



**Route Redesign Study
Steering Committee Meeting
August 24, 2021
5:30 PM – 7:30 PM**

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

Online Participation Site:
https://lawrenceks.zoom.us/meeting/register/tJMtd-morDMrGtHCEIcvkt5dwaLbo_M6yi9z

Transit Route Redesign Steering Committee Attendance			
Contact	Organization	Email Address	Present
August Rudisell	Public Transit Advisory Committee (PTAC)	srudisell@gmail.com	<input checked="" type="checkbox"/>
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Staff Team

Subset of Steering Committee

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Consultant Team

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Transit Survey

- R. Martin provided an update on the survey progress. There are 585 total responses. Six routes have received statistically significant number of responses.
- A. Weigel gave an update that the team is still collecting a few more responses.
- M. de Vries gave an update that the QR code has been posted as a rider alert, and the online survey is open again.

Meeting Dates

- The team discussed scheduling meetings in October. The team would like to possibly hold two meetings in October.
- City Commission might conflict with the earlier October date.
- A. Quisenberry let everyone know that the KU offices will be closed for the scheduled meeting time in October.

Route Profiles

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

- **Route 11**
 - Strengths: Strong ridership; operates on Saturdays.
 - Weaknesses: Destinations other than KU requires circuitous alignment; potential overcrowding; large one-way loops at each end.
 - Opportunities: Higher frequency during peaks; split route into two, both ending at Bob Billings transfer facility.
 - A. Rudisell: really like the idea of splitting route into two. This is a backup route for many people, since it goes through KU.
 - C. Bowen: The current alignment through Target is difficult and unsafe for pedestrians and people with ADA concerns. It would be better if the bus served the front of the building.
 - B. Palchik: Agree, although it unclear what the options are, as we have been advised that this is not a safe operating environment.
 - A. Rudisell: There is a lot of traffic at 31st & Nieder, and there is concern with buses coming out of the intersection, although it is signalized.
 - A. Quisenberry: The drive in front of Target is private, and Target probably wouldn't like buses on it.
 - M. de Vries: If the drive is asphalt, and it's not built to hold a bus, the bus will destroy it very quickly, which would be a significant expense to Target.
 - B. Palchik: We'll have to think about this. Target is a destination worth serving. Perhaps it would be possible to link the Target to a demand-response zone to serve it more directly.



- C. Bowen: Is there a pull out for the bus along 33rd?
 - B. Palchik: It is challenging to turn the bus around there. A roundabout is a nice idea, but is probably not feasible.
- A. Weigel: Unfortunately, this issue is tied to land use decisions. Ideally, the parking lot and Target would have been flipped around, and then would be accessible. Hopefully happens in future.
- A. Quisenberry: We can call Target to see if it's concrete or asphalt. If it's concrete, we could take a bus through there.
- Ginger Doll: Where do deliveries go? Buses could possibly serve the back where deliveries are made. This would also avoid pedestrians, which could slow the bus down.
- A. Rudisell: Why does the bus travel along Nieder?
- B. Palchik: Target is worth serving directly and there are some other businesses along Nieder as well.
- A. Weigel: Just a note that we have received many requests from passengers to provide service within easy walking distance to Aldi, in the South Iowa loop. The alignment as it is allows us to serve the Aldi as directly as possible.
- **Route 29**
 - Strengths: Provides a transit link between KU and off-campus apartments; provides fast and frequent service; simple and direct alignment; strong ridership.
 - Weaknesses: Low ridership after 8pm; issues with on-time performance, especially early arrivals.
 - Opportunities: Truncate route at Bob Billings, and potentially use Kasold Drive, rather than Iowa Street, to get there, serving more multi-family housing; end service at 8pm.
 - A. Rudisell: I support the Kasold Dr routing idea.
 - M. de Vries: There is potential for boarding along Kasold Dr, based on past routing and boarding.
- **Route 30**
 - Strengths: Connect KU and off-campus apartments, strong ridership, good clockface frequencies, transfer opportunities on campus.
 - Weaknesses: Low ridership north of Union. Potential safety issue outside of the Union when passengers cross the street to access the Union. Challenging operating environment at Meadowbrook (grade and parking cars) and an unprotected left turn onto Kasold.
 - Opportunities: Serve Union from the backside, on Mississippi street, however, that requires a turnaround. Could repurpose the parking lot as a transit hub.
 - A. Quisenberry: I don't think it's an issue for pedestrians to cross the street at the Union. Crosswalk is fine. Repurposing parking lot is very unlikely.
 - M. de Vries: Agree about crosswalks, they're fine. There are two more crosswalks since redoing road. Bus stops have been redesigned with



safety in mind. For the turnaround question, could make short turn at 12th, but there is road furniture turning left from 12th to Oread Ave, so the left turn might be too difficult. There will be a new welcome center off of Oread.

- B. Palchik: It might not be necessary to turn right on Crestline Drive; the bus can skip that loop.
 - G. Webber: Please remove that loop. Crestline is one of the most dangerous streets in the neighborhood, with high crash numbers. It is not very hard to ask students to walk to Bob Billings to get a bus.
- B. Palchik: What about the last loop on Apple?
 - M. de Vries: I am hesitant to cut things, as this route performs really well. I think we'd lose all the ridership if we took out this last loop on Kasold. The church has a parking lot that people use as a park & ride.
 - G. Doll: The left turn from 14th to Kasold isn't great, but it's like all left turns.
 - B. Palchik: Crosswalks are a problem on these streets.
- **Route 34**
 - Strengths: Fast & frequent service to connect KU and apartments, good clockface frequency, operates every 30 minutes, many transfer opportunities.
 - Weaknesses: Lowest daily ridership among KU routes. Large loop means that bi-directional travel is difficult. Low ridership along 6th street.
 - Opportunities: Interline the route with another KU route to create cycle times that are more frequent. Right now, the frequency is 30 minutes because it takes 30 minutes to operate. Could run service less frequently. Could reverse direction of the end loop. But it could be difficult to make the right turn, so this wouldn't be feasible.
 - A. Quisenberry: Aren't left turns more dangerous?
 - B. Palchik: Left turns are dangerous if you're crossing two lanes of traffic. But in this case, the left turn is from a major road to a smaller road, so it's actually safer, as there is more visibility for the left turn, and you only need to cross one lane of traffic. The right turn, from a smaller street to a larger street, is dangerous because the 6th Street traffic is kind of hidden around the bend and travels fast.
 - A. Quisenberry: If ridership is low, we should reduce frequency in the evening.
- **Route 36**
 - Strengths: Fast & frequent service to connect KU and apartments, as well as retail (The Merc and Dillon's). Clockface frequency.
 - Weaknesses: Low ridership after 6pm. Low ridership west of Emery Road.
 - Opportunities: Replace with demand-response service instead. Turn buses around along 9th street, although that is a challenge.
 - M. de Vries: There is a steep hill that makes the turnaround challenging.



- A. Weigel: Route 4 uses a turnaround along 9th & Iowa.
- B. Palchik: There are many destinations on 6th but they could be served by a different route.
- G. Webber: Lawrence Ave has problems with speeding and has a number of speed humps. It would be a tough sell for neighborhood to route a bus through there.
- M. de Vries: There are no crosswalks near the apartments on 6th. 6th is high-speed and unfriendly to pedestrians. Is there a way to get them to the Bob Billings transfer center? It's so hard to have a spot to turn the bus around.
- C. Bowen: We should make a list of all of these places that need pedestrian improvements and give this to City. We should tell the City not to develop like the west, suburban part of town.
 - B. Palchik: Agree, but we can also propose on-demand for suburban areas. In some places it is worth fighting for pedestrian access, like 6th Street, since it's so close to being useful.
- A. Quisenberry: Notes that this route does go on Emery Road, serving students in off-campus in fraternities/sororities.
- M. de Vries: Reminds the group that KU routes have a different purpose than City routes; the purpose is to get students to campus.
- The Nest sends their own shuttle to campus every day.
- L. McCulloch: If Route 11 is changed, would there be any KU routes that connect to a grocery store?
 - There is demand for groceries on campus; there are on-campus apartments where people can cook for themselves, and lots of international students who live on-campus and wouldn't have a car to go to the grocery store. There are often riders on Route 11 who are carrying groceries. Access to Walmart and Target would be important.
 - A. Weigel: City Route 10 would go across town still.
 - This is something to keep in mind.
- **Route 38**
 - Strengths: Fast & frequent service to connect KU and apartments.
 - Weaknesses: Operates every 25 minutes, which is odd: not frequent enough, but also not clockface. Low ridership after 6pm.
 - Opportunities: Interline route, end service at 6pm, consider replacing later service with demand-response.
 - L. McCulloch: Transfers unlikely if people are carrying food. On-demand service could cost more, while KU routes are free for KU students.
 - B. Palchik: Fare structure for on-demand service could stay the same.
 - M. de Vries: We don't want more types of service than we already have.
 - B. Palchik: We can think of it as redesigning SafeRide.



- G. Webber: Since ridership falls off in the evening, does 11 provide an option for traveling to retail? This route seems similar to 11.
 - M. de Vries: Students are directed to use 11 all summer long, so it makes sense.
- G. Webber: At south loop, there is a proposed apartment building with 350 beds.
- A. Quisenberry: Students won't mind if their route goes through transfer hub, as long as it's not out of the way. Students ride for free on City routes. City earns some additional funding with higher ridership (STICK funding).
- **Route 41 - Paid for through parking fees**
 - Strengths: Provides fast and frequency on-campus circulation with many transfer opportunities.
 - Weaknesses: One-way loop is not ideal.
 - Opportunities: Extend service a little later. Move route to W. 9th Street instead.
 - A. Rudisell: Likes the 19th Street idea – this would hit the new School of Business.
 - M. de Vries: There is currently no stop at Schwegler, but it is a good idea to add one there.
 - A. Quisenberry: Routing away from Daisy Hill might be a problem.
 - M. de Vries: We skip Daisy hill in afternoons so that those students use other routes.
 - B. Palchik: Does Daisy Hill need to be connected to the parking lots? Probably not.
- **Route 42**
 - Strengths: Figure-8 service connecting a lot of important places on campus. Rec center is key.
 - Weaknesses: One-way service.
 - Opportunities: Restructure to connect to Bob Billings.
 - M. de Vries: We lost ridership in the past when we tried to change this route. I like the idea of updating circulator routes. Students park by rec center and want to go to classes on Jayhawk. Service to Jayhawk is very important.
- **Route 43**
 - Strengths: Fast and frequent on-campus circulation. Highest ridership and productivity of KU routes. Simple and direct alignment with many transfer opportunities.
 - Weaknesses: Potentially overcrowded buses and early end of service.
 - Opportunities: Supplement capacity between Daisy Hill and Jayhawk Blvd with frequent service between Bob Billings hub and KU campus. Invest in pedestrian improvements.
 - A. Weigel: We need to think critically about frequency of connection between Bob Billings, campus, downtown, retail.



- **Route 44 – Nighttime service**
 - Strengths: Late night service serving important destinations, clockface frequency, high ridership
 - Weaknesses: Ridership falls off later in the evening and it doesn't provide weekend service.
 - Opportunities: Have this route start later, other routes continue a little later. Then maybe do demand-response service instead, maybe even Saturdays or Sundays.

Next Steps

- The team will take this feedback and create service scenarios.

Next Steps
September Steering Committee Meeting – September 28th, 5:30 PM –7:30 PM We will discuss the Public Outreach results.