

## Summary of Comments Received on Proposed Policy Changes and Fare Increases

### Andrew Stahmer

- In favor of fare increases on both systems
- Against any reduction of current service levels

### Eileen Jones

- No- designated stops
- No- fare increase
- Yes- to “tasteful” advertising on the bus
- Yes- supports tax increase to fund public transportation

### Jody Anderson

- Does not support recertification
- Does not support 3 day reservation limit
- Does not support “conditional” certifications
- Understands increasing the fare
- Understands children 12 and under riding with an adult

### Pat Slick

- Opposes fare increases-believes it would impractical to enforce
- Would like to see free transfers eliminated-charge regular fare for each ride
- Eliminate use of consultants
- Believes a Medicare card should be the requirement for T Lift and half-fare qualification
- Does not support having medical professionals certification
- Feels day passes are impractical and feels it will overburden the drivers if they have to sell them

### Richard & Margaret Backus

- Do not support restricting children 12 & under from riding without an adult

### Lois Ammel

- Does not support restricting children 12 & under from riding without an adult
- Supports serving the DG County Jail
- Bus fare should be a flat 50 cents for everyone
- Lawrence does not provide the same level of service as the other Kansas communities whose fares we are trying to come in line with
- Would like to see better access to East Hills from the NW part of town
- Would rather see service changes than fare increases
- If round trip on the bus costs more or the same as a ½ gallon of gas, the bus loses all benefits

- Supports advertising on the bus
- Review the policy of free transfers

Fred Sack

- Does not support fare increase
- Believes we should use smaller buses

Jamie Mann

- Does not support changes in T Lift policies
- Does not support fare increase on T Lift

Acie Douglas

- Supports fare increase
- Feels it's time for routes/schedules to be re-evaluated
- Would like service later in the evening and on Sundays

Daniel Torneden

- Very happy with current service
- Supports fare increase
- Supports policy changes

Marion Babb

- Does not support fare increase on T Lift

Sherry Rohn

- Does not support restricting children 12 & under from riding without an adult

LaVonne Marks

- Does not support restricting children 12 & under from riding without an adult

Roberta Pokphanh

- Does not support restricting children 12 & under from riding without an adult

Clark Coan

- Does not support fare increases (especially the eventual doubling of fares)
- Suggests compromise to 75¢ for one-way trip

Jill Brungardt

- Does not support restricting children 12 & under from riding without an adult

Jill Baker

- Does not support fare increase unless current fare structure would result in reduced service

Marian Hukle on behalf of a mother on the bus

- Does not support restricting children 12 & under from riding without an adult
- Suggests 10 & under must ride with a person 13 years or older

David Burress

- Suggests we add a medical override to our 30 day suspension policy for high cancellation rates
- Does not support restricting children 12 & under from riding without an adult
- Does not support enforcement of conditional certifications

Eva Moore

- Does not support restricting children 12 & under from riding without an adult

Suzanne Hines

- Supports fare increases
- Feels fares should just be doubled now as opposed to “phasing,” which will only cause confusion

Jodi Moore

- Does not support restricting children 12 & under from riding without an adult

Kendra Moore

- Does not support restricting children 12 & under from riding without an adult

RECEIVED  
MAY 15 2007

Dear Mr. Galante,  
Please don't raise the age limit to ride  
on the bus! I just turned 11 and I  
have been looking forward to riding the  
bus this summer to go to the Arts Center.  
My parents are very busy. I have gone  
on the bus before with my sister and my  
girlscout troop. The fate of the summer  
(for me) lies in your hands!

From,

Jodi Moore

RECEIVED  
MAY 15 2007

Dear Mr. Galante,

Please do not prohibit children 11 years or younger from riding the T bus alone. I was ~~was~~ 11 when I first started to ride it. Since I always try to do as many activities as possible, I need a safe and easy way to get across town. There was a time one summer that I was riding the T every single day. If there had been age restrictions, I wouldn't have been able to do half the things I wanted to.

In sixth grade I would ride the bus every other Tuesday from school. If it came by West Jr. High I would ride it at least two or three times a week.

Thank you for your considerations.

Sincerely,

Kerdes Moore



**Cliff Galante**

---

**From:** Sherry Rohn [srohn@allenpress.com]  
**Sent:** Monday, May 07, 2007 10:29 AM  
**To:** Cliff Galante  
**Subject:** Policy Changes

Regarding (6)

How will individual bus drivers determine the age of unaccompanied children? 12-year-olds do not carry I.D. with their birth date on it. Will my 12-year-old (who is small for her age) be expected to carry (and trusted with?!) her birth certificate?

She is a T rider who currently uses the bus after school to get to swim practice. During the summer, she will be using the T after swim practice to get to where she needs to go next. She will always be unaccompanied—if I were able to accompany her, she would be riding in the car.

Just wondering how enforcement of this rule will be carried out. If you turn away unaccompanied children, then they are not where their parents expect them to be (on the bus) and are left standing on street corners. I'm not sure that's in the best interest of child safety, personally.

Please consider these points when considering rule change (6).

Thank you,

Sherry Rohn

# Feedback regarding transit policy changes

Feedback is requested in writing. Please fax or mail this form to the address below. Following the public hearing on April 11, 2007, there will be a 30-day public comment period. Comments should be submitted by May 11, 2007.



Date: \_\_\_\_\_  
Name: David W. Lawrence  
Address: 1700 Mass. St. #505  
Phone number: 785-749-0041  
E-mail: \_\_\_\_\_

Comments: No Problem With T. so won't stay  
With

Fax: (785) 832-3462

Mail: Lawrence Transit System • PO Box 708 • Lawrence, KS 66044

E-mail: [cgalante@ci.lawrence.ks.us](mailto:cgalante@ci.lawrence.ks.us) • Phone: (785) 832-3465

## Cliff Galante

---

**From:** LaVonne Marks [lgmarks@sunflower.com]

**Sent:** Thursday, May 10, 2007 6:08 PM

**To:** Cliff Galante

**Subject:** Policy Changes

Mr. Galante, I would like to address the policy change concerning the age requirement. There are a lot of families I know that have children who depend on the bus system to get them around town to their various activities, especially during the summer. With an age restriction, it will hinder these families a lot, especially ones with more than one child. Activities always seem to overlap each other when two or more children are involved. I think it should be left up to the parent to decide if their child(ren) is(are) mature enough to ride the bus without a parent.

Thank you for the opportunity to express my views. LaVonne Marks



**Cliff Galante**

---

**From:** Roberta Pokphanh [pokphanh@ku.edu]  
**Sent:** Tuesday, May 08, 2007 10:53 AM  
**To:** Cliff Galante  
**Cc:** Marian Hukle  
**Subject:** Children riding the bus

May 8, 2007

Mr. Galante:

I understand that the transit committee is considering a policy regarding minors riding the city bus. Prior to any declaration of a "one-size fits all" policy that does not consider the realities of raising children in a busy household, I wanted to share with you my experience with my children riding the bus. I have found the bus an excellent option for my children to get to and from summer activities. When my daughter (having then just completed the fifth grade, age 10) was participating in a pre-band music program during the summer at Lawrence High School, I had her brother, then 15, escort her to and from this activity on the bus. In this manner, she was able to take part in an activity that would have been very difficult and impractical for me, as a working parent, to drive her to every day. At the same time, one of her 5th grade classmates was also riding the bus every day (alone) to swimming lessons at the outdoor pool. This transportation option allowed these children to learn important new skills (playing an instrument, swimming, and more importantly, independence) while also learning the value of public transportation. I think it is perhaps even more important that there are now three youngsters who understand the value of mass transit, and will not be as reluctant as their "chauffeured" peers to use and support it in the future. My children will now consider the bus as an option for going to the movies, rather than asking for a ride.

I urge you to consider that young people, even those only 10 years old, are capable of understanding and utilizing the mass transit system in a mature manner. While I certainly would not put my five-year old on the bus unescorted, I would consider it appropriate for her older siblings to escort her to an activity on the bus. Further, I consider this a safer option than being transported in a passenger vehicle by a teenage sitter. As a parent, the "T" has provided my family with an important transportation option, especially during the summer. As the Lawrence Parks and Recreation Department starts it's busy season of swimming, tennis, and other activities for school aged children, (or the Lawrence Arts Center, or any other local organization) I urge the committee to consider the benefits that working with such programs, children, and their families has to our community, and continue to allow parents to make those transportation arrangements that serve their individual family best.

Thank you for your consideration.

Sincerely,

Roberta Pokphanh

Roberta Pokphanh  
2115 Melholland Road  
Lawrence, KS 66047

5/11/2007

**Cliff Galante**

---

**From:** Clark Coan [clarkcoan@yahoo.com]  
**Sent:** Monday, May 07, 2007 10:37 AM  
**To:** Cliff Galante  
**Subject:** Public Comment

Hello!

Please accept these comments on the proposal to increase fares for the T. The fact is virtually no transit system in the country is self-supporting. Public transit systems are public or community services and cannot expect to even come close to be self-supporting.

The proposed doubling of fares will hardly make a difference in the T's total revenues budget but will place an undue burden on low-income riders who use it daily.

Equally important, a doubling of fares to \$2.00 RT will decrease ridership. Clearly, the City has two goals: increase ridership and decrease the use of automobiles (and thereby reduce street congestion, wear and tear on streets and pollution). Doubling of the fare will definitely decrease ridership.

Maybe a compromise could be increasing fares to \$.75 OW.

Thank you for paying attention to my comments.

Clark Coan  
114 Pawnee Ave.  
Lawrence, KS 66046  
842-3458

---

Ahhh...imagining that irresistible "new car" smell?  
Check out [new cars at Yahoo! Autos](#).



**Cliff Galante**

---

**From:** Brungardt, Jill [Jill.Brungardt@CommerceBank.com]  
**Sent:** Thursday, May 03, 2007 12:57 PM  
**To:** Cliff Galante  
**Subject:** Policy Changes  
**Importance:** High

Cliff,

In regards to proposed change (6) Children Under Age 12 Must Be Accompanied by an Adult for T and Tlift Service.

I would agree that if someone is traveling *alone*, then a minimum age should be set for someone to ride; however, what if a seven year old is accompanied by a responsible 12 year old? My husband and I both commute daily for our jobs. During the summer, our 12 year old will babysit our 7year old. We would prefer to enroll them in KU's fitness program, have them be able to go to the library, etc. instead of having them watch TV all day. In order to accomplish this, we would need to rely on the Transit system for transportation. Our 12 year is very responsible and is comfortable with with this responsibility. We are asking that the policy take into consideration this type of situation.

Thanks!

Jill Marie Brungardt

\*\*\*\*\*  
If you wish to communicate securely with Commerce Bank and its affiliates,  
you must log into your account under Online Services at  
<http://www.commercebank.com> or use the Commerce Bank Secure Email Message  
Center at <https://securemail.commercebank.com>

NOTICE: This electronic mail message and any attached files are confidential.  
The information is exclusively for the use of the individual or entity intended  
as the recipient. If you are not the intended recipient, any use, copying, printing,  
reviewing, retention, disclosure, distribution or forwarding of the message or  
any attached file is not authorized and is strictly prohibited. If you have  
received this electronic mail message in error, please advise the sender by reply  
electronic mail immediately and permanently delete the original transmission, any  
attachments and any copies of this message from your computer system.

\*\*\*\*\*

**Cliff Galante**

---

**From:** Jill Baker [jbaker@cwood.org]  
**Sent:** Thursday, April 26, 2007 1:58 PM  
**To:** Cliff Galante  
**Subject:** Public comment about increase in T-Lift rates

**Good afternoon Mr. Galante,**

**Cottonwood, Inc. has appreciated our, now, long-time working relationship with the Lawrence Transit System and has seen so many positive benefits to the population of individuals that we serve in terms of increased independence, productivity, and inclusion in the community because of this service. We are proud to show off, to visitors from all over the region, our active and efficient transit system. It has made a significant difference in the employment outcomes for individuals with barriers to employment, as transportation is always a critical consideration for this population.**

**Many of our consumers have very limited incomes which will be greatly affected by paying 50 cents more per T-Lift ride. In addition, we have a number of consumers who work short shifts at their community jobs for a variety of reasons. A rate increase of \$1.00 for roundtrip transportation means that many of these individuals might have to consider resigning from their community jobs because they no longer can afford to get to and from work. We feel that we would be losing the ground that we have gained in the recent past and individual lives would change for the worse.**

**However, we would also hate to see service flexibility and capacity reduced if a rate increase is not implemented. We understand the cost drivers but wanted you to know what a difference this service makes to the population that we serve. Thank you for your consideration.**

Jill Baker  
Administrator of Services  
Cottonwood, Inc.  
Lawrence, KS.  
785-842-0550

This message and accompanying documents are covered by the Health Insurance Portability and Accountability Act of 1996 (HIPAA) and any regulations under HIPAA, and contains information intended for the specified individual(s) only. This information is confidential. If you are not the intended recipient or an agent responsible for delivering it to the intended recipient, you are hereby notified that you have received this information in error and that any review, dissemination, copying, or taking of any action based on the contents of this information is strictly prohibited. If you have received this communication in error, please notify us immediately and delete the original email.

5/11/2007



**Cliff Galante**

---

**From:** Marion Babb [mbabb@cwood.org]  
**Sent:** Thursday, April 26, 2007 10:29 AM  
**To:** Cliff Galante  
**Subject:** T-Lift Rate Increase

**Good morning, Cliff,**

**I just wanted to participate in the public comment about the possible increase in T-Lift rates.**

**Because of attending the PTAC meetings, I do understand why a rate increase has been proposed for both the T and the T-Lift. In addition, I am aware that the rates have not increased over the past six years for these services; and I certainly know that gasoline prices have jumped tremendously over the past few years, but I do have some concerns about how a rate increase will affect a number of the Cottonwood consumers who currently ride the T-Lift.**

**Many of our consumers have very limited incomes which will be greatly affected by paying 50 cents more per T-Lift ride. In addition, we have a number of consumers who work short shifts at their community jobs for a variety of reasons. A rate increase of \$1.00 for roundtrip transportation means that many of these individuals might have to consider resigning from their community jobs because they no longer can afford to get to and from work. I think if that were to happen, not only would it be a loss to that individual, it would be a loss to our community as a whole which I believe benefits greatly by employing individuals with disabilities.**

**Thank you so much for your time,  
Marion**

*Marion Babb*

*Employment Coordinator  
JobLink*

*...a division of Cottonwood, Inc.*

*2801 West 31st Street  
Lawrence, Kansas 66047*

*785.842.0550*

*fax: 785.842.6102*

*e-mail: [mbabb@cwood.org](mailto:mbabb@cwood.org)*

This message and accompanying documents are covered by the Health Insurance Portability and Accountability Act of 1996 (HIPAA) and any regulations under HIPAA, and contains information intended for the specified individual(s) only. This information is confidential. If you are not the intended recipient or an agent responsible for delivering it to the intended recipient, you are hereby notified that you have received this document in error and that any review, dissemination, copying, or taking of any action based on the contents of this information is strictly prohibited. If you have received this communication in error, please notify us immediately by e-mail and delete the original message.

5/11/2007

**Cliff Galante**

---

**From:** Jamie Mann [daisymann5@yahoo.com]

**Sent:** Friday, April 20, 2007 12:34 PM

**To:** Cliff Galante

**Subject:** tlftchanges

To whom it may concern,I am upset about changes in the t lift system.It is not right that people with dissabilities should have prices raised higher to where we can,t afford it.Some of us are blind to where we can,t drive or we choose not to drive.Jamie

---

Ahhh...imagining that irresistible "new car" smell?  
Check out [new cars at Yahoo! Autos.](#)

**Cliff Galante**

---

**From:** Marian Hukle [hukle@math.ku.edu]

**Sent:** Monday, April 16, 2007 2:04 PM

**To:** Cliff Galante

**Subject:** Age limit for the fixed route

Cliff: I spoke to a mother that often sends her children to summer activities (swimming, music lessons, library etc) about an age limit for riding the bus. She suggested 10 and up to ride alone, anyone under 10 has to be accompanied by a person 13 years or older. This would allow for older siblings and babysitters to take children on outings and give moms a break : )

I think the suggestions sound good---and I am speaking as a parent and as someone who used to take the city bus to school and the library when I was younger than 10 (my mother does not know how to drive).

Marian



## Cliff Galante

---

**From:** Burress, David A [d-burress@ku.edu]  
**Sent:** Thursday, April 12, 2007 6:12 PM  
**To:** Cliff Galante  
**Subject:** RE: feedback on proposed T system changes

Cliff-

I'm glad your email address was in the announcements. The newspaper chose not to include it. David

-----Original Message-----

From: Cliff Galante [mailto:cgalante@ci.lawrence.ks.us]  
Sent: Thu 4/12/2007 4:51 PM  
To: Burress, David A  
Cc: BobM@independenceinc.org  
Subject: RE: feedback on proposed T system changes

Dear Mr. Burress,

Thanks for your feedback. It will be taken into consideration.

To address your first issue, my direct email address has been included in all public hearing notices about where to submit written feedback during the 30-day written public comment period.

Thanks,

Cliff Galante, CCTM  
Public Transit Administrator  
Lawrence Transit System  
P.O. Box 708  
Lawrence, KS 66044  
Phone: (785) 832-3464  
Fax: (785) 832-3462  
www.lawrencetransit.org

"T"...Your City in Motion!

-----Original Message-----

From: Burress, David A [mailto:d-burress@ku.edu]  
Sent: Thursday, April 12, 2007 1:35 PM  
To: Cliff Galante  
Cc: BobM@independenceinc.org  
Subject: feedback on proposed T system changes

Dear Mr. Galante-

As an occasional T user I do see a need for preventing abuses of the T, because they interfere with use by the rest of us. However, several of your proposals seem to reflect no appreciation of how much harder it is for many people with disabilities than for others to comply with red tape.

1. Please announce an email address from receiving comments on your proposed changes. Requiring hard copy input is a hardship for some persons with disabilities. I also request that you distribute a timely notice of proposed rule changes and of comment procedures to all T users.

2. You need to add a medical override for your policy on 30 day suspension for high cancellation rates. Some people have severe and unpredictable medical conditions that interfere with travel.

3. The prevention of traveling by unaccompanied children is unreasonable. You state there



is no empirical basis for it, it is not imposed on regular buses, and it works a hardship on parents or guardians who have difficulty traveling.

4. Conditional qualification for ice and snow is superficially plausibly but administratively unwise. Your department has no expertise to make such a determination. There are no professional standards I am aware of for making such a determination. Doctors will not want to make such a determination for a number of reasons. The number of cases it really applies to is likely to be extremely small or even non-existent in Lawrence: someone so frail they cannot move safely on snow is rarely going to be at the same time so robust they can walk long distances and wait at a bus stop. In any case, since long run costs depend substantially on peak use, and snow is a time of peak use, any long run cost savings are likely to be quite minor.

However, short-term qualification for temporary disabilities could make some sense.

Sincerely,  
David Burress  
912 Holiday Dr, 66049  
749-1218

## Cliff Galante

---

**From:** Burress, David A [d-burress@ku.edu]  
**Sent:** Thursday, April 12, 2007 1:35 PM  
**To:** Cliff Galante  
**Cc:** BobM@independenceinc.org  
**Subject:** feedback on proposed T system changes

Dear Mr. Galante-

As an occasional T user I do see a need for preventing abuses of the T, because they interfere with use by the rest of us. However, several of your proposals seem to reflect no appreciation of how much harder it is for many people with disabilities than for others to comply with red tape.

1. Please announce an email address from receiving comments on your proposed changes. Requiring hard copy input is a hardship for some persons with disabilities. I also request that you distribute a timely notice of proposed rule changes and of comment procedures to all T users.

2. You need to add a medical override for your policy on 30 day suspension for high cancellation rates. Some people have severe and unpredictable medical conditions that interfere with travel.

3. The prevention of traveling by unaccompanied children is unreasonable. You state there is no empirical basis for it, it is not imposed on regular buses, and it works a hardship on parents or guardians who have difficulty traveling.

4. Conditional qualification for ice and snow is superficially plausibly but administratively unwise. Your department has no expertise to make such a determination. There are no professional standards I am aware of for making such a determination. Doctors will not want to make such a determination for a number of reasons. The number of cases it really applies to is likely to be extremely small or even non-existent in Lawrence: someone so frail they cannot move safely on snow is rarely going to be at the same time so robust they can walk long distances and wait at a bus stop. In any case, since long run costs depend substantially on peak use, and snow is a time of peak use, any long run cost savings are likely to be quite minor.

However, short-term qualification for temporary disabilities could make some sense.

Sincerely,  
David Burress  
912 Holiday Dr, 66049  
749-1218



**TO: Public Transit Advisory Committee,  
any other authoritative body and interested parties**

**FROM: Andrew Stahmer, fixed route & para-transit consumer  
2500 West 6<sup>th</sup> Street, Apt #511 – Lawrence**

I have been a patron of the “T-Lift” (para-transit) since the service was first offered; I have used the “T” (fixed route) for the last several years as well. I honestly feel a fare increase for *both* services is overdue when you consider that both services are still offering the same fare as when the service was initiated several years ago.

I am someone who depends on the “para-transit” system to get me to life-dependant dialysis treatments on Tuesday-Thursday-Saturday mornings at 6am. Because I need to be at the hospital *at 6am* utilizing the “fixed route” system to get to my appointments is not an option for me-yet I fully support (on my very limited income) the fare increase.

I’m sure that compared to *any* other transit provider in this area the fares of our transit system are below the average. I’m sure my opinions will probably put me in the minority. It has been my experience that people *have* the money/time for things that *really are* a priority in their life. If a disabled person truly is unable to afford the fare increase and refuses/cannot utilize the “fixed route” service I suggest they contact Independence Incorporated and discuss alternative transportation options.

I have heard (and am **not** sure of the validity) that offering the disabled fare-free rides on the “fixed route” on a permanent basis is also being considered. I really feel this would be a good idea to help persuade “para-transit” patrons to utilize the “fixed route” service. Getting a free ride, vs. \$2 a ride is quite motivating. I’m also guessing that if a free-fare on fixed route service convinces more patrons to utilize that service vs. the para-transit-it would be a substantial savings for the whole agency (and our city) in the long run.

As a former member of the Public Transit Advisory Committee, I’m assuming the only other option to cut costs is to decrease current service in some way. I do hope that I am not the only consumer who is whole-heartedly **AGAINST** any reduction in any operation of either service.

I appreciate the opportunity to be allowed to submit my opinion and am very grateful not only for the “T” and “T-Lift” services, but the excellence in which they are provided and maintained.

be glad people are  
riding the T and the  
last thing we should  
do is discourage riding  
with a fare increase.

Buy smaller buses  
for low ridership  
routes -

RECEIVED  
APR 18 2007

TO: Public Transit 4-13-07  
To Cliff Salanta  
FROM: Fred Saul

The fare to ride the  
T is such a small %  
of the budget that any  
increase is a bad idea.

The cost to the rider  
is a huge % of their  
budget. We should



5-9-07

RECEIVED  
MAY 10 2007

Dear Mr. Gallante,

Please do not change regulations concerning the age of children required to ride the bus alone. I believe this should be a parent decision, based on their needs and the child's maturity level.

Over the summer, Lawrence provides a wonderful assortment of kid activities across town. Most of these classes are not all day, from 8-5 or even 9-4. Therefore, for working parents, it is almost impossible to leave work to get their kids to these great experiences. The alternative is to leave them home all day... probably in front of the TV or computer.

Many 10 & 11 year olds have reached an independent time in their lives where they can handle riding the bus alone.

My mother, who grew up in Chicago, was riding the bus alone, all over Chicago, at an



even younger age.

If we are to change the attitude of our citizenry to accept the bus as an alternative to private cars, we must start young. Young people are the key to its future.

My own kids started riding the bus at age 11, and did just fine. If it wasn't a possibility then, they would have missed out on so many great summer camps and classes, because there's just no way I could have left work 4-6 times a day for pick up & drop off.

Additionally, the experience not only increased their independence, but their self confidence as well. They also liked the trust I gave them, and never let me down.

Please do not tinker with the age!  
Sincerely, Eva Moore



## Wendy Koerner

---

**From:** Cliff Galante  
**Sent:** Tuesday, April 17, 2007 8:31 AM  
**To:** Wendy Koerner  
**Subject:** FW: Proposed changes

Cliff Galante, CCTM  
Public Transit Administrator  
Lawrence Transit System  
P.O. Box 708  
Lawrence, KS 66044  
Phone: (785) 832-3464  
Fax: (785) 832-3462  
[www.lawrencetransit.org](http://www.lawrencetransit.org)

"T"...Your City in Motion!

-----Original Message-----

**From:** Ammel, Lois (C) (LWR) [mailto:Lois.Ammel@guidant.com]  
**Sent:** Tuesday, April 17, 2007 8:22 AM  
**To:** Cliff Galante  
**Subject:** Proposed changes

I would like to voice a few concerns about the proposed transit changes...

1. Not allowing children under 13 to ride alone is unfair to them. 9-12 year olds should be responsible enough to ride the bus alone. I have seen a few take the bus to school and I would think kids would use it in the summer to go to games/parks/etc. Parents often are not available to take their children everywhere and young boys tend to explore on their own. If a child out playing gets too tired to walk home, they should be able to catch the bus, etc.

2. The jail should be on the bus route! There is no excuse for it not to be. Making a right hand turn onto K10 at the jail (where there is a paved access shoulder) would be no more difficult than turning out of the business district! Service to the jail should be made a priority!

I do not advocate left hand turns onto or across K10 but it is only necessary to make the stop on the route going one way...or else use a back route. The people in jail are no different from the people I see out of jail except they need the bus service more.

3. I think the bus fare should be a flat 50c for everyone. I've been a student and know both students and elderly and it is no more difficult for them to make ends meet than it is for the poor working person who is being overburdened with paying everyone else's way! In fact, most of the students & elderly that I know are better off than I am. I'd say about 2/3 or more of the people I see using the bus are only paying 25c.

Yes, there are some cheaters, but most are legitimate. If everyone paid the same, there would be no problem with IDs & cheating. If after time this proved not enough of an increase, then raise everyone to 75c.

Young children are the only ones who should be half price. Barring that, I would reduce the discount to only 25% instead of 50%.

4. Comparing Lawrence to the other cities is not exactly fair & accurate either. The other cities are much larger and cover a greater territory.

For instance, Johnson County even offers bus svc to Lawrence (which I really wish ran on Saturdays). KC connects to MCI airport. Lawrence does not have the same level of svc nor the same customer base!

5. I have seen many people start work at NCS Pearson riding the bus but then rapidly discontinue because they come from the NW part of town which requires 2 transfers and 1 1/2 hrs each way. A change to this route/connection should be a priority as it would increase ridership.

Along with this, why do the 5, 7, & 8 all service the S Lawrence shopping area at the same time? It has no benefits. Anyone making a transfer can do so along 23rd. If the schedules were staggered, it would serve the shopper better. Why couldn't one route be cut back or dropped?

6. I would rather see changes to schedules and routes to help cut costs than to see an increase in bus fares. Most bus riders are poor people.
7. I only use the bus to go to work because it is currently cheaper than gas. The bus takes 40 min., requires a one mile walk to a bus stop in all types weather (or an additional 10 min to catch a closer bus & make a transfer), and limits my times at work. My car takes me 10 min (15 max) and offers greater flexibility all around. When roundtrip fare costs the same or more than half a gallon of gas, the bus loses all benefit.
8. Selling advertisement space to help defray the cost of the buses should definitely be adopted. People don't care what bus company it is - only that it meets their needs...and if branding hasn't occurred in 6 years, then it doesn't matter.
9. Transfer slips are another area where riders try to get more than they've paid for and may need some review.

Thank you for considering the above points!  
Lois Ammel



## Wendy Koerner

---

**From:** Cliff Galante  
**Sent:** Tuesday, April 17, 2007 8:32 AM  
**To:** Wendy Koerner  
**Subject:** FW: Policy Changes

Cliff Galante, CCTM  
Public Transit Administrator  
Lawrence Transit System  
P.O. Box 708  
Lawrence, KS 66044  
Phone: (785) 832-3464  
Fax: (785) 832-3462  
[www.lawrencetransit.org](http://www.lawrencetransit.org)

"T"...Your City in Motion!

-----Original Message-----

**From:** Backus Family [mailto:[murphus@sunflower.com](mailto:murphus@sunflower.com)]  
**Sent:** Monday, April 16, 2007 7:23 PM  
**To:** Cliff Galante  
**Subject:** Policy Changes

Mr. Galante,

We are writing in response to the policy change regarding children under age 12 riding the "T" unattended.

We have been supporters of the public transportation service since it began. We love the freedom that it allows us and our two children, aged 13 and 10, who have been riding the "T" together since they were 11 and 8 years of age. Thanks to the T, they have been able to engage in a host of activities that otherwise would be impossible for them. We have relied on the T for them so they can participate in swimming and music events at Free State High School during times we cannot transport them, knowing they can catch the bus back to our home in North Lawrence. They take the bus to go downtown, and to get home from downtown. Not only does it enable them to share in activities, it has had the added benefit of helping them establish their independence.

We have not been given information that actually details why this policy is being considered, we can only guess. We have never witnessed problems with younger kids on the T, so we are left to assume that this is a policy that's being adopted thanks to the poor behavior of a decided minority. This seems a regressive, not proactive stance, and certainly does little to help the citizens of Lawrence. We certainly understand the need to exercise control, but at whose and what expense? It seems that parents and children who are acting responsibly are being punished, rather than those who are not exercising proper behavior.

We strongly urge you to reconsider this policy for the negative impact it will certainly have on many families across town. If the problem is with a few people, perhaps one solution would be to have all children under a certain age carry a parental permission form, that way the system would have names to attach to faces. If a child exhibits behavior that's disruptive to the safe operation of a bus, and does repeatedly, the pass could be revoked and a parent would be required to accompany the child.

We're not that big a community that we can't exercise some latitude and flexibility, and we believe it's extremely important this policy be dropped before it's implemented.

Respectfully,  
Richard and Margaret Backus  
736 North 4th St.  
832-0817

**Wendy Koerner**

---

**From:** Cliff Galante  
**Sent:** Tuesday, April 17, 2007 8:32 AM  
**To:** Wendy Koerner  
**Subject:** FW: T Public Comment

Cliff Galante, CCTM  
Public Transit Administrator  
Lawrence Transit System  
P.O. Box 708  
Lawrence, KS 66044  
Phone: (785) 832-3464  
Fax: (785) 832-3462  
[www.lawrencetransit.org](http://www.lawrencetransit.org)

**"T"...Your City in Motion!**

-----Original Message-----

**From:** Pat M. Slick [mailto:[slickpat@sbcglobal.net](mailto:slickpat@sbcglobal.net)]  
**Sent:** Monday, April 16, 2007 5:43 PM  
**To:** Cliff Galante  
**Cc:** Ann Fahrbach Branden; Branden, Ann K; Highberger; Marian Hukle  
**Subject:** T Public Comment

**Hello,**

**The following are more of my comments regarding the proposed changes to the Public Transportation system in Lawrence, Kansas. These comments are being submitted in response to the formal call for such as required by statute:**

**FARE INCREASES:** In light of my previous statements on this matter opposing a fare increase and for those stated reasons I would urge the T to dispose of the free transfer system and charge the present fares for each ride taken. This would increase revenue and place less of a burden on the riders who take direct routes. This type system would also eliminate what has been called "transfer fraud" and I would call transfer creativity where one can use our hub and spoke system to take a round trip ride in the



Any fare increase would have to be policed for compliance. The expense of policing this compliance may result in no net gain when buses have to wait for a police officer to remove a passenger or if that passenger is not removed the word will quickly spread as it has now that one can ride for twenty-five cents.

It seems to me although I am not certain that the consultants who urged the administration to increase the fares for the Lawrence Transit system had not spent any time on the streets of Lawrence and maybe had not spent much time riding the buses and listening to and observing what was going on our bus system.

A fifty cent fare increase still represents a 100% rate of inflation since 2000. No person's wages, including those of the drivers has increased that much and the overall cost of living has not increased that much. There is no reason therefore for those reasons and those which I have stated earlier in this letter and in previous letters for such a draconian fare increase to be initiated.

Thank you for your considerations.

Pat M. Slick  
1406 E.15th Street  
Lawrence, KS 66044-4402:06  
785-331-2661  
KEEP ON DANCING  
Erin go bragh  
KEEP ON DANCING



**Wendy Koerner**

---

**From:** Cliff Galante  
**Sent:** Monday, April 16, 2007 8:23 AM  
**To:** Wendy Koerner  
**Subject:** FW: Public Comment

Cliff Galante, CCTM  
Public Transit Administrator  
Lawrence Transit System  
P.O. Box 708  
Lawrence, KS 66044  
Phone: (785) 832-3464  
Fax: (785) 832-3462  
[www.lawrencetransit.org](http://www.lawrencetransit.org)

**"T"...Your City in Motion!**

-----Original Message-----

**From:** Pat M. Slick [mailto:[slickpat@sbcglobal.net](mailto:slickpat@sbcglobal.net)]  
**Sent:** Saturday, April 14, 2007 11:09 PM  
**To:** Cliff Galante  
**Subject:** Public Comment

**Hello,**

The following are more of my comments regarding the proposed changes to the Public Transportation system in Lawrence, Kansas. These comments are being submitted in response to the formal call for such as required by statute:

**FARE INCREASES:** It should be noted that the proposed fare increases for the T and the T-Lift amount to 100% over the present rates. It has been noted that there has not been a fare increase in the six years the system has been running. If we look at the proposed rate increases, they would amount to more than twice the inflation rate over that same time period (from the beginning of service until January of 2007). With Lawrence, Kansas being among the lowest cities in Kansas and lagging behind the rest of the state in wage scale, such a rate increase would



constitute an undue burden on those using public transport in Lawrence, Kansas.

It has been noted that fuel prices have increased drastically since 2001; however, we know that the largest costs for a public transportation is worker compensation and not fuel costs. It cannot be said that the city of Lawrence, Kansas has doubled the compensation it pays to MV the system operator of the system, for the drivers and other employees.

A doubling of the fare is not called for considering the wage scale in Lawrence, Kansas; the compensation the city pays to MV to operate the system and the over all inflation rate in the nation and the city since the system began operating.

**DAY PASSES:** With a two hour time frame allowed at present for the use of transfers, a Day Pass would seem not practical for most riders. The selling of these passes may present a problem if the sale is made by drivers since it would be time consuming and many riders will not have exact change. Drivers should not be required to make change. Drivers on many routes have difficulty now keeping on schedule since the head ways have not been changed since the system was started. Causing the driver to have to sell Day Passes would constitute a use of time and a possible safety hazard trying to keep to schedule.

In light of the present rules for transfer use and the item needed to issue Day Passes, such passes should not be used.

I may have additional comments before the formal deadline of May 11, 2007. Thank you.

**Pat M. Slick**  
**1406 E.15th Street**  
**Lawrence, KS 66044-4402:06**  
**785-331-2661**  
**KEEP ON DANCING**  
**Erin go bragh**  
**KEEP ON DANCING**



**Cliff Galante**

---

**From:** Pat Slick [slickpat@sbcglobal.net]

**Sent:** Tuesday, May 08, 2007 2:34 PM

**To:** Cliff Galante

**Subject:** Public Comment:

**Fare Increase:** While in Los Angeles recently I was told by a driver and former supervisor of the Metro there that one could ride one way on a bus there for forty miles for a fare of \$1.25. The proposed fare increases for the T are unjustified considering the short routes our buses run.

In lieu of the transfer system the day pas could be used. But not both day passes and transfers.

**Pat M. Slick**

**1406 E. 15th Street**

**Lawrence, KS 66044-4402:06**

**KEEP ON DANCING**

788 Highway 40  
Lawrence, Kansas 66049  
April 12, 2007

RECEIVED  
APR 16 2007

Mr. Cliff Galante  
Public Transit Administrator  
P.O. Box 708  
Lawrence, Kansas 66044

Dear Mr. Galante:

I know that you are grappling with a tight budget and some very difficult situations. I have been following the news stories about the para-transit system. I have a son and several friends who use the system. I understand and can agree with some of the changes that have been proposed. I believe, however, that some of your plans have little true value while others are inappropriate and would be detrimental to the very people who most need your service. I hope that you will take a few moments to consider my comments.

First, some people have physical disabilities that are permanent. My son is paraplegic. He uses a manual wheelchair. He's been using a wheelchair since he was two years old. He will use one all his life. Requiring him to be "recertified" by a physician every three years is a waste of time, money, and paper. Have you really considered the cost of the bureaucracy necessary to keep track of the proposed three-year system? I know it can be done but I question the cost and the value of such a system.

Second, when you talk about tightening the current reservation policy, are you including the subscription service in the three-day reservation limitation? My son has a standing reservation to get him to and from dialysis. Will he need to add calling the bus twice a week to his already taxing list of responsibilities? I know it seems like a small thing. And I know that you, like I, have sometimes forgotten to make an important call. We are in the fortunate position of generally having several options. If my son forgets to call, his transportation options are very limited. The same goes for a friend who relies on the para-transit system to get to and from work.

Finally, and most importantly, I object to the casually presented suggestion that some people would be "conditionally" qualified to ride the para-transit system. Who will make the determination of who is "conditionally" qualified? My friend, who also uses a wheelchair, and uses the para-transit system to get to work, explored using the fixed bus route and discovered she would have to switch buses three times. When you've got wheels, it's not an easy hop on and off the bus. More troubling the scenario that she is conditionally qualified, awakes one morning, finds six inches of snow on the ground, calls the bus company and can't get a ride to work. What are her options?

I understand increasing the fare. I understand setting the expectation that children younger than 12 not ride without an adult. I understand establishing rules for suspension



when someone abuses the service. Some of the other suggestions that have been made could be abusive to the very folks we are attempting to serve. Please consider their situation.

I'd like to recommend that you and everyone involved in making this decision contact LMH, one of the medical supply companies, or Independence, Inc. and borrow or rent a wheelchair for a week of use. Hide your car keys and use the bus system. It would be an enlightening experience and one that could be a useful guide for revising the system. Don't forget to call the bus.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jody C. Anderson".

Jody C. Anderson

cc: Sue Hack, Mike Amyx, Robert Chestnut, Michael Dever; Boog Highberger; Chad Lawhorn



## Wendy Koerner

---

**From:** Cliff Galante  
**Sent:** Thursday, April 12, 2007 10:03 AM  
**To:** Wendy Koerner  
**Subject:** FW: Comments regarding proposed changes to the T

FYI

Cliff Galante, CCTM  
Public Transit Administrator  
Lawrence Transit System  
P.O. Box 708  
Lawrence, KS 66044  
Phone: (785) 832-3464  
Fax: (785) 832-3462  
[www.lawrencetransit.org](http://www.lawrencetransit.org)

"T"...Your City in Motion!

-----Original Message-----

**From:** Eileen Jones [mailto:[eejones@ku.edu](mailto:eejones@ku.edu)]  
**Sent:** Friday, April 06, 2007 9:17 AM  
**To:** Cliff Galante  
**Subject:** Comments regarding proposed changes to the T

I would like to respectfully submit my comments regarding some proposed changes to the T. The five members of my family are frequent riders of the bus. We live in west Lawrence and appreciate the opportunity the bus gives us to travel to downtown, KU and South Iowa. The bus gives my teenagers much-needed freedom to participate in the community, and it makes it possible for the adults to choose not to drive a pollution-emitting, parking-space-occupying vehicle downtown or to the KU parking lots. A Lawrence resident only since 2004, I am grateful to live in a community that has the vision to provide public transportation.

NO to fixed stops only:

I feel that making the bus stop at fixed routes only would make it much less usable for many people. For example, for me, catching the bus between work and a class sometimes requires that I catch the bus between bus stops - or wait another half hour which would make me late to class.

I would prefer it if the bus came a little less often - for example, every 45 or 60 minutes instead of every 40 minutes - if it is necessary to keep the bus on schedule while picking up riders at any point along the route.

NO to fare increase:

I believe that increasing the fare would result in lost ridership. For many who ride the bus to low-paying jobs, the increased expense would hurt. It seems to me that increasing the ridership should be the main goal at this time - and that when the buses are filled, that will be the time to consider a fare increase.

YES to advertising:

I would like to see the T generate revenue with tasteful advertising outside and inside the bus. It would be wonderful if the T could devote a /small/ portion of that advertising space to publicize community events. (I learned of the City Commission meeting on April 11 from the flyer on the bus.) The T could be even more integral to the Lawrence community than it already is, and advertising is one means to this end.

The T is a major asset to Lawrence. Every rider represents a person who might not otherwise be able to get to work, a child who would otherwise be stuck at home, an adult who can choose not to add air pollution or occupy a parking space, a student who can get by without owning a car... all good things for the community. It contributes a great deal to the common good, even for those who do not ride it. Even if the tax base must heavily support the T, it is worthwhile. I'd happily support a tax increase to keep the T in Lawrence.

Please don't make changes that will make the T harder to use or more expensive to use, or that will decrease ridership.

Thank you for accepting my comments.

Eileen Jones & family  
University of Kansas employee



Dear McGalante,

It's been years ~~now~~ without a fare increase, I do agree it is fair to do so. I also think it is time for a route change, update, revision & extension. I have been riding the "T" nearly everyday since I moved to Lawrence 3 yrs ago. It has been my primary source of transportation since then. I use it to go to

work, school, & recreational activities. However, it takes me a long time to get to certain parts of town. I ride the bus for a total of 2 hrs daily just getting to school & back. I live at Kasold & Newark, 5 blocks away from both the routes. 5 blocks may not seem that far, but in extreme weather conditions it seems further.

It takes me 15 minutes to walk there & wait. I get dropped off in the evening at KU Park & Ride ~~for~~ from the Johnson County bus. There is no bus that runs there except the KU Bus but only goes to KU. I usually have to walk home & it takes 15 min. I would like to see a bus that circles Kasold

and connects 6<sup>th</sup> & Kasold to 23<sup>rd</sup> Kasold (AKA Clinton Parkway to maybe Iowa & makes a circle around. That would be very convenient for me. I would not mind paying up to \$2.00 per ride if the bus route ran late in the some places more often. I'd like to use it now on Sunday. I think you should



talk to your bus drivers  
? ASK their opinion where  
and when the bus is  
most needed. Talking to  
one bus driver, I found  
out no one rides the  
#7, no one rides early  
Weekend mornings. So  
lets/decrease the times  
OR make them later ~~on~~  
in the morning. ~~Reconstruct~~  
~~Re~~ Let's Reconstruct  
Routes that are not  
implemented so much, &  
try a different route.

making. For my decision  
in riding the bus is  
not for my ~~my~~ wallet,  
not for the economy.  
Raising the fare is not  
something I fear, but  
to see your system  
grow would give me  
joy. Please email  
me if you have  
any questions or if  
I could be of service  
to help in decision-  
making. Thanks,  
Acie Douglas.

I know the JCCC bus  
is a new one, but  
it would be great,  
if you could run  
buses more in sync  
with them, as people  
who take that bus gets  
dropped off or do not  
own cars. This is  
just one person's  
opinion, but I  
appreciate everything  
you guys do, & I  
hope my suggestions  
help in your decision

Acie Douglas  
3506 Hartman Ave  
Apt 1  
Lawrence, KS 66049  
Acie@loveable.com

RECEIVED  
APR 23 2007