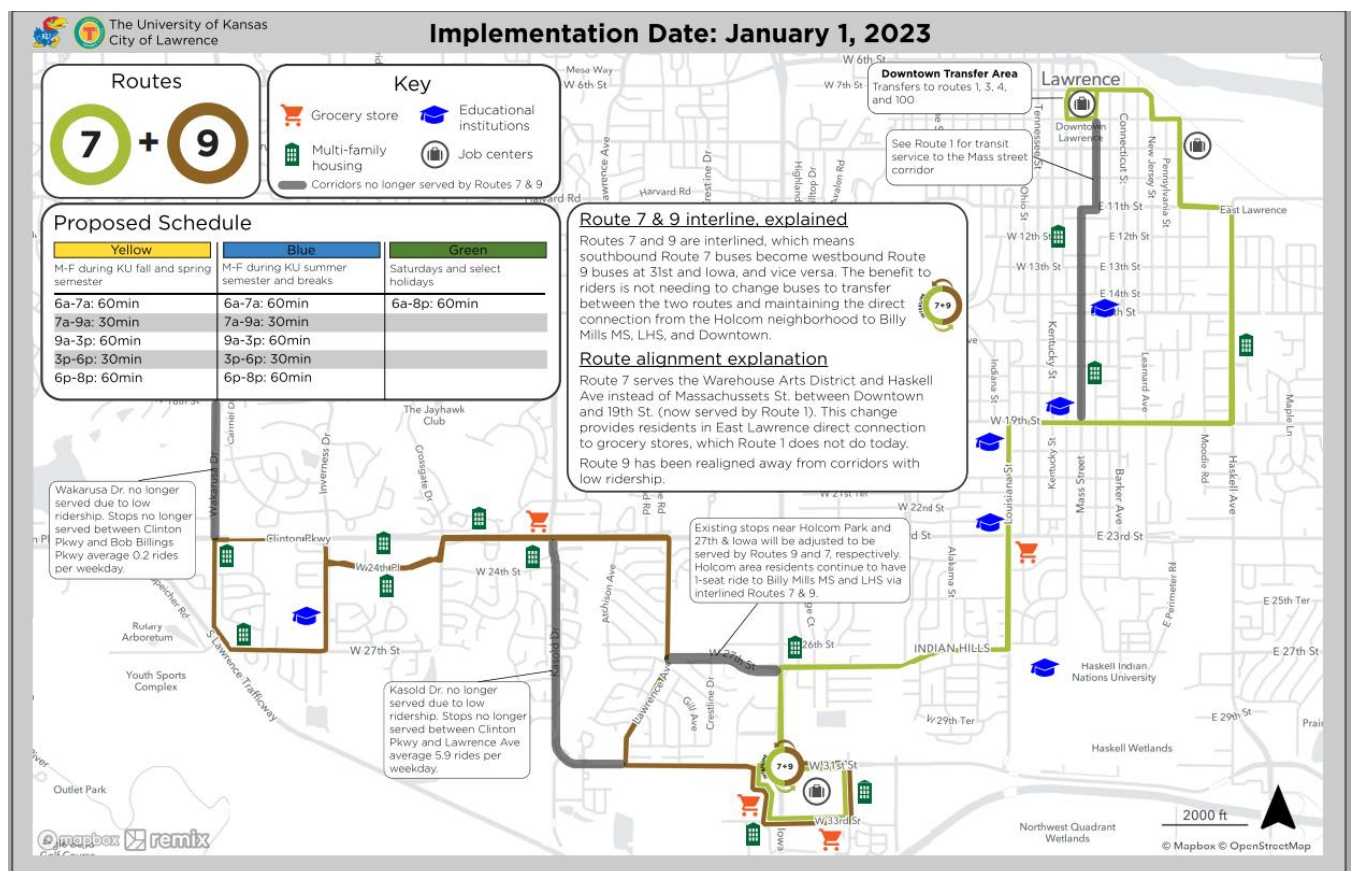
# Route 7 + 9

## Proposed Route

The final proposed route is:

- Route 7 and 9 are interlined to provide one-seat connection to Holcom Park area
- Preserving service to Dillon's and Lawrence High School
- Restructured to create one-seat ride from multi-family housing along Haskell Ave. corridor and both downtown and South Iowa retail
- Truncated at Clinton and Wakarusa to improve productivity
- Shifted from Kasold Dr. to Lawrence Ave. to serve Holcom Park area

FIGURE 17: PROPOSED ROUTE 7 & 9



## Community Feedback

The survey results for the January 2023 changes to Routes 7 and 9 are summarized below:

- 13% of survey comments were negative.
- 15% of survey comments were neutral/ unrelated.
- 72% of survey comments were positive.

The negative and neutral/ unrelated comments bring up various concerns such as:

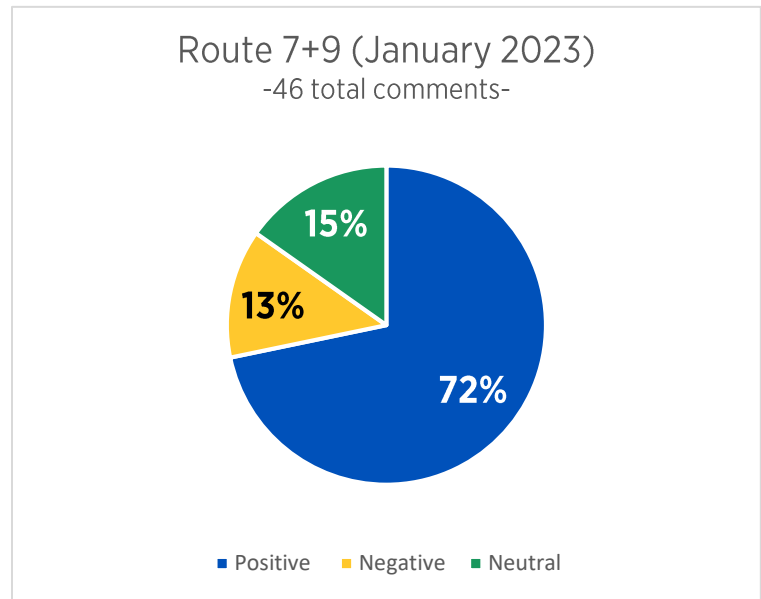
- Shifting Route 7 from Massachusetts Street to Haskell Avenue
- Shifting Route 9 from Kasold to Lawrence Avenue
- Adding a stop at Pinnacle Woods Apartments
- Frequency on Saturdays

One neutral comment asked, *“How does this affect any kiddos in the neighborhoods around Holcolm Park using the bus to get to Billy Mills and LHS?”* This comment is addressed in the final planned route design.

Overall, the public comments were very positive about the 7 and 9 interline. One of the positive comments stated, *“I am glad to see that 7 will serve to connect east Lawrence to both downtown and south Iowa. That is a big plus for friends along Haskell south of 19th.”*

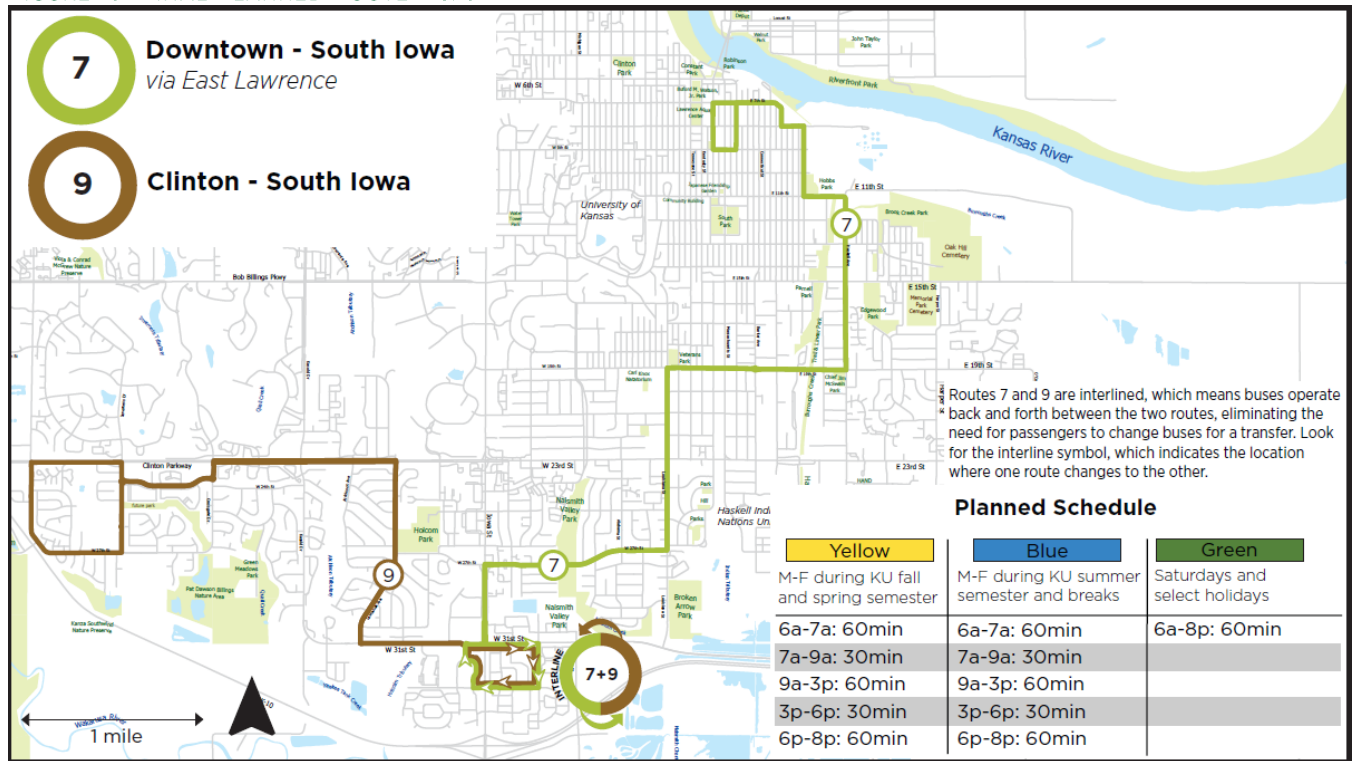
For all comments about Route 7 & 9, see the [Appendix here](#).

FIGURE 18: ROUTE 7 & 9 PUBLIC INPUT RESULTS



# Final Planned Route

FIGURE 19: FINAL PLANNED ROUTE 7 & 9



The final planned route changes are identical to the final proposed changes. One purpose of these interlined routes is to maintain a direct, 1-bus connection from the Holcom Park area to Billy Mills Middle School and Lawrence High School. Riders near Holcom Park will board a Route 9 bus which will travel to South Iowa St., become a Route 7 bus, and continue northbound to Billy Mills MS and LHS without passengers having to transfer.

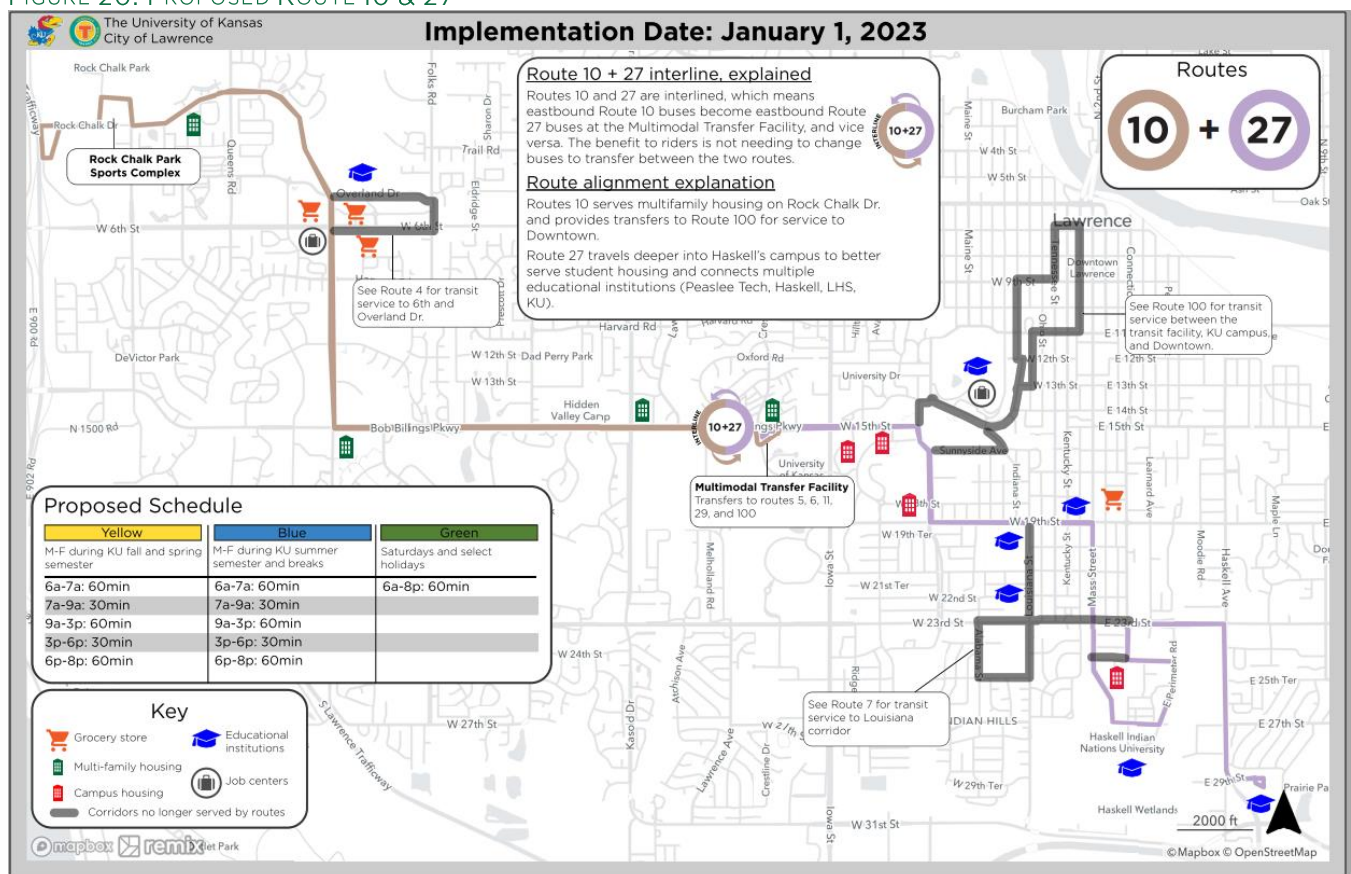
# Route 10 + 27

## Proposed Route

The final proposed route is:

- Routes 10 and 27 are interlined to provide one-seat connection to KU
- Extended northwest to LMH West to serve hospital and additional multi-family housing
- Restructured to link Bob Billings Hub to educational institutions: KU, Lawrence HS, HINU, and Peaslee Center
- Downtown service is picked up by Route 100
- Provides service deeper into HINU campus
- Picking up service area covered by current Route 15

FIGURE 20: PROPOSED ROUTE 10 & 27





## Community Feedback

The survey results for the January 2023 changes to Routes 10 and 27 are summarized below:

- 16% of survey comments were negative.
- 28% of survey comments were neutral/ unrelated.
- 56% of survey comments were positive.

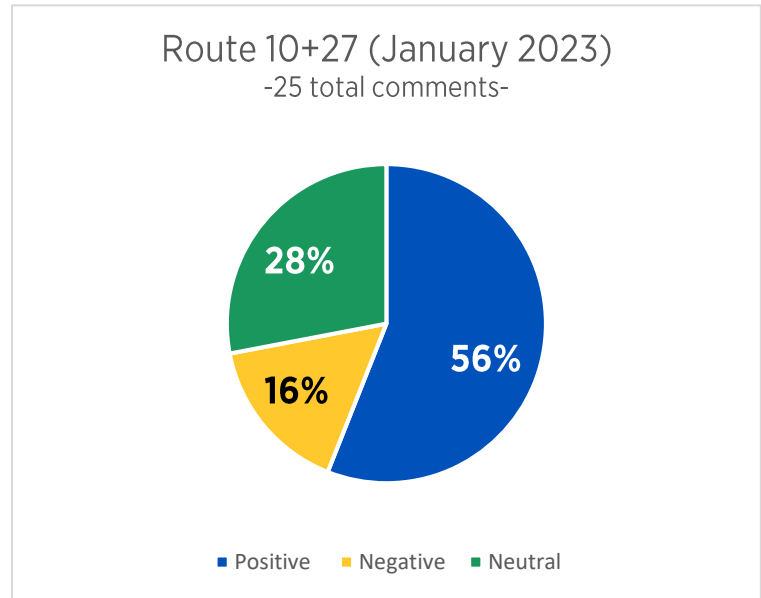
The negative comments brought up concerns about losing service to 23<sup>rd</sup> and Alabama, as well as Jayhawk Blvd for access to KU.

For example, *“For many years now, I have been regularly taking route 10 from Harvard and Wakarusa to KU campus and back...The 10+27 proposal blocks access to KU campus on this route”* and *“This redesign of Route 27 does not seem to address any real needs while taking away significant advantages...I don’t like the fact that new reroute 27 is discarding all the students living around 23rd 24th and 25th (Alabama and Louisiana street) like me.”*

Positive comments included, *“I think the combo of 10 and 27 makes very good sense, especially since that will be a year-round link from Haskell to campus and clear out to Rock Chalk Park and LMH west. I have a friend who benefits from that change too.”*

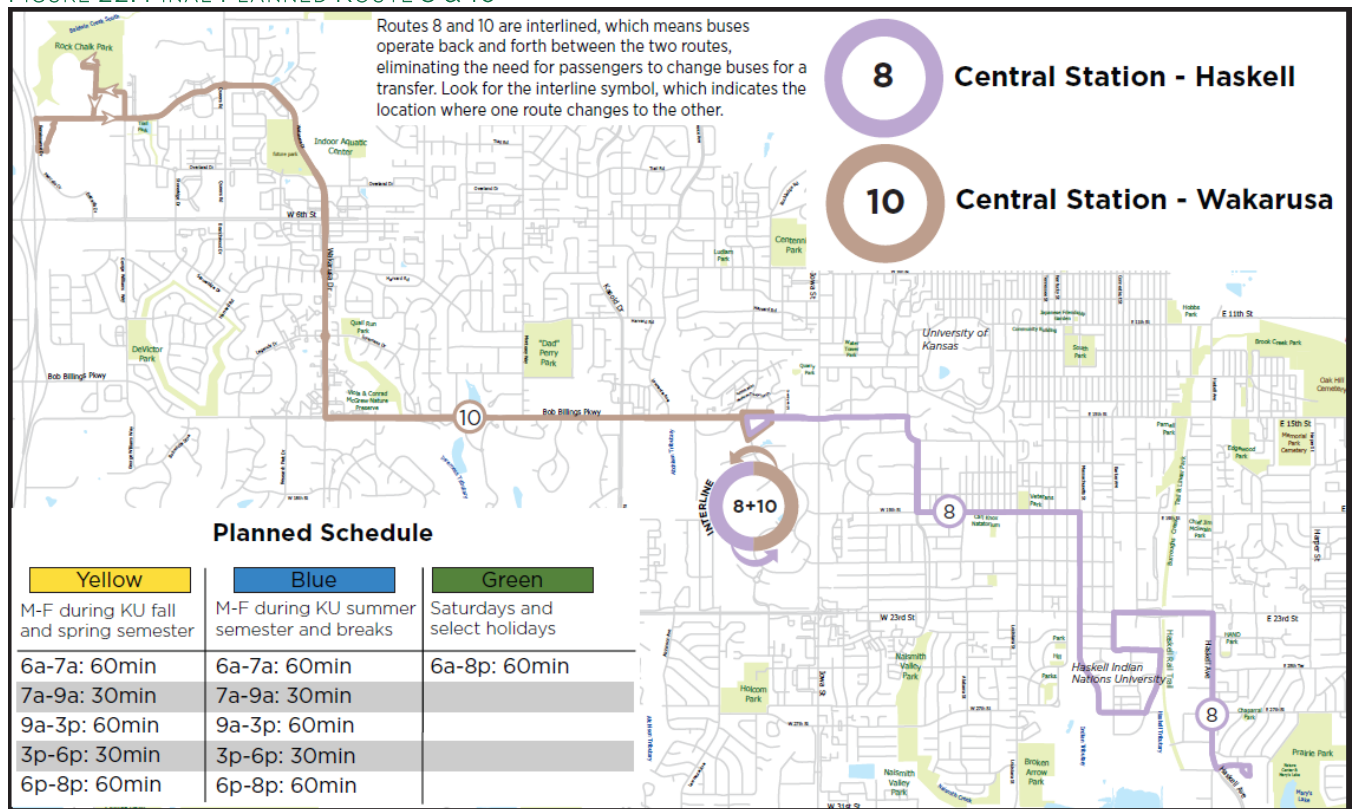
For all comments about Route 10 & 27, see the [Appendix here](#).

FIGURE 21: ROUTE 10 & 27 PUBLIC INPUT RESULTS



## Final Planned Route

FIGURE 22: FINAL PLANNED ROUTE 8 & 10



The final planned route changes are similar to the final proposed changes, with a couple of minor alterations. Routing near Rock Chalk Park has been revised for closer front-door access to Sports Pavilion Lawrence. Proposed Route 27 is changed to Route 8 to align with route-numbering conventions across the system.

# Route 11 + 29

## Proposed Route

The final proposed route is:

- Broken into two phases, Phase 1 (August 2022) and Phase 2 (January 2023)
- Route 11 and 29 are interlined to facilitate one-seat service to KU campus
- Restructured to serve Bob Billings hub and access to KU campus
- Preserving S. Iowa retail loop, but shifts The Reserve service to Route 38
- Shifting service from Iowa to Crestline to preserve stop at Clinton/Lawrence and increase ridership potential

FIGURE 23: PROPOSED ROUTE 11 & 29 - AUGUST 2022

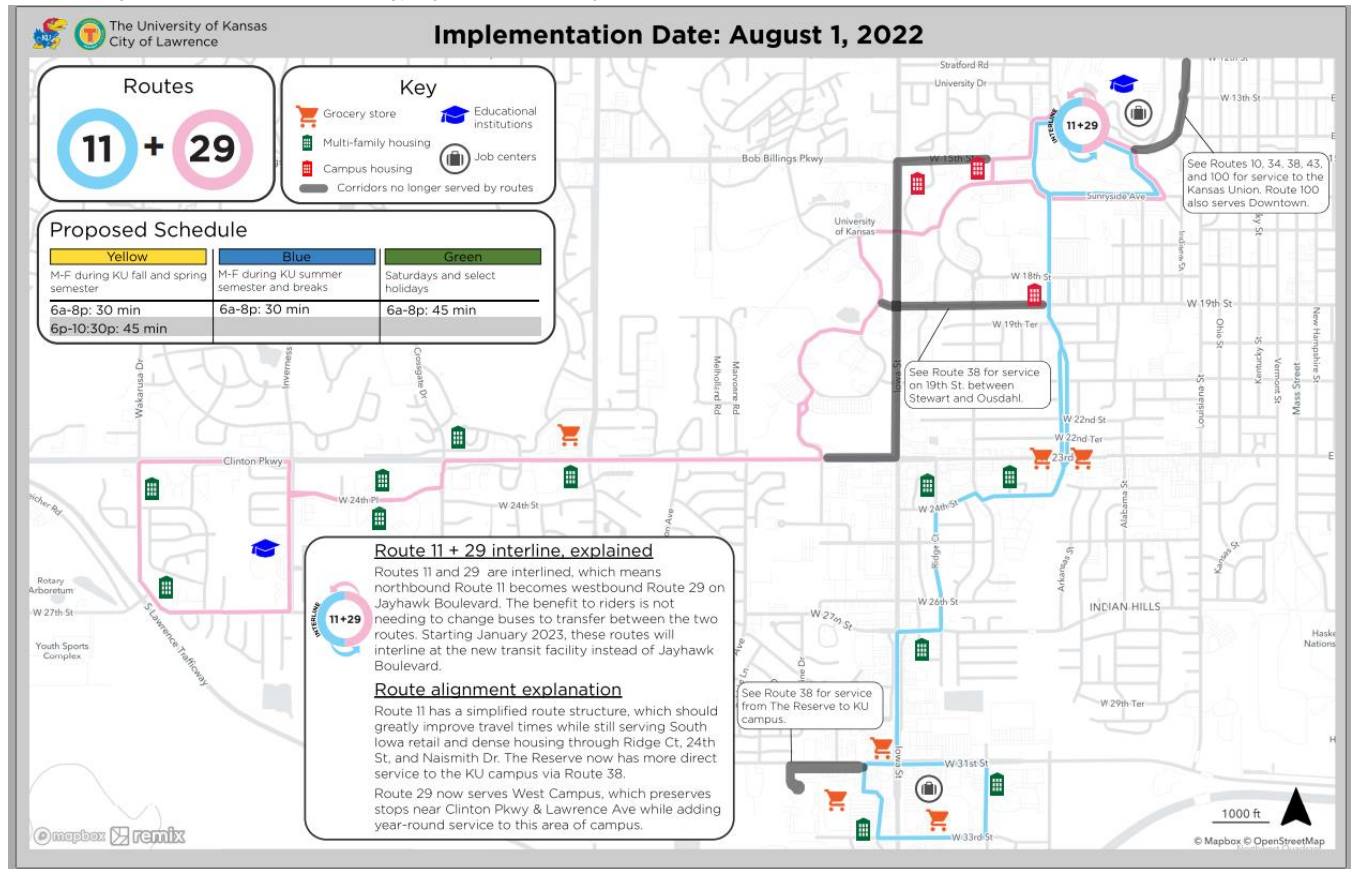
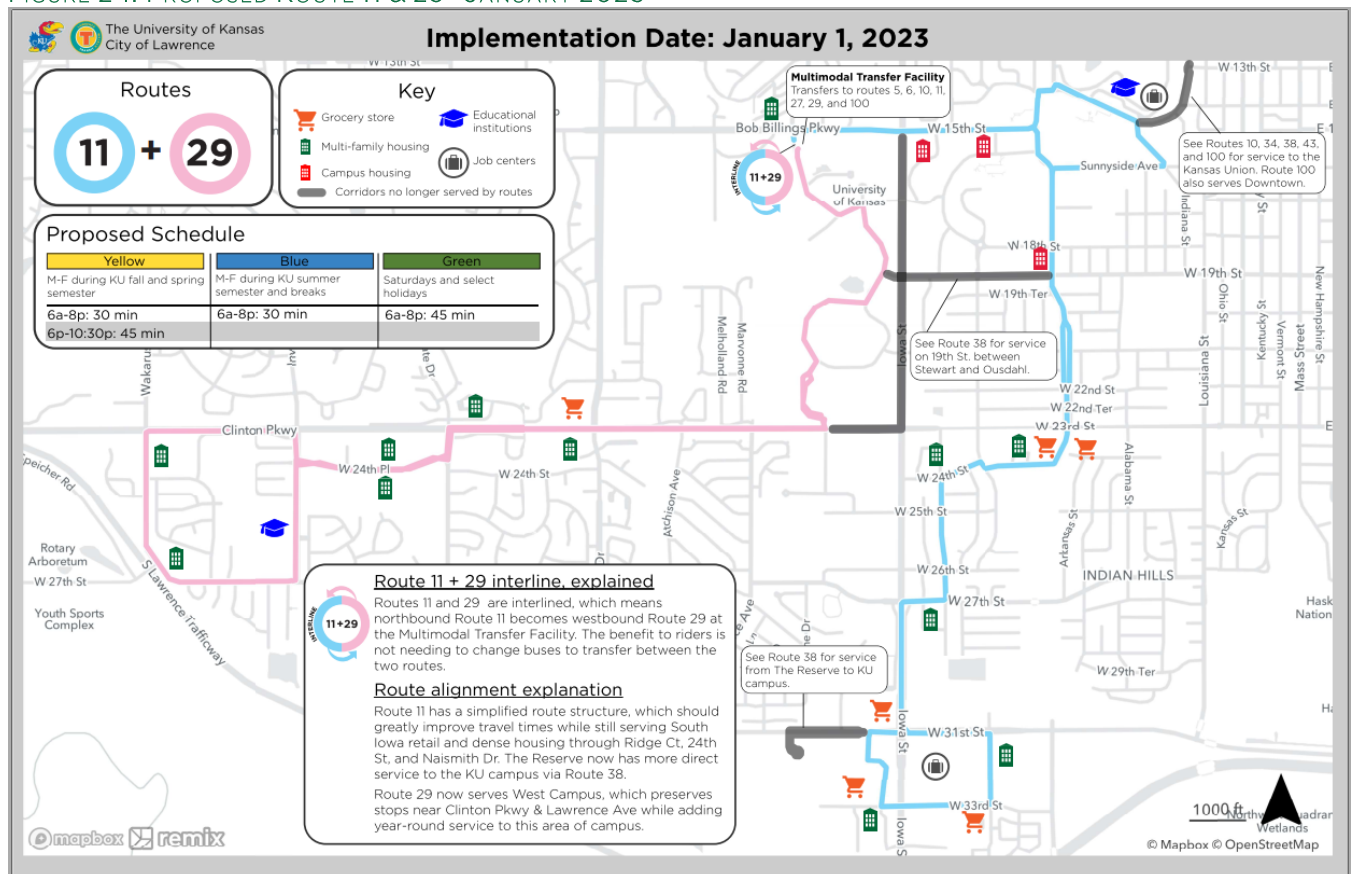


FIGURE 24: PROPOSED ROUTE 11 & 29- JANUARY 2023



## Community Feedback

The survey results for the August 2022 changes to Routes 11 and 29 are summarized below:

- 19% of survey comments were negative.
- 20% of survey comments were neutral/ unrelated.
- 61% of survey comments were positive.

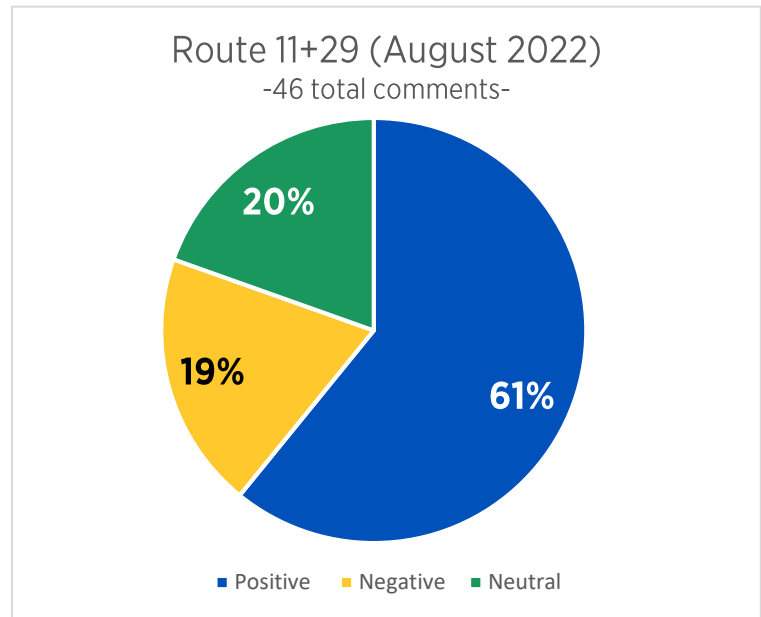
The negative comments mention concerns such as accessing KU campus, however this concern is alleviated because the 11 and 29 interline will connect to KU campus.

For example, some students wrote, *“I am very alarmed if Route 11 no longer travels to the KU Union. It’s my main route I use to get to KU, and Route 10 does not come often enough to serve the needs of students to get from KU to downtown and vice versa”* and *“Route 29 is the only KU route that goes to Wakarusa and the changes are gonna make it so much harder for any student from that area to get to where they need to go on Campus.”*

Some of the positive comments include, *“Glad to see that 11 and 29 maintain 30 min. schedules all day; as well as 45 min. schedule into evening”* and *“I absolutely LOVE how the 29 bus runs past Robinson now. It is a bit confusing if it goes counterclockwise or clockwise in the loop on Jayhawk Blvd. though. Allowing the buses, especially the 29 to run on Saturdays would be SO INCREDIBLY helpful for me.”*

For all comments about Route 11 & 29 in August 2022, see the [Appendix here](#).

FIGURE 25: ROUTE 11 & 29 (AUGUST 2022) PUBLIC INPUT RESULTS





The survey results for the January 2023 changes to Routes 11 and 29 are summarized below:

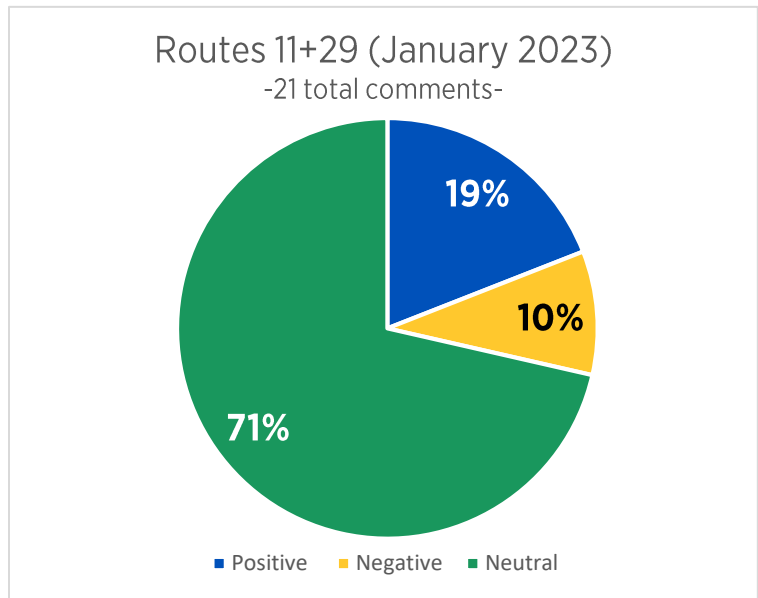
- 10% of survey comments were negative.
- 71% of survey comments were neutral/ unrelated.
- 19% of survey comments were positive.

The majority of comments were categorized as neutral because they express a concern about Route 29 not accessing KU campus, however, Route 29 will still connect to campus. The 11 + 29 interline will provide more one-seat rides to KU campus via the Route 11 interline.

For example, students commented, *“I don’t understand why shifting the 29 entirely off campus is being done”* and *“I think this plan would disrupt my ability to get to campus for classes and work at the Kansas Union.”* However, these concerns are alleviated because Route 11 & 29 are still connected to campus.

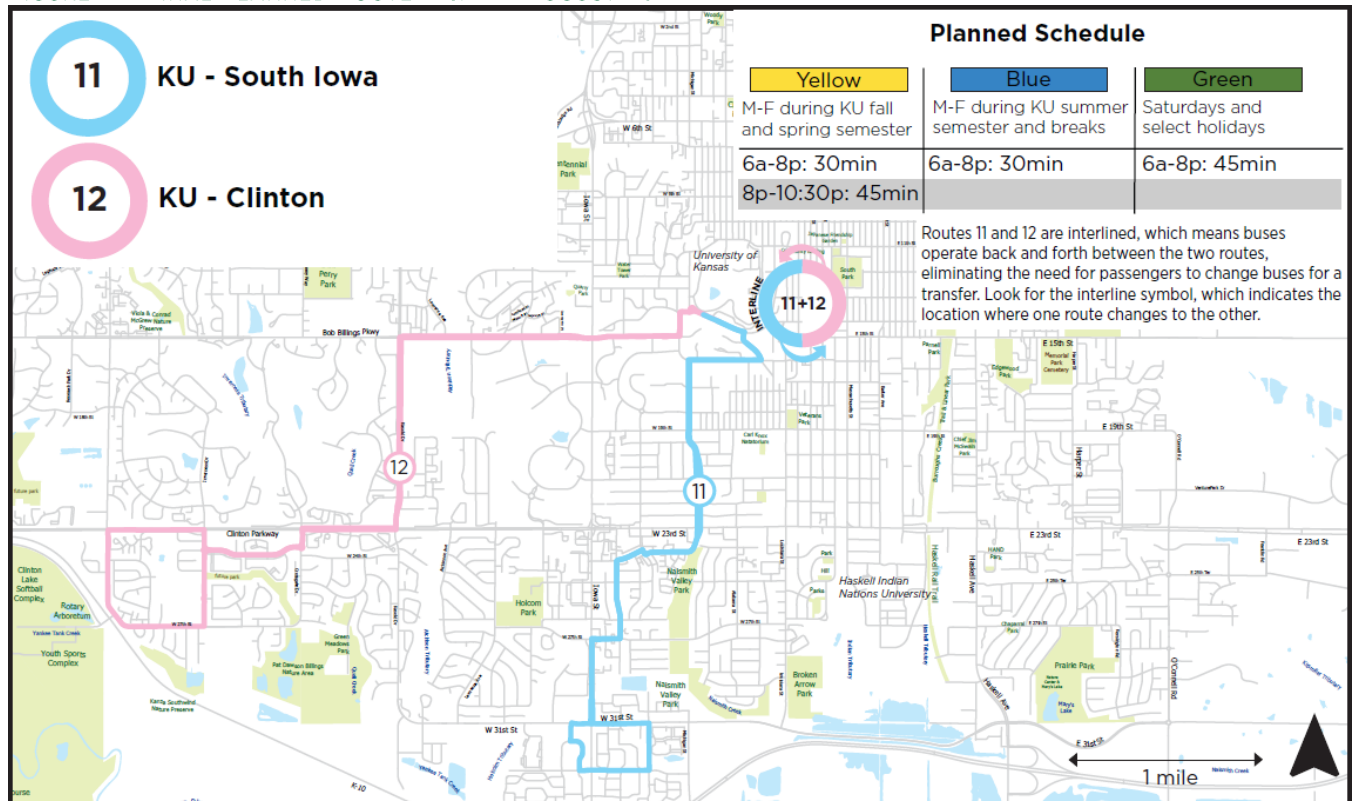
For all comments about Route 11 & 29 in January 2023, see the [Appendix here](#).

FIGURE 26: ROUTE 11 & 29 (JANUARY 2023) PUBLIC INPUT RESULTS



## Final Planned Route (August 2022)

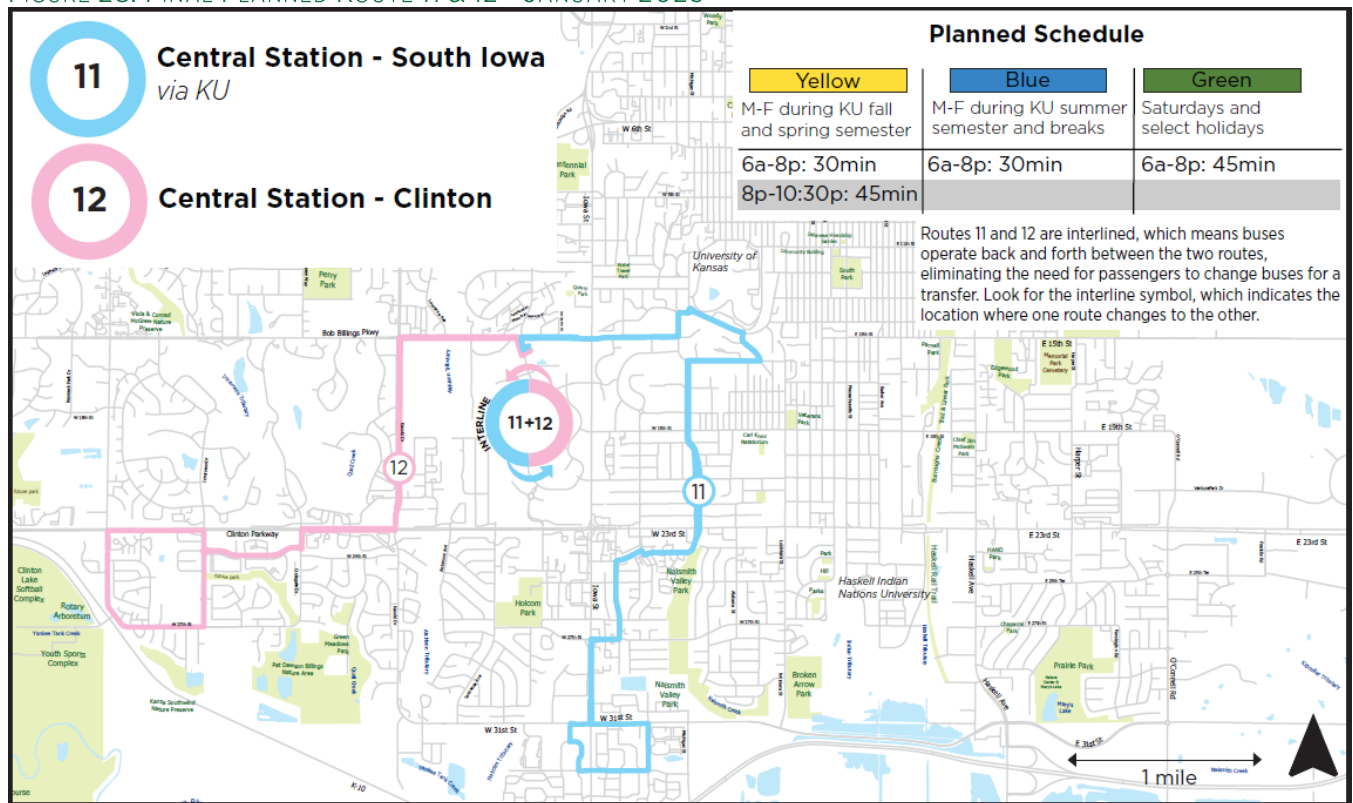
FIGURE 27: FINAL PLANNED ROUTE 11 & 12 - AUGUST 2022



The final planned route changes include revisions to take Route 29 (now numbered Route 12) along Kasold Ave. between Clinton Parkway and Bob Billings instead of traveling through West Campus. This change was needed to meet route travel times for 30-minute service through most of the day and provide service to the Bob Billings & Kasold area, which will lose Route 30 service into Apple Lane apartments. Route 29 will be changed to Route 12 to align with route-numbering conventions across the system.

## Final Planned Route (January 2023)

FIGURE 28: FINAL PLANNED ROUTE 11 & 12 - JANUARY 2023



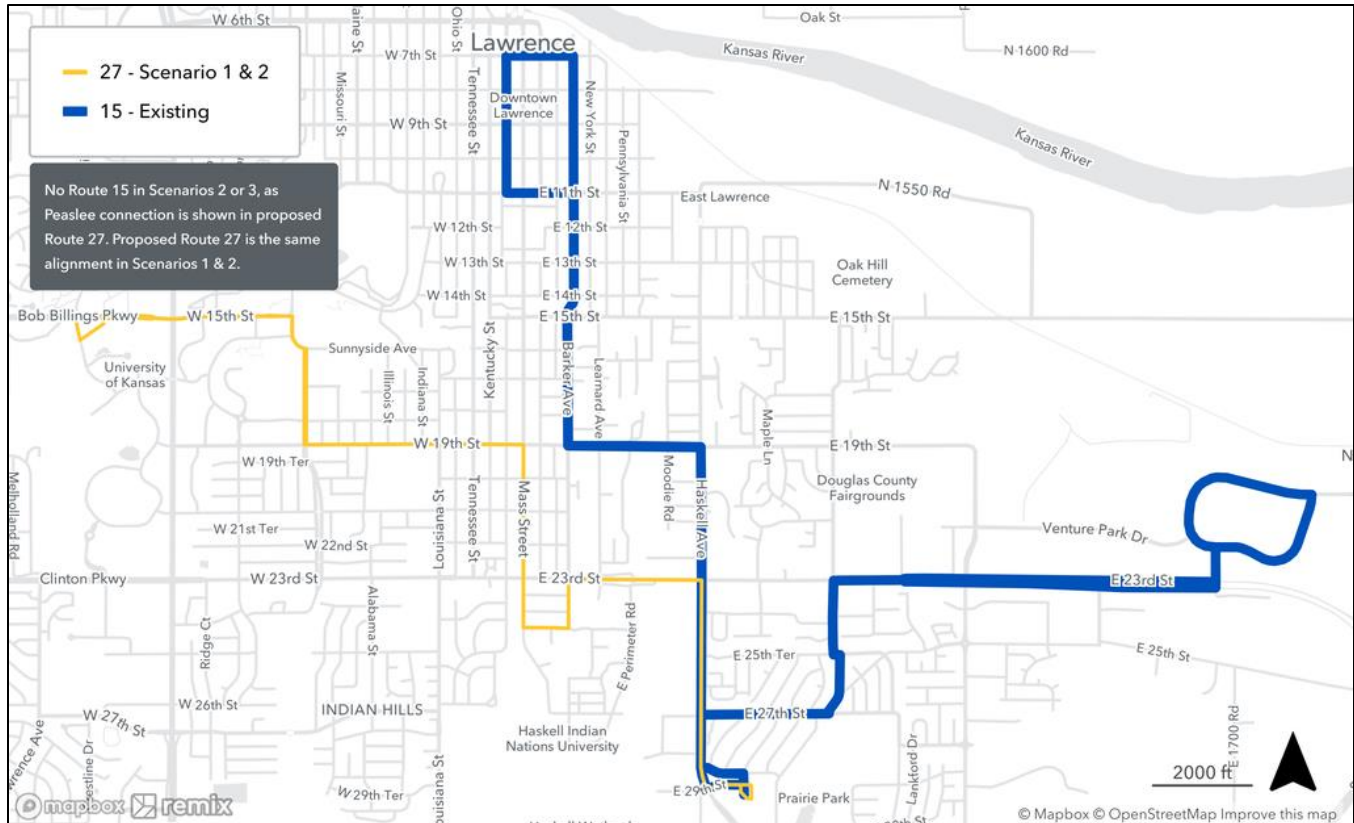
The final planned route changes include revisions to take Route 29 (now numbered Route 12) along Kasold Ave. between Clinton Parkway and Bob Billings instead of traveling through West Campus. This change was needed to meet route travel times for 30-minute service through most of the day and provide service to the Bob Billings & Kasold area, which will lose Route 30 service into Apple Lane apartments. Route 29 will be changed to Route 12 to align with route-numbering conventions across the system. The only change between August 2022 and January 2023 is shifting the interline location to the new transit facility at Bob Billings & Crestline.

# Route 15

## Proposed Route

This route is proposed to be eliminated. Other route designs will pick up the current service area for Route 15, including Routes 1, 5, and 27.

FIGURE 29: CURRENT ROUTE 15



## Final Planned Route

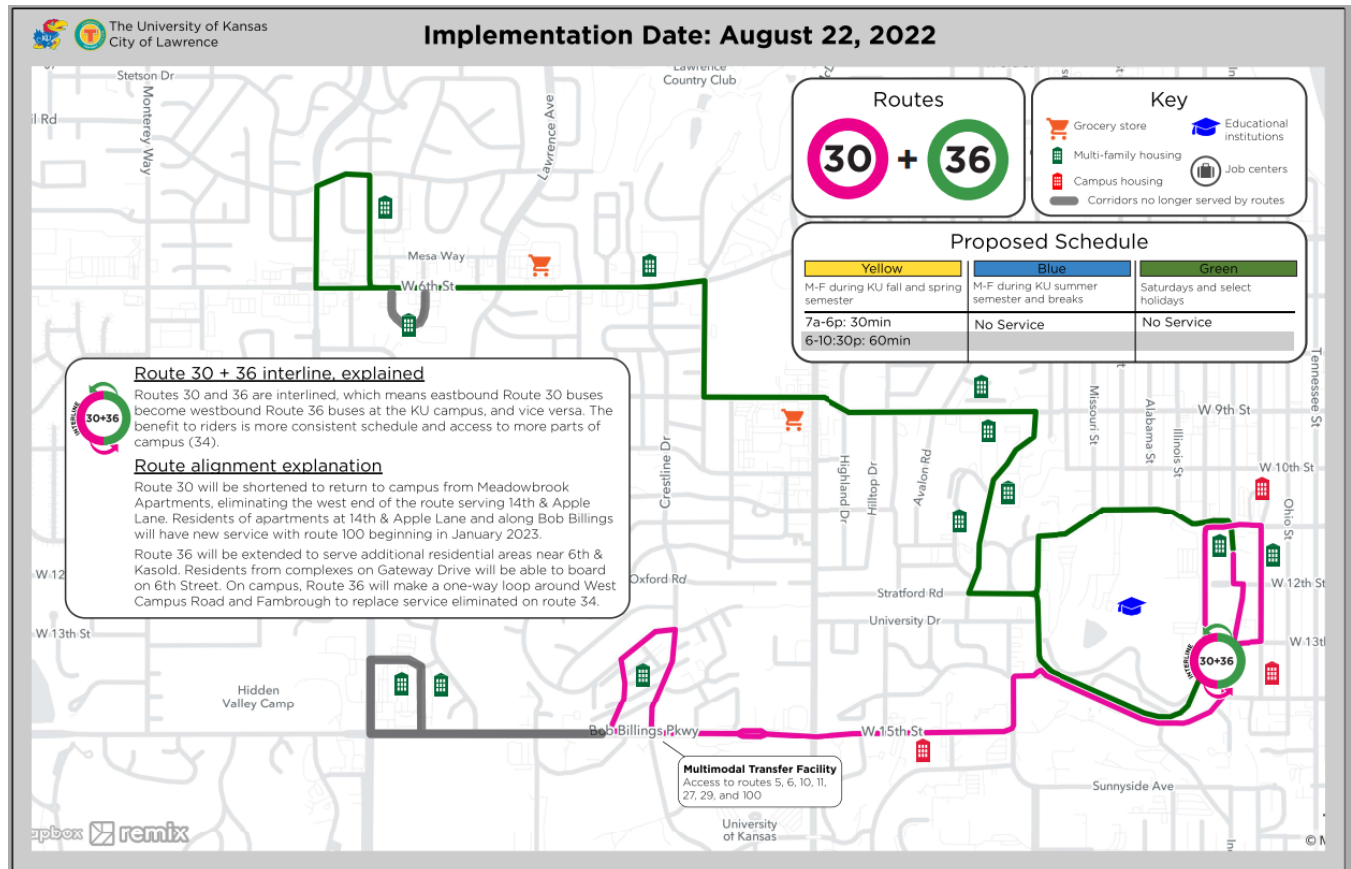
Route 15 will be eliminated, with portions of existing Route 15 served by new routes 1, 5, 7, and 8.

# Route 30 & 36

## Proposed Route

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

FIGURE 30: PROPOSED ROUTE 30 & 36





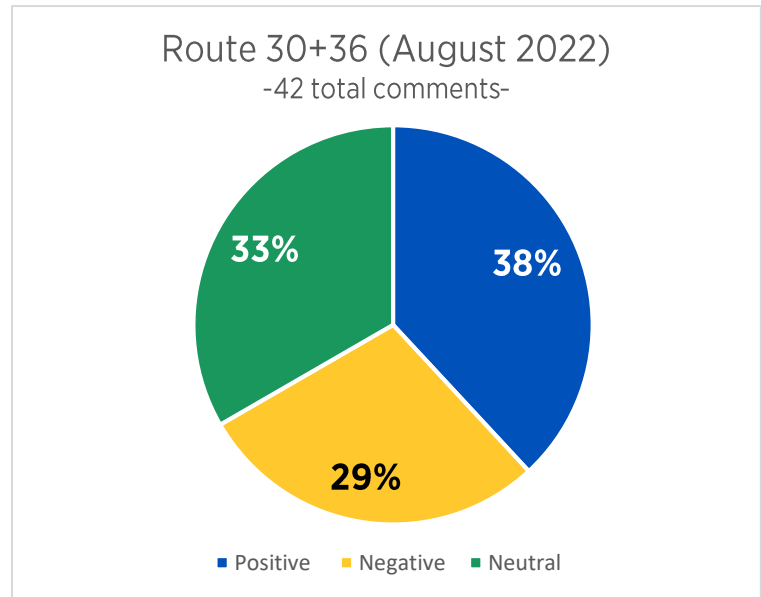
## Community Feedback

The survey results for the August 2022 changes to Routes 30 and 36 are summarized below:

- 29% of survey comments were negative.
- 33% of survey comments were neutral/ unrelated.
- 38% of survey comments were positive.

The negative comments include concerns such as decreasing frequency and accessing parts of KU campus (like JRP), especially for students living in Orchard Corners and Apple Lane.

FIGURE 31: ROUTE 30 & 36 (AUGUST 2022) PUBLIC INPUT RESULTS



One comment stated, *“I live at orchard corners and the removal of 30 from our stop is gonna make things very inconvenient. The stop for bus 10 is way too far and more often than not people end up missing the bus because of the lights they have to cross. I would request you to please not get rid of 30 for this stop.”*

Due to concerns from residents at Orchard Corners and Apple Lane, there will be added stops along Route 10 and 29 running on Bob Billings that will connect to KU Campus from August 2022 to January 2023. In January 2023, Route 100 will begin service to KU campus.

In several comments there is also a request to add a stop at Bristol terrace, *“Add a westbound stop to the 30 at Bristol terrace and bob billings”* and *“The 30 should stop at Bristol terrace where there is a canopy over the bus stop.”*

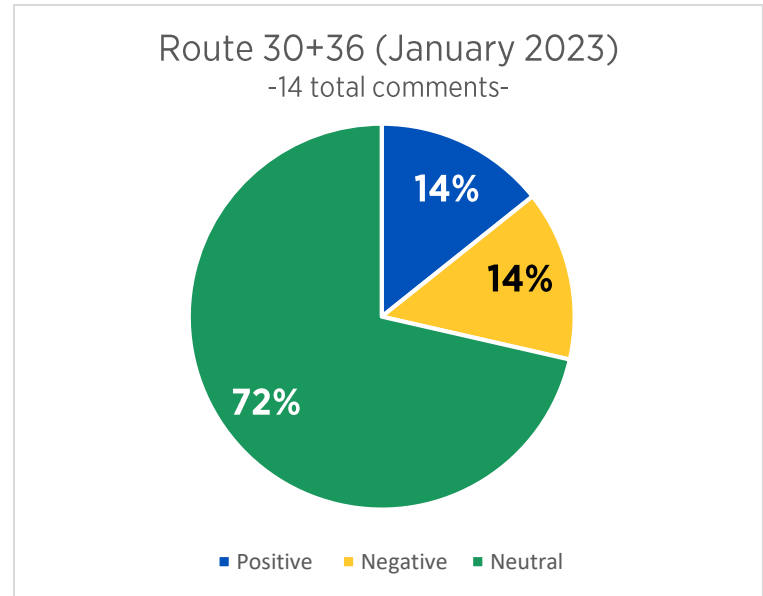
For all comments about Route 30 & 36 in August 2022, see the [Appendix here](#).

The survey results for the January 2023 changes to Routes 30 and 36 are summarized below:

- 14% of survey comments were negative.
- 72% of survey comments were neutral/ unrelated.
- 14% of survey comments were positive.

The majority of comments were categorized as neutral because they mainly discuss concerns about service to Apple Lane and Orchard Corners, however, in January 2023, Route 100 will provided access for these residents to KU campus and downtown.

FIGURE 32: ROUTE 30 & 36 (JANUARY 2023) PUBLIC INPUT RESULTS



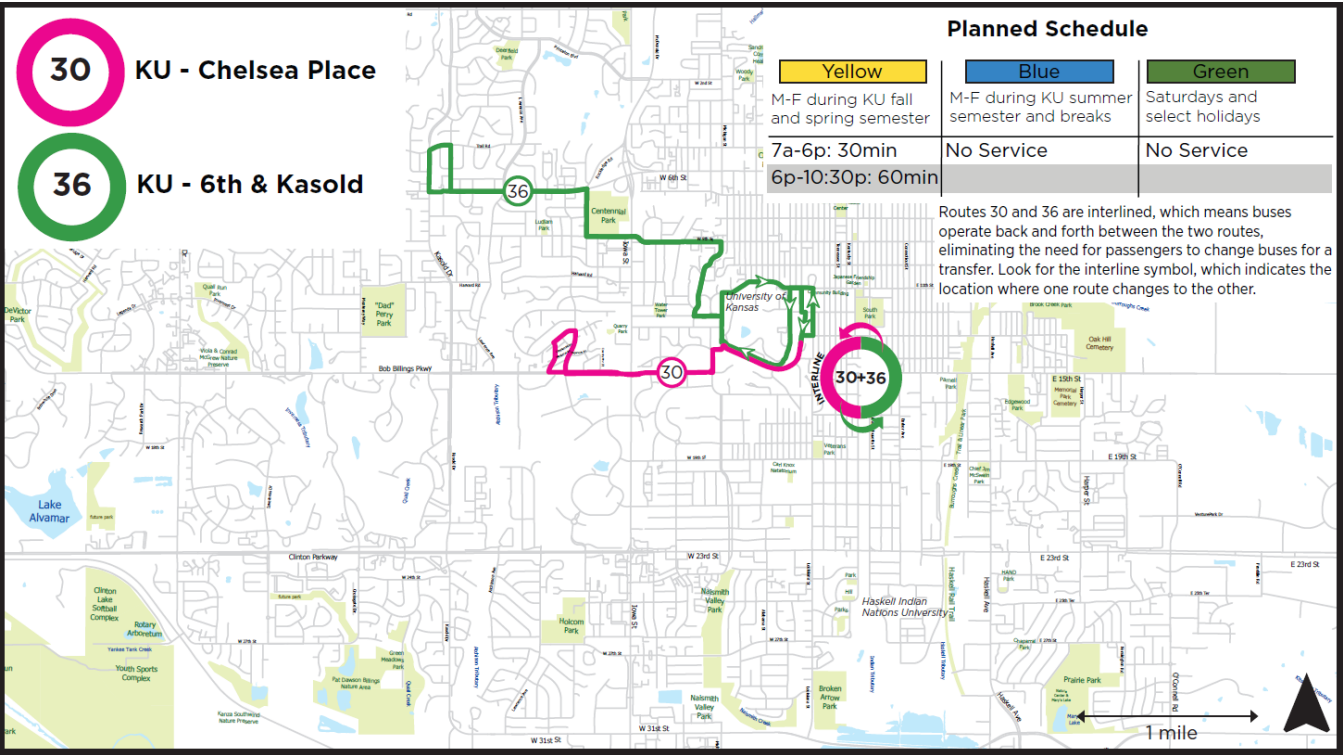
One negative comment said, *"Firstly, please have the 36 bus run on weekends. I work on campus, but live off campus, so when I work on weekends when the weather is bad, the bus would be nice to have so I could safely get to work without needing to coordinate a ride."*

One neutral comment noted, *"I hope bus 30 comes inside Meadowbrook and stops at Chelsea Place. And the stop is kept throughout."*

For all comments about Route 30 & 36 in January 2023, see the [Appendix here](#).

# Final Planned Route

FIGURE 33: FINAL PLANNED ROUTE 30 & 36



The final planned route changes are identical to the final proposed changes.

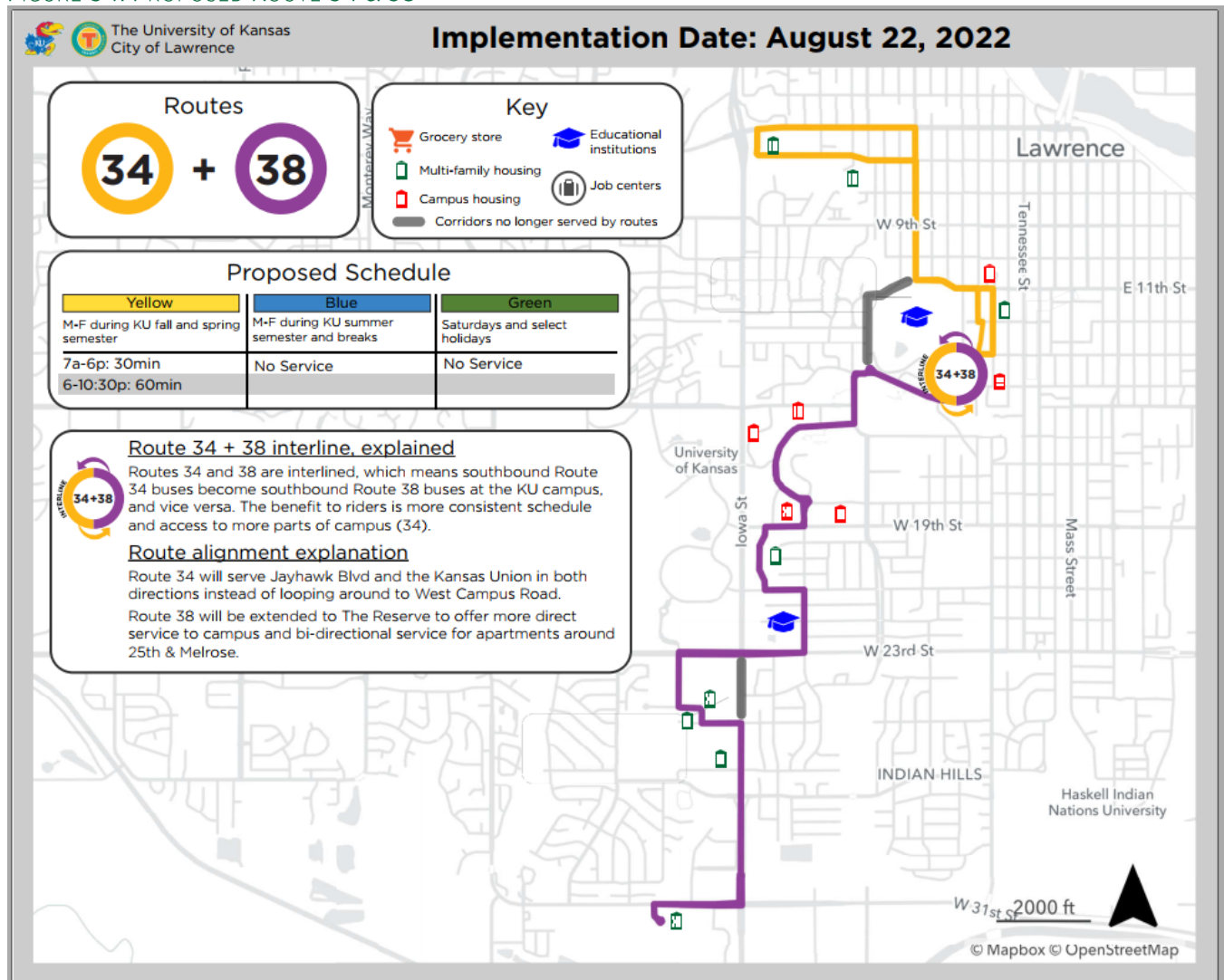
# Route 34 & 38

## Proposed Route

The final proposed route is:

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

FIGURE 34: PROPOSED ROUTE 34 & 38



## Community Feedback

The survey results for the August 2022 changes to Routes 34 and 38 are summarized below:

- 20% of survey comments were negative.
- 10% of survey comments were neutral/ unrelated.
- 70% of survey comments were positive.

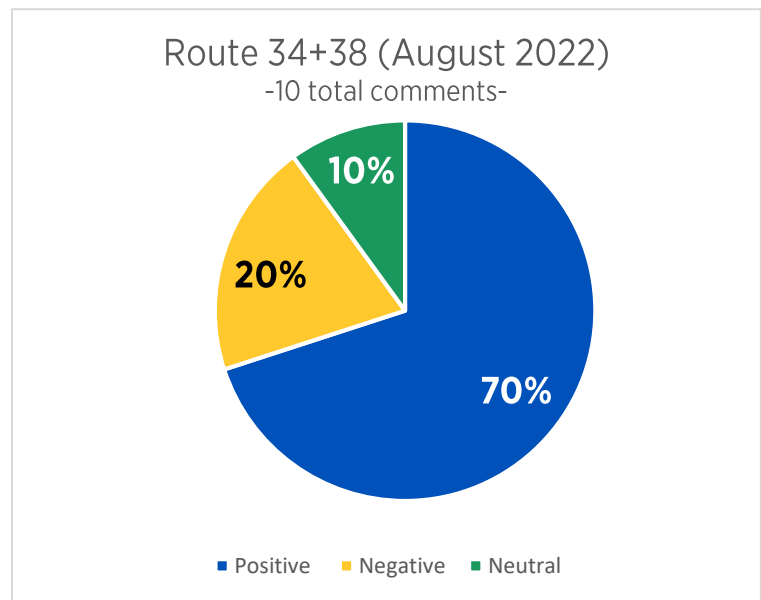
The negative comments include concerns about frequency, timeliness/ consistency, and schedule changes.

For example, *“38 already has enough issues being on time, we really don't need an expanded Route 38 for the bus to get behind on. I don't want to get on the bus 30 minutes earlier because the bus has to head away from campus for no reason. It would do more harm than good to combine these routes...”*

Some positive comments include, *“Making 34 year round will be LIFE CHANGING for this family of KU employees who live on the route and work year round. THANK YOU for considering this!”* and *“The new Route 34-38 is good and helpful that it runs until 10:30pm on weekdays.”*

For all comments about Route 34 & 38 in August 2022, [see the Appendix here](#).

FIGURE 35: ROUTE 34 & 38 (AUGUST 2022) PUBLIC INPUT RESULTS

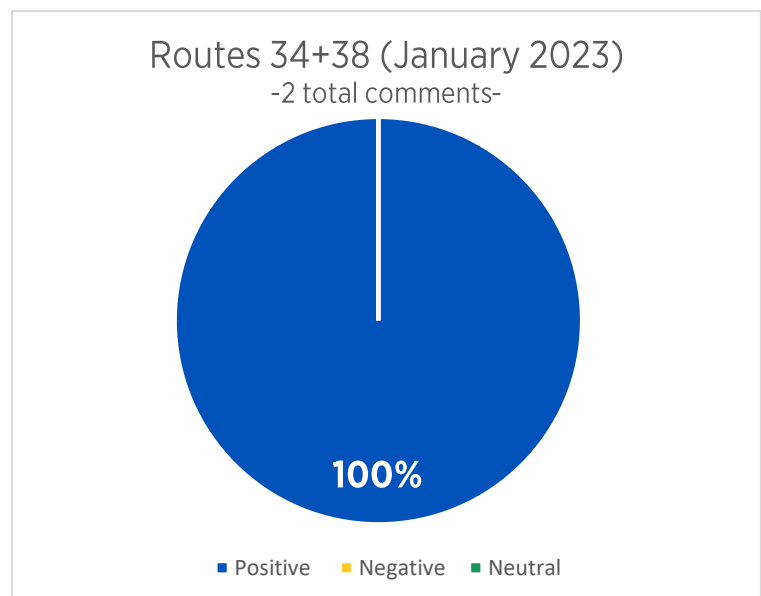


The survey results for the January 2023 changes to Routes 34 and 38 are summarized below:

- 0% of survey comments were negative or neutral/ unrelated.
- 100% of survey comments were positive.

For the two comments about Route 34 & 38 in January 2023, see the [Appendix here](#).

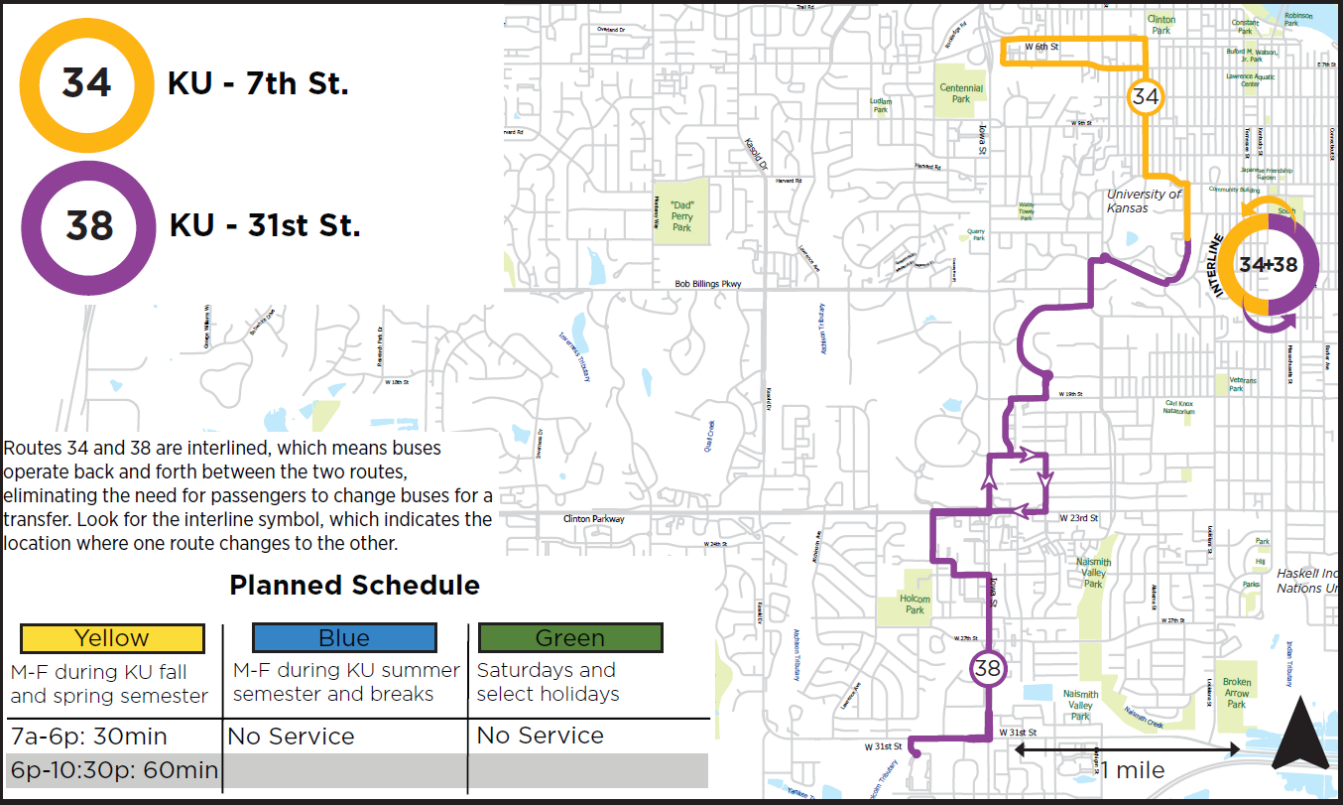
FIGURE 36: ROUTE 34 & 38 (JANUARY 2023) PUBLIC INPUT RESULTS





# Final Planned Route

FIGURE 37: FINAL PLANNED ROUTE 34 & 38



The final planned route changes are similar to the final proposed changes, with a couple of alterations to ensure the route can meet the planned schedule. Both routes will serve the Kansas Union from Mississippi St. instead of Jayhawk Blvd., and Route 38 will use different directional routing near the Schwegler neighborhood to speed up travel times.

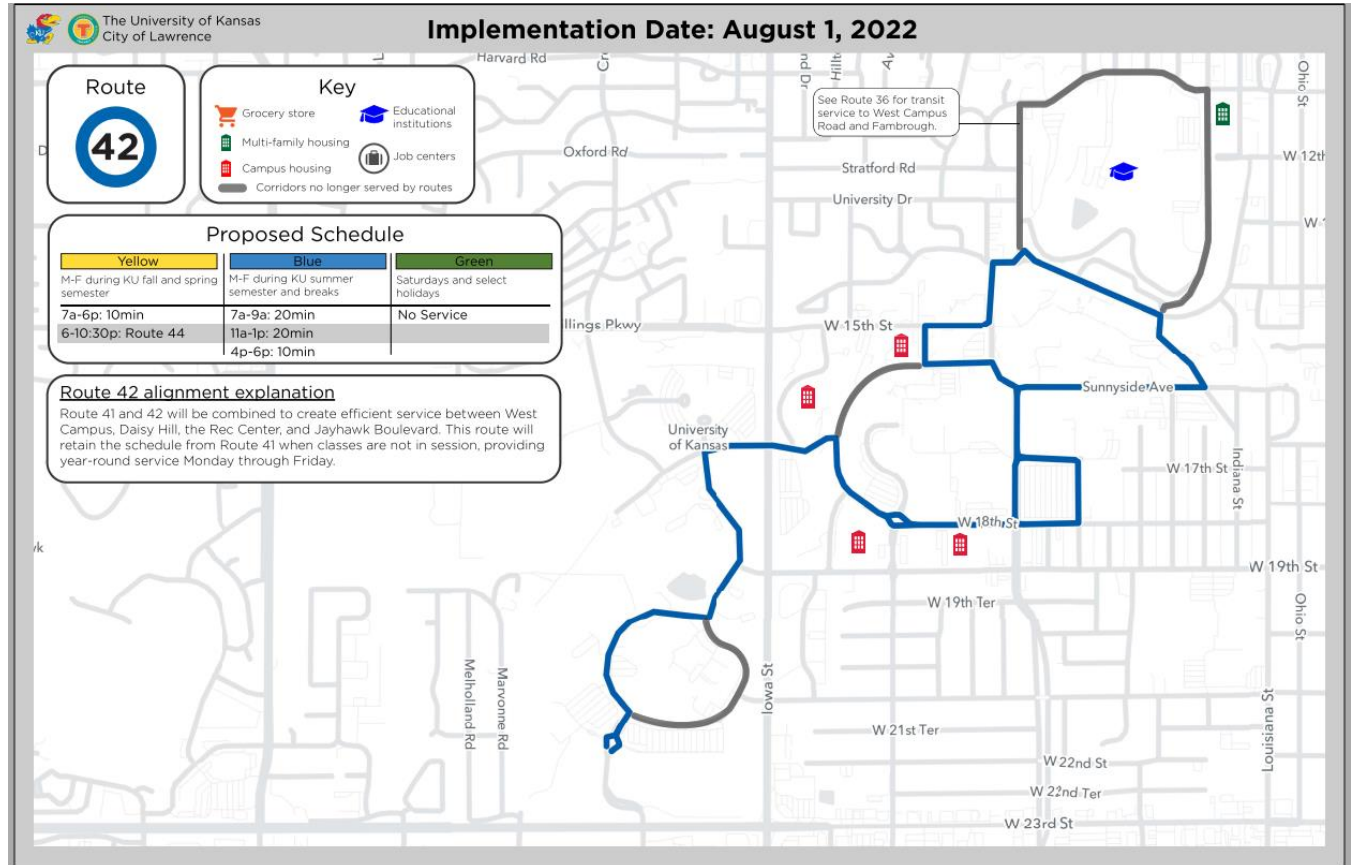
# Route 41 & 42

## Proposed Route

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

FIGURE 38: PROPOSED ROUTE 42



## Community Feedback

The survey results for August 2022 changes to Route 42 are summarized below:

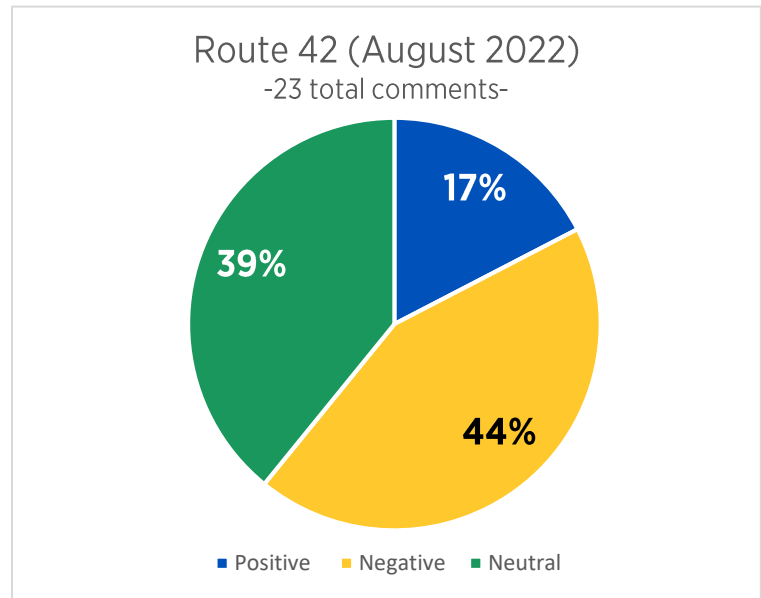
- 44% of survey comments were negative.
- 39% of survey comments were neutral/ unrelated.
- 17% of survey comments were positive.

The negative comments included concerns about accessing specific parts of campus (like JRP), the frequency, and overcrowding on buses.

One positive comment says, *“Very happy to see that 42 runs 10 min. intervals on KU days, but also sticks around for summer semester and breaks at 20 min. intervals. Year-round service on campus. Great!”*

For all comments about Route 42 in August 2022, see the [Appendix here](#).

FIGURE 39: ROUTE 42 (AUGUST 2022) PUBLIC INPUT RESULTS



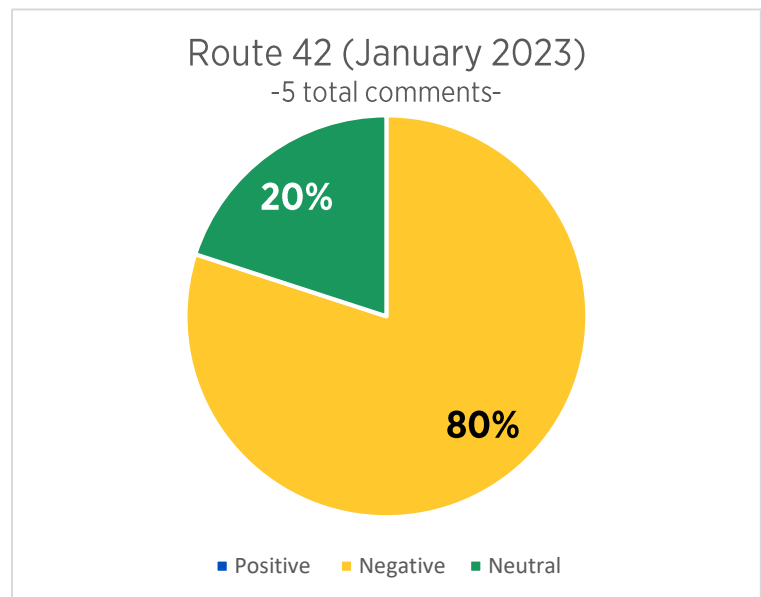
The survey results for the January 2023 changes to Route 42 are summarized below:

- 80% of survey comments were negative.
- 20% of survey comments were neutral/ unrelated.
- 0% of survey comments were positive.

The negative comments voiced concerns about accessing specific parts of campus, including JRP and the Ecology and Evolutionary Biology (EEB) Department. For example, *“This removes 42 from going up to JRP (education building) in a pool of buses that are already really limited. There’s no bus that goes up to JRP that is good for students on daisy hill or KU housing in general.”*

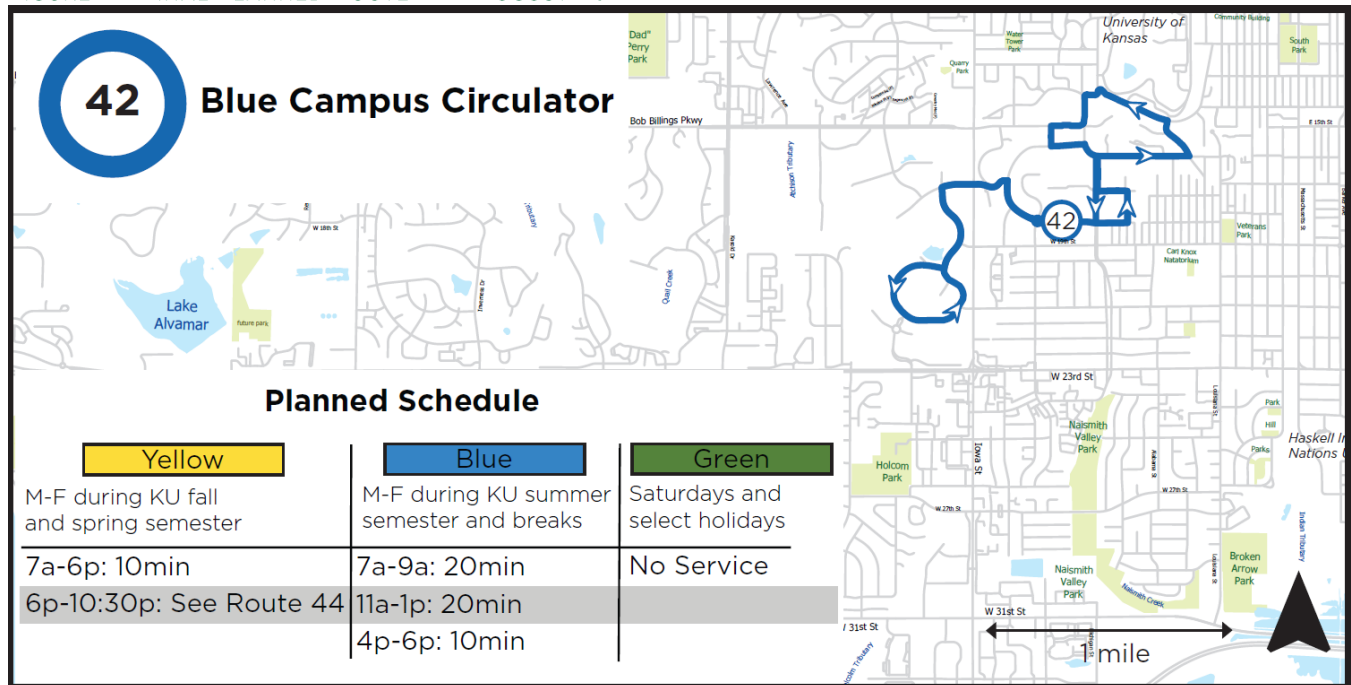
For all comments about Route 42 in January 2023, see the [Appendix here](#).

FIGURE 40: ROUTE 42 (JANUARY 2023) PUBLIC INPUT RESULTS



## Final Planned Route (August 2022)

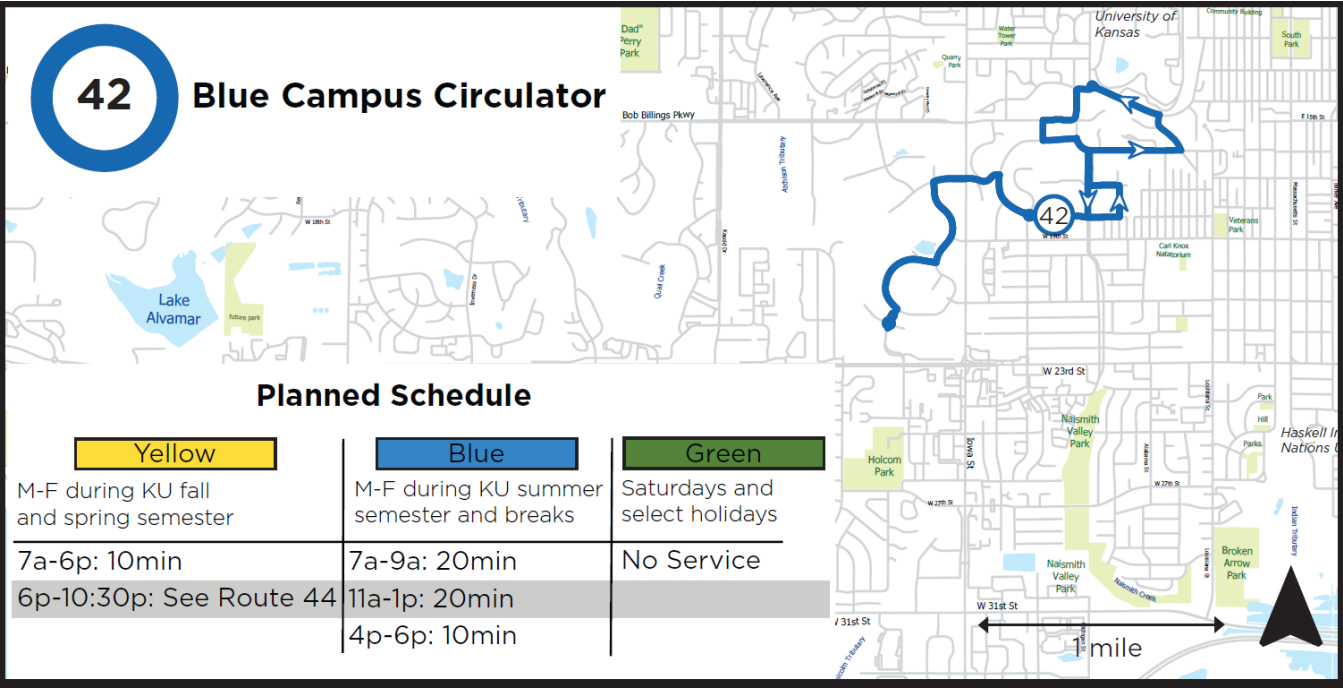
FIGURE 41: FINAL PLANNED ROUTE 42 - AUGUST 2022



The final planned route changes are nearly identical to the final proposed changes, with a small change on Becker Dr. to phase in the 2-way service, coordinated with construction activity in the area in 2022. The August version of Route 42 will travel counterclockwise around Becker Dr., and the January version will use the park and ride roundabout to create 2-way service on the western side of the Becker Dr. circle.

# Final Planned Route (January 2023)

FIGURE 42: FINAL PLANNED ROUTE 42 - JANUARY 2023



The final planned route changes are identical to the final proposed changes.

# Route 43

## Proposed Route

- No changes were proposed for this route, but students wrote comments about their current and continued usage of the route

FIGURE 43: PROPOSED ROUTE 43



## Community Feedback

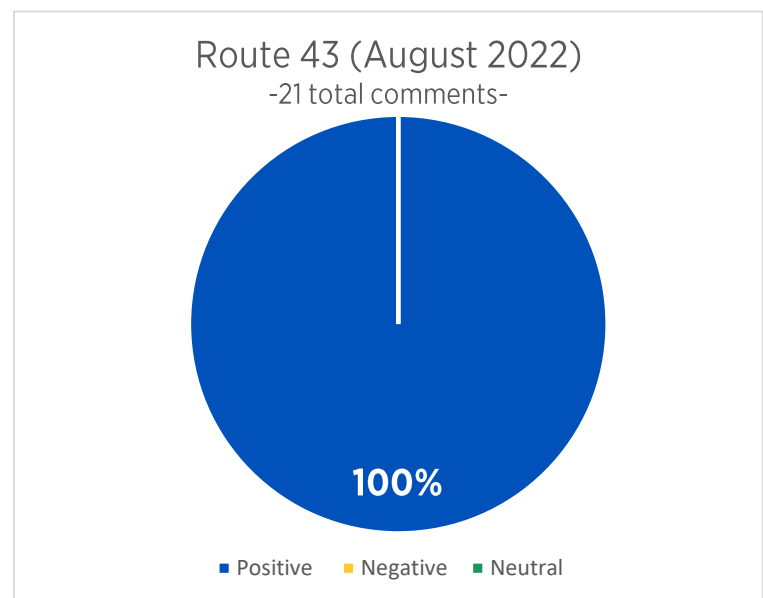
The survey results for Route 43 are summarized below:

- 0% of survey comments were negative.
- 0% of survey comments were neutral/ unrelated.
- 100% of survey comments were positive.

Students' comments were very positive about Route 43 remaining the same.

For all comments about Route 43 in August 2022, see the [Appendix here](#).

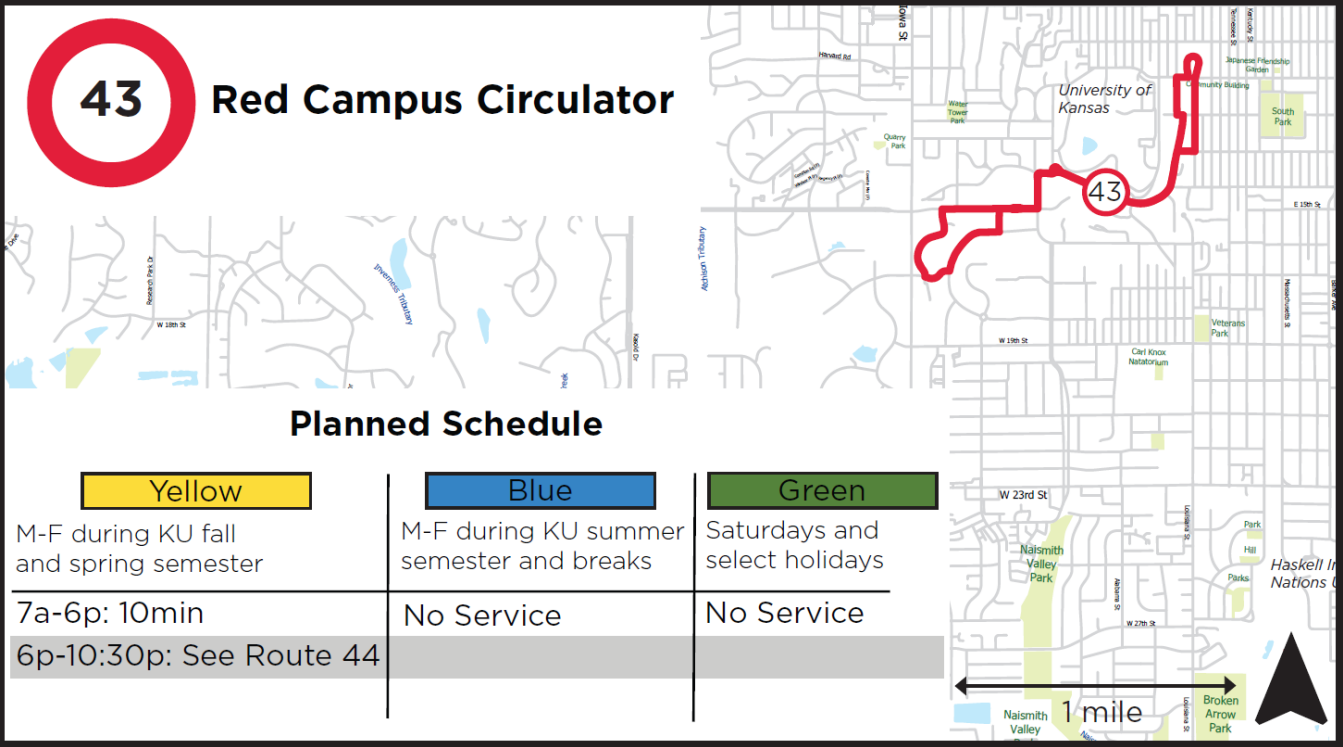
FIGURE 44: ROUTE 43 PUBLIC INPUT RESULTS





# Final Planned Route

FIGURE 45: FINAL PLANNED ROUTE 43



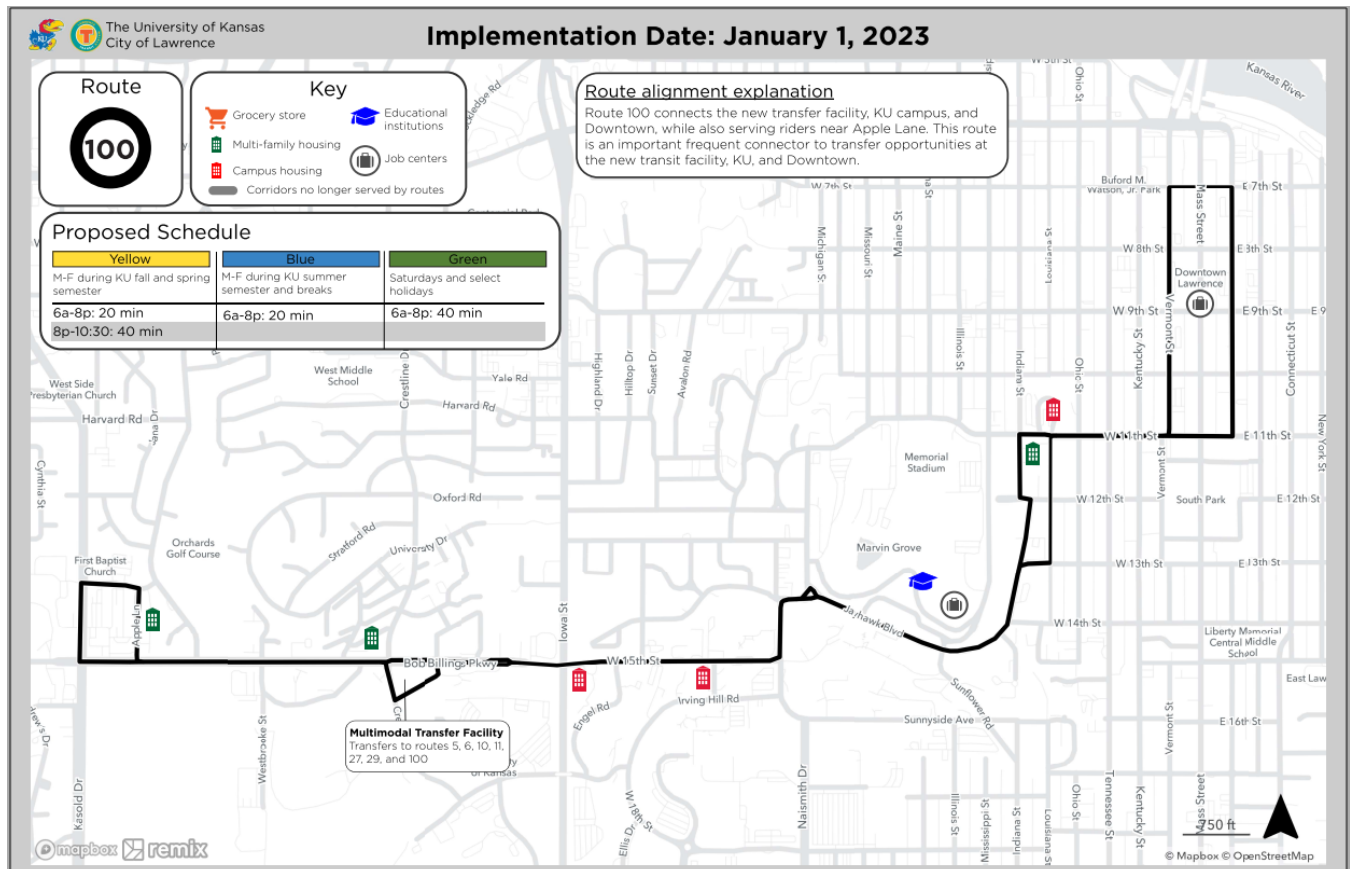
The final planned Route 43 is identical to existing Route 43.

# Route 100

## Proposed Route

- 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
- Route 100 helps cover service area of current Routes 10 and 30

FIGURE 46: PROPOSED ROUTE 100



## Community Feedback

The survey results for the January 2023 implementation of Route 100 are summarized below:

- 17% of survey comments were negative.
- 20% of survey comments were neutral/ unrelated.
- 63% of survey comments were positive.

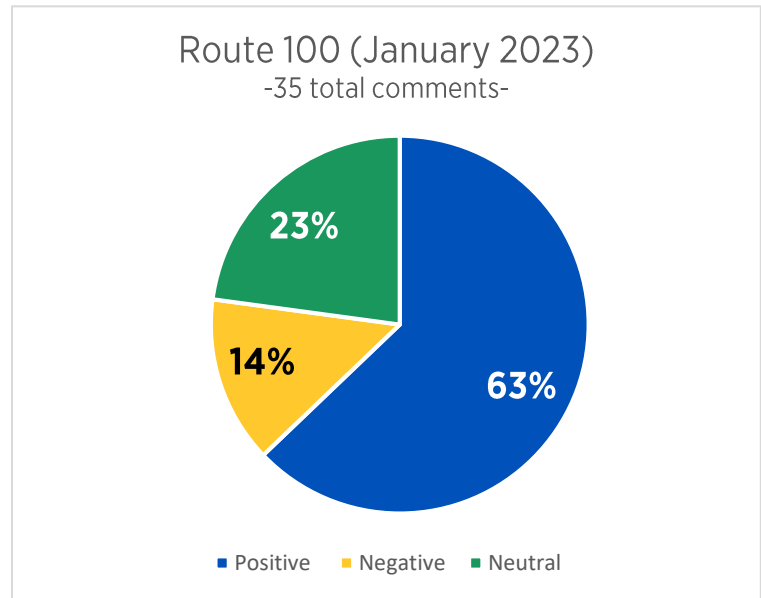
The negative comments included concerns about frequency and its delayed implementation for residents of Apple Lane.

One respondent wrote, *"I am concerned with Route 100 and others not starting until January 2023 that there will be significantly less bus access to certain areas (especially downtown) for the fall semester."*

The majority of comments were very positive about Route 100. Some examples include, *"The 100 is nice because it goes from those apartments to the downtown hub via the campus. I like that!", "I think that having the 100 be dedicated to connecting downtown and campus is useful.", and "The 100 service on the 20 min. intervals is a new BIG benefit from me and my Sunset Hill Neighborhood friends; it looks like the most frequent, most direct link to campus and downtown, and will connect to so many routes at the hub!"*

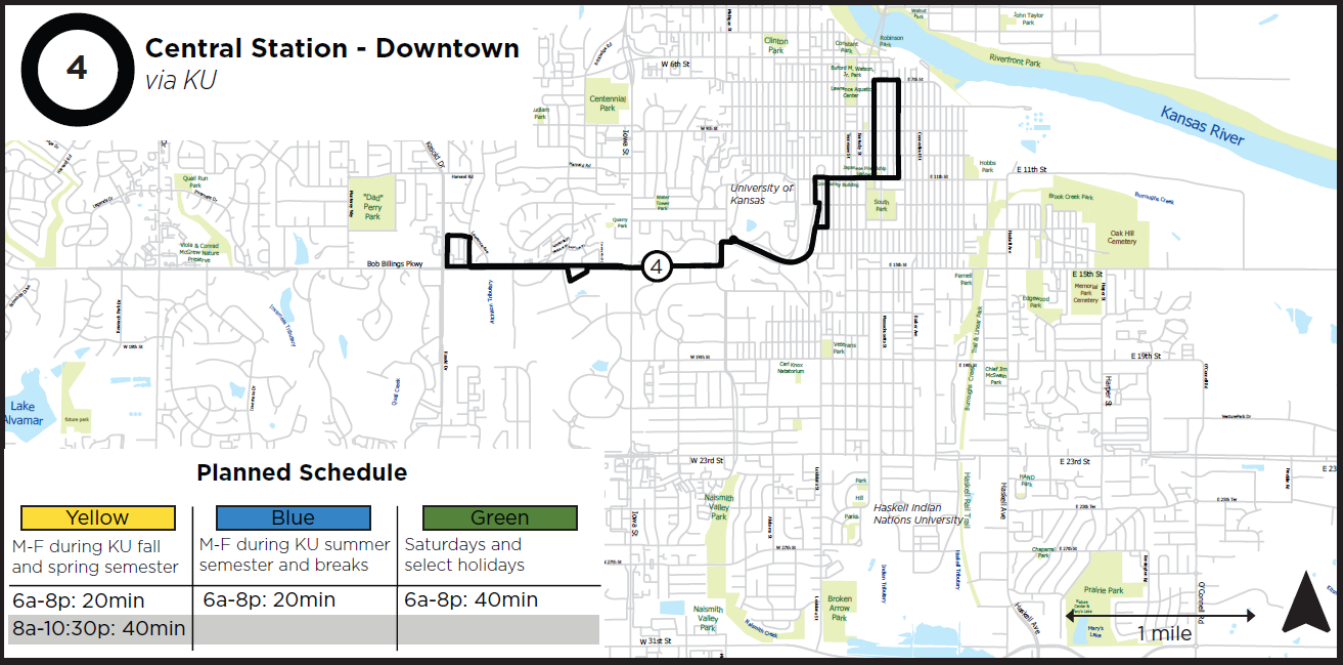
For all comments about Route 100, see the [Appendix here](#).

FIGURE 47: ROUTE 100 PUBLIC INPUT RESULTS



# Final Planned Route

FIGURE 48: FINAL PLANNED ROUTE 4



The final planned route changes are identical to the final proposed changes. The route number is changed from 100 to 4 to align with route-numbering conventions across the system.

# Appendix

## August 2022 Survey Comments

Route 11 + 29	
Comments:	Responses:
More 11 buses	Comment Received
The adjustments made for route 29 in the August 2022 routes I will think will make the route faster with less traffic which will be nice.	Comment Received
I feel like this change to the route will make the 29 commute to campus faster and is greatly encouraged.	Comment Received
I rely on the bus to get me from The Connection to the Union where I work, however this proposed plan seems like I would now have to take different connector routes and that it would greatly increase the amount of time it takes me get between my apartment and work (Kansas Union) or classes. Even with the one bus, it's already difficult trying to coordinate my trip to campus for work/class and I think this plan would make it more difficult to get to campus and get to where I need to go once I get here. Additionally, in my experience, relying on transfers can be unreliable and often makes me late if one bus is running behind.	Route 11 should improve travel times while still serving South Iowa retail and dense housing through Ridge Ct, 24th St, and Naismith Dr. From campus, Route 10, Route 34, Route 38, and Route 43 will pick up service to the Kansas Union.
I am very alarmed if Route 11 no longer travels to the KU Union. It's my main route I use to get to KU, and Route 10 does not come often enough to serve the needs of students to get from KU to downtown and vice versa. Please keep the Student Union on the Route 11 route.	Route 11 should improve travel times while still serving South Iowa retail and dense housing through Ridge Ct, 24th St, and Naismith Dr. The Reserve now has more direct service to KU campus via Route 38. From campus, Route 10, Route 34, Route 38, and Route 43 will pick up service for the Kansas Union.
This new switching system is really confusing and I'd prefer how the busses are currently running.	Comment Received
I'm still a bit confused, with the new changes to route 29. Does the new change to route 29 mean that it will stop running up the hill to Jayhawk Blvd entirely?	Comment Received

Route 11 passes the county Human Services Building at 2518 Ridge Court. Numerous helping agencies reside in this building which serves all community members. I support continuing the bus stop in front of the building and even making stops more frequent.	Comment Received
Great idea to remove the downtown part of Route 11 as well as the loop around Daisy Hill, this will make trips to campus shorter and therefore less time wasted on commuting. I'm very excited for the changed to be implemented.	Comment Received
This route looks fine because 29 goes to the main campus.	Comment Received
Route #11 won't go downtown anymore? That would be OK once #100 is in operation, but I don't see it on this map.	Comment Received
I like that the 11 and 29 still go on Jayhawk Blvd.	Comment Received
routes: 11 destinations: Rockland apts, wescoe hall	Route 11 should improve travel times while still serving South Iowa retail and dense housing through Ridge Ct, 24th St, and Naismith Dr. The Reserve now has more direct service to KU campus via Route 38.
Route 29 is the only KU route that goes to Wakarusa and the changes are gonna make it so much harder for any student from that area to get to where they need to go on Campus	Comment Received
I just wanted it emphasize that route 29 still stops on ku campus, as that is the bus I take from legends place apt to class	Comment Received
route: 29 destination: Wakarusa to KU engineering and Wescoe Hall	The 11 & 29 / 11 & 12 interline will connect to KU engineering and Wescoe.
Route: 29 - may change next year destination: Jayhawk Blvd. / Clinton parkway, I need access to campus comment: I will be moving apartments but I should be good with route changes.	Comment Received
Route: 29 destination: apartment to campus, I would like access to grocery stores comment: I am excited about changes, I will have more access	Comment Received
Route: 29 destination: Pepper Tree apts to Kansas Union comment: this will work for me!	Comment Received



route: 29 destination: KU engineering to Legends Place comment: this works well for passenger use	Comment Received
route: 29 destination: Kasold/ Clinton to KU campus comment: make sure the frequency is good	Comment Received
Route: 29 destination: KU to 27th/ Clinton Pkwy (legends apts) comment: this looks like it will work!	Comment Received
Route: 29 destination: helix apts to KU engineering comment: looks good.	Comment Received
Route: 11 destination: Proxi to campus, Jayhawk Blvd. comment: I like connections to grocery	Comment Received
Route: 11 destination: downtown to KU comment: route 100 to the new hub will work.	Comment Received
Route: 11 destination: Canes, Ohio Street comment: The changes shouldn't affect my routes or transit options	Comment Received
I work at Lawrence High School & it is a struggle for many of my students to be able to get to and from school if they live less than 2.5 miles away from LHS. We need a bus that comes from the east side (harper & 19th) that goes straight down 19th St from harper to Louisiana street (without having to connect downtown and switch buses). We also need a bus that goes straight down 23rd street from Harper to Kasold for the same reason. These students don't really have a good option currently to switch buses because it's a KU route that is contingent on KU class being in session so no ride when they're not. Another option for these routes could be to run them in the morning between 6AM & 8AM & 3 & 7PM to accommodate high school students coming to and from school and after school activities & jobs. Thank.	<p>Louisiana Street is 5 blocks (~1/4 mile) from Route 1 on Mass Street, which may be faster than connecting downtown.</p> <p>Route 5 will go down 23<sup>rd</sup> street from Harper to Kasold.</p>

Route: 29 destination: to Jayhawk comment: looks good!	Comment Received
I'm confused about the route 11 change. I currently use route 11 to travel directly from downtown to the Douglas County Human Services Center, which is a resource hub for low-income folks and a place of employment for low-income social service workers. I currently take the 11 from the downtown stop to stop 48 in the morning and then from stop 38 to the downtown stop in the afternoon. Occasionally I will walk to stop 18 and catch the 7, but this is less convenient particularly in inclement weather. I'm generally disappointed that the place the county has established as a hub of social services does not have more bus lines servicing it directly.	Comment Received
I think Route 11 just going to campus (instead of all the way to downtown) will be fine, as Route 7 goes to many of the same neighborhoods and skips campus to go downtown, as long as there are enough other routes that go between campus and downtown (as I currently use Route 11 often to go downtown).	Comment Received
I use route 11 to get to my eye doctor on the east side of Iowa near 27th, and it looks like I'll still be able to get there from campus. Thank you.	Comment Received
Route: 29, campus circulators destination: around campus, legends apts comment: I will need access to KU from Legends and I don't understand interlining.	Route 29/ route 12 will connect the Legends to KU. Interlining Example: Routes 11 and route 29/ route 12 are interlined. This means when route 11 reaches its end point, it will begin service as route 29/ route 12, instead of looping back along route 11's route. In the same way, route 29/ route 12 will switch to route 11 when it reaches its end point. This will help riders by reducing the number of bus transfers they need to take.
I absolutely LOVE how the 29 bus runs past Robinson now. It is a bit confusing if it goes counterclockwise or clockwise in the loop on Jayhawk Blvd. though. Allowing the buses, especially the 29 to run on Saturdays would be SO INCREDIBLY helpful for me.	Comment Received

<p>Like many students, I have been utilizing the KU transportation system that is paid for with my tuition money. The main factor when choosing my apartment was that it would have a convenient bus to take me to campus in order to cut down on expenses. I take the bus to and from school every day for each of my classes as my main mode of transportation. Without the bus going to campus, my travel time would greatly increase, taking away from time put into my classes. It is ridiculous to think that a bus whose main stop is student housing would not need to go to campus. This would leave many students who rely on the bus without a means to get to school. Not to mention students have no choice but to pay for this transportation as it is already included in tuition. This change would do much more harm than good.</p>	<p>Route 11 should improve travel times while still serving South Iowa retail and dense housing through Ridge Ct, 24th St, and Naismith Dr. The Reserve now has more direct service to KU campus via Route 38.</p> <p>Route 38 will pick up service between Steward and Ousdahl. Route 10, Route 34, Route 38, and Route 43 will pick up service for the Kansas Union.</p>
<p>Glad to see that 11 and 29 maintain 30 min. schedules all day; as well as 45 min. schedule into evening. Looks like both routes meander less.</p>	<p>Comment Received</p>
<p>Don't change route 29</p>	<p>Route 10, Route 34, Route 38, and Route 43 will pick up service for the Kansas Union.</p>
<p>I like the interlined routes, and see their utility. I like that 30+36 and 11+29 are every 30 minutes during the day.</p>	<p>Comment Received</p>
<p>I rely on Bus 11 and Bus 38 to get home and to school. I live at 19th and Ousdahl, and it is very confident to have both buses on this street as it allows for more opportunities for students to get home from campus and to campus. There are plenty of students who live at Field House view that rely on both of these buses and the frequency of them. I will be unhappy is bus 11 no longer services the 19th and Ousdahl corridor.</p>	<p>Route 38 will serve 19th and Ousdahl with access to campus.</p>
<p>I do not see any convenient way to get downtown from Schwegler neighborhood, something I do multiple times a week and is my primary use of public transport. At the moment this is possible via two different routes: 11 from Naismith goes directly to downtown, or 38 from Ousdahl goes up to Corbin Hall, where I can take the big staircase all the way down the hill and it's just a few blocks from downtown. Basically the only place I'd be able to get to conveniently from Schwegler with these changes is the KU campus, which is already within walking distance. This would make public transport useless for me, and probably for most people from my neighborhood and the neighborhood directly south of 23rd too.</p>	<p>To get downtown from Schwegler, take either route 11 or route 38 to campus and transfer to route 10.</p>

<p>routes: 29, 42  destinations: legends place, Daisy Hill, Union  comments: 29 route should still work</p>	Comment Received
<p>routes: 43, 29  destinations: Fraser Hall, engineering</p>	Comment Received
<p>Routes: 29, 41  destination: 29 from apartment to KU campus, 41 lab to/from campus  comment: I like that 29 goes to lab. I would like 29 on weekends.</p>	Comment Received
<p>I understand that route 11+29 merge and same is the case for route 30 and 36 but what my very big concern is that <u>how do you deal with the timing and frequency of buses then?</u> For example if I get 29 every 20 minutes in the morning and afternoon and every 40 minutes in the evening, <u>how frequently will I be able to board it now? Same is the question about 30 and 36.</u></p>	<b>Planned frequencies are included in each final route map.</b>
<p>Routes: 29, 9  destination: Kansas union, North College Cafe, downtown  comment: route 11 and 29 interline works well, and it needs to connect to route 100.</p>	Route 11 and Route 29/ Route 12 will connect to route 100/ route 4 in 2023.
<p>Routes: 11, 42, 41  destinations: Ellsworth, Jayhawk Blvd, Union, The Reserve apts, Walmart</p>	Route 11 should improve travel times while still serving South Iowa retail and dense housing through Ridge Ct, 24th St, and Naismith Dr. The Reserve now has more direct service to KU campus via Route 38
Route 30 + 36	
<p>Removing the western most loop of route 30 for 1 year eliminates the ability to get home to Apple Lane safely in the evening during the school year. Please highly reconsider the choice to deny equal access to transportation to those at Orchard Corners and Apple Lane Apartments.</p>	Added stops along Route 10 and route 29/ route 12 running on Bob Billings will connect to KU Campus. Route 10 will also continue to downtown.
<p>I would hope the bus 30 would still come to Chelsea Place or somewhere inside Meadowbrook as I live here and it is very convenient.</p>	Comment Received
<p>Appreciate the consideration of keeping Meadowbrook Apartments in the bus loop for #30. It was really important for me and many of my friends who use the bus service inside Meadowbrook. Thank you!</p>	Comment Received

<p>Please do not take away the stop at 14th St on Route 30. Route 30 is more dependable and on time than the Route 10 stop at Bob Billings and Kasold.</p>	<p>Added stops along Route 10 and route 29/ route 12 running on Bob Billings will connect to KU Campus. Route 10 will also continue to downtown.</p>
<p>I live at orchard corners and the removal of 30 from our stop is gonna make things very inconvenient. The stop for bus 10 is way too far and more often than not people end up missing the bus because of the lights they have to cross. I would request you to please not get rid of 30 for this stop</p>	<p>Added stops along Route 10 and route 29 / route 12 running on Bob Billings will connect to KU Campus. Route 10 will also continue to downtown.</p>
<p>Changing the time from 20-40 minutes to 30-60 minutes will really hinder my desire to take the bus to campus each day. The proposed route will also now take longer for me to get to my apartment.</p>	<p>Comment Received</p>
<p>There are so many folks at 14th and Apple Lane that depend on the bus route. The fact that you're considered even shortening it to not include those apartment complexes is, quite frankly, ridiculous. If you're actually going to do that, the city needs to offer another option before January of 2023.</p>	<p>Comment Received</p>
<p>I understand that route 11+29 merge and same is the case for route 30 and 36 but what my very big concern is that <u>how do you deal with the timing and frequency of buses then?</u> For example if I get 29 every 20 minutes in the morning and afternoon and every 40 minutes in the evening, <u>how frequently will I be able to board it now?</u> Same is the question about 30 and 36.</p>	<p>Comment Received</p>
<p><u>What services will be provided for people who live on Bob Billings and Kasold?</u> Route 10 bus is a bit far and is not as frequent. There needs to be adjustment to rectify the change in Route 30 so there is still service during Fall semester of 2022.</p>	<p>Route 30 will be shortened to return to campus from Meadowbrook apartments, eliminating the west end of the route serving 14th and Apple Lane. Residents of apartments at 14th and Apple Lane and along bob billings will have new service with route 100/ route 4 beginning in 2023.</p> <p>Route 36 will be extended to serve additional residential areas near 6th and Kasold. Residents from complexes on Gateway Drive will be able to board on 6th street. On campus, Route 36 will make a</p>

	one way loop around West Campus Road and Fambrough to replace service eliminated on route 34.
30 should continue going around Orchard Corners.	Route 30 will be shortened to return to campus from Meadowbrook apartments, eliminating the west end of the route serving 14th and Apple Lane. Residents of apartments at 14th and Apple Lane and along Bob Billings will have new service with route 100/ route 4 beginning in 2023.
This route change will cut out the people who use the Apple Lane stops for a whole semester. It would be better to keep route 30 traveling to Apple Lane before coming back to campus.	Residents of Apple Lane can take Route 10 to get to campus and downtown from August 2022 to January 2023, when route 100/ route 4 will begin service.
As a resident of the Orchard Corners Apartments and a daily user of the 30 bus route this new route redesign is pretty disheartening as this route and no route will allow us to reach campus in a timely manner. This bus route was happy option compared to paying a large amount each semester for parking. I'm just not entirely sure who this redesign is helping, because it's certainly not the citizens of Lawrence now left without a set route to get to campus.	Added stops along Route 10 and route 29/ route 12 running on Bob Billings will connect to KU Campus. Route 10 will also continue to downtown.
I think this is a bad change, I have lots of friends that live in the Apple Lane apartment complexes and need that bus stop in order to get to class on time. Additionally it's just going to get added back in in January, so why take it away??	Residents of Apple Lane can take Route 10 to get to campus and downtown from August 2022 to January 2023, when route 100/ route 4 will begin service.



<p>Firstly, please have the 36 bus run on weekends. I work on campus, but live off campus, so when I work on weekends when the weather is bad, the bus would be nice to have so I could safely get to work without needing to coordinate a ride.</p> <p>Secondly, I don't like the 30+36 handoff idea, because now, unless I'm mistaken, to get back home from campus, the bus will take twice as long as now since the bus will go along the 30 route too. Unless the 30 and 36 buses combine (4 buses running the route during 7am-6pm weekday, 2 buses running in the evenings), this will be true that the time it takes to get home will double, which would be very bad because I have a lot of on-campus courses next semester with an hour or two between, and I'd like to be able to quickly get home to get things done btwn classes.</p> <p>Please attend to these concerns before employing this redesign.</p>	Planned frequencies are included in the final route maps.
The 30 should stop at Bristol terrace where there is a canopy over the bus stop. I take this route and every time. The bus stops at bob billings and Crestline there are 5-15 students that get off and start walking in that direction.	Comment Received
Add a westbound stop to the 30 at Bristol terrace and bob billings	Comment Received
<p>I am a KU student and resident at Apple Lane Apartments. I currently take the 30 bus to and from campus and have no alternative means of transportation as I do not have a car. I implore you to consider keeping at least one of the stops (292 or 334) at this location. There are many students living at this apartment complex, many of whom selected their apartments due to the location on the KU bus route. The additional bus route that would be implemented in January 2023 would still leave many students without a bus for several months. There are numerous riders who would have trouble if this route was discontinued. Thank you for your consideration.</p>	Residents of Apple Lane can take Route 10 to get to campus and downtown from August 2022 until January 2023 when Route 100/ Route 4 begins service.
Don't reduce the frequency of buses to 30 minutes.	Comment Received

<p>I'm not too sure if this is too late in the game to say this but the route 30 design is going to be a barrier for quite a bit of students who live in Orchards Corners and Apple Lane Studios. It is so convenient that I can walk out the back door and get on the bus for school. I have exclusively used the bus to get to school since I started because parking permits are not even convenient compared to the bus with costs and efficiency. I could walk to the closest bus stop but I work two jobs and am a full-time student so the time that adds up doing this is quite a bit. It doesn't seem like 30 is adding anything extra to its plate towards the Union so I am confused why the bus can't make this extra loop that isn't even that far. I am sure it's for some cost-related reason and also I know we will get service in January 2023, but traveling to campus in the Winter this 2022 is going to be a pain, especially since I am just leaning towards getting a bike since walking and waiting for the bus might add up to too much time and I just don't feel the need to pay 300 dollars for parking. Anyways thank you all for working on this and hopefully this is something in your control that can maybe be fixed.</p>	<p>Budget constraints, due to the reduced KU student fee, has resulted in a temporary gap in service in fall/winter 2022.</p>
<p>It is not beneficial or convenient to get rid of Apple lane on bus 30, too many college students live at orchard corners, and this is unacceptable. 30 should still include Apple lane and should not be moved to the longer more inconvenient route 100. No one wants to wait an hour to get home or to get to campus because of a downtown route.</p>	<p>Residents of Apple Lane can take Route 10 to get to campus and downtown from August 2022 until January 2023 when Route 100/ Route 4 begins service.</p>
<p>I think that the new 30/36 route looks good.</p>	<p>Comment Received</p>
<p>The 30 is crucial for the 14th and Apple residents. I don't know how I am supposed to go a whole semester without my bus route. I am a musician and have to lug instruments to class, walking to a further bus route is just not an option for me. Also WHY am I paying for another semester of bus transportation if I can't even use the only bus that I need?</p>	<p>Residents of Apple Lane can take Route 10 to get to campus and downtown from August 2022 to January 2023, when route 100/ Route 4 will begin service.</p>
<p>Please don't change route 30. (or at least do it after route 100 is in place) I live in orchard corners. To get to the university I need route 30. Otherwise, I have to walk for 10-15 minutes to take route 10. Thank you!</p>	<p>Residents of Orchard Corners can take Route 10 to get to campus and downtown from August 2022 until January 2023 when Route 100/ Route 4 begins service.</p>
<p>I ride the 30 route, and these changes would not affect my commute.</p>	<p>Comment Received</p>

As a student living at Hawker Apartments next year, I was planning on heavily using Route 42 as my main source of transportation to and from class. I signed my lease and now see that Route 42 will not do its stadium loop that I planning on using every day. I understand the redesign of the route and will adjust. However, I see that the routes 30+36 and 34+38, which I could use instead, only come every 30 minutes. I believe a lot of students rely on the bus stop by the stadium due to the amount of apartment buildings in that area and an increase of buses on the 30+36 and 34+38 route would really help students.	Route 36, running along 11th street will go to KU campus.
We need more buses to go from the hill to JRP/ the school of education because it takes around 45 min on the 42 blue to get there which is the only bus from the hill there. And it's nice the 36 will go there but still not helpful for people on the hill	Comment Received
2) Changing the route to Fambrough on campus seems to work against the idea of getting people from residential neighborhoods to the heart of campus quickly. Fambrough is far from most activity on campus, especially with the shift toward Central District.	<p>Route 30 will be shortened to return to campus from Meadowbrook apartments, eliminating the west end of the route serving 14th and Apple Lane. Residents of apartments at 14th and Apple Lane and along bob billings will have new service with route 100/ Route 4 beginning in 2023.</p> <p>Route 36 will be extended to serve additional residential areas near 6th and Kasold. Residents from complexes on Gateway Drive will be able to board on 6th street. On campus, Route 36 will make a one way loop around West Campus Road and Fambrough to replace service eliminated on route 34.</p>
1) Extension of route 36 west to Trail/Kasold is a nice addition that makes this route a lot more convenient for the neighborhoods north of 6th.	Comment Received
3) It sure would be nice to have 36 run in the summer, also.	Comment Received

route: 30 destinations: off campus, on campus, 10th/ west	Route 30 will be shortened to return to campus from Meadowbrook apartments, eliminating the west end of the route serving 14th and Apple Lane. Residents of apartments at 14th and Apple Lane and along bob billings will have new service with route 100/ Route 4 beginning in 2023.
Routes: 36 destinations: engineering, 927 Emcry apts comments: how does the 30-36 interline work?	Route 36 will be extended to serve additional residential areas near 6th and Kasold. Residents from complexes on Gateway Drive will be able to board on 6th street. On campus, Route 36 will make a one way loop around West Campus Road and Fambrough to replace service eliminated on route 34. <u>Interlining Example:</u> Routes 30 and Route 36 are interlined. This means when route 30 reaches its end point, it will begin service as route 36, instead of looping back along route 30's route. In the same way, route 36 will switch to route 30 when it reaches its end point. This will help riders by reducing the number of bus transfers they need to take.
30 - looks good to me	Comment Received
What would the residents of 14th & Apple do after 30 isn't plying anymore from August 2022 because the other way to go will be 10 but the stop (East Bound) is very far.	Residents of Apple Lane can take Route 10 to get to campus and downtown.
I live at apple lanes and changing route 30 without adding route 100 till January would create MANY problems for me and the residents of Meadowbrook as well as orchard corners.	Residents of Apple Lane can take Route 10 to get to campus and downtown.
routes: 36, 41, yellow, campus circulators destinations: college hill condos, engineering, union comment: usually on time	Route 36will connect College Hill Condos to KU.

<p>routes: 36, 43</p> <p>destinations: union, snow, Marvin hall</p>	<p>The campus circulators will serve the Kansas Union, Snow Hall and Marvin Hall.</p>
<p>I am confused how the interlining works on Route 30+36.</p>	<p>Interlining Example: Routes 30 and Route 36 are interlined. This means when route 30 reaches its end point, it will begin service as Route 36, instead of looping back along route 30's route. In the same way, route 36 will switch to route 30 when it reaches its end point. This will help riders by reducing the number of bus transfers they need to take.</p>
<p>Evening schedules of 30 and 36 will be useful for going to evening events - concerts, etc. on campus. And getting back home. I am not a KU student, but often ride 36 to get to campus for various reasons.</p>	<p>Comment Received</p>
<p>I like the interlined routes, and see their utility. I like that 30+36 and 11+29 are every 30 minutes during the day.</p>	<p>Comment Received</p>
<p>Route: 30 (bus operator for 3002)</p> <p>comment: Please get rid of the Chelsea Place stop. Don't send bus up that drive. The students could and will walk to the new hub or stops on Bob billings. I would suggest the 30 turn right on Crestline and drive up to 9th and turn right on Iowa, left on 15th. Plus it is hard and dangerous for bus to turn up Chelsea place and then university and then Crestline.</p>	<p>Comment Received</p>
<p>The rerouting of 30 will enhance the difficulties of students residing in Apple Ln and the vicinity. The 100 should start from Fall if the 30 is going to change.</p>	<p>Residents of Apple Lane can take Route 10 to get to campus and downtown.</p>
<p>I live in or Orchard corners and according to the new route design I will have difficulty to commute to the university. I would suggest that do not change the route for bus 30. A lot of other ku students also come from orchard corners</p>	<p>Route 10 will serve Orchard Corners and connect to campus and downtown.</p>
<p>Route 34 + 38</p>	
<p>Making 34 year round will be LIFE CHANGING for this family of KU employees who live on the route and work year round. THANK YOU for considering this!</p>	<p>Comment Received</p>

38 already has enough issues being on time, we really don't need an expanded route 38 for the bus to get behind on. I don't want to get on the bus 30 minutes earlier because the bus has to head away from campus for no reason. It would do more harm than good to combine these routes, please for the love of God don't.	Comment Received
To maintain 30 minute times for the 38+34 route, you will need more than 2 buses. Driving to the Reserve allows more chances for inconsistencies and takes more time, so there will need to be more buses to account for this.	Comment Received
route: 38 destination: Canes, Ohio Street comment: The changes shouldn't affect my routes or transit options	Comment Received
The new Route 34-38 is good and helpful that it runs until 10:30pm on weekdays.	Comment Received
To get to work on campus, I currently take route 34 during the semesters. I'm grateful that the 7th and Maine stops that I use will still be part of this route.	Comment Received
I rely on Bus 11 and Bus 38 to get home and to school. I live at 19th and Ousdalhl, and it is very confident to have both buses on this street as it allows for more opportunities for students to get home from campus and to campus. There are plenty of students who live at Field House view that rely on both of these buses and the frequency of them.	Route 38 will serve 19th and Ousdalhl with access to campus.
As a student living at Hawker Apartments next year, I was planning on heavily using Route 42 as my main source of transportation to and from class. I signed my lease and now see that Route 42 will not do its stadium loop that I planning on using every day. I understand the redesign of the route and will adjust. However, I see that the routes 30+36 and 34+38, which I could use instead, only come every 30 minutes. I believe a lot of students rely on the bus stop by the stadium due to the amount of apartment buildings in that area and an increase of buses on the 30+36 and 34+38 route would really help students.	From Hawker Apts, you can access route 34 and Route 36. The schedule is suggested to align with ridership patterns.



I do not see any convenient way to get downtown from Schwegler neighborhood, something I do multiple times a week and is my primary use of public transport. At the moment this is possible via two different routes: 11 from Naismith goes directly to downtown, or 38 from Ousdahl goes up to Corbin Hall, where I can take the big staircase all the way down the hill and it's just a few blocks from downtown. Basically the only place I'd be able to get to conveniently from Schwegler with these changes is the KU campus, which is already within walking distance. This would make public transport useless for me, and probably for most people from my neighborhood and the neighborhood directly south of 23rd too.	To get downtown from Schwegler, take either route 11 or Route 38 to campus and transfer to route 10.
If I am understanding this redesign correctly, this would mean that the same bus would be used for route 34 and route 38. I find this stressful, only because I know that there are currently a couple of routes on campus that do this, and too often I have the issue of getting on a bus that says it's going to one place (bus 42 to the stadium, for example) only for it to take me on a different route (the rec center, in this example), I'm assuming because the bus driver forgets to change what the sign on the outside of the bus says. I do not blame the bus drivers, but rather the confusing nature of using the same bus for two different routes.	Comment Received
Route 42	
I do not know if or when I will ride the K-10 Connector again because of COVID. However changing the 41 to 42 schedule will affect how riders connect to the K-10. It is very important during the Winter break to be able to have K-10 and 42 connect when the weather is bad.	Comment Received
If you make route 42 longer and not hitting Daisy hill the same way it does now, you will have extremely full bus 43s. 42 is an alternative for 43 that many people use and if you make it this out of the way and long, 43s will be covered with people more than it already is.	Route 100/ Route 4 will connect to the K10 Connector at the new transfer facility.
This route is already very backed up please don't combine it with the 41.	Route 41 and 42 will be combined to create efficient service between West Campus, Daisy Hill, and the Rec Center, and Jayhawk Boulevard. This route will retain the schedule from Route 41 when classes are not in session providing year round service Monday through Friday. Route 36 will pick up service to West

	Campus Road and Fambrough previously served by route 42.
Some of the changes to this route will reduce usefulness of transit and simply don't make sense. Specifically, the lower loop along Becker drive should not be changed to backtrack, but should continue past the park and ride and the Simon's building as it does now. By turning around at the roundabout next to the park and ride, you are doubling back and taking away useful stops. Personally, I chose to park in the East side of the park and ride lot because the stop is so close to the parking spaces. This changed route would push all parking to the West side of the lot, making that walk significantly farther. This doesn't seem to have any benefit whatsoever.	This change was implemented due to a KU Endowment development on the east side of the Park & Ride Lot.
You would be taking away even more routes that go up to JRP (Education building) for the educator majors. We already have very little routes that go up to JRP because most routes are bound to the main road, but this removes 42 (which goes up to daisy hill and Stouffer apartments) completely from a bus route that goes to JRP. I do not want to see this change.	Comment received
Need easier access to Daisy Hill from Ambler Student Rec Center and Daisy Hill. 42 Blue takes upwards of 30+ minutes to take students back to Daisy Hill.	Route 42 will serve Daisy Hill in both directions at Irving Hill Road & Engel.
I live by the stadium, and take the bus stop next to the stadium pretty much everywhere on campus every day. The changes that are proposed make it hard to get from the stadium bus stop anywhere on campus. 42 blue how do bus stop Nexus stadium and ran pretty much everywhere on campus this proposes that it does not, and for all the houses and apartments by the stadium this makes it very difficult to get anywhere on campus.	Comment Received
As someone who lives by the football stadium I have relied heavily on route 42. It was the only bus that would come every 10 minutes and waiting for route 34 or 36 gives me huge gaps of time where I can't catch the bus. I think there needs to be more routes going to the stadium. Why change what was working.	Comment Received

<p>Please do not merge 42 and 41. 41 is so nice to have and is so fast meanwhile 42 takes forever. Keep 42 like it is so that we have a way to get around the stadium or to the backside of the union.</p>	<p>Comment Received</p>
<p>On Tuesday and Thursday mornings, route 42 busses are often full by the time they reach parking lot 90 on ku campus. KUs lot 90 is large and a lot of people catch the busses there. Additionally, route 42 is the only route that services the bus stops around lot 90. I worry that combining routes 41 and 42 will make catching the bus increasingly difficult for the students parking in lot 90.</p>	<p>Comment Received</p>
<p>Personally it really doesn't make sense to me why the 42 goes all the way to pioneer cemetery if the pink 29 goes there as well. I obviously don't know the traffic that comes from there, but this seems like a big undertaking for the 42 bus to have. Currently I know that the 42 always has a lot of traffic from people taking it from CapFed hall, and adding a stop at Corbin and GSP seems like it would overload this bus for only having like what 2 or 3 running at a time?</p> <p>Also the 42 is useful going around the stadium because it is able to pick up and drop off the kids that live in the neighborhood and apartments around there. The two other routes that are taking care of this, the 36 and 34 routes go way out of the way for these kids which doesn't make sense when there's a lot of traffic that uses the 42 to get to their neighborhood. I personally believe that the 42 route shouldn't be changed at all and that the 30 or 29 pink routes could cover the little loop that would pick up Corbin and GSP students which is what I believe y'all are trying to solve. Even the red 43 could do it at the moment too.</p>	<p>Comment Received</p>
<p>routes: 41, 42, 43 destinations: GSP, business school, wescoe hall</p>	<p>Route 41 and 42 will be combined to create efficient service between West Campus, Daisy Hill, and the Rec Center, and Jayhawk Boulevard. This route will retain the schedule from Route 41 when classes are not in session providing year round service Monday through Friday. Route 36 will pick up service to West Campus Road and Fambrough previously served by route 42.</p>

route: 41, 42, 43, 38 destination: dorms, Jayhawk Blvd.	Route 41 and 42 will be combined to create efficient service between West Campus, Daisy Hill, and the Rec Center, and Jayhawk Boulevard. This route will retain the schedule from Route 41 when classes are not in session providing year round service Monday through Friday. Route 36 will pick up service to West Campus Road and Fambrough previously served by route 42.
route: 42, 29, 38 destination: Stouffer, Legends apt	Route 41 and 42 will be combined to create efficient service between West Campus, Daisy Hill, and the Rec Center, and Jayhawk Boulevard. This route will retain the schedule from Route 41 when classes are not in session providing year round service Monday through Friday. Route 36 will pick up service to West Campus Road and Fambrough previously served by route 42.
route: 42 destination: stadium to engine comment: I am worried about getting to engineering	Route 41 and 42 will be combined to create efficient service between West Campus, Daisy Hill, and the Rec Center, and Jayhawk Boulevard. This route will retain the schedule from Route 41 when classes are not in session providing year round service Monday through Friday. Route 36 will pick up service to West Campus Road and Fambrough previously served by route 42.
I do like that Route 42 with now be year round Monday-Friday.	Comment Received

I currently live near the stadium and my most common bus ride is to and from Sunnyside Avenue which will now no longer be served by Bus 42 (specifically going from Sunnyside to the stadium). There is now no route that goes from Sunnyside Avenue to the stadium, which is currently extremely convenient after long days.	Comment Received
Very happy to see that 42 runs 10 min. intervals on KU days, but also sticks around for summer semester and breaks at 20 min. intervals. Year-round service on campus. Great! It appears to me that the routes are better organized, redundancies have been eliminated, and the whole system streamlined.	Comment Received
With the change in route 42 not making the full circle on Becker Drive, I'm guessing that will leave some shelters unused. Please consider moving one to the stop near the Allen Fieldhouse parking garage. I can see that stop from where I work and it's very busy. The small shelter there now isn't enough for all the riders that wait there. There are lots of bike racks that aren't being used. I think some can be taken out to fit a new shelter.	Comment Received
We need more buses to go from the hill to JRP/ the school of education because it takes around 45 min on the 42 blue to get there which is the only bus from the hill there. And it's nice the 36 will go there but still not helpful for people on the hill	<b>Route 43 will go to the Chi Omega fountain, which is ~0.1-0.2 miles to JRP.</b>
Routes: 11, 42, 41 destinations: Ellsworth, Jayhawk Blvd, Union, The Reserve apts, Walmart	Route 41 and 42 will be combined to create efficient service between West Campus, Daisy Hill, and the Rec Center, and Jayhawk Boulevard. This route will retain the schedule from Route 41 when classes are not in session providing year round service Monday through Friday. Route 36 will pick up service to West Campus Road and Fambrough previously served by route 42.
I like the 42 redesign because it didn't make sense that it alternates between the stadium and the rec center. It was very inconsistent and hard to figure out. The new route eliminates this and also provides transit back to Cap Fed from Jayhawk Boulevard, which is currently missing from all of the bus routes. This is a really great change.	Comment Received
we need a stop in front of JRP	Comment Received

Route 43	
Route: 43 comment: I use circulators currently, but I will be off campus next year. I may be able to use 11 and 29. I think that will work.	Routes 43 will have no changes.
Route: 43 comment: route 43 is not supposed to be changing but GSP is not on the proposed route, this would be a change.	Routes 43 will have no changes.
routes: 43, circulators destinations: here apts, Jayhawk Blvd., engineering	Routes 43 will have no changes.
route: 43 destination: daisy hill and Jayhawk Blvd.	Routes 43 will have no changes.
route: 43, off campus comment: I use circulators	Routes 43 will have no changes.
routes: 43 destinations: GSP, Marvin hall	Routes 43 will have no changes.
routes: 43, red destination: Corbin, Strong/ Bailey	Routes 43 will have no changes.
route: 43, campus circulators destinations: daisy hill, Jayhawk Blvd.	Routes 43 will have no changes.
routes: 43 destinations: Corbin building	Routes 43 will have no changes.
Route: 43 destinations: dorms, Kansas Union comment: if route 43 stays the same that would be good.	Routes 43 will have no changes.
routes: 41, 43, red, yellow destinations: daisy hall, Jayhawk Blvd.	Routes 43 will have no changes.
route: 43 destination: Corbin, Jayhawk Blvd.	Routes 43 will have no changes.
routes: 41, 43, campus circ destinations: Daisy hill, Jayhawk Blvd., Wescoe	Routes 43 will have no changes.



routes: Red 43, yellow, campus circulators destinations: wescoe, union, friends go from "connection" to campus	Routes 43 will have no changes.
routes: 43, red, circulator destinations: daisy hill, Blvd.	The campus circulators will provide access to locations on campus. Route 43 will connect Daisy Hill to the Kansas Union.
routes: 11, 41, 42 destinations: daisy hill, union, access to Jayhawk Blvd.	The campus circulators will provide access to locations on campus. Route 43 will connect Daisy Hill to the Kansas Union.
route: 42, 43, 10, 11 destination: Lawrence Public Library, Wescoe Hall, KU Union, Watson Library, Strong Hall, on campus housing	The campus circulators will provide access to locations on campus. Route 43 will connect Daisy Hill to the Kansas Union.
routes: 43, 42, 10, 11 destinations: daisy hill, union, mass street, gym	Route 43 will connect Daisy Hill to the Kansas Union.
routes: 43, 29, 34, campus circulators destinations: Allen field house, law school, Blake hall, Jayhawk Blvd.	The campus circulators will provide access to locations on campus.
routes: 43, 10, 30 destinations: engineering, Here apartments	The campus circulators will provide access to locations on campus.
routes: 43, 10 destinations: student union, house, engineering	The campus circulators will provide access to locations on campus.
General Comments	
While I think it's great that you're doing tabling events on campus for students, I think you also may need to inform landlords/managers of apartment complexes where the routes are having major changes. They're probably telling potential tenants that they will be on a certain bus route without knowing that a change is coming. Many international students come here with no transportation. Imagine signing a lease at a place near Apple Lane and finding out you won't have a way to get to campus for fall semester, or moving into The Reserve and discovering you won't have a way to get to your summer classes.	Comment Received
there must be more buses in general to accommodate the large amount of people merging/ being rerouted	Comment Received
I like that the route redesign thing is in two phases.	Comment Received

I will not be using these route changes during this timeframe. I am only using routes in January 2023 Scenario.	Comment Received
I don't see any issues so far!	Comment Received
I think the Uber transit approach is the best and perhaps the most cost-effective, rather than have huge buses traveling around with zero or few people on them. I don't take the bus because it takes too long to get to your destination. The Uber transit approach would help with that.	Comment Received
Did not have a chance to respond to new transit hub on bob billings. <u>Why is the back of bldg facing bob billings?</u> I have rode down Crestline from ku west campus into bob billings when it is raining hard? Crestline floods on east side of the hill where new hub will be. <u>How are u going to fix the flooding, ice, snow from coming down that hill &amp; everyone is not being hurt from it?</u> Everything else seems fine. That hill will be dangerous.	Comment Received
I am really opposed to the linkage being shifted in the West campus in January. The major population of KU and students study at Jayhawk and the main campus. Moving the link to West campus means that the major population will need to take the connector between main campus and west campus which creates inconvenience for the major student population. <u>What is your solution to that? How frequent will those connectors be then?</u>	<p>The 11-29/ 11-12 interline does not require a transfer. Campus circulators will remain on campus. Route 34 and Route 38, as well as Route 30 and Route 36 interlines happen at Kansas Union.</p> <p>All frequencies are listed on final route maps.</p>
Is it possible to consider the Deerfield area by having either routes 3, 6 or 36 extend to Peterson Road. Or having a bus that runs along Peterson. Thank you	Comment Received

<p>I am really concerned about the overall decline in the number of routes running between campus housing and campus. Right now we have the 41, 42, and 43 all running on 10 minute or less loops during peak hours. Then we also have the 38 and to some housing also the 27, 29, and 30 running every 20-30 minutes. In August we will only be the 11/29 (depending on which housing you live in), the 30, the 38, and the 42. The 42 runs every 10 minutes, but the rest only run every 30 minutes. Those buses are going to be so packed that many people won't be able to ride.</p> <p>I am also concerned that there will now only be one bus running every 30 minutes between campus and downtown Lawrence instead of two. I know that the numbers of students taking the bus downtown isn't high enough to worry about, but the frequency is now halved.</p>	Comment Received
<p>I usually one take the buses on the KU campus but in my opinion those are mostly working well! The only thing that could improve in my opinion is having more stops on Sunnyside it would be great if I could walk to a Sunnyside stop near the chancellor's house and have a bus take me to engineering without having to go all the way through Jayhawk Blvd.</p>	Comment Received
<p>Route: campus circulators destination: around campus, Jayhawk Blvd. comment: KU Saferide</p>	The campus circulators will provide access to locations on campus.
<p>route: campus destination: Jayhawk Blvd., I live on campus comment: route changes will not affect me</p>	The campus circulators will provide access to locations on campus.
<p>Naismith and 23rd- the sign is too far into the road and is hitting truck mirrors.</p> <p>Intersection of 31st and Ousdahl, SE corner, not bus friendly- bus should be able to turn there even if cars are parked but buses can get stuck there</p> <p>Route 30- international students are doing a dangerous crossing at Crestline at university</p>	Comment Received
<p>I have no comments on the August 2022 Route, but I do have comments on the January 2023 Route.</p>	Comment Received

Would prefer a more direct route (Mass St) from south Lawrence to downtown.	In August 2022, Route 7 will still connect downtown and south Lawrence via Mass St. In January 2023, Route 1 and 7 will change corridors, but access to downtown, mass St., and south Lawrence will be maintained.
A 19th street route would be GREAT	Comment Received
<p>When I was a freshman in the dorms on Daisy Hill, I felt that the buses were okay but often times I would end up waiting a while to get between classes or get home because I was limited to the 43 if I wanted to go to class, and I was limited to the 43 plus the routes that went towards the park &amp; ride if I wanted to go back.</p> <p>When I moved to the scholarship halls near the Union, I noticed that I could rely a lot more heavily on the bus system because there are so many routes that overlap and visit the stops that I need to go to. The wait time for a bus that gets me either to or from class is significantly lower now that I live in the scholarship halls, and I really enjoy it.</p> <p>There are a lot of people who live in the dorms, probably more than the number of people who live in the towers and schol halls combined. Yet they are getting less coverage than either of these people; in fact, they get the least coverage on campus, with only one route serving them both directions (to and from class), and I don't see any changes to that with either of the two proposals.</p> <p>I think a lot of Daisy Hill residents would really appreciate getting better service to that area. Whether that's by getting another route or two to stop by the dorms, or by improving the route 43 to guarantee shorter wait times, or maybe both.</p>	Comment Received

## January 2023 Survey Comments

Route 1 + 5	
Comments:	Responses:
<p>Route: 5</p> <p>destinations: 23rd and Haskell to LHS</p> <p>comment: LHS student takes route 5 from quick trip to school- walks from Walgreens up to LHS</p>	Comment Received

Route: 1 destination: 12th and Delaware	Route 1 serves Massachusetts St. between Downtown and 19th street instead of the Warehouse Arts District and Haskell Ave. (now served by route 7). This change provides direct grocery access for route 1 which it does not have today.
Route: 10, 1, 5 destinations: I live in Meadowbrook, Amar, Walmart, Dillions comments: 1 to 5 to dillions and Amar	<p>Route 1 serves Massachusetts St. between Downtown and 19th street instead of the Warehouse Arts District and Haskell Ave. (now served by route 7). This change provides direct grocery access for route 1 which it does not have today.</p> <p>Route 5 serves a new segment of Kasold Dr. and connects to multiple routes at the new transfer facility, providing key transfer opportunities for residents along the 23rd/Clinton corridor and Haskell University.</p>
Route: 1, 11 destinations: harper and 19th, downtown, KU comments: with the proposed changes it will work to take route 1 to downtown, then route 100 to KU	Route 1 serves Massachusetts St. between Downtown and 19th street instead of the Warehouse Arts District and Haskell Ave. (now served by route 7). This change provides direct grocery access for route 1 which it does not have today.

<p>route: 1, 5,6  destinations: 6th street, nexus  comments: I should still have access with the proposed route changes</p>	<p>Route 1 serves Massachusetts St. between Downtown and 19th street instead of the Warehouse Arts District and Haskell Ave. (now served by route 7). This change provides direct grocery access for route 1 which it does not have today.</p> <p>Route 5 serves a new segment of Kasold Dr. and connects to multiple routes at the new transfer facility, providing key transfer opportunities for residents along the 23rd/ Clinton corridor and Haskell University.</p>
<p>Route 1 or 5. Sorry it's been a while since I looked at the map. I'm looking to replace route 7 which I used to take to Dillon's on mass for their pharmacy and things I don't get at the Merc. Also I go to Cottin's Hardware and Rental from time to time. I need to use the new route, 1 or 5, since 7 has been rerouted. Hope things work out for people needing Lawrence High for school or adult Ed classes. That street was a dangerous one to cross at night. I hope that there will be a stop that makes use of the little shelter on Mass near 17th.</p>	<p>Comment Received</p>
<p>The proposed route redesign states that each route in the proposed network aims to connect people, jobs, education, grocery, and medical without requiring a transfer in my case will need to take either way, north or south, east or west I will be using 3 buses. Heading South to work I would ride the 4, the 6 and the 5 or the 4, the 100, and the 5. Heading North from work I would ride the 5, the 6, and the 4 or the 5, the 100 and the 4. As of now without knowing timing of routes I can't say if this will save me any time. Thank you for the opportunity to voice my concerns. I look forward to more information as you proceed with your redesign.  Peggy Thomas</p>	<p>Comment Received</p>
<p>Route: 1, 6, 5  destination: shelter, downtown  comment: I would still take route 1 in phase 2.</p>	<p>Route 1 serves Massachusetts St. between Downtown and 19th street instead of the Warehouse Arts District and Haskell Ave. (now served by route 7). This change provides direct grocery access for route 1 which it does not have today.</p>



route: 6, 10, 11, 5 destinations: 6th street, downtown, live on North Wakarusa, sometimes K10 comments: hub to 5 will work	Route 5 serves a new segment of Kasold Dr. and connects to multiple routes at the new transfer facility, providing key transfer opportunities for residents along the 23rd/ Clinton corridor and Haskell University.
Route: 7, 6, 1, 5 destination: checkers country club on 6th and Lawrence comment: I love the 1 to 5 interline.	Comment Received
I am happy route 1 and 7 are connected to Dillon's in January	Comment Received
Route: 1, 5, 7, 11 destination: downtown to south Iowa, 1 or 7 to 5 to go to work at east hills.	Route 1 serves Massachusetts St. between Downtown and 19th street instead of the Warehouse Arts District and Haskell Ave. (now served by route 7). This change provides direct grocery access for route 1 which it does not have today.  Route 5 serves a new segment of Kasold Dr. and connects to multiple routes at the new transfer facility, providing key transfer opportunities for residents along the 23rd/ Clinton corridor and Haskell University.
Route: 15, 7, 1 destination: 9th and Connecticut, needs K10 connector comment: Route 1 will work to get to Dillions. I can still walk to Dollar tree west of Iowa but no longer direct service.	Comment Received

Routes 100, 1, and 7 are crucial to connect the underserved East Lawrence community to grocery stores and campus. It's hard to determine from the proposed route maps, but I hope the 100's stop on E 11th St will go straight to campus rather than forcing riders to loop around the downtown before heading up the hill. This route is vital to transport students and employees up to campus, easing congestion and financial burden of parking as well as offering an environmental benefit. However, in order to be viable it's critical that the route is covered in the shortest amount of time possible given the need to be at class and work on time without leaving so much earlier that it acts as a deterrent.	Route 1 serves Massachusetts St. between Downtown and 19th street instead of the Warehouse Arts District and Haskell Ave. (now served by route 7). This change provides direct grocery access for route 1 which it does not have today.
route: 5, 11 destination: Amar, East Hills to and from home	Routes 1 and 5 will access East Hills
routes: 1, 6 destination: fairgrounds to where she lives, work by 6th and Wakarusa	Route 1 will serve the fair grounds. 6th and Wakarusa can be accessed by Route 4/6 or Route 10
Route: 1, 5, 7 destination: Walmart, east Lawrence, and downtown.	Route 7 will connect downtown to Walmart. Route 1 and 5 will serve East Lawrence.
Route: 1, 5, 7, 11 destination: downtown to south Iowa, 1 or 7 to 5 to go to work at east hills.	Route 7 will connect downtown to Walmart. Route 1 and 5 will serve East Lawrence.
destinations: lives near new hub, walks frequently comment: can take route 5 from the hub to checkers and to LHS	Comment Received
route: 1, 5, 6, 3, 4 destination: Shelter, Walmart, east side of town to west side	Routes 1 and 5 will serve east Lawrence and the Shelter.
route: 1, 5, 15, 7, 6, 10, 11 destinations: workout at Rock Chalk park, rec center, 19th and Haskell	19th and Haskell will be served by Route 1 and 7.
You need a stop at 23rd and Haskell.	Route 5 and Route 27/ Route 8 serve 23rd and Haskell.
route: 1, 15, 7, 4 destination: 9th and Connecticut	9th and Connecticut will no longer be served, however, 9th and New Hampshire will connect to route 1, 7, and Route 100/ Route 4.

route: 1, 3, 5, 6, 7, 11, 15 destinations: Walmart, target, CVS, library, Maximus (workplace, SE Lawrence) comments: commute from home (north Lawrence -near route 3) to Maximus (workplace) is very long, the layover at Amar is very long taking the current route 15 saves time	Route 3 will connect the northern part of Lawrence to downtown. From there route 1 and 5 will serve east Lawrence.
route: 1 destination: 12th and Delaware	Route 1 serves Massachusetts St. between Downtown and 19th street instead of the Warehouse Arts District and Haskell Ave. (now served by route 7). This change provides direct grocery access for route 1 which it does not have today.
<u>Very important that route 5 now reaches apartment buildings south of 23rd st. between Iowa and Naismith.</u> Lots of low-income people and or students that could benefit from service. Interlining is awesome because transfers are stressful.	Comment Received
Route: 1, 5 comment: The 1 and 5 interline will save me so much time.	Comment Received
Route 3+6	
The reorientation of 6 from E-W to N-S works, providing a good N-S route to the hub. I like the interline with 3.	Comment Received
routes: 3, 6 destinations: 6 to heartland on 6th street and 3 to 4th street	Route 3 or Route 6/ Route 2 will provide service to Heartland and 4th street
Interlining 3&6 provides excellent access to the hospital from many parts of town, since 3 goes downtown and 6 will go to the new hub. Should be useful in many ways. The schedule is a major improvement over the current 3 schedule.	Comment Received
route: 1, 5, 6 destinations: 6th street, nexus comments: I should still have access with the proposed route changes	Comment Received
Route: 7, 6, 1, 5 destination: checkers country club on 6th and Lawrence comment: The 7 and 6 will get me where I need to go.	Comment Received

Routes: 6, 7 destinations: 31st and Iowa (work), Crestline and 6th (live) comments: new route 6 will save me so much time! Looking forward to the shortened route!	Comment Received
Route: 6, 7 destination: downtown to Billy Mills MS, downtown to 6th and Monterey comment: Proposed Route 7 and Route 4 still work for my trips.	Comment Received
Routes: 6, 7, 10 destinations: live near 25th and Iowa, the Merc comments: 11 to the 6 will work and be more direct than today.	Comment Received
Routes: 6, 7, 11 destination: social rehabilitation, Walmart, downtown, arts connect, ARC, best buy comment: I would take route 4 in Phase II. I need 6th street to be the same as bus.	Comment Received
Routes: 3 to paper company, 11 from downtown to south Iowa comment: Route 3 looks good.	Comment Received
route: 6, 7 destination: goes down 6th street, transfer from 6 to 4 is important	Routes 3, Route 4/ Route 6, and Route 6/ Route 2 will provide service to north Lawrence and 6th street.
routes: 6, 7 common destinations: Walmart and freestate	Route 4/ Route 6 will connect Walmart and Freestate
Route: 4, 7 destination: north Lawrence to south Lawrence, Hy-Vee comment: the route changes might make the rider longer for me. I currently take the bus to Hy-Vee and Uber back because it's faster. <u>How long would it take to go from north Lawrence to Hy-Vee? (4, 7, 9?)</u>	To get from north Lawrence to Hy-Vee, Route 6/ Route 2 will take you to the new transfer facility, where you can connect to Route 29/ Route 12 to access Hy-Vee.
routes: 6, 7, 4 comment: can still get to destinations on new routes 6 at Rockledge is home stop, gets on at 6th and Crestline at 6:30 every morning, switches to 7 and goes to Dillon's on mass.	Comment Received
routes: 6, 7 destinations: Popeye's (work) and 6th street (home)	Route 6 and Route 4 will connect to 6th street.

route: 6, 7 destinations: 6th, downtown, 9th street	Route 3 will go downtown, 6th and 9th street will be served by Route 4 and Route 6.
route: 1, 3, 5, 6, 7, 11, 15 destinations: Walmart, target, CVS, library, Maximus (workplace, SE Lawrence) comments: commute from home (north Lawrence -near route 3) to Maximus (workplace) is very long, the layover at Amar is very long taking the current route 15 saves time	Route 3 will connect the northern part of Lawrence to downtown. From there route 1 and 5 will serve east Lawrence.
route: 6, 3, 1 destination: downtown, 23rd/ Louisiana, Walmart, Dillions, North Lawrence	Routes 3 and Route 6/ Route 2 will still serve north Lawrence (south of the river)
Route: 6, 7, 11 destination: Rockledge EB Bus and Crestline comment: 6 still works, 7 to south Iowa.	Comment Received
route: 7, 3 destination: downtown to 31st, downtown to the hospital	Route 3 will connect downtown to the hospital.
No service in North Lawrence west of Iowa near north Kasold and there are no sidewalks. It's a 30 minute walk to 6th street, and lots of families live there.	Comment Received
I live in Pinkney, and there is no easy route to get to campus without transferring busses or having to walk 5+ blocks to a bus stop. It would be great if 3 would interline with something that goes to the main part of campus.	To get to KU from Pinkney, there are 2 options. Take route 3 to route 34 or take route 6/ Route 2 to route 100/ Route 4.
Route 4	
Thanks for actually improving the #4 service, at least in my neighborhood.	Comment Received
Hourly service on route 4 for most of the day on weekdays and all day on Saturdays seems like too little. This is a major route down west 6th St. With reduced frequency, ridership certainly won't grow and may even decline. Frequency is critical on routes like this one that connect a major corridor with downtown.	The route schedules are proposed to more closely align with ridership patterns.
Route: 4 destination: post office and library to university drive where we live comments: We would like a bus that goes down Iowa and down university drive.	The post office and library are downtown. Route 100/ Route 4 will connect the KU campus to downtown.
route: 1, 5, 6, 3, 4 destination: Shelter, Walmart, east side of town to west side	Route 4/ Route 6 will connect east Lawrence to west Lawrence.

route: 1, 5, 15, 7, 6, 10, 11 destinations: workout at Rock Chalk park, rec center, 19th and Haskell	Rock Chalk Park will be served by Route 10 and Route 4/ Route 6.
route: 6, 3, 1 destination: downtown, 23rd/ Louisiana, Walmart, Dillions, North Lawrence	Route 4/ Route 6 will connect to Walmart and Dillon's on 6th street.
route: 3, 5, 6, 11 destinations: 23rd and Iowa, Rock Chalk Hospital, Dillon's	Route 4/ Route 6 will serve Dillon's on 6th and the Rock Chalk Hospital.
Route 4 should turn south on Iowa to serve stop at Hillcrest Shopping center then west on Harvard serving West middle school as it does on current westbound route. Stay on 9th as proposed for 2023 redesign route.	Comment Received
Route: 1, 7, 3, 6, 4 destination: 9th and Emery comment: I like that I can still catch route 4 on 9th. I also like the increased frequency on route 4.	Route 4/ Route 6 will work.
Comment: long route 4 is good. Route 4 connecting all the way to Rock Chalk.	Comment Received
route: 6 destinations: downtown to Casey's comments: new route 4 wouldn't work	Route 6/ Route 2 and Route 34 will go to Casey's on 6th street. Route 100/ Route 4 will serve downtown.
I am disappointed that 4 is hourly between 9 and 3. It will take some getting used to.	The bus schedules are proposed to more closely align with ridership patterns.
I would like to see 4 extended until 10:30.	Comment Received
I like that 4 becomes the E-W option.	Comment Received
It will take a while to get used to the hourly timing during most of the day. I am disappointed that it's necessary.	The bus schedules are proposed to more closely align with ridership patterns.
I currently take bus routes 7 and 6 to and from the Indoor Aquatic Center for work purposes and this new route would mess things up entirely for me. I get on the bus at bus stop #17 on Iowa, make the transfer downtown and get off at the bus stop by Free State. Then when I return home, I stop at the bus stop at Holcom Park because it's quicker to get home that way. I have a system when it comes to the busses and the proposed plans would mess up my commute to work. Please leave those routes alone so I can keep my bus routine the same. You know the old saying; "If it ain't broke, don't fix it."	The 2 options to get to the Indoor Aquatic Center from 27th and Iowa: Take Route 7 to downtown and then take Route 4/ Route 6 to the Aquatic Center, or take Route 11 to the transfer hub and then take Route 10 to the Aquatic Center.



The routes I use most frequently are current 4 and 6. The new route 4 schedule is better than currently, because of the additional buses on 30 min. intervals early a.m. and late p.m. I like the link to the Merc from downtown at those frequencies. My errands on west 6th street are easily accessed.	Comment Received
proposed 6am start time on route 4 (6th street) is great	Comment Received
route: 6, 10, 11, 5 destinations: 6th street, downtown, live on North Wakarusa, sometimes K10 comments: route 4 will work	Comment Received
Route: 6, 4, and 10 destination: Wendy's on 6th/ Kasold from Bob Billings. I take the 10 to the 6. Comment: I would like increased frequency on north Lawrence routes. Route 4 looks good.	Comment Received
Route: 4, 6, 11, 34, 36 destination: downtown to campus, 9th st to mass comment: route 4 and 100 will work great for what I need.	Comment Received
Routes: First time rider destination: downtown to the Merc comments: Rider said he was intimidated and overwhelmed.	Route 4/ Route 6 will travel from Downtown to the Merc. Travel Training will be available to support riders.
destinations: 6th and Wakarusa, Westgate/ Rohan ridge	Based on public comment about service to Rohan Ridge and Dillon's, Route 4/ Route 6 will be adjusted to stop at Dillon's on 6th Street.
I use the current route 6 to get to doctors near 6th and Eldridge, go to the Dillon's at 6th and Schwarz, and go to Walmart. I live near 6th and Illinois and use the 6th and Maine stop. I noticed that it says that transfers will be "possible" at 6th and Rockledge to get from route 6 to route 4. I hope riders will be able to do that.	Comment Received
Routes #4 and #10: I'm sure you know by now about my complaint about Rohan Ridge Apts losing its bus stop.	Based on public comment about service to Rohan Ridge and Dillon's, Route 4/ Route 6 will be adjusted to stop at Dillon's on 6th Street.

<p>Route: 4, 7, 11  destination: downtown, south Lawrence, north Lawrence  comment: I like phase II. I will take route 4 to Dillions/ Walmart form north Lawrence. I really like routes 4 and 7. I like service frequency of route 4.</p>	<p>Comment Received</p>
<p>Routes 4 and 10  I believed that route 4 as it is now had been eliminated. Although I stated where I lived and where I most commonly went a number of times, nobody told me that Route 4 was being retained. Route 4 bus stops at the Merc. The existing bus stop which has a shelter on Iowa street will not be used in the new plan. Instead buses are proposed to stop on 9th street just west of the Merc and across the street, as I recall I think between Biemers and that short drive into Centennial Park. A member of the PTAC committee brought up his concerns regarding the safety of these stops. Since it is a grocery store one will usually have bags and hope for something close. Recently I walked over there when I was at the Merc to see. The city has been doing a large multi-pronged project there. Among other things the sidewalks have been redone, as well as the ramps from sidewalks to street. But the new sidewalks end just before the bus stop area on the south side. This old sidewalk area is not a straight route and I recall when I used it there was usually a problem with the bus driver being able to stop in the right place to allow you to get on with a cart via the lift in the bus. And if they overshot the stop then they would be in the driveway to the parking lot. I hope that this area can be inspected and perhaps a new location for stops found. When traveling west, it will be tempting to cross 9th street there rather than walk all the way to the light and back once you have crossed 9th. This is a dangerous intersection for pedestrians.</p>	<p>Comment Received</p>
<p>Route: 7, 1, 5, 3, 4  destination: Checkers and Dillon's  comment: Bus routes like 4, splitting route between areas. 6 goes up to where factory workers.</p>	<p>Comment Received</p>
<p>I am very happy to see the changes to 4 from what we were shown before (and very surprised, because up until now EVERY single change to various routes has been for the worse, to ALL the areas I travel, and it was very depressing; I was even wondering if the goal was to make the system less popular, and thus give an excuse for getting rid of it....). It is AWESOME that 4 now goes to the Merc, and AWESOME that it goes downtown. THANK YOU so much.</p>	<p>Comment Received</p>

Route 7 + 9	
Please DO NOT move Route 7 off into East Lawrence stick the Route 1 bus onto Mass St. This would make it much more difficult for me to use the bus to grocery shop and shop on South Iowa. The 7 is FINE LIKE IT IS!!!! Don't mess with it!	Route 7 will serve the Warehouse Arts District and Haskell Ave instead of Massachusetts St. between downtown and 19th St. (now served by route 1). This change provides residents in East Lawrence direct connection to grocery stores, which route 1 does not do today. The new Route 1 will serve the Mass Street corridor currently served by route 7.
<u>How does this affect any kiddos in the neighborhoods around Holcolm Park using the bus to get to Billy Mills and LHS? The same question could be asked of any other route changes impacting students especially getting to their middle schools and high schools that are further away?</u> As 497 saves money by cutting services I've seen how the kids use the city bus to get to school. This is of course especially important in areas where there might be more economically challenged kids who doesn't have a parent who can drive them to and from school. Personally I've used #7 to ride to/from work at KU by getting off around LHS and walking the rest of the way. It's okay now with the current transit time. If I end up needing to walk further to the bus stop and then taking much longer to get there then I'll just go back to driving my own car.	The Route 7 and Route 9 interline is planned to help address concerns from parents and students in the Holcom area regarding access to Billy Mills MS and LHS. Residents can board Route 9 near Holcom, the bus will travel to South Iowa where it becomes Route 7, and continue to Billy Mills MS and LHS without requiring riders to transfer.
<u>Route 9: What was the reason for moving route 9 from Kasold to Lawrence Avenue?</u> We live at Kasold and 28th Street and are now retired. We were looking forward to having bus access along Kasold as an option in the future for getting around town. Also, I am retired from KU and occasionally go back to the campus and didn't want to drive since I no longer have a parking permit.	Route 9 has been realigned away from corridors with low ridership.
Would prefer more direct route from south Lawrence (31st & Iowa) to downtown, such as along Mass St.	Route 7 will connect downtown to South Iowa (around 31st street)
<u>My son attends Bishop Seabury Academy and takes the #9 3:40pm bus home to 6th and Folks every day. In January 2023, there is no quick, direct way to get to that location when you reroute the #9 bus.</u>	Comment Received
route: 7 destination: downtown to dillions comment: positive	Comment Received

<u>Again, please consider extending the existing route or routes to Pinnacle Woods Apartments -- matching my previous comment -- and continuing this indefinitely. Thank you!!</u>	Comment Received
routes: 15, 7 destination: Peaslee, Iowa, Wakarusa	Peaslee, Iowa, and Wakarusa will all be served by routes in 2023
Route: 7, 9, 10, 6 destinations: Cottonwood comments: wet bar in buses.	Route 9 will provide service to Cottonwood.
Additionally, having the bus run only every 60 minutes on Saturdays is quite inconvenient, and I remember often using the 7 instead of the 11 to get downtown and other places because it came much more frequently.	Comment Received
routes: 1, 3, 6, 7, 9, 10, 11 Destinations: downtown, Walmart	Route 7 will connect downtown to Walmart.
route: 4, 7, 36 destination: everywhere, Target, Walmart, McDonalds (all 4)	Route 7 will connect downtown to Walmart.
route: 5, 7, 9, 10 destinations: Walmart, downtown, 31st and Iowa, bob billings, 23rd and harper, 27th and Iowa	Route 7 will connect downtown to Walmart.
route: 6, 7 destinations: Popeye's (work) and 6th street (home)	Route 7 will connect to Popeye's.
route: 7, 3 destination: downtown to 31st, downtown to the hospital	Route 7 connects downtown to 31st.
destinations: south Iowa near 27th st to Lawrence High to downtown	Route 7 will connect south Iowa, Lawrence High, and downtown.
Make sure they still run by 1600 Haskell Ave and downtown	Route 7 will serve Haskell Ave.
Route: 1, 5, 7, 11 destination: downtown to south Iowa, 1 or 7 to 5 to go to work at east hills.	Route 7 will connect downtown to Walmart. Route 1 and 5 will serve East Lawrence.
route: 1, 5, 15, 7 destinations: Walmart, junior high	Route 7 will connect downtown to Walmart.

Route: 1, 5, 7 destination: Walmart, east Lawrence, and downtown.	Route 7 will connect downtown to Walmart. Route 1 and 5 will serve East Lawrence.
I think the 7 not serving the Mass Street corridor will negatively impact many people. I rode the 7 from 14th and Mass to Iowa and 31st nearly every day last summer and the bus was often very crowded, almost full with many people riding most or all of the way. The grocery stores, other shops, places of work, and homes that the 7 currently connects are as far as I know, areas that get quite a lot of bus use, and having one coherent route is extremely useful instead of riders needing to transfer to another bus.	Route 7 will serve the Warehouse Arts District and Haskell Ave instead of Massachusetts St. between downtown and 19th St. (now served by route 1). This change provides residents in East Lawrence direct connection to grocery stores, which route 1 does not do today. The new Route 1 will serve the Mass Street corridor currently served by Route 7.
Occasionally I will walk to stop 18 and catch the 7, but this is less convenient particularly in inclement weather. I'm generally disappointed that the place the county has established as a hub of social services does not have more bus lines servicing it directly.	Comment Received
destinations: Easy living trailer park (LHS student) comments: LHS- I don't ride the bus now but I could take route 7	Route 7 would work.
I am glad to see that 7 will serve to connect east Lawrence to both downtown and south Iowa. That is a big plus for friends along Haskell south of 19th.	Comment Received
<i>Hello all, Thank you for allowing us the opportunity to provide comments on your redesign plans. Please consider extending what looks to be Route 9 (?) To have at least one stop at or right near Pinnacle Woods Apartments. For those with limited mobility and no vehicles, there is a very high hill to walk up in order to get closer to your existing stops. Furthermore, Pinnacle Woods has a strong mixture of non-traditional students, graduate students, full-time workers in and outside of Lawrence as well as a sizable group of retirees. -- Merely extending this route would be amazingly beneficial to a whole lot of people! Thank you!!</i>	Comment Received
Route: 7, 6, 1, 5 destination: checkers country club on 6th and Lawrence comment: I am also happy I can take the 7 to Checkers still. The 7 and 6 will get me where I need to go.	Comment Received
I am happy route 1 and 7 are connected to Dillon's in January	Comment Received

Route: 1, 5, 7, 11 destination: downtown to south Iowa, 1 or 7 to 5 to go to work at east hills.	Route 7 will connect South Iowa to downtown. Routes 1 or 5 will connect downtown to East Hills.
Route: 3 to paper company, 11 from downtown to south Iowa comment: Route 7 is an ok alternative for route 11 trip.	Comment Received
Route: 6, 7 destination: downtown to Billy Mills MS, downtown to 6th and Monterey comment: Proposed Route 7 and Route 4 still work for my trips.	Comment Received
I ride routes: 6, 7, 10 destinations: live near 25th and Iowa, the Merc comments: S Iowa 7 to downtown will also work.	Comment Received
route: 29, 9 destinations: downtown to Clinton pkway and Crossgate (LHS student) comments: the new 7-9 interline will work	Route 7 will connect to LHS.
route: 15, 7 destinations: KU, Prairie park neighborhood, 25th, Terrale comments: I should still have access but I would like new names for the routes	Comment Received
route: all routes destinations: downtown, south Lawrence	Route 7 will connect downtown and south Lawrence.
route: 6, 7, 4 comment: can still get to destinations on new routes 6 at Rockledge is home stop, gets on at 6th and Crestline at 6:30 every morning, switches to 7 and goes to Dillon's on mass.	Comment Received
route: 1, 5, 15, 7, 6, 10, 11 destinations: workout at Rock Chalk park, rec center, 19th and Haskell	19th and Haskell will be served by Route 1 and 7.
Route: 5, 7 destination: Walmart comment: I like downtown transfer (it's very convenient). First bus leaves at 6 to catch Johnson County bus. No need to leave at 6:05 (15). Johnson County leaves at 6:15am.	Route 7 will connect to Walmart.
Route: 6, 7, 11 destination: Rockledge EB Bus and Crestline comment: 6 still works, 7 to south Iowa.	Comment Received

destinations: Holcom Park to Lawrence High to downtown	Route 7 will connect these locations.
I currently take bus routes 7 and 6 to and from the Indoor Aquatic Center for work purposes and this new route would mess things up entirely for me. I get on the bus at bus stop #17 on Iowa, make the transfer downtown and get off at the bus stop by Free State. Then when I return home, I stop at the bus stop at Holcom Park because it's quicker to get home that way. I have a system when it comes to the busses and the proposed plans would mess up my commute to work. Please leave those routes alone so I can keep my bus routine the same. You know the old saying; "If it ain't broke, don't fix it."	The 2 options to get to the Indoor Aquatic Center from 27th and Iowa: Take Route 7 to downtown and then take Route 4/ Route 6 to the Aquatic Center, or take Route 11 to the transfer hub and then take Route 10 to the Aquatic Center.
routes: 1, 15, 7, 4 destination: 9th and Connecticut	9th and Connecticut will no longer be served, however, 9th and New Hampshire will connect to routes 1, 7, and Route 100/ Route 4.
destinations: 23rd and Alabama, Walmart, dollar tree	Route 7 will connect Walmart and Dollar Tree, but does not have a stop at 23rd and Alabama, use the stop at 23rd and Louisiana instead.
Destinations: 27th and Louisiana, Dillions, Hy-Vee, 10th and Kasold for church	The 7+9 interline serves 27th and Louisiana and Hy-Vee.
Route: 29, 9 destination: Kansas union, North College Cafe, downtown comment: from 6th and Wakarusa it's hard to get to Cottonwood. Need to make sure the route transfer from route 9 to route 5 works. The nine doesn't connect to the hub.	Staff recommends using planned Route 29/Route 12 to travel to Central Station.
Routes 100, 1, and 7 are crucial to connect the underserved East Lawrence community to grocery stores and campus. It's hard to determine from the proposed route maps, but I hope the 100's stop on E 11th St will go straight to campus rather than forcing riders to loop around the downtown before heading up the hill. This route is vital to transport students and employees up to campus, easing congestion and financial burden of parking as well as offering an environmental benefit. However, in order to be viable it's critical that the route is covered in the shortest amount of time possible given the need to be at class and work on time without leaving so much earlier that it acts as a deterrent.	Comment Received



<p>routes: all routes destinations: downtown, south Lawrence</p>	<p>Route 7 will connect downtown and south Lawrence.</p>
<p>Route 10+27</p>	
<p>Please, do not change route 27. Do not take out the loop between Alabama ST and Louisiana ST, and 23rd and 25th Avenue, currently served by bus route # 27. This is the only direct bus route from this area to KU. Several KU students live in this loop area and rely on route 27 to daily commute to and from work. Taking out the loop would force students like me to walk several blocks daily to reach an alternate bus route, and would significantly diminish our quality of life.</p>	<p>This route change is due to low ridership in the area. Current riders can walk to Route 11 stop west of Dillon's or ride Route 7 to 19<sup>th</sup>/Louisiana and transfer to Route 27/ Route 8.</p>
<p>This redesign of route 27 does not seem to address any real needs while taking away significant advantages. When I get on the 27 (often prior to 10am) and return (often in the 4pm hour) the most popular locations are 19th and Louisiana and around the Alabama/25th areas. The redesign takes away from the southern folks while then avoiding the main part of KU's campus (going up to Jayhawk Blvd) where most people exit the bus. Please reconsider this route and KEEP route 27 traveling up onto Jayhawk Blvd.</p>	<p>This route change is due to low ridership in the area. Current riders can walk to Route 11 stop west of Dillon's or ride Route 7 to 19<sup>th</sup>/Louisiana and transfer to Route 27/ Route 8.</p>
<p>I've been riding to KU using this route for past one year. I don't like the fact that new reroute 27 is discarding all the students living around 23rd 24th and 25th (Alabama and Louisiana street) like me. As far as I've seen during my travel using this route, most of the passengers are from this area. And there are no any alternate routes for the passengers in this area.</p>	<p>This route change is due to low ridership in the area. Current riders can walk to Route 11 stop west of Dillon's or ride Route 7 to 19<sup>th</sup>/Louisiana and transfer to Route 27/ Route 8.</p>
<p>I like the plan that it now travels through 19th and Tennessee region, which is also the place where few passengers using route 27 live.</p>	<p>Comment Received</p>
<p>Please keep a direct Bob Billings/Wakarusa to Downtown route (route 10). Or perhaps there will be another option to avoid having to transfer? Thank you for accepting feedback</p>	<p>Comment Received</p>
<p>route: 10 destination: KU, downtown</p>	<p>Route 100/ Route 4 will operate between KU and downtown</p>

<p>routes: 27, 15, 10</p> <p>destinations: Peaslee to Route 10</p> <p>comments: I like the interline between 10 and 27</p>	Comment Received
<p>I think the combo of 10 and 27 makes very good sense, especially since that will be a year-round link from Haskell to campus and clear out to Rock Chalk park and LMH west. I have a friend who benefits from that change too.</p>	Comment Received
<p>routes: 1, 5, 15, 7, 6, 10, 11</p> <p>destinations: workout at Rock Chalk park, rec center, 19th and Haskell</p>	Rock Chalk Park will be served by Route 10 and Route 4/ Route 6.
<p>routes: 10</p> <p>destination: west of Kasold/ Monterey, inverness/bob billings, first united Methodist , Brandon woods bus stop</p>	Route 10 will serve west Lawrence from Wakarusa to the new transfer facility, running along Bob Billings.
<p>I ride routes: 11, 6, 10, 27, 5</p> <p>destinations: Rockland Apts to downtown to LMH/LMH west and Rock Chalk Park</p> <p>comments: I should have access to all locations in august and January.</p>	Route 11 will go from Rockland Apartments to the new transfer hub. From there, route 10 will continue to LMH and Rock Chalk Park.
<p>I think that having the 10 only go to 6th street and campus instead of downtown is good as a lot of people use the 10 to just get downtown.</p>	Comment Received
<p>I take the 10 from west Lawrence to Campus for work and Downtown for errands and meeting people in the evenings and on the weekends. I appreciate the plan to run from 8-10:30pm. As a person who can't drive, I feel like I have a very early curfew in Lawrence. Running later on Saturday would also enable me to do things around town in the evening.</p>	Comment Received
<p>route: 10</p> <p>destination: Near bob billings and Kasold, I ride to downtown</p>	Route 100/ Route 4 will run along bob billings to downtown.
<p>routes: 15</p> <p>destinations: 27th and Haskell, McDonald's, 6th and Wakarusa</p> <p>comment: would take route 27 to hub to route 10</p>	10+27/ 10+11 interline will work
<p>Route: 6, 10</p> <p>destination: the Links, close to George Williams and Rock Chalk</p> <p>comment: I like to go from the Links to campus library to K10 Connector. I am concerned about changes to midday frequency on 10.</p>	From the links, route 10 will connect to new transfer facility. Route 100/ Route 4 will go to campus directly. Changes in route frequency are suggested due to ridership patterns.

For many years now, I have been regularly taking route 10 from Harvard and Wakarusa to KU campus and back. It is a very helpful route for me. The 10+27 proposal blocks access to KU campus on this route.	Route 10 will connect to the new transfer facility, with access to Route 100/ Route 4 which will go to KU campus.
I live near the KU stadium and walk down the hill to 9th and Mississippi to catch the bus to either the Merc or downtown, often the Lawrence Public Library or a business. The hourly schedule is not great as I usually have to early for events. When I return home I take the 10 and get off at 11th and Indiana at HERE KANSAS and have only a very short walk home, with a short downhill stretch. I have some mobility issues and need to sit and catch my breath now and then. I also usually take a folding shopping cart for my purchases or books. While I can walk back up the hill from 9th and Mississippi stopping to sit on a wall and rest, I can't push my cart up this hill or carry heavy bags of books or groceries, etc. PLEASE DO NOT CHANGE THIS ROUTE 10. Keep it coming as it does now from downtown and hopefully at 30 minute intervals. See later for question about this route now in further west areas.	Comment Received
Route: 10, 6, 34 comment: 34 still goes to high point. 10 to free state to campus at Wescoe, transfer to 34.	Comment Received
Destinations: LHS to Freestate comment: LHS instructor- need transportation from LHS to Freestate for after school activities. 10-27 interline will work! 6pm practice start, trying to coordinated end times to catch the bus near 8pm	10-27/ 10-11 interline will work.
route: 6, 10, 11, 5 destinations: 6th street, downtown, live on North Wakarusa, sometimes K10 comments: take 10 to 100 downtown	Route 10 will connect to the new transfer facility with access to route 100/ Route 4 to downtown Lawrence or to the K10 Connector.
routes: 10, 30 destinations: meadow brook, KU campus	Route 10 will connect Meadowbrook to KU.

<p>Routes: 1, 5, 15, 27</p> <p>destinations: lives in SE Lawrence (15th and Harper), goes downtown, takes kids to school at prairie park elementary</p> <p>comment: extra stops are too close together along Harper between 15th and 23rd</p> <p>prairie park elementary does not provide transportation (school buses) for children</p> <p>very worried about bus access to Prairie Park, because they currently use Route 15 to get there but that route is going away.</p>	<p>Ridership on Route 15 is very low around the Prairie Park area. The nearest route will be route 27/Route 8.</p>
<p>Routes #4 and #10: I'm sure you know by now about my complaint about Rohan Ridge Apts losing its bus stop.</p>	<p>Based on public comment about service to Rohan Ridge and Dillon's, Route 4/ Route 6 will be adjusted to stop at Dillon's on 6th Street.</p>
<p>Also, I am VERY grateful that 10 goes into campus, unlike the horrid degrades to this route that we were shown earlier. THANK YOU so much. I do wish it went further into campus, and even downtown, but the worst thing (not going into campus) has been fixed. BUT, this route is very popular with students, and for students, 9 am to 3 pm is probably the most popular stretch. If you really want to introduce a 60 min interval, I suggest that this be in the earlier time frame, 7 am to 9 am. Or, at least start 60 min after 10 am. Also, this bus is often crowded in the parts of campus from which it has been removed, but maybe there are sufficient substitutes. Especially with what may be very long-term pandemic, it is not a good thing to pack students into buses like sardines (and very uncomfortable regardless of virus).</p>	<p>Comment Received</p>
<p>Route 11 + 29</p>	
<p>I don't understand why shifting the 29 entirely off campus is being done. Every person I ever see on that route are either going into or leave campus. I believe these changes will result in more crowded buses and potentially longer wait times.</p>	<p>The redesign for route 11 and route 29/ Route 12 will not make it difficult for students to get to campus. The route 11+29/ 11+12 interline means that students can board route 29/ route 12, and continue on the same bus, which will interline to route 11 and continue on to campus. No bus transfer will be required. Route 11 will go to Bailey Hall, it is a 6 minute walk to the Kansas Union or there are</p>

	connections to on-campus circulators to reach other parts of campus.
Most people take the 29 bus solely to go to campus. Stopping the route off campus and having students get off the 29 and take another bus into campus is completely asinine and defeats the purpose to off campus to on campus routes.	The redesign for routes 11 and 29/ Route 12 will not make it difficult for students to get to campus. The route 11+29/ 11+12 interline means that students can board route 29/ Route 12, and continue on the same bus, which will interline to route 11 and continue on to campus. No bus transfer will be required. Route 11 will go to Bailey Hall, it is a 6 minute walk to the Kansas Union or there are connections to on-campus circulators to reach other parts of campus.
I think this plan would disrupt my ability to get to campus for classes and work at the Kansas Union.	The redesign for routes 11 and 29/ Route 12 will not make it difficult for students to get to campus. The route 11+29/ 11+12 interline means that students can board route 29/ Route 12, and continue on the same bus, which will interline to route 11 and continue on to campus. No bus transfer will be required. Route 11 will go to Bailey Hall, it is a 6 minute walk to the Kansas Union or there are connections to on-campus circulators to reach other parts of campus.
Please keep Route 11 from KU to Downtown and back.	Route 100/ Route 4 will run from KU to downtown.
The switching system is really confusing and I prefer how the bus is currently running.	Comment Received

Continue and increase stops at the county Human Services Building on Route 11 (2518 Ridge Ct.)	Comment Received
I do not support the proposed change of Route 29 going to west campus only. Route 29 serves large apartment complexes with students, and neighborhoods with additional students, faculty, and staff. Students take classes on the main campus. I am among the few faculty and staff that I know of who take the bus to work. All of us work on the main campus. This proposed change just makes it harder for people on the west side of Lawrence to get to school and work by bus. Is the demand for service to west campus higher than service to main campus? I can't imagine the answer is "yes."	The redesign for routes 11 and 29/ Route 12 will not make it difficult for students to get to campus. The route 11+29/ 11+12 interline means that students can board route 29/ Route 12, and continue on the same bus, which will interline to route 11 and continue on to campus. No bus transfer will be required. Route 11 will go to Bailey Hall, it is a 6 minute walk to the Kansas Union or there are connections to on-campus circulators to reach other parts of campus.
The merging of routes 11 and 29 is going to make it much harder for students in those areas to both get to campus and get home as it takes about 20 minutes to get from campus to 27th and Wakarusa	The redesign for routes 11 and 29 /Route 12 will not make it difficult for students to get to campus. The route 11+29/ 11+12 interline means that students can board route 29/ Route 12, and continue on the same bus, which will interline to route 11 and continue on to campus. No bus transfer will be required.
Seems confusing that those two buses will be together, seems like a long ride for those that are trying to get to class/ more traffic that way	The redesign for routes 11 and 29/ Route 12 will not make it difficult for students to get to campus. The route 11+29/ 11+12 interline means that students can board route 29/ Route 12, and continue on the same bus, which will interline to route 11 and continue on to campus. No bus transfer will be required.
Do not make changes to Bus 11 and its current route. It must continue going down 19th and Ousdahl.	Comment Received
routes: 29, 9, 6 comments: shopping center on Iowa and 23rd is difficult to access from route 29	Comment Received

Changing route 29 is going to increase the time it take students to get to classes since students will have to take route 29 to get near campus then wait for another bus to actually take them on campus. Route 29 has FULL busses of students, these students plus the students already on the bus to go to campus is going to be ridiculous. It is going to discourage students who currently use route 29 to go to classes, we would rather do free parking somewhere to cut down the amount of time to campus. Route 29 takes about 10 minutes from Legends to Wescoe, if the route is changed then this time is going to increase for the reasons above. I, myself, a rider of route 29 know if these changes are made I would not ride the public transportation. I am fortunate enough to own a vehicle but that is not the case for everyone. Don't redesign route 29!	The redesign for routes 11 and 29/ Route 12 will not make it difficult for students to get to campus. The route 11+29/ 11+12 interline means that students can board route 29/ Route 12, and continue on the same bus, which will interline to route 11 and continue on to campus. No bus transfer will be required.
Like many students, I have been utilizing the KU transportation system that is paid for with my tuition money. The main factor when choosing my apartment was that it would have a convenient bus to take me to campus in order to cut down on expenses. I take the bus to and from school every day for each of my classes as my main mode of transportation. Without the bus going to campus, my travel time would greatly increase, taking away from time put into my classes. It is ridiculous to think that a bus whose main stop is student housing would not need to go to campus. This would leave many students who rely on the bus without a means to get to school. Not to mention students have no choice but to pay for this transportation as it is already included in tuition. This change would do much more harm than good.	The redesign for routes 11 and 29/ Route 12 will not make it difficult for students to get to campus. The route 11+29/ 11+12 interline means that students can board route 29/ Route 12, and continue on the same bus, which will interline to route 11 and continue on to campus. No bus transfer will be required.
Do not change route 29	The redesign for routes 11 and 29/ Route 12 will not make it difficult for students to get to campus. The route 11+29/11+12 interline means that students can board route 29/ Route 12, and continue on the same bus, which will interline to route 11 and continue on to campus. No bus transfer will be required.
I'm not sure how I will like the Route 11 not having access to on-campus but I imagine that the 100 will be able to get me there.	Comment Received
I am worried about the connector between the west and the main campus and their frequency. Since the link is being shifted to west campus in Jan, that is inconvenient for the major student population as major population works in the main campus only. How frequent will be the connectors to the main campus?	Route 11 & 29/ Route 12 are interlined at Central Station, so there will not be a transfer required if traveling to campus using those routes. Route 100/ Route 4 will operate every 20 minutes between Central Station and KU.



Route: 6, 7, 10 destinations: live near 25th and Iowa, the Merc comments: 11 to the 6 will work and be more direct than today.	Taking route 11 to route 6 will work.
route: 11 destination: downtown to 25th and Ridge Ct, downtown to Walmart, and downtown to housing authority	Route 11 will continue to serve Walmart and Ridge Ct. To access downtown, Route 11 will connect to the new transfer facility with access to route 100/ Route 4 which provides frequent service to downtown.
As someone who used to live near the Pin Oaks and Red Oaks apts. near 24th and Alabama, I feel bad for all those students who are losing their bus to campus. Walking over to Louisiana or getting route 11 at 23rd and Naismith is unpleasant even in nice weather.	Route 11 will still operate along 24th and Ridge Ct.
Routes: 11, 6, 10, 27, 5 destinations: Rockland Apts to downtown to LMH/LMH west and Rock Chalk Park comments: I should have access to all locations in August and January.	Route 11 will go from Rockland Apartments to the new transfer hub. From there, route 10 will continue to LMH and Rock Chalk Park.
I'm confused about the route 11 change. I currently use route 11 to travel directly from downtown to the Douglas County Human Services Center, which is a resource hub for low-income folks and a place of employment for low-income social service workers. I currently take the 11 from the downtown stop to stop 48 in the morning and then from stop 38 to the downtown stop in the afternoon.	Comment Received
Route 30 + 36	
I hope bus 30 comes inside Meadowbrook and stops at Chelsea Place. And the stop is kept throughout.	Comment Received

<p>Same concerns as Aug 2022 for 30+36 idea.</p> <p>Firstly, please have the 36 bus run on weekends. I work on campus, but live off campus, so when I work on weekends when the weather is bad, the bus would be nice to have so I could safely get to work without needing to coordinate a ride.</p> <p>Secondly, I don't like the 30+36 handoff idea, because now, unless I'm mistaken, to get back home from campus, the bus will take twice as long as now since the bus will go along the 30 route too. Unless the 30 and 36 buses combine (4 buses running the route during 7am-6pm weekday, 2 buses running in the evenings), this will be true that the time it takes to get home will double, which would be very bad because I have a lot of on-campus courses next semester with an hour or two between, and I'd like to be able to quickly get home to get things done btwn classes.</p> <p>Please attend to these concerns before employing this redesign.</p>	<p>Route frequencies are shown in final maps.</p> <p>Reduced frequencies are due to KU budget reductions through student senate. KU has not historically operated on weekends and would need increased resources to do so from student fees.</p>
<p>Please consider moving the implementation of this bus up earlier (route 100), with the August 2022 schedule changes, if the 30 bus will no longer run to Apple Lane in the interim. Thank you for your consideration.</p>	<p>Residents of Apple Lane can use route 10 to get to campus in August 2022 and route 29/Route 12 or 100/Route 4 in January 2023</p>
<p>Leave route 30 as it is as many student use this route every single day.</p>	<p>Comment Received</p>
<p>Ah, I see 100 replaces 30. Great! <u>Is there a reason the 14th St and Apple Ln area will be without service Aug-Dec?</u></p>	<p>Residents of Apple Lane can use route 10 to get to campus in August 2022 and route 29 /Route 12 or 100/Route 4 in January 2023</p>
<p>If you are cutting Apple Lane from route 30 in August, there should be a replacement like route 100 in August as well instead of in January.</p>	<p>Residents of Apple Lane can use route 10 to get to campus in August 2022 and route 29/Route 12 or 100/Route 4 in January 2023</p>
<p>Again if you mess with route 30 in august and don't add route 100 till January it creates many problems for many people.</p>	<p>Residents can use route 100/Route 4 to access KU campus in January 2023</p>
<p>The bus should stop going westward at bob billings and <u>Bristol terrace</u> due to the amount of ppl who ride the 30 and walk in that direction after getting off at crest line.</p>	<p>Comment Received</p>
<p>living by the stadium I take the famborough bus stop on 42 blue almost everywhere the plan on replacing that with 36 still runs the sodium bus stop but it does not run anywhere in campus. Making it inaccessible to everybody who lives around there to get onto campus and south campus.</p>	<p>Comment Received</p>
<p>30- please add a stop to <u>Bristol terrace</u> and bob billings</p>	<p>Comment Received</p>

Just a very specific spot I see. The 2023 map has three different lines trying to make turns at 9th and Rockledge. This is already a pain point with just one route (#36) now. The left (SB to EB) is unprotected/non-priority and frequently takes a while. The right turn (WB to NB), a larger bus requires swinging through both lanes on Rockledge so can't happen with waiting SB traffic. <u>Possibly a four-way stop there would help?</u>	Comment Received
I live in orchard corners and according to the new route design I will have difficulty to commute to the university so kindly don't change the route 30.	Residents of Orchard Corner Apartments will be able to use route 100/Route 4 to get to KU campus in January 2023.
Route: 4, 6, 11, 34, 36 destination: downtown to campus, 9th st to mass comment: 34 and 36 are pretty much the same, so they will work good.	Comment Received
With the redesign of route 30, residents of Orchard Corner Apartments will no longer be able to reach campus. There are always people using the bus there and I am one of them. Please don't make me by a parking pass to campus.	Residents of Orchard Corner Apartments will be able to use route 100/Route 4 to get to KU campus in January 2023
Route 34+38	
Route: 10, 6, 34 comment: 34 still goes to high point. 10 to free state to campus at Wescoe, transfer to 34.	Comment Received
Route: 4, 6, 11, 34, 36 destination: downtown to campus, 9th st to mass comment: 34 and 36 are pretty much the same, so they will work good.	Additionally, Route 100/Route 4 will connect downtown to campus
Route 42	
I have the same comments as made previously. The 42 and K-10 need to connect so that people do not get hurt trying to get to the bus in bad weather during Winter break.	Comment Received

<p>This removes 42 from going up to JRP (education building) in a pool of buses that are already really limited. There's no bus that goes up to JRP that is good for students on daisy hill or KU housing in general.</p>	<p>Route 41 and 42 will be combined to create efficient service between West Campus, Daisy Hill, and the Rec Center, and Jayhawk Boulevard. This route will retain the schedule from Route 41 when classes are not in session providing year round service Monday through Friday. Route 36 will pick up service to West Campus Road and Fambrough previously served by route 42.</p>
<p>By removing the stop by Higuchi Hall (currently serviced by route 41), the route misses half the Ecology and Evolutionary Biology (EEB) Department. This is the only route that connects the Kansas Biological Survey and Center for Ecological Research students, staff, and faculty to the rest of the EEB Department on the main campus (primarily Haworth Hall and the Biodiversity Institute). Main campus is where our weekly department seminars and vast majority of classes are held. As a department, we tend to be conscious of our carbon footprint, and I know several members who use this route and stop. Additionally, in my experience this is the stop used by the majority of people using the Park and Ride system on this route.</p> <p>I appreciate the efforts to improve our city's transportation system. However, if those in charge of redesigning this route continue with the plan to combine bus routes 41 and 42, I would highly recommend keeping this Higuchi Hall stop open for those of us trying to reduce traffic, our carbon footprint, and the financial burden of parking on campus.</p>	<p>Comment Received</p>
<p>living by the stadium I take the famborough bus stop on 42 blue almost everywhere the plan on replacing that with 36 still runs the sodium bus stop but it does not run anywhere in campus. Making it inaccessible to everybody who lives around there to get onto campus and south campus.</p>	<p>Route 41 and 42 will be combined to create efficient service between West Campus, Daisy Hill, and the Rec Center, and Jayhawk Boulevard. This route will retain the schedule from Route 41 when classes are not in session providing year round service Monday through Friday. Route 36 will pick up service to West Campus Road and Fambrough previously served by route 42.</p>

I'm not sure how cutting off half of the loop around West Campus is beneficial beyond that the roads suck, but please continue to have it looping through. At least two of the buildings on the east side of that loop have majority bus users, and it really reduces the convenience, especially in inclement weather, to take away our one stop right by where we work.	Route 41 and 42 will be combined to create efficient service between West Campus, Daisy Hill, and the Rec Center, and Jayhawk Boulevard. This route will retain the schedule from Route 41 when classes are not in session providing year round service Monday through Friday. Route 36 will pick up service to West Campus Road and Fambrough previously served by route 42.
Route 100	
This route should start in August to make up for Route 30 being removed on Bob Billings and Kasold	Comment Received
100 looks very good and feasible	Comment Received
I don't have as many problems with the January side of things, but like I said earlier the people who live at Apple Lane need access to that bus stop in August.	Comment Received
This is better for me in Schwegler, because the 100 route at least makes downtown reachable, but not by much - because previously I had two direct routes to downtown, now I'd need to change over on campus, which will be terribly annoying if the weather is less than ideal.	Comment Received
Okay so I just wrote a bunch of comments about how the winter 2022 changes to route 30 would really be unfortunate, however, if I have to wait a bit to have this beautiful route 100 right outside my house, then that might be alright! I really like how it goes to downtown and the multi-modal station so thanks for a sweet route for us Apple Lane / Orchard Corners residents.	Comment Received
Start in fall instead	Route 100/Route 4 cannot start until the new transfer facility is operational in 2023.
The 100 is a really good idea.	Comment Received

The alternative 100 route does not service Wakarusa and Harvard. It will take a long time to take two buses (change from 10 to 100) to go to KU campus, especially given the day-to-day fluctuations in driving time for each bus. I'd be thankful if route 10 is left unchanged. If that is not possible, I'd be thankful if the new route 100 could be extended to cover Wakarusa and Harvard (or perhaps Wakarusa and 6th street, which will also allow students to shop at Walmart).	Route 100/ Route 4 connects the new transfer facility, KU campus, and downtown while also serving riders near Apple Lane.
The 100 is nice because it goes from those apartments to the downtown hub via the campus. I like that!	Comment Received
The proposed route redesign states that each route in the proposed network aims to connect people, jobs, education, grocery, and medical without requiring a transfer in my case will need to take either way, north or south, east or west I will be using 3 buses. Heading South to work I would ride the 4, the 6 and the 5 or the 4, the 100, and the 5. Heading North from work I would ride the 5, the 6, and the 4 or the 5, the 100 and the 4. As of now without knowing timing of routes I can't say if this will save me any time. Thank you for the opportunity to voice my concerns. I look forward to more information as you proceed with your redesign. Peggy Thomas	Comment Received
Only having it run every 20 minutes on weekdays and 40 minutes on weekends seems like it could get inconvenient, just because right now the 10 comes every 20-30 minutes and the 11 comes every 30 minutes and so often you can get a bus much more often than every 20 minutes. I think that the weekend only running every 40 minutes is the bigger problem, as at least for me, I often go downtown on the weekends for shopping or other errands (post office, library)	Comment Received
I think that having the 100 be dedicated to connecting downtown and campus is useful.	Comment Received
I have to walk a little to get to the 100, but as long as it runs every 20min, I think it will work okay.	Comment Received
100 is a good idea.	Comment Received
Do not add Apple lane to route 100 it is inconvenient and dumb, along with a bunch of students' waste of time.	Route 100/ Route 4 connects the new transfer facility, KU campus, and downtown while also serving riders near Apple Lane.

The 100 service on the 20 min. intervals is a new BIG benefit from me and my Sunset Hill Neighborhood friends; it looks like the most frequent, most direct link to campus and downtown, and will connect to so many routes at the hub!	Comment Received
I like 100, and hope it is used. I like that it runs until 10:30. I like that I have a late route home from downtown to 9th and Iowa (100 + 36).	Comment Received
I think the 100 bus is a fine idea to switch to for residents of Apple Lane, but its implementation being delayed until January of 2023 will still leave many KU students and residents of Apple Lane who return in the fall semester without any means of transportation for several months.	Residents of apple lane can use route 10 to get to campus and downtown until route 100/ Route 4 begins service
The new route 100 looks good and I appreciate that it will run every 20 mins. I don't have a car and when the KU routes don't run during breaks, it will be good to know that I can still get to campus in a timely manner.	Comment Received
Routes: 1, 10, 11 destinations: harper to downtown comment: I will need to take route 100 to connect from downtown to HU to the hub.	Route 100/ Route 4 connects the new transfer facility, KU campus, and downtown while also serving riders near Apple Lane.
routes: 1, 11 destinations: harper and 19th, downtown, KU comments: with the proposed changes it will work to take route 1 to downtown, then route 100 to KU	Route 100/ Route 4 connects the new transfer facility, KU campus, and downtown while also serving riders near Apple Lane.
Route: 3, 11 destination: downtown to work at KU, downtown to Lakeview comment: route 100 sounds really good.	Route 100/ Route 4 connects the new transfer facility, KU campus, and downtown while also serving riders near Apple Lane.
Route: 4, 6, 11, 34, 36 destination: downtown to campus, 9th st to mass comment: route 4 and 100 will work great for what I need.	Route 100/ Route 4 connects the new transfer facility, KU campus, and downtown while also serving riders near Apple Lane.
Ah, I see 100 replaces 30. Great! <u>Is there a reason the 14th St and Apple Ln area will be without service Aug-Dec?</u>	Reduced frequencies are due to KU budget reductions through student senate.



<p>If you are cutting Apple Lane from route 30 in August, there should be a replacement like route 100 in August as well instead of in January.</p>	<p>Route 100/ Route 4 cannot begin service until the new transfer facility is completed. Residents of Apple Lane can take Route 10 to get to campus and downtown from August 2022 to January 2023, when route 100/ Route 4 will begin service.</p>
<p>route: 11 destination: to KU for work then catch 11 downtown comment: route 100 will work</p>	<p>Comment Received</p>
<p>Again if you mess with route 30 in august and don't add route 100 till January it creates many problems for many people.</p>	<p>Comment Received</p>
<p>Routes 100, 1, and 7 are crucial to connect the underserved East Lawrence community to grocery stores and campus. It's hard to determine from the proposed route maps, but I hope the 100's stop on E 11th St will go straight to campus rather than forcing riders to loop around the downtown before heading up the hill. This route is vital to transport students and employees up to campus, easing congestion and financial burden of parking as well as offering an environmental benefit. However, in order to be viable it's critical that the route is covered in the shortest amount of time possible given the need to be at class and work on time without leaving so much earlier that it acts as a deterrent.</p>	<p>Comment Received</p>
<p>route: 1, 10, 11, 5 destination: downtown, union, harper</p>	<p>Route 100/ Route 4 will connect downtown to KU.</p>
<p>Route 100. It will be nice to find out the stops and frequency of this route as I plan to use it if it goes in the directions I need. A stop at 11th and Mississippi or 11th and Indiana would be great. I'd like to go to some things on campus like the Spencer Museum and also get home from downtown or get to the transit facility if this is the best way. I just don't know what buses I need to take to get to places.</p>	<p>Comment Received</p>
<p>route: 4, 7, 10 destinations: the merc, downtown, lives near memorial stadium, 11th and Mississippi</p>	<p>From 11th and Mississippi, Route 100/ Route 4 will go downtown. To get to the Merc, take route 100/ Route 4 to the transfer facility and take route 6/ Route 2.</p>

I am concerned with Route 100 and others not starting until January 2023 that there will be significantly less bus access to certain areas (especially downtown) for the fall semester.	Comment Received
route: 42, 43, 10, 11 destination: Lawrence Public Library, Wescoe Hall, KU Union, Watson Library, Strong Hall, on campus housing	Route 100/ Route 4 will connect downtown with KU.
Excited for new transfer facility and route 100	Comment Received
Route 100 will be more frequent and better for me.	Comment Received
Sunday Microtransit	
Sunday Microtransit is great!	Comment Received
Microtransit would be incredibly useful.	Comment Received
I would like service on Sunday. People are not able to get jobs on Sundays for this reason.	Comment Received
I currently don't ride the bus but I am interested in Sunday microtransit.	Comment Received
excited for fare free and Sunday service	Comment Received
Sunday service will be amazing!	Comment Received
I think the Sunday Microtransit service is an AMAZING idea!	Comment Received
I am very excited about fare free and for micro transit on Sunday.	Comment Received
yes to Sunday service	Comment Received
Sunday service is a good idea if they have same day rides, but I would prefer fixed routes.	Comment Received
Sunday service with micro transit looks great	Comment Received
I think the Sunday microtransit service will be a very interesting experiment, as will the 'no-fare' trial in 2023. I do hope that ridership will greatly increase.	Comment Received
I like the Sunday Microtransit, but wonder if it would be abused. Perhaps a small fee?	Comment Received
I really like the Sunday microtransit idea though, and would probably use this service.	Comment Received
Sunday service would be awesome.	Comment Received
Sunday service will be great and fare free.	Comment Received
I will use micro transit on Sundays.	Comment Received

Sunday service will be a game changer, I haven't been able to go anywhere on Sunday unless I walk.	Comment Received
Sunday service would be great.	Comment Received
excited about fare free and Sunday service	Comment Received
I'm delighted that Sunday service via microtransit will be offered. Yay!	Comment Received
I like Sunday service.	Comment Received
I ride T-lift and I am excited about Sunday service.	Comment Received
Microtransit during the week for those who have to change really fast.	Comment Received
Fare Free	
Excited for fare free and Sunday service	Comment Received
I am very excited about fare free and for micro transit on Sunday.	Comment Received
I like fare free.	Comment Received
I think the Sunday microtransit service will be a very interesting experiment, as will the 'no-fare' trial in 2023. I do hope that ridership will greatly increase.	Comment Received
Very happy to hear about fare free	Comment Received
I am so happy that this city is exploring free fairs in 2023! This is critical to keeping public transit effective.	Comment Received
Very happy about fare free in 2023.	Comment Received
<u>Does the fare-free service refer to just the Sunday microtransit or to the fixed lines also?</u>	Comment Received
Sunday service will be great and fare free.	Comment Received
looking forward to fare free	Comment Received
I am happy about fare free, and interested in the interlined routes	Comment Received
excited about fare free and Sunday service	Comment Received
General Comment	
I like that there are more connections between routes and that they seem more complete.	Comment Received
Some drivers still think you have to fold it, not just say it after the safety. (referring to carts on the bus)	Comment Received

<p><u>How long will the new routes take?</u> This means appts &amp; jobs has to be reschedule to get to them on time as longer ride time. Your maps for phase 1 &amp; 2 we're hard to read as street names were not clear to read &amp; had to guess what they were.</p>	Comment Received
<p>In addition to the decreased number of buses running between campus housing and campus, I am very worried about the frequency of buses running between campus and the transit facility. Unless I am missing something, it looks like the most frequent bus is the 100, running every 20 minutes. Are you going to be sure to stagger the 3 buses running between the campus and the transit center to be every 5-10 minutes?</p> <p>It also looks like we are still going to be limited to one bus running between downtown and campus? At least the frequency increases a little from 30 to 20 minutes.</p> <p>And it looks like only 6 routes move through the transit facility. This seems like very few routes for what I imagine is a very costly facility.</p> <p>In regard to budget cuts - Split the difference for evening and frequency. Very few routes in the evening (maybe one long one). Same with off campus and on campus. While many students have a car or a friend with a car, there are still a lot of students who need to get off campus for shopping. But we still need to make sure students can get to class on time. Maybe a few extra runs at really peak times? Getting off campus to key shopping will already be limited with the new plan.</p>	Comment Received
<p>Positive to connections and higher frequency.</p>	Comment Received
<p>Multimodal options are needed (tri-cycles, bicycles, scooters, etc.)</p> <p>Haskell is very isolated.</p> <p>More focus on accessibility.</p>	Comment Received
<p>There must be more buses at the rush hours for students to arrive to 8am on time rather than getting up at 6 am to leave at 6:30 to ensure you have a place on the bus to get shipped over to campus on time.</p>	Comment Received
<p>My general comment: sometimes waiting for a bus can be anxiety inducing especially if you want to make sure you don't miss your bus. I think it would be cool to have something interactive on the inside of the bus shelter. Maybe a chalkboard where people or kids can draw? Maybe some crossword puzzles. Book on native Kansas plants? Something to do other than look at our phones.</p>	Comment Received

I ride the bus everywhere. Walmart, shelter, 6th street	Comment Received
You're doing a great job! I appreciate the transit service.	Comment Received
Prairie Park Nature Conservancy	Comment Received
app monthly pass should just last for 30 days, not run month to month	Comment Received
I am worried about the frequency but overall like the proposed routes	Comment Received
My main issue with the January 2023 changes is making most the city routes go to 60 minute frequencies for most of the day. I'm thinking of people who have medical appointments, people who don't work 8-5, people who have interviews, people who work on Saturdays, etc. I'd rather have the bus run every 30 minutes for most of the day (especially on a busy route like the new route 4 will be because it will be covering the busy current route 6) than have free fare on anything	Comment Received
I don't want the new route 1 to use a small bus I need the lift or ramp (lift is scarier)	Comment Received
Please consider Peterson Road. Thank you.	Comment Received
Prorated- I wish they 1/2 way through the month Merging route, requires more buses for the same efficiency.	Comment Received
Interlining will be hard to understand, K10 connector is nice.	Comment Received
I would ride if there was better frequency and I have safety concerns.	Comment Received
Comments: - amenity/ bench by stone meadows please - bought house near - new downtown facility but don't take parking	Comment Received
I could use service past 8pm	Comment Received
I would like a Rock Chalk Park stop next to complex, currently it's still a 1/2 mile walk.	Comment Received
Add a stop on 9th and Connecticut. You got bus sign on 9th for me. 2 blocks walking on icy sidewalks, NOT good for senior to walk.	Comment Received

<p>I had also attended the only opportunity to see the current maps at the Lawrence Public Library on April 7. People there were from the actual bus company, Lawrence Transit System, although I thought they were from Lawrence Transit (city staff). I was actually told by one person that I should apply for and use the T Lift Paratransit service! Unfortunately I received some inaccurate and inappropriate information although the people were nice.</p>	<p>Comment Received</p>
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These bus routes and schedules are extremely hard to follow, particularly on an iPhone. Stops are unknown. How timing changes throughout the day works out in terms of wait times for transfers is unknown.

I'm surprised and disappointed to see that KU has been given priority for off-campus routes. This seems to be a change. While I understand that many folks work at KU and go to school or volunteer there, it's also true that there are many other people who need or want to access groceries and other stores, go to entertainment or cultural opportunities, medical appointments, commute between home and Lawrence public schools, etc.

I have tried to prepare in advance for this task but I find myself almost unable to respond to individual routes. When streets are unlabeled, colored lines run close together, directions and stops are not spelled out, etc. it's hard. I only have an iPhone, no computer or printer. This prevented me from participating properly in previous surveys. I requested printed copies of some of the routes so that I could look at them properly. I was told that I could have them but then the person who told me that vanished and was unreachable.

I attended the PTAC meeting via Zoom. I had been told that I could attend at city hall so that I could see the route maps but then the city info online said that I could not. I then believed that I was to submit comments online before the meeting as this was the info on the city's website. I got up very early to do so. Then I tried contacting that person to whom comments were sent or someone else to verify that my comments had been received with no luck. The person who was to receive the comments unfortunately was not able to be at work that day. So when I went to the Zoom meeting I thought that they had my comments and was surprised that I was asked for comments. I was treated very nicely. The contractor presented the current plan at that time, April 11, but he went extremely fast and the time available was short.

Routes that run later at night would be great. I'd love to attend events downtown that run after the buses (or Sundays). I do like to get home before dark so that I can see my footing and not fall. So not in winter. UNLESS one of the routes would stop really close by like at 11th and Mississippi.

Some places I'd like to get to are: south Iowa businesses, LMH, a park, the Lied Center, Walmart on 6th (I don't go to any of these frequently but the 10 from This Walmart really helped me out and took me almost to my door. I think that's being changed. The social security office which has recently reopened which also is served by the 10 but I don't think it will come back here like it did.

Comment Received



Using Lawrence Listens can be confounding sometimes. This time it seems to have some changes which appear to offer the ability to leave and come back but I was afraid to. Why do you have our address? Did I have to give it to you once? When I tried to remove it today I got a message that implied to me that I shouldn't.

DOWNTOWN TRANSFER STATION. I ask that you do whatever it takes to reinstate the transfer station originally proposed at 8th and Vermont. Some members of Downtown Lawrence Inc. hijacked a Zoom meeting when this first was to be presented. The presenter never got to finish his presentation, I was subjected to personal attacks, there was a lot of chatting going on, and they just totally opposed the entire thing. They do not own downtown or the parking spaces there. I believe that is the only reasonable site. Others are remote, far away, and maybe scary at night, interfere with existing activities, etc. The site across from the library is inadequate and dangerous. It's an invitation to cross on the middle of the block which is dangerous. There's little to no protection from the sun and elements. It can be hard to predict where the buses will be parked. It looks like it can be nerve-wracking for the drivers to pull in and out.

<p>I work at Lawrence High School &amp; it is a struggle for many of my students to be able to get to and from school if they live less than 2.5 miles away from LHS. We need a bus that comes from the east side (harper &amp; 19th) that goes straight down 19th St from harper to Louisiana street (without having to connect downtown and switch buses). We also need a bus that goes straight down 23rd street from Harper to Kasold for the same reason. These students don't really have a good option currently to switch buses because it's a KU route that is contingent on KU class being in session so no ride when they're not. Another option for these routes could be to run them in the morning between 6AM &amp; 8AM &amp; 3 &amp; 7PM to accommodate high school students coming to and from school and after school activities &amp; jobs. Thank.</p>	<p>Comment Received</p>
<p>I have used the Lawrence Transit System not daily but periodically since its inception and am grateful for this service. I can honestly state that it is one of the reasons I have continued to live in Lawrence since my retirement in 2016. Currently the bus passes directly by my home every hour. I am a North Lawrence Resident who uses the bus system to go downtown, doctor appointments, grocery shopping, and part-time employment. I have reviewed the proposed route redesign and now have comments concerning these changes.</p> <p>This all sounds and looks good for the most part but will generally cause much chaos in the initial beginning. I suggest you have persons available at transfer locations until people get used to the changes, this could mean months. People will be upset, confused and frustrated but I am sure you already understand what will be coming with change. I as an individual of course need to focus on my commute and use.</p>	<p>Comment Received</p>
<p>Currently I work from 8 am to 3 pm four days during the week. I cannot work outside of the 8 am hour since the bus only leaves North Lawrence every hour and my job is located at Kasold Drive and Clinton Parkway. Anytime, however, I use the bus I must remember I can only ride it out of North Lawrence at the top of an hour which causes changes and frustration to in my commuting. Here I am going to breakdown my current to and from scenarios for work;</p>	<p>Comment Received</p>

<p>To Work; (using the bus, not walking)  I catch the 4 to Downtown, then catch the 7 to 31st and Iowa, then catch the 9 to Kasold and Clinton Parkway. This trip takes approximately 53 minutes.  Your Trip Planner suggested a different use of the bus system. It stated that I should use the 4 bus south to downtown catch the 10 bus east and walk south down Kasold Drive for 19 minutes, totaling 53 minutes. Same time but either I am riding three buses, no walking or I am riding two buses and walking. I choose to ride at my age and who can guess the weather.</p> <p>From Work; (using the bus, not walking)  2 scenarios which depending on when I get off work, top of hour or if I have to stay until bottom of the hour, which is often;  Top of hour I will catch the 9 bus south to 31st and Iowa, transfer to the 7 bus north, and then transfer to the 4 bus downtown northbound and then home, North Lawrence. This trip takes approximately one hour and twenty-three minutes. Bottom of the hour I will catch the 9 bus north to 6th and Wakarusa, transfer to the 6 bus east to downtown, then catch the 4 bus north to home, North Lawrence. This trip takes approximately 56 minutes. The other scenario, states that I can walk North on Kasold Drive and catch the 10 bus west to 6th and Wakarusa Drive. I would then catch the 6 bus east to downtown. Once downtown I would transfer to the 4 bus north to home, North Lawrence. This trip takes approximately 57 minutes. This is not what I want at my age nor dealing with the weather when walking.</p>	<p>Comment Received</p>
<p>I'm very surprised that the section of 6th street between Wakarusa and Folks is going from being served by 3 routes to 0. Three to ZERO! That's a huge change. This area has a Dillon's, doctors' offices, a pharmacy, Rohan Ridge Apts. and several restaurants. The new route 4 may drop off near 6th and Folks on the north side of 6th, but it's really not safe to cross 6th street there.</p>	<p>Comment Received</p>