

July 2025



CITY OF LAWRENCE
UNIVERSITY OF KANSAS



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UNIVERSITY OF KANSAS

August 2025 Route Change Report

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Executive Summary

Lawrence Transit and KU On Wheels annually evaluate bus routes to ensure they effectively serve the Lawrence community. Route changes are driven by:

- 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 shifts in demand
- Recurring challenges with keeping the bus on time

After the previous year's implementation of the Route Redesign process in conjunction with the opening of Central Station, five bus routes continue to serve Downtown Lawrence. Central Station maintains six local routes and two regional connections (Greyhound and K-10 Connector).

A new Downtown Station is also in development aiming to enhance rider comfort and convenience. After completing a site selection process this year the station will be located at City Parking Lot #14 (northeast corner of 8th and Vermont). Planned features include driver restrooms, weather protection, individual bus bays, and next-departure signs. Design and construction is targeted for 2026–2027.

Goals of the 2025 route changes:

- Improve reliability and travel times
- Refine routes based on public feedback
- Maintain access to essential community resources

Public input has been central to these changes. Feedback gathered in 2025 informed the final route updates detailed in this report.

Make Every Route a Strong Route

In 2024, Lawrence Transit implemented a route redesign to align with the opening of Central Station and effectively connect riders to jobs, education, grocery, and essential medical services. Our annual route changes and public survey enables us to critically evaluate each route to **make every route a strong route**.

Survey Summary

From February 28 to March 31, 2025 Lawrence Transit invited feedback through a Lawrence Listens survey:

- There were 241 total responses
- 88% of respondents ride the bus more than twice a week
- 94% ride more than a few times a month

FIGURE 1: LAWRENCE LISTENS SURVEY RESPONSE SUMMARY
How often do you ride the bus?



This indicates the majority of feedback came from consistent riders who have made Lawrence Transit an essential mode of travel.

Feedback Chart Methodology

All survey route comments were determined to be positive, neutral, or negative. A comment was also classified as neutral if it was not directly related to a positive/negative impact of the given route. Comments that were left blank or N/A were not factored into the survey response charts to accurately represent the community feedback.

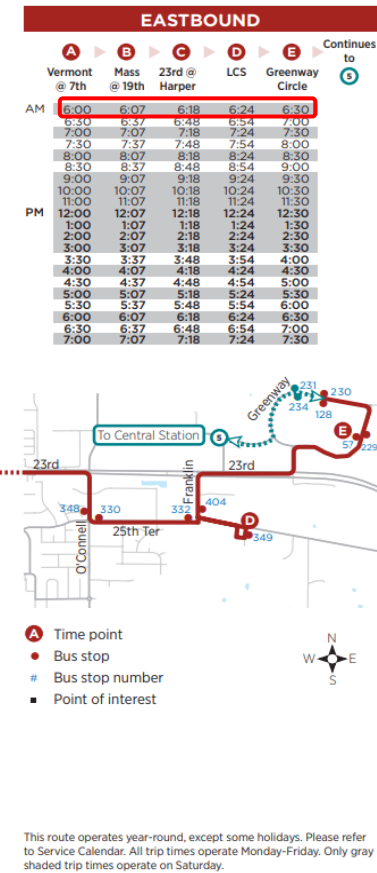
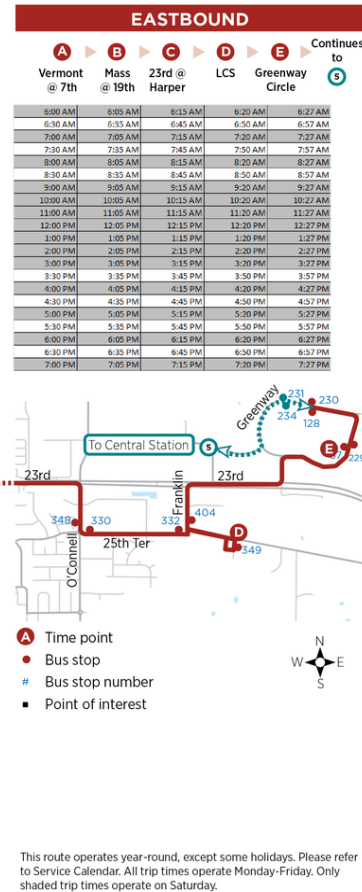
Public Notice:

- [Press release](#)
- Link posted to www.lawrencetransit.org
- Social Media posts

Route 1

Proposed Changes

Final Route



Proposed to have a direct connection from Downtown to Haskell campus and have service on both Haskell and Harper from 19th to 23rd.

Adjusted route timing based on driver feedback and added additional morning trips.

Community Feedback

Positive themes:

The majority of comments about Route 1 proposed changes were positive. Rider comments were especially positive about the direct connection from Haskell Indian Nation University to Downtown and returning service to Haskell Avenue between 19th and 23rd.

Concerns:

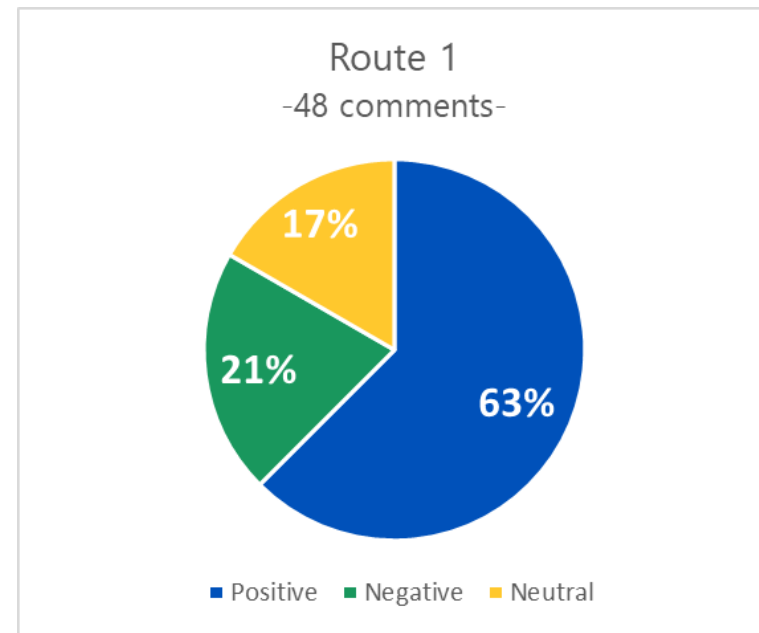
Respondents, including drivers, were primarily concerned with timing of the route. A small number of commenters were concerned about moving the alignment away from 19th street between Massachusetts Street and Haskell Ave.

In response:

Based on survey feedback, we have retained our proposed route alignment and adjusted the timing of the route based on driver feedback and test runs. An additional morning trip was added to the Westbound portion of this route. While this route could not retain access along 19th street and also serve the essential services along Haskell Avenue, riders who need to access 19th Street can still do so via Route 7.

Full comments found in **Appendix A: Survey Responses**

FIGURE 2: ROUTE 1 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 1 ARE SUMMARIZED BELOW:

- 21% OF SURVEY COMMENTS WERE NEGATIVE
- 17% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 63% OF SURVEY COMMENTS WERE POSITIVE

Route 2

Proposed Route

Final Route

2 Central Station to Lakeview Road via LMH

NORTHBOUND

Central Station 9th @ Iowa LMH Lakeview

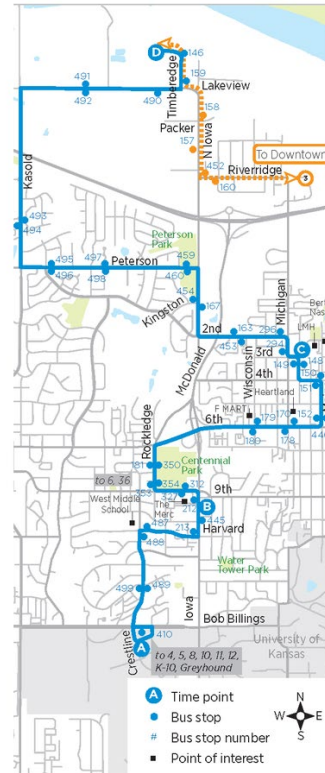
Time	Central Station	9th @ Iowa	LMH	Lakeview
6:00 AM				
6:30 AM				
7:00 AM				
7:30 AM				
8:00 AM				
8:30 AM				
9:00 AM				
9:30 AM				
10:00 AM				
10:30 AM				
11:00 AM				
11:30 AM				
12:00 PM				
12:30 PM				
1:00 PM				
1:30 PM				
2:00 PM				
2:30 PM				
3:00 PM				
3:30 PM				
4:00 PM				
4:30 PM				
5:00 PM				
5:30 PM				
6:00 PM				
7:00 PM				

SOUTHBOUND

Lakeview LMH 9th @ Iowa Central Station

Time	Lakeview	LMH	9th @ Iowa	Central Station
6:20 AM				
6:50 AM				
7:20 AM				
7:50 AM				
8:20 AM				
8:50 AM				
9:20 AM				
9:50 AM				
10:20 AM				
10:50 AM				
11:20 AM				
11:50 AM				
12:20 PM				
12:50 PM				
1:20 PM				
1:50 PM				
2:20 PM				
2:50 PM				
3:20 PM				
3:50 PM				
4:20 PM				
4:50 PM				
5:20 PM				
5:50 PM				
6:20 PM				
6:50 PM				
7:20 PM				

This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only shaded trip times operate on Saturday.



2 Central Station to Lakeview Road via LMH

NORTHBOUND

Central Station Rockledge @ 6th LMH Lakeview

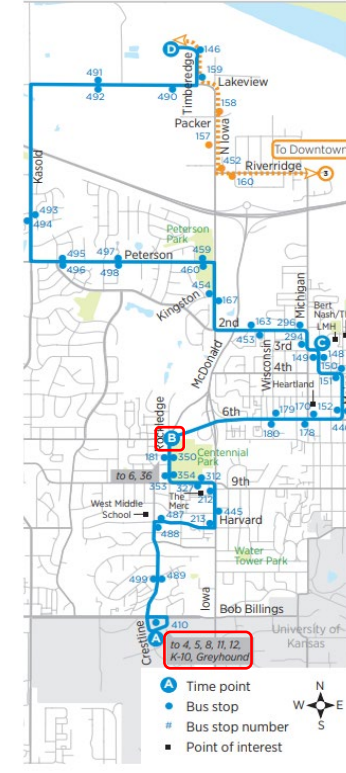
Time	Central Station	Rockledge @ 6th	LMH	Lakeview
6:00 AM				
6:30 AM				
7:00 AM				
7:30 AM				
8:00 AM				
8:30 AM				
9:00 AM				
9:30 AM				
10:00 AM				
10:30 AM				
11:00 AM				
11:30 AM				
12:00 PM				
12:30 PM				
1:00 PM				
1:30 PM				
2:00 PM				
2:30 PM				
3:00 PM				
3:30 PM				
4:00 PM				
4:30 PM				
5:00 PM				
5:30 PM				
6:00 PM				
7:00 PM				

SOUTHBOUND

Lakeview LMH Rockledge @ 6th Central Station

Time	Lakeview	LMH	Rockledge @ 6th	Central Station
6:20 AM				
6:50 AM				
7:20 AM				
7:50 AM				
8:20 AM				
8:50 AM				
9:20 AM				
9:50 AM				
10:20 AM				
10:50 AM				
11:20 AM				
11:50 AM				
12:20 PM				
12:50 PM				
1:20 PM				
1:50 PM				
2:20 PM				
2:50 PM				
3:20 PM				
3:50 PM				
4:20 PM				
4:50 PM				
5:20 PM				
5:50 PM				
6:20 PM				
6:50 PM				
7:20 PM				

This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only gray shaded trip times operate on Saturday.



The southbound schedule is proposed to be 5 minutes later than today's schedule, departing at 20 minutes past the hour.

Changed time point B to Rockledge @ 6th based on driver feedback and added an additional southbound trip in the morning.

Community Feedback

Positive themes:

The majority of comments received about Route 2 proposed changes were positive. Commenters noted that Route 2 is generally on time and provides an easy transfer to other routes.

Concerns:

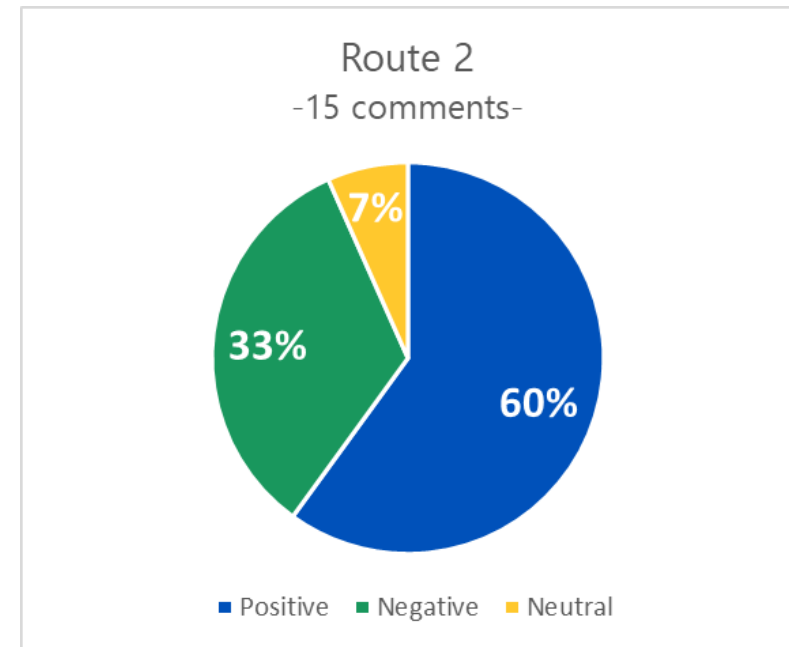
We received a few comments about the route alignment on Crestline and the desire for closer access to Bert Nash and TRC. Other comments were about bus size and the timepoint at 9th and Iowa.

In response:

There were no major changes proposed to Route 2. Last year we moved the route from Iowa to Crestline to serve the public school, increasing ridership by 6.7%. Serving Bert Nash more directly than today is challenging due to the street grid organization around LMH. All bus stops in the area are ADA accessible. Lawrence Transit monitors bus capacity and can up-size buses, as needed, based on ridership and fleet availability. Based on feedback, the timepoint was changed from 9th and Iowa to Rockledge at 6th to address safety concerns.

Full comments found in **Appendix A: Survey Responses**

FIGURE 3: ROUTE 2 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 2 ARE SUMMARIZED BELOW:

- 33% OF SURVEY COMMENTS WERE NEGATIVE
- 7% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 60% OF SURVEY COMMENTS WERE POSITIVE

Route 3

Proposed Route

3 Downtown to Lakeview Road via LMH

- A Time point
- Bus stop
- # Bus stop number
- Point of interest



This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only shaded trip times operate on Saturday.

NORTHBOUND

A	B	C	D	Continues to
Vermont @ 7th	Rockledge @ 6th	LMH	Lakeview	2
6:00 AM	6:08 AM	6:12 AM	6:18 AM	
6:30 AM	6:38 AM	6:42 AM	6:48 AM	
7:00 AM	7:08 AM	7:12 AM	7:18 AM	
7:30 AM	7:38 AM	7:42 AM	7:48 AM	
8:00 AM	8:08 AM	8:12 AM	8:18 AM	
8:30 AM	8:38 AM	8:42 AM	8:48 AM	
9:00 AM	9:08 AM	9:12 AM	9:18 AM	
9:30 AM	9:38 AM	9:42 AM	9:48 AM	
10:00 AM	10:08 AM	10:12 AM	10:18 AM	
10:30 AM	10:38 AM	10:42 AM	10:48 AM	
11:00 AM	11:08 AM	11:12 AM	11:18 AM	
12:00 PM	12:08 PM	12:12 PM	12:18 PM	
1:00 PM	1:08 PM	1:12 PM	1:18 PM	
2:00 PM	2:08 PM	2:12 PM	2:18 PM	
3:00 PM	3:08 PM	3:12 PM	3:18 PM	
3:30 PM	3:38 PM	3:42 PM	3:48 PM	
4:00 PM	4:08 PM	4:12 PM	4:18 PM	
4:30 PM	4:38 PM	4:42 PM	4:48 PM	
5:00 PM	5:08 PM	5:12 PM	5:18 PM	
5:30 PM	5:38 PM	5:42 PM	5:48 PM	
6:00 PM	6:08 PM	6:12 PM	6:18 PM	
6:30 PM	6:38 PM	6:42 PM	6:48 PM	
7:00 PM	7:08 PM	7:12 PM	7:18 PM	
8:00 PM	8:08 PM	8:12 PM	8:18 PM	

SOUTHBOUND

Continues from	D	C	B	A
2	Lakeview	LMH	Rockledge @ 6th	Vermont @ 7th
6:30 AM	6:38 AM	6:45 AM	6:53 AM	
7:00 AM	7:08 AM	7:15 AM	7:23 AM	
7:30 AM	7:38 AM	7:45 AM	7:53 AM	
8:00 AM	8:08 AM	8:15 AM	8:23 AM	
8:30 AM	8:38 AM	8:45 AM	8:53 AM	
9:00 AM	9:08 AM	9:15 AM	9:23 AM	
9:30 AM	9:38 AM	9:45 AM	9:53 AM	
10:00 AM	10:08 AM	10:15 AM	10:23 AM	
10:30 AM	10:38 AM	10:45 AM	10:53 AM	
11:30 AM	11:38 AM	11:45 AM	11:53 AM	
12:30 PM	12:38 PM	12:45 PM	12:53 PM	
1:30 PM	1:38 PM	1:45 PM	1:53 PM	
2:30 PM	2:38 PM	2:45 PM	2:53 PM	
3:00 PM	3:08 PM	3:15 PM	3:23 PM	
3:30 PM	3:38 PM	3:45 PM	3:53 PM	
4:00 PM	4:08 PM	4:15 PM	4:23 PM	
4:30 PM	4:38 PM	4:45 PM	4:53 PM	
5:00 PM	5:08 PM	5:15 PM	5:23 PM	
5:30 PM	5:38 PM	5:45 PM	5:53 PM	
6:00 PM	6:08 PM	6:15 PM	6:23 PM	
6:30 PM	6:38 PM	6:45 PM	6:53 PM	
7:30 PM	7:38 PM	7:45 PM	7:53 PM	

Proposed to serve 9th St. leaving and approaching Downtown. Keeping access to Heartland Community Health from Michigan.

Final Route

3 Downtown to Lakeview Road via LMH

- A Time point
- Bus stop
- # Bus stop number
- Point of interest



This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only gray shaded trip times operate on Saturday.

NORTHBOUND

A	B	C	D	Continues to
Vermont @ 7th	Rockledge @ 6th	LMH	Lakeview	2
6:00 AM	6:08 AM	6:12 AM	6:18 AM	
6:30 AM	6:38 AM	6:42 AM	6:48 AM	
7:00 AM	7:08 AM	7:12 AM	7:18 AM	
7:30 AM	7:38 AM	7:42 AM	7:48 AM	
8:00 AM	8:08 AM	8:12 AM	8:18 AM	
8:30 AM	8:38 AM	8:42 AM	8:48 AM	
9:00 AM	9:08 AM	9:12 AM	9:18 AM	
9:30 AM	9:38 AM	9:42 AM	9:48 AM	
10:00 AM	10:08 AM	10:12 AM	10:18 AM	
10:30 AM	10:38 AM	10:42 AM	10:48 AM	
11:00 AM	11:08 AM	11:12 AM	11:18 AM	
12:00 PM	12:08 PM	12:12 PM	12:18 PM	
1:00 PM	1:08 PM	1:12 PM	1:18 PM	
2:00 PM	2:08 PM	2:12 PM	2:18 PM	
3:00 PM	3:08 PM	3:12 PM	3:18 PM	
3:30 PM	3:38 PM	3:42 PM	3:48 PM	
4:00 PM	4:08 PM	4:12 PM	4:18 PM	
4:30 PM	4:38 PM	4:42 PM	4:48 PM	
5:00 PM	5:08 PM	5:12 PM	5:18 PM	
5:30 PM	5:38 PM	5:42 PM	5:48 PM	
6:00 PM	6:08 PM	6:12 PM	6:18 PM	
6:30 PM	6:38 PM	6:42 PM	6:48 PM	
7:00 PM	7:08 PM	7:12 PM	7:18 PM	
8:00 PM	8:08 PM	8:12 PM	8:18 PM	

SOUTHBOUND

Continues from	D	C	B	A
2	Lakeview	LMH	Rockledge @ 6th	Vermont @ 7th
6:00 AM	6:08 AM	6:15 AM	6:23 AM	
6:30 AM	6:38 AM	6:45 AM	6:53 AM	
7:00 AM	7:08 AM	7:15 AM	7:23 AM	
7:30 AM	7:38 AM	7:45 AM	7:53 AM	
8:00 AM	8:08 AM	8:15 AM	8:23 AM	
8:30 AM	8:38 AM	8:45 AM	8:53 AM	
9:00 AM	9:08 AM	9:15 AM	9:23 AM	
9:30 AM	9:38 AM	9:45 AM	9:53 AM	
10:00 AM	10:08 AM	10:15 AM	10:23 AM	
10:30 AM	10:38 AM	10:45 AM	10:53 AM	
11:30 AM	11:38 AM	11:45 AM	11:53 AM	
1:30 PM	1:38 PM	1:45 PM	1:53 PM	
2:30 PM	2:38 PM	2:45 PM	2:53 PM	
3:00 PM	3:08 PM	3:15 PM	3:23 PM	
3:30 PM	3:38 PM	3:45 PM	3:53 PM	
4:00 PM	4:08 PM	4:15 PM	4:23 PM	
4:30 PM	4:38 PM	4:45 PM	4:53 PM	
5:00 PM	5:08 PM	5:15 PM	5:23 PM	
5:30 PM	5:38 PM	5:45 PM	5:53 PM	
6:00 PM	6:08 PM	6:15 PM	6:23 PM	
6:30 PM	6:38 PM	6:45 PM	6:53 PM	
7:30 PM	7:38 PM	7:45 PM	7:53 PM	

Confirmed bus stop number 232 near Heartland Community Health. Added more times to the route.

Community Feedback

Positive themes:

The majority of comments received about Route 3 changes were positive. Commenters liked the new timing changes, the 9th Street alignment connecting to Centennial Park, and new Timepoint B location.

Concerns:

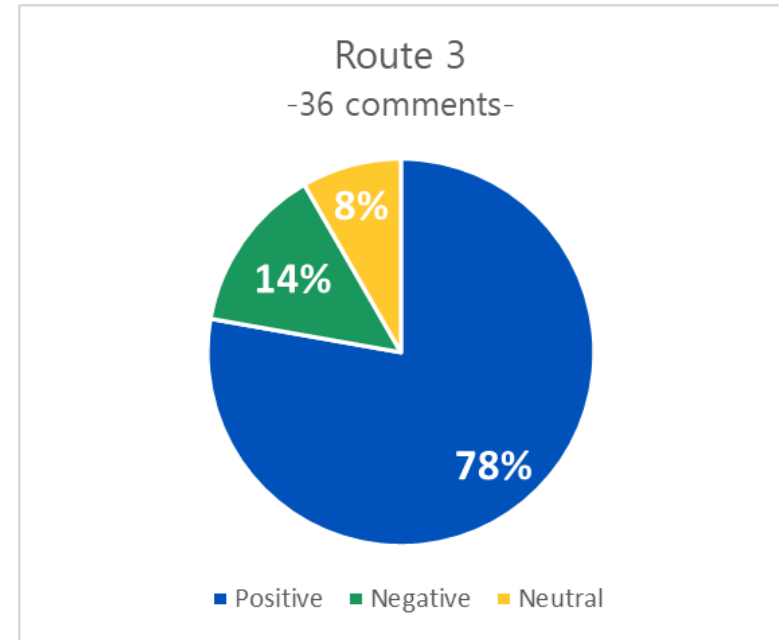
Commenters desire closer access to Bert Nash, increased frequency, and larger buses.

In response:

Based on survey feedback, we have retained the proposed route alignment and timing. Based on available funding, an extra 6:00am trip was added to the schedule. Serving Bert Nash more directly than today is challenging due to the street grid organization around LMH. All bus stops in the area are ADA accessible. Lawrence Transit monitors bus capacity and can up-size buses, as needed, based on ridership and fleet availability.

Full comments found in **Appendix A: Survey Responses**

FIGURE 4: ROUTE 3 PUBLIC INPUT RESULTS



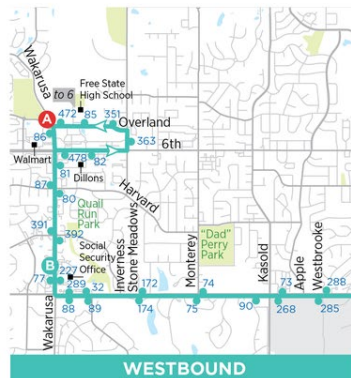
THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 3 ARE SUMMARIZED BELOW:

- 14% OF SURVEY COMMENTS WERE NEGATIVE
- 8% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 78% OF SURVEY COMMENTS WERE POSITIVE

Route 4

Proposed Route

4 Wakarusa & 6th to Downtown via Central Station & KU



WESTBOUND	WESTBOUND	WESTBOUND	WESTBOUND	WESTBOUND
Wakarusa @ 6th	Bob Billings @ Wakarusa	Central Station	Chi Omega Fountain	Downtown Station
6:30 AM	6:37 AM	6:41 AM	6:51 AM	6:56 AM
7:00 AM	7:07 AM	7:11 AM	7:21 AM	7:26 AM
7:30 AM	7:37 AM	7:41 AM	7:51 AM	7:56 AM
8:00 AM	8:07 AM	8:11 AM	8:21 AM	8:26 AM
8:30 AM	8:37 AM	8:41 AM	8:51 AM	8:56 AM
9:00 AM	9:07 AM	9:11 AM	9:21 AM	9:26 AM
9:30 AM	9:37 AM	9:41 AM	9:51 AM	9:56 AM
10:00 AM	10:07 AM	10:11 AM	10:21 AM	10:26 AM
10:30 AM	10:37 AM	10:41 AM	10:51 AM	10:56 AM
11:00 AM	11:07 AM	11:11 AM	11:21 AM	11:26 AM
11:30 AM	11:37 AM	11:41 AM	11:51 AM	11:56 AM
12:00 PM	12:07 PM	12:11 PM	12:21 PM	12:26 PM
12:30 PM	12:37 PM	12:41 PM	12:51 PM	12:56 PM
1:00 PM	1:07 PM	1:11 PM	1:21 PM	1:26 PM
1:30 PM	1:37 PM	1:41 PM	1:51 PM	1:56 PM
2:00 PM	2:07 PM	2:11 PM	2:21 PM	2:26 PM
2:30 PM	2:37 PM	2:41 PM	2:51 PM	2:56 PM
3:00 PM	3:07 PM	3:11 PM	3:21 PM	3:26 PM
3:30 PM	3:37 PM	3:41 PM	3:51 PM	3:56 PM
4:00 PM	4:07 PM	4:11 PM	4:21 PM	4:26 PM
4:30 PM	4:37 PM	4:41 PM	4:51 PM	4:56 PM
5:00 PM	5:07 PM	5:11 PM	5:21 PM	5:26 PM
5:30 PM	5:37 PM	5:41 PM	5:51 PM	5:56 PM
6:00 PM	6:07 PM	6:11 PM	6:21 PM	6:26 PM
6:30 PM	6:37 PM	6:41 PM	6:51 PM	6:56 PM
7:00 PM	7:07 PM	7:11 PM	7:21 PM	7:26 PM
7:30 PM	7:37 PM	7:41 PM	7:51 PM	7:56 PM



- A Time point
- Bus stop
- # Bus stop number
- Point of interest

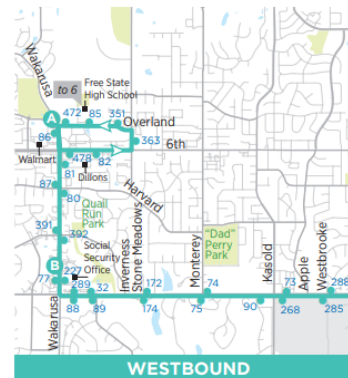


EASTBOUND	EASTBOUND	EASTBOUND	EASTBOUND	EASTBOUND
Wakarusa @ 6th	Bob Billings @ Wakarusa	Central Station	Chi Omega Fountain	Downtown Station
7:00 AM	7:05 AM	7:11 AM	7:20 AM	7:27 AM
7:30 AM	7:35 AM	7:41 AM	7:50 AM	7:57 AM
8:00 AM	8:05 AM	8:11 AM	8:20 AM	8:27 AM
8:30 AM	8:35 AM	8:41 AM	8:50 AM	8:57 AM
9:00 AM	9:05 AM	9:11 AM	9:20 AM	9:27 AM
9:30 AM	9:35 AM	9:41 AM	9:50 AM	9:57 AM
10:00 AM	10:05 AM	10:11 AM	10:20 AM	10:27 AM
10:30 AM	10:35 AM	10:41 AM	10:50 AM	10:57 AM
11:00 AM	11:05 AM	11:11 AM	11:20 AM	11:27 AM
11:30 AM	11:35 AM	11:41 AM	11:50 AM	11:57 AM
12:00 PM	12:05 PM	12:11 PM	12:20 PM	12:27 PM
12:30 PM	12:35 PM	12:41 PM	12:50 PM	12:57 PM
1:00 PM	1:05 PM	1:11 PM	1:20 PM	1:27 PM
1:30 PM	1:35 PM	1:41 PM	1:50 PM	1:57 PM
2:00 PM	2:05 PM	2:11 PM	2:20 PM	2:27 PM
2:30 PM	2:35 PM	2:41 PM	2:50 PM	2:57 PM
3:00 PM	3:05 PM	3:11 PM	3:20 PM	3:27 PM
3:30 PM	3:35 PM	3:41 PM	3:50 PM	3:57 PM
4:00 PM	4:05 PM	4:11 PM	4:20 PM	4:27 PM
4:30 PM	4:35 PM	4:41 PM	4:50 PM	4:57 PM
5:00 PM	5:05 PM	5:11 PM	5:20 PM	5:27 PM
5:30 PM	5:35 PM	5:41 PM	5:50 PM	5:57 PM
6:00 PM	6:05 PM	6:11 PM	6:20 PM	6:27 PM
6:30 PM	6:35 PM	6:41 PM	6:50 PM	6:57 PM
7:00 PM	7:05 PM	7:11 PM	7:20 PM	7:27 PM
7:30 PM	7:35 PM	7:41 PM	7:50 PM	7:57 PM

This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only shaded trip times operate on Saturday.

Final Route

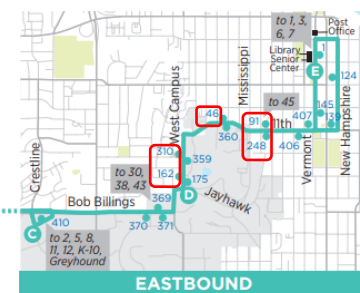
4 Wakarusa & 6th to Downtown via Central Station & KU



WESTBOUND	WESTBOUND	WESTBOUND	WESTBOUND	WESTBOUND
Wakarusa @ 6th	Bob Billings @ Wakarusa	Central Station	Chi Omega Fountain	Downtown Station
6:30 AM	6:38 AM	6:44 AM	6:51 AM	6:57 AM
7:00 AM	7:08 AM	7:14 AM	7:21 AM	7:27 AM
7:30 AM	7:38 AM	7:44 AM	7:51 AM	7:57 AM
8:00 AM	8:08 AM	8:14 AM	8:21 AM	8:27 AM
8:30 AM	8:38 AM	8:44 AM	8:51 AM	8:57 AM
9:00 AM	9:08 AM	9:14 AM	9:21 AM	9:27 AM
9:30 AM	9:38 AM	9:44 AM	9:51 AM	9:57 AM
10:00 AM	10:08 AM	10:14 AM	10:21 AM	10:27 AM
10:30 AM	10:38 AM	10:44 AM	10:51 AM	10:57 AM
11:00 AM	11:08 AM	11:14 AM	11:21 AM	11:27 AM
11:30 AM	11:38 AM	11:44 AM	11:51 AM	11:57 AM
12:00 PM	12:08 PM	12:14 PM	12:21 PM	12:27 PM
12:30 PM	12:38 PM	12:44 PM	12:51 PM	12:57 PM
1:00 PM	1:08 PM	1:14 PM	1:21 PM	1:27 PM
1:30 PM	1:38 PM	1:44 PM	1:51 PM	1:57 PM
2:00 PM	2:08 PM	2:14 PM	2:21 PM	2:27 PM
2:30 PM	2:38 PM	2:44 PM	2:51 PM	2:57 PM
3:00 PM	3:08 PM	3:14 PM	3:21 PM	3:27 PM
3:30 PM	3:38 PM	3:44 PM	3:51 PM	3:57 PM
4:00 PM	4:08 PM	4:14 PM	4:21 PM	4:27 PM
4:30 PM	4:38 PM	4:44 PM	4:51 PM	4:57 PM
5:00 PM	5:08 PM	5:14 PM	5:21 PM	5:27 PM
5:30 PM	5:38 PM	5:44 PM	5:51 PM	5:57 PM
6:00 PM	6:08 PM	6:14 PM	6:21 PM	6:27 PM
6:30 PM	6:38 PM	6:44 PM	6:51 PM	6:57 PM
7:00 PM	7:08 PM	7:14 PM	7:21 PM	7:27 PM
7:30 PM	7:38 PM	7:44 PM	7:51 PM	7:57 PM

- A Time point
- Bus stop
- # Bus stop number
- Point of interest

This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only gray shaded trip times operate on Saturday.



EASTBOUND	EASTBOUND	EASTBOUND	EASTBOUND	EASTBOUND
Wakarusa @ 6th	Bob Billings @ Wakarusa	Central Station	Chi Omega Fountain	Downtown Station
7:00 AM	7:05 AM	7:13 AM	7:20 AM	7:27 AM
7:30 AM	7:35 AM	7:43 AM	7:50 AM	7:57 AM
8:00 AM	8:05 AM	8:13 AM	8:20 AM	8:27 AM
8:30 AM	8:35 AM	8:43 AM	8:50 AM	8:57 AM
9:00 AM	9:05 AM	9:13 AM	9:20 AM	9:27 AM
9:30 AM	9:35 AM	9:43 AM	9:50 AM	9:57 AM
10:00 AM	10:05 AM	10:13 AM	10:20 AM	10:27 AM
10:30 AM	10:35 AM	10:43 AM	10:50 AM	10:57 AM
11:00 AM	11:05 AM	11:13 AM	11:20 AM	11:27 AM
11:30 AM	11:35 AM	11:43 AM	11:50 AM	11:57 AM
12:00 PM	12:05 PM	12:13 PM	12:20 PM	12:27 PM
12:30 PM	12:35 PM	12:43 PM	12:50 PM	12:57 PM
1:00 PM	1:05 PM	1:13 PM	1:20 PM	1:27 PM
1:30 PM	1:35 PM	1:43 PM	1:50 PM	1:57 PM
2:00 PM	2:05 PM	2:13 PM	2:20 PM	2:27 PM
2:30 PM	2:35 PM	2:43 PM	2:50 PM	2:57 PM
3:00 PM	3:05 PM	3:13 PM	3:20 PM	3:27 PM
3:30 PM	3:35 PM	3:43 PM	3:50 PM	3:57 PM
4:00 PM	4:05 PM	4:13 PM	4:20 PM	4:27 PM
4:30 PM	4:35 PM	4:43 PM	4:50 PM	4:57 PM
5:00 PM	5:05 PM	5:13 PM	5:20 PM	5:27 PM
5:30 PM	5:35 PM	5:43 PM	5:50 PM	5:57 PM
6:00 PM	6:05 PM	6:13 PM	6:20 PM	6:27 PM
6:30 PM	6:35 PM	6:43 PM	6:50 PM	6:57 PM
7:00 PM	7:05 PM	7:13 PM	7:20 PM	7:27 PM
7:30 PM	7:35 PM	7:43 PM	7:50 PM	7:57 PM

Proposed to merge existing Route 4 and Route 10. Route will no longer take Jayhawk Blvd and instead take West Campus Rd. Proposed to continue to the 6th St. Walmart, Dillons, and Free State High.

Finalized westbound route times, confirmed bus stop numbers 46, 91, 162, 248, and 310. This route alignment has been finalized as proposed.

Community Feedback

Positive themes:

There were slightly more positive comments about Route 4 changes. These include the proposed timing improvements and access to new points of interest gained by combining routes 4 and 10, and having 30 minute service on weekdays.

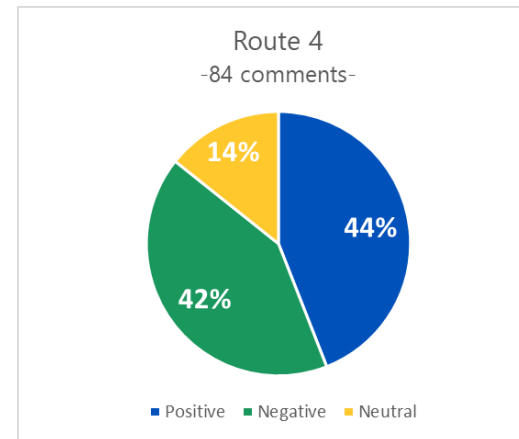
Concerns:

The primary concerns about Route 4 are about the alignment, including the loss of direct access to Jayhawk Boulevard and The Links apartment complex in northwest Lawrence.

In response:

Based on survey feedback and operational best practices, the final route has been adopted as proposed. Since 2024, this route has struggled to stay on time due to traffic along Jayhawk Boulevard. Comments are almost evenly split between positive and negative, weighing improved timing vs. access to Jayhawk Boulevard. A route that provides access to the Boulevard but is never on time doesn't meet Lawrence Transit operational goals or best practices. To provide the best route possible, the final route will serve 11th Street and West Campus Road. There are many high frequency options to access Jayhawk Boulevard during the school year and Route 45 will be available during the summer. The Links can still be accessed on Route 6. Riders who need to get to campus from northwest Lawrence can take Route 6 and transfer to routes 4 or 36. We continually monitor bus capacity and occupancy to determine bus size. In late 2024, we upsized the buses on this route from Cutaways to 35 ft buses based on rider feedback. The new route alignment also makes the use of 40 ft buses possible. **Full comments found in Appendix A: Survey Responses**

FIGURE 5: ROUTE 4 PUBLIC INPUT RESULTS



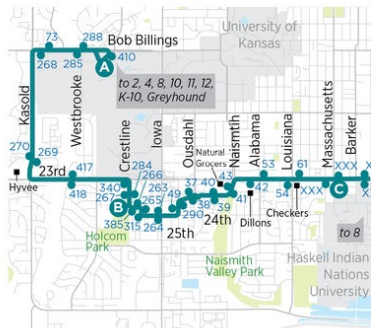
THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 4 ARE SUMMARIZED BELOW:

- 42% OF SURVEY COMMENTS WERE NEGATIVE
- 14% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 44% OF SURVEY COMMENTS WERE POSITIVE

Route 5

Proposed Route

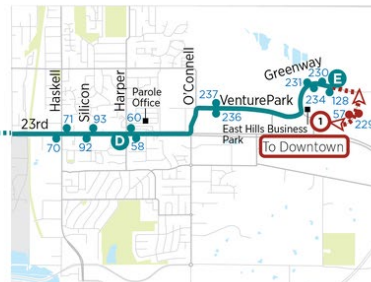
5 Central Station to East Hills via HINU



WESTBOUND

Continues from	E	D	C	B	A	Continues to
1	Greenway Circle	23rd @ Harper	HINU	25th @ Iowa	Central Station	1
6:27 AM	6:31 AM	6:37 AM	6:46 AM	6:55 AM		
6:57 AM	7:02 AM	7:07 AM	7:16 AM	7:25 AM		
7:27 AM	7:32 AM	7:37 AM	7:46 AM	7:55 AM		
7:57 AM	8:02 AM	8:07 AM	8:16 AM	8:25 AM		
8:27 AM	8:32 AM	8:37 AM	8:46 AM	8:55 AM		
8:57 AM	9:02 AM	9:07 AM	9:16 AM	9:25 AM		
9:27 AM	9:32 AM	9:37 AM	9:46 AM	9:55 AM		
10:27 AM	10:32 AM	10:37 AM	10:46 AM	10:55 AM		
11:27 AM	11:32 AM	11:37 AM	11:46 AM	11:55 AM		
12:27 PM	12:32 PM	12:37 PM	12:46 PM	12:55 PM		
1:27 PM	1:32 PM	1:37 PM	1:46 PM	1:55 PM		
2:27 PM	2:32 PM	2:37 PM	2:46 PM	2:55 PM		
3:27 PM	3:32 PM	3:37 PM	3:46 PM	3:55 PM		
3:57 PM	4:02 PM	4:07 PM	4:16 PM	4:25 PM		
4:27 PM	4:32 PM	4:37 PM	4:46 PM	4:55 PM		
4:57 PM	5:02 PM	5:07 PM	5:16 PM	5:25 PM		
5:27 PM	5:32 PM	5:37 PM	5:46 PM	5:55 PM		
5:57 PM	6:02 PM	6:07 PM	6:16 PM	6:25 PM		
6:27 PM	6:32 PM	6:37 PM	6:46 PM	6:55 PM		
6:57 PM	7:02 PM	7:07 PM	7:16 PM	7:25 PM		

- A Time point
- Bus stop
- # Bus stop number
- Point of interest



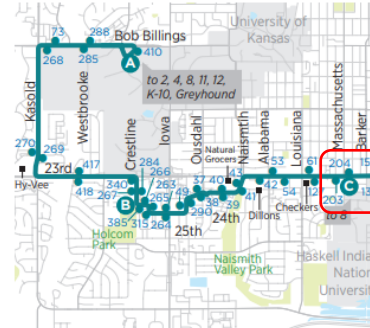
EASTBOUND

Continues from	A	B	C	D	E	Continues to
Central Station	25th @ Iowa	HINU	23rd @ Harper	Greenway Circle	1	Central Station
6:00 AM	6:10 AM	6:20 AM	6:27 AM	6:35 AM		
7:00 AM	7:10 AM	7:20 AM	7:27 AM	7:35 AM		
7:30 AM	7:40 AM	7:50 AM	7:57 AM	8:05 AM		
8:00 AM	8:10 AM	8:20 AM	8:27 AM	8:35 AM		
8:30 AM	8:40 AM	8:50 AM	8:57 AM	9:05 AM		
9:00 AM	9:10 AM	9:20 AM	9:27 AM	9:35 AM		
9:30 AM	9:40 AM	9:50 AM	9:57 AM	10:05 AM		
10:00 AM	10:10 AM	10:20 AM	10:27 AM	10:35 AM		
11:00 AM	11:10 AM	11:20 AM	11:27 AM	11:35 AM		
12:00 PM	12:10 PM	12:20 PM	12:27 PM	12:35 PM		
1:00 PM	1:10 PM	1:20 PM	1:27 PM	1:35 PM		
2:00 PM	2:10 PM	2:20 PM	2:27 PM	2:35 PM		
3:00 PM	3:10 PM	3:20 PM	3:27 PM	3:35 PM		
4:00 PM	4:10 PM	4:20 PM	4:27 PM	4:35 PM		
4:30 PM	4:40 PM	4:50 PM	4:57 PM	5:05 PM		
5:00 PM	5:10 PM	5:20 PM	5:27 PM	5:35 PM		
5:30 PM	5:40 PM	5:50 PM	5:57 PM	6:05 PM		
6:00 PM	6:10 PM	6:20 PM	6:27 PM	6:35 PM		
6:30 PM	6:40 PM	6:50 PM	6:57 PM	7:05 PM		
7:00 PM	7:10 PM	7:20 PM	7:27 PM	7:35 PM		
7:30 PM	7:40 PM	7:50 PM	7:57 PM	8:05 PM		

This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only shaded trip times operate on Saturday.

Final Route

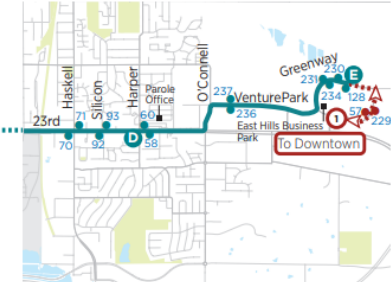
5 Central Station to East Hills via HINU



WESTBOUND

Continues from	E	D	C	B	A	Continues to
1	Greenway Circle	23rd @ Harper	23rd @ Mass	24th @ Crestline	Central Station	1
6:30 AM	6:36 AM	6:38 AM	6:46 AM	6:56 AM		
7:00 AM	7:05 AM	7:08 AM	7:16 AM	7:26 AM		
7:30 AM	7:35 AM	7:38 AM	7:46 AM	7:56 AM		
8:00 AM	8:05 AM	8:08 AM	8:16 AM	8:26 AM		
8:30 AM	8:35 AM	8:38 AM	8:46 AM	8:56 AM		
9:00 AM	9:05 AM	9:08 AM	9:16 AM	9:26 AM		
9:30 AM	9:35 AM	9:38 AM	9:46 AM	9:56 AM		
10:00 AM	10:05 AM	10:08 AM	10:16 AM	10:26 AM		
11:00 AM	11:05 AM	11:08 AM	11:16 AM	11:26 AM		
12:00 PM	12:05 PM	12:08 PM	12:16 PM	12:26 PM		
1:00 PM	1:05 PM	1:08 PM	1:16 PM	1:26 PM		
2:00 PM	2:05 PM	2:08 PM	2:16 PM	2:26 PM		
3:00 PM	3:05 PM	3:08 PM	3:16 PM	3:26 PM		
4:00 PM	4:05 PM	4:08 PM	4:16 PM	4:26 PM		
4:30 PM	4:35 PM	4:38 PM	4:46 PM	4:56 PM		
5:00 PM	5:05 PM	5:08 PM	5:16 PM	5:26 PM		
5:30 PM	5:35 PM	5:38 PM	5:46 PM	5:56 PM		
6:00 PM	6:05 PM	6:08 PM	6:16 PM	6:26 PM		
6:30 PM	6:35 PM	6:38 PM	6:46 PM	6:56 PM		
7:00 PM	7:05 PM	7:08 PM	7:16 PM	7:26 PM		

- A Time point
- Bus stop
- # Bus stop number
- Point of interest



EASTBOUND

Continues from	A	B	C	D	E	Continues to
Central Station	24th @ Crestline	23rd @ Mass	23rd @ Harper	Greenway Circle	1	Central Station
6:00 AM	6:08 AM	6:15 AM	6:20 AM	6:25 AM		
7:00 AM	7:08 AM	7:15 AM	7:20 AM	7:25 AM		
7:30 AM	7:38 AM	7:45 AM	7:50 AM	7:55 AM		
8:00 AM	8:08 AM	8:15 AM	8:20 AM	8:25 AM		
8:30 AM	8:38 AM	8:45 AM	8:50 AM	8:55 AM		
9:00 AM	9:08 AM	9:15 AM	9:20 AM	9:25 AM		
9:30 AM	9:38 AM	9:45 AM	9:50 AM	9:55 AM		
10:00 AM	10:08 AM	10:15 AM	10:20 AM	10:25 AM		
11:00 AM	11:08 AM	11:15 AM	11:20 AM	11:25 AM		
12:00 PM	12:08 PM	12:15 PM	12:20 PM	12:25 PM		
1:00 PM	1:08 PM	1:15 PM	1:20 PM	1:25 PM		
2:00 PM	2:08 PM	2:15 PM	2:20 PM	2:25 PM		
3:00 PM	3:08 PM	3:15 PM	3:20 PM	3:25 PM		
4:00 PM	4:08 PM	4:15 PM	4:20 PM	4:25 PM		
4:30 PM	4:38 PM	4:45 PM	4:50 PM	4:55 PM		
5:00 PM	5:08 PM	5:15 PM	5:20 PM	5:25 PM		
5:30 PM	5:38 PM	5:45 PM	5:50 PM	5:55 PM		
6:00 PM	6:08 PM	6:15 PM	6:20 PM	6:25 PM		
6:30 PM	6:38 PM	6:45 PM	6:50 PM	6:55 PM		
7:00 PM	7:08 PM	7:15 PM	7:20 PM	7:25 PM		
7:30 PM	7:38 PM	7:45 PM	7:50 PM	7:55 PM		

This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only gray shaded trip times operate on Saturday.

Updated west/east bound route times. Changed time points B and C to 24th @ Crestline and 23rd @ Mass. Confirmed bus stop numbers 127, 137, 155, 203, and 204.

Community Feedback

Positive themes:

Positive comments were general in content. Some specifically mentioned route timing and bus stop placement.

Concerns:

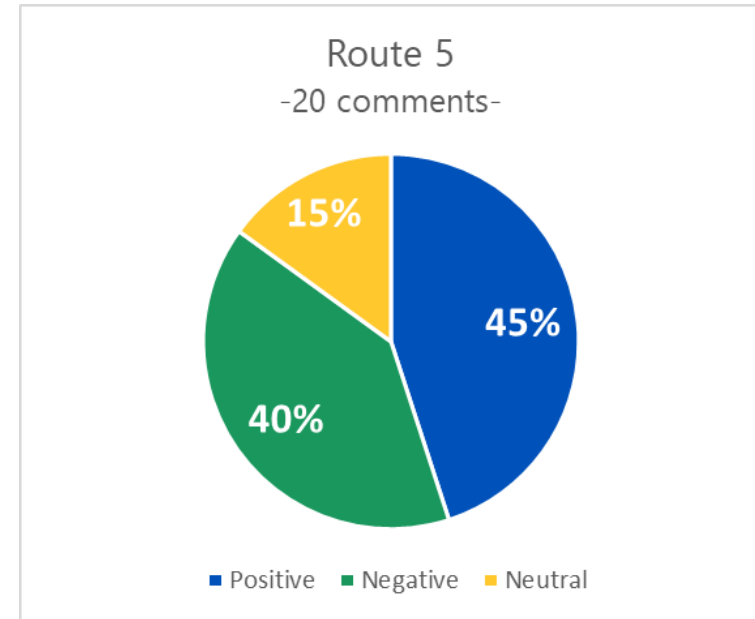
Some of the concerns were about alignment regarding a few main categories: wanting to go to 31st St and Iowa, removal of HINU stops, wanting the to go to 23rd and Iowa. Other concerns included wanting increased midday frequency and not being interlined with Route 1.

In response:

Route 5 has been adopted as proposed. Addressing the concerns above, 31st and Iowa are served by routes 7/9 and 11. HINU was bypassed on Route 5 for operations efficiencies based on Route 1 alignment changes. Additional stops have been added near HINU to provide access along 23rd Street. Peak-and-off-peak frequencies on most City routes are due to current funding restraints. Interlining allows us to utilize resources more efficiently and increases passenger convenience since it minimizes the need to transfer between routes.

Full comments found in **Appendix A: Survey Responses**

FIGURE 6: ROUTE 5 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 5 ARE SUMMARIZED BELOW:

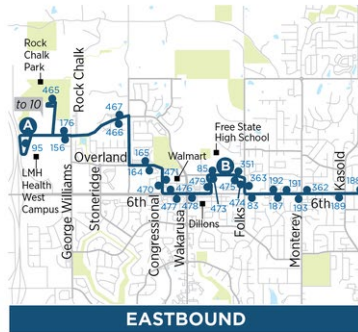
- 40% OF SURVEY COMMENTS WERE NEGATIVE
- 15% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 45% OF SURVEY COMMENTS WERE POSITIVE

Route 6

Proposed Route

6 Rock Chalk Park to North Lawrence via Downtown

- A Time point
- Bus stop
- # Bus stop number
- Point of interest



EASTBOUND

A	B	C	D	E
LMH West	6th @ Rockledge	6th @ Wakarusa	Vermont @ 7th	DMV
6:00 AM	6:08 AM	6:17 AM	6:26 AM	6:43 AM
6:30 AM	6:38 AM	6:47 AM	6:56 AM	7:13 AM
7:00 AM	7:08 AM	7:17 AM	7:26 AM	7:43 AM
7:30 AM	7:38 AM	7:47 AM	7:56 AM	8:13 AM
8:00 AM	8:08 AM	8:17 AM	8:26 AM	8:43 AM
8:30 AM	8:38 AM	8:47 AM	8:56 AM	9:13 AM
9:00 AM	9:08 AM	9:17 AM	9:26 AM	9:43 AM
9:30 AM	9:38 AM	9:47 AM	9:56 AM	10:13 AM
10:00 AM	10:08 AM	10:17 AM	10:26 AM	10:43 AM
11:00 AM	11:08 AM	11:17 AM	11:26 AM	11:43 AM
11:30 AM	11:38 AM	11:47 AM	11:56 AM	12:13 PM
12:30 PM	12:38 PM	12:47 PM	12:56 PM	1:13 PM
1:30 PM	1:38 PM	1:47 PM	1:56 PM	2:13 PM
2:30 PM	2:38 PM	2:47 PM	2:56 PM	3:13 PM
3:30 PM	3:38 PM	3:47 PM	3:56 PM	4:13 PM
4:30 PM	4:38 PM	4:47 PM	4:56 PM	5:13 PM
5:30 PM	5:38 PM	5:47 PM	5:56 PM	6:13 PM
6:30 PM	6:38 PM	6:47 PM	6:56 PM	7:13 PM
7:00 PM	7:08 PM	7:17 PM	7:26 PM	7:43 PM



WESTBOUND

E	D	C	B	A
DMV	Vermont @ 8th (SRC)	6th @ Rockledge	6th @ Wakarusa	LMH West
6:11 AM	6:24 AM	6:39 AM	6:47 AM	6:56 AM
6:41 AM	6:54 AM	7:09 AM	7:17 AM	7:26 AM
7:11 AM	7:24 AM	7:39 AM	7:47 AM	7:56 AM
7:41 AM	7:54 AM	8:09 AM	8:17 AM	8:26 AM
8:11 AM	8:24 AM	8:39 AM	8:47 AM	8:56 AM
8:41 AM	8:54 AM	9:09 AM	9:17 AM	9:26 AM
9:11 AM	9:24 AM	9:39 AM	9:47 AM	9:56 AM
9:41 AM	9:54 AM	10:09 AM	10:17 AM	10:26 AM
10:11 AM	10:24 AM	10:39 AM	10:47 AM	10:56 AM
10:41 AM	10:54 AM	11:09 AM	11:17 AM	11:26 AM
11:11 AM	11:24 AM	11:39 AM	11:47 AM	11:56 AM
11:41 AM	11:54 AM	12:09 PM	12:17 PM	12:26 PM
12:11 PM	12:24 PM	12:39 PM	12:47 PM	12:56 PM
12:41 PM	12:54 PM	1:09 PM	1:17 PM	1:26 PM
1:11 PM	1:24 PM	1:39 PM	1:47 PM	1:56 PM
1:41 PM	1:54 PM	2:09 PM	2:17 PM	2:26 PM
2:11 PM	2:24 PM	2:39 PM	2:47 PM	2:56 PM
2:41 PM	2:54 PM	3:09 PM	3:17 PM	3:26 PM
3:11 PM	3:24 PM	3:39 PM	3:47 PM	3:56 PM
3:41 PM	3:54 PM	4:09 PM	4:17 PM	4:26 PM
4:11 PM	4:24 PM	4:39 PM	4:47 PM	4:56 PM
4:41 PM	4:54 PM	5:09 PM	5:17 PM	5:26 PM
5:11 PM	5:24 PM	5:39 PM	5:47 PM	5:56 PM
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6:11 PM	6:24 PM	6:39 PM	6:47 PM	6:56 PM
6:41 PM	6:54 PM	7:09 PM	7:17 PM	7:26 PM
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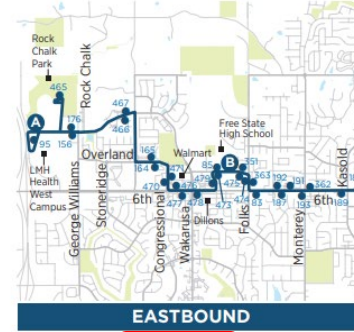
This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only shaded trip times operate on Saturday.

Proposed to return to service along 6th Street East to West while still serving Centennial Park and the Merc. Slight route adjustments near Rock Chalk Park for better timing.

Final Route

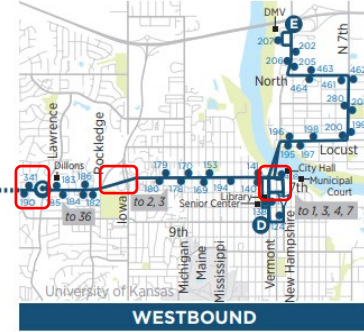
6 Rock Chalk Park to North Lawrence via Downtown

- A Time point
- Bus stop
- # Bus stop number
- Point of interest



EASTBOUND

A	B	C	D	E
LMH West	Free State High	6th @ Lawrence	Vermont @ 7th	DMV
6:00 AM	6:11 AM	6:18 AM	6:30 AM	6:43 AM
6:30 AM	6:41 AM	6:48 AM	7:00 AM	7:13 AM
7:00 AM	7:11 AM	7:18 AM	7:30 AM	7:43 AM
7:30 AM	7:41 AM	7:48 AM	8:00 AM	8:13 AM
8:00 AM	8:11 AM	8:18 AM	8:30 AM	8:43 AM
8:30 AM	8:41 AM	8:48 AM	9:00 AM	9:13 AM
9:00 AM	9:11 AM	9:18 AM	9:30 AM	9:43 AM
9:30 AM	9:41 AM	9:48 AM	10:00 AM	10:13 AM
10:00 AM	10:11 AM	10:18 AM	10:30 AM	10:43 AM
11:00 AM	11:11 AM	11:18 AM	11:30 AM	11:43 AM
11:30 AM	11:41 AM	11:48 AM	12:00 PM	12:13 PM
12:30 PM	12:41 PM	12:48 PM	1:00 PM	1:13 PM
1:00 PM	1:11 PM	1:18 PM	1:30 PM	1:43 PM
2:00 PM	2:11 PM	2:18 PM	2:30 PM	2:43 PM
2:30 PM	2:41 PM	2:48 PM	3:00 PM	3:13 PM
3:30 PM	3:41 PM	3:48 PM	4:00 PM	4:13 PM
4:00 PM	4:11 PM	4:18 PM	4:30 PM	4:43 PM
5:00 PM	5:11 PM	5:18 PM	5:30 PM	5:43 PM
5:30 PM	5:41 PM	5:48 PM	6:00 PM	6:13 PM
6:30 PM	6:41 PM	6:48 PM	7:00 PM	7:13 PM
7:00 PM	7:11 PM	7:18 PM	7:30 PM	7:43 PM



WESTBOUND

E	D	C	B	A
DMV	Vermont @ 8th (SRC)	6th @ Lawrence	Free State High	LMH West
6:13 AM	6:30 AM	6:38 AM	6:45 AM	6:57 AM
6:43 AM	7:00 AM	7:08 AM	7:15 AM	7:27 AM
7:13 AM	7:30 AM	7:38 AM	7:45 AM	7:57 AM
7:43 AM	8:00 AM	8:08 AM	8:15 AM	8:27 AM
8:13 AM	8:30 AM	8:38 AM	8:45 AM	8:57 AM
8:43 AM	9:00 AM	9:08 AM	9:15 AM	9:27 AM
9:13 AM	9:30 AM	9:38 AM	9:45 AM	9:57 AM
9:43 AM	10:00 AM	10:08 AM	10:15 AM	10:27 AM
10:13 AM	10:30 AM	10:38 AM	10:45 AM	10:57 AM
10:43 AM	11:00 AM	11:08 AM	11:15 AM	11:27 AM
11:13 AM	11:30 AM	11:38 AM	11:45 AM	11:57 AM
11:43 AM	12:00 PM	12:08 PM	12:15 PM	12:27 PM
12:13 PM	12:30 PM	12:38 PM	12:45 PM	12:57 PM
1:13 PM	1:30 PM	1:38 PM	1:45 PM	1:57 PM
1:43 PM	2:00 PM	2:08 PM	2:15 PM	2:27 PM
2:13 PM	2:30 PM	2:38 PM	2:45 PM	2:57 PM
2:43 PM	3:00 PM	3:08 PM	3:15 PM	3:27 PM
3:13 PM	3:30 PM	3:38 PM	3:45 PM	3:57 PM
3:43 PM	4:00 PM	4:08 PM	4:15 PM	4:27 PM
4:13 PM	4:30 PM	4:38 PM	4:45 PM	4:57 PM
4:43 PM	5:00 PM	5:08 PM	5:15 PM	5:27 PM
5:13 PM	5:30 PM	5:38 PM	5:45 PM	5:57 PM
5:43 PM	6:00 PM	6:08 PM	6:15 PM	6:27 PM
6:13 PM	6:30 PM	6:38 PM	6:45 PM	6:57 PM
6:43 PM	7:00 PM	7:08 PM	7:15 PM	7:27 PM
7:13 PM	7:30 PM	7:38 PM	7:45 PM	7:57 PM
7:43 PM	8:00 PM	8:08 PM	8:15 PM	8:27 PM

This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only gray shaded trip times operate on Saturday.

Based on comments, the route will serve 6th Street with no deviations near Centennial Park. Finalized westbound route times. Changed time points B and C to Free State High and 6th @ Lawrence. Added bus stop number 341.

Community Feedback

Positive themes:

The majority Route 6 comments were positive. Most liked the return to a complete east-west alignment along 6th Street with Route 3 serving 9th Street.

Concerns:

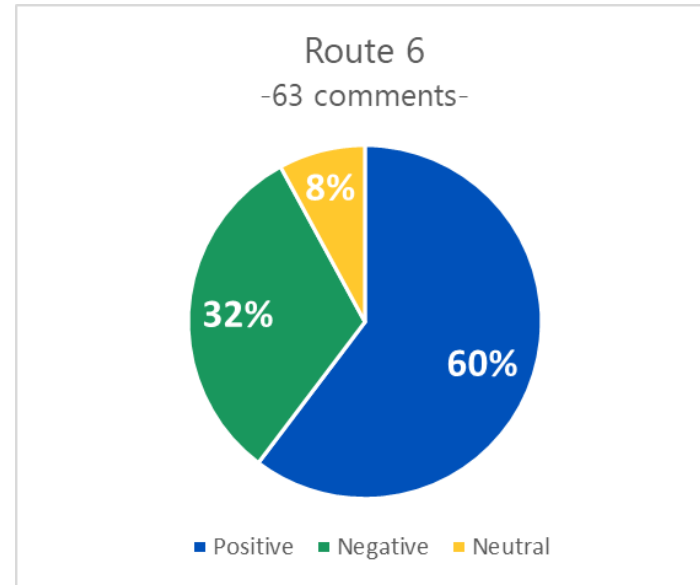
Concerns about the alignment were focused on 9th Street and North Lawrence. Riders wanted to ensure continued transit access to 9th Street and drivers expressed concern about the right turn from Iowa to 9th. Comments about North Lawrence request moving the route off North Street and back to Lyon Street. A desire for more frequency and refining the Downtown alignment.

In response:

Based on survey feedback, staff made a few changes to the proposed Route 6 alignment. Based on driver feedback about the feasibility of a right turn from Iowa to 9th Street, the deviation of the route around Centennial Park was removed. The route will remain on 6th Street from Iowa to Rockledge instead. Route 3 will now cover the 9th Street corridor, ensuring the area has transit access. The timing and Downtown route alignment was refined to better align with other routes. Based on ridership data of bus stops on Lyon Street and North St, the change to North Street contributed to a 19% increase in ridership. This North Lawrence alignment change was made in 2024 to serve pockets of high-density housing in the area.

Full comments found in **Appendix A: Survey Responses**

FIGURE 7: ROUTE 6 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 6 ARE SUMMARIZED BELOW:

- 32% OF SURVEY COMMENTS WERE NEGATIVE
- 8% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 60% OF SURVEY COMMENTS WERE POSITIVE

Route 7

Proposed Route

7 Downtown to South Iowa

- A Time point
- Bus stop
- # Bus stop number
- Point of interest

NORTHBOUND

Continues from	D	C	B	A
	31st @ Iowa	Louisiana @ 23rd	Haskell @ 16th	Vermont @ 7th
6:15 AM		6:28 AM	6:37 AM	6:45 AM
7:15 AM		7:28 AM	7:37 AM	7:45 AM
8:15 AM		8:28 AM	8:37 AM	8:45 AM
9:15 AM		9:28 AM	9:37 AM	9:45 AM
10:15 AM		10:28 AM	10:37 AM	10:45 AM
11:15 AM		11:28 AM	11:37 AM	11:45 AM
12:15 PM		12:28 PM	12:37 PM	12:45 PM
1:15 PM		1:28 PM	1:37 PM	1:45 PM
2:15 PM		2:28 PM	2:37 PM	2:45 PM
3:15 PM		3:28 PM	3:37 PM	3:45 PM
4:15 PM		4:28 PM	4:37 PM	4:45 PM
5:15 PM		5:28 PM	5:37 PM	5:45 PM
6:15 PM		6:28 PM	6:37 PM	6:45 PM
7:15 PM		7:28 PM	7:37 PM	7:45 PM



Continues to	A	B	C	D
	Vermont @ 7th	Haskell @ 16th	Louisiana @ 23rd	31st @ Iowa
6:00 AM	6:08 AM	6:18 AM	6:28 AM	6:35 AM
6:30 AM	6:38 AM	6:48 AM	6:58 AM	7:05 AM
7:00 AM	7:08 AM	7:18 AM	7:28 AM	7:35 AM
7:30 AM	7:38 AM	7:48 AM	7:58 AM	8:05 AM
8:00 AM	8:08 AM	8:18 AM	8:28 AM	8:35 AM
8:30 AM	8:38 AM	8:48 AM	8:58 AM	9:05 AM
9:00 AM	9:08 AM	9:18 AM	9:28 AM	9:35 AM
9:30 AM	9:38 AM	9:48 AM	9:58 AM	10:05 AM
10:00 AM	10:08 AM	10:18 AM	10:28 AM	10:35 AM
11:00 AM	11:08 AM	11:18 AM	11:28 AM	11:35 AM
12:00 PM	12:08 PM	12:18 PM	12:28 PM	12:35 PM
1:00 PM	1:08 PM	1:18 PM	1:28 PM	1:35 PM
2:00 PM	2:08 PM	2:18 PM	2:28 PM	2:35 PM
2:30 PM	2:38 PM	2:48 PM	2:58 PM	3:05 PM
3:00 PM	3:08 PM	3:18 PM	3:28 PM	3:35 PM
3:30 PM	3:38 PM	3:48 PM	3:58 PM	4:05 PM
4:00 PM	4:08 PM	4:18 PM	4:28 PM	4:35 PM
4:30 PM	4:38 PM	4:48 PM	4:58 PM	5:05 PM
5:00 PM	5:08 PM	5:18 PM	5:28 PM	5:35 PM
5:30 PM	5:38 PM	5:48 PM	5:58 PM	6:05 PM
6:00 PM	6:08 PM	6:18 PM	6:28 PM	6:35 PM
6:30 PM	6:38 PM	6:48 PM	6:58 PM	7:05 PM
7:00 PM	7:08 PM	7:18 PM	7:28 PM	7:35 PM

Community Feedback

Positive themes:

The majority of Route 7 comments were positive. Commenters are looking forward direct access to Aldi and to bidirectional service at 31st and Iowa which makes the interline more understandable and increases ease of movement in the area.

Concerns:

Riders had some concerns, including wanting direct access to 27th and Iowa, higher frequency, clarity around the 7/9 interline transfer, and route and school schedule alignment.

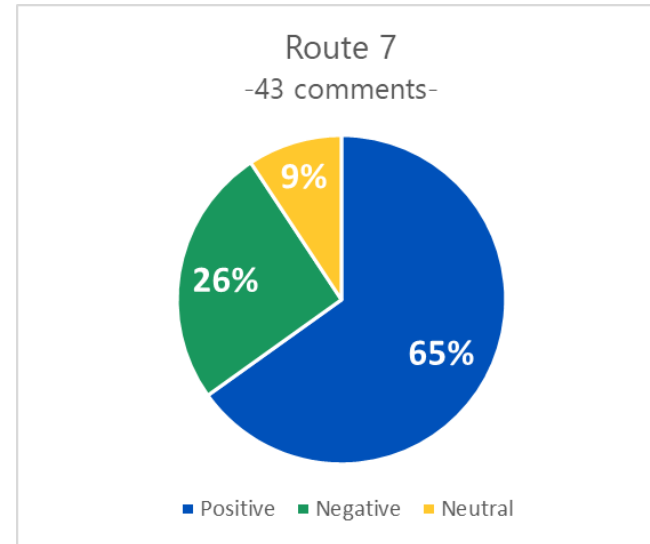
In response:

Based on survey feedback, the final route has been adopted as proposed. Most concerns will be addressed with this route update, including increasing frequency by adding in an additional mid-day trip, and adding bi-directional service in the 31st and Iowa loop. Before this change, both routes 7 and 9 interline served the area, which made it unclear to riders which bus would take them to their intended destination. Now, Route 9 will start and end at bus stops 3 and 324, adding clarity. Route 7 continues to serve the corner of 27th and Iowa, although not as directly as historic Route 7, which riders are referring to. Returning to that alignment is not possible based on our current system map and major changes in 2024. Frequency was added around the start and release of school to better serve riders.

Full comments found in **Appendix A: Survey Responses**

Route Change Report | Route 7

FIGURE 8: ROUTE 7 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 7 ARE SUMMARIZED BELOW:

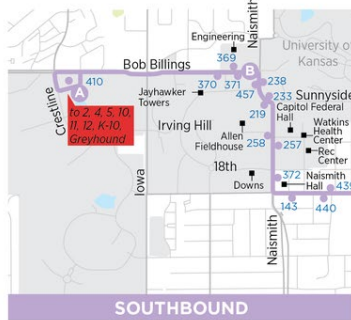
- 26% OF SURVEY COMMENTS WERE NEGATIVE
- 9% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 65% OF SURVEY COMMENTS WERE POSITIVE

Route 8

Proposed Route

8 Central Station to Peaslee Tech via KU & HINU

- A Time point
- Bus stop
- # Bus stop number
- Point of interest

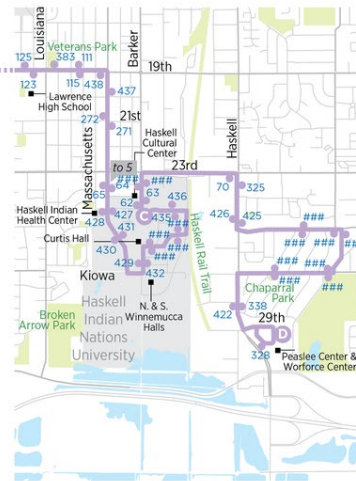


A	B	C	D
Central Station	Naimsmith @ 15th	HINU	Peaslee Tech
6:30 AM	6:34 AM	6:40 AM	6:50 AM
7:00 AM	7:04 AM	7:10 AM	7:20 AM
7:30 AM	7:34 AM	7:40 AM	7:50 AM
8:00 AM	8:04 AM	8:10 AM	8:20 AM
8:30 AM	8:34 AM	8:40 AM	8:50 AM
9:00 AM	9:04 AM	9:10 AM	9:20 AM
9:30 AM	9:34 AM	9:40 AM	9:50 AM
10:00 AM	10:04 AM	10:10 AM	10:20 AM
10:30 AM	10:34 AM	10:40 AM	10:50 AM
11:00 AM	11:04 AM	11:10 AM	11:20 AM
11:30 AM	11:34 AM	11:40 AM	11:50 AM
12:00 PM	12:04 PM	12:10 PM	12:20 PM
12:30 PM	12:34 PM	12:40 PM	12:50 PM
1:00 PM	1:04 PM	1:10 PM	1:20 PM
1:30 PM	1:34 PM	1:40 PM	1:50 PM
2:30 PM	2:34 PM	2:40 PM	2:50 PM
3:30 PM	3:34 PM	3:40 PM	3:50 PM
4:30 PM	4:34 PM	4:40 PM	4:50 PM
5:30 PM	5:34 PM	5:40 PM	5:50 PM
6:30 PM	6:34 PM	6:40 PM	6:50 PM
7:30 PM	7:34 PM	7:40 PM	7:50 PM

This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only shaded trip times operate on Saturday.

NORTHBOUND

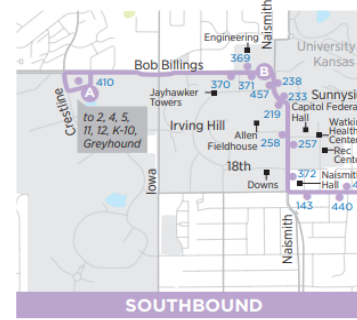
D	C	B	A
Peaslee Tech	HINU	Naimsmith @ 15th	Central Station
6:00 AM	6:11 AM	6:22 AM	6:27 AM
6:30 AM	6:41 AM	6:52 AM	6:57 AM
7:00 AM	7:11 AM	7:22 AM	7:27 AM
7:30 AM	7:41 AM	7:52 AM	7:57 AM
8:00 AM	8:11 AM	8:22 AM	8:27 AM
8:30 AM	8:41 AM	8:52 AM	8:57 AM
9:00 AM	9:11 AM	9:22 AM	9:27 AM
9:30 AM	9:41 AM	9:52 AM	9:57 AM
10:00 AM	10:11 AM	10:22 AM	10:27 AM
10:30 AM	10:41 AM	10:52 AM	10:57 AM
11:00 AM	11:11 AM	11:22 AM	11:27 AM
11:30 AM	11:41 AM	11:52 AM	11:57 AM
12:00 PM	12:11 PM	12:22 PM	12:27 PM
12:30 PM	12:41 PM	12:52 PM	12:57 PM
1:00 PM	1:11 PM	1:22 PM	1:27 PM
1:30 PM	1:41 PM	1:52 PM	1:57 PM
2:00 PM	2:11 PM	2:22 PM	2:27 PM
2:30 PM	2:41 PM	2:52 PM	2:57 PM
3:00 PM	3:11 PM	3:22 PM	3:27 PM
4:00 PM	4:11 PM	4:22 PM	4:27 PM
5:00 PM	5:11 PM	5:22 PM	5:27 PM
6:00 PM	6:11 PM	6:22 PM	6:27 PM
7:00 PM	7:11 PM	7:22 PM	7:27 PM



Final Route

8 Central Station to Peaslee Tech via KU & HINU

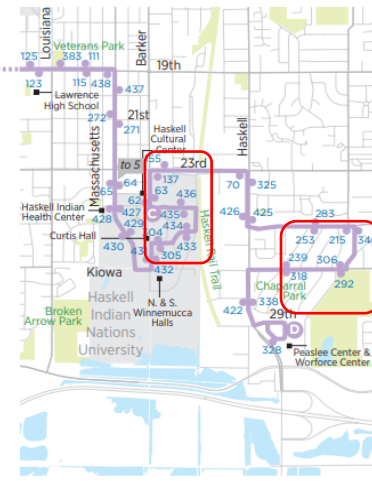
- A Time point
- Bus stop
- # Bus stop number
- Point of interest



A	B	C	D
Central Station	Naimsmith @ 15th	HINU	Peaslee Tech
6:30 AM	6:35 AM	6:40 AM	6:50 AM
7:00 AM	7:05 AM	7:10 AM	7:20 AM
7:30 AM	7:35 AM	7:40 AM	7:50 AM
8:00 AM	8:05 AM	8:10 AM	8:20 AM
8:30 AM	8:35 AM	8:40 AM	8:50 AM
9:00 AM	9:05 AM	9:10 AM	9:20 AM
9:30 AM	9:35 AM	9:40 AM	9:50 AM
10:00 AM	10:05 AM	10:10 AM	10:20 AM
10:30 AM	10:35 AM	10:40 AM	10:50 AM
11:00 AM	11:05 AM	11:10 AM	11:20 AM
11:30 AM	11:35 AM	11:40 AM	11:50 AM
12:00 PM	12:05 PM	12:10 PM	12:20 PM
12:30 PM	12:35 PM	12:40 PM	12:50 PM
1:00 PM	1:05 PM	1:10 PM	1:20 PM
1:30 PM	1:35 PM	1:40 PM	1:50 PM
2:30 PM	2:35 PM	2:40 PM	2:50 PM
3:30 PM	3:35 PM	3:40 PM	3:50 PM
4:30 PM	4:35 PM	4:40 PM	4:50 PM
5:30 PM	5:35 PM	5:40 PM	5:50 PM
6:30 PM	6:35 PM	6:40 PM	6:50 PM
7:30 PM	7:35 PM	7:40 PM	7:50 PM

NORTHBOUND

D	C	B	A
Peaslee Tech	HINU	Naimsmith @ 15th	Central Station
6:00 AM	6:11 AM	6:22 AM	6:27 AM
6:30 AM	6:41 AM	6:52 AM	6:57 AM
7:00 AM	7:11 AM	7:22 AM	7:27 AM
7:30 AM	7:41 AM	7:52 AM	7:57 AM
8:00 AM	8:11 AM	8:22 AM	8:27 AM
8:30 AM	8:41 AM	8:52 AM	8:57 AM
9:00 AM	9:11 AM	9:22 AM	9:27 AM
9:30 AM	9:41 AM	9:52 AM	9:57 AM
10:00 AM	10:11 AM	10:22 AM	10:27 AM
10:30 AM	10:41 AM	10:52 AM	10:57 AM
11:00 AM	11:11 AM	11:22 AM	11:27 AM
11:30 AM	11:41 AM	11:52 AM	11:57 AM
12:00 PM	12:11 PM	12:22 PM	12:27 PM
12:30 PM	12:41 PM	12:52 PM	12:57 PM
1:00 PM	1:11 PM	1:22 PM	1:27 PM
2:00 PM	2:11 PM	2:22 PM	2:27 PM
3:00 PM	3:11 PM	3:22 PM	3:27 PM
4:00 PM	4:11 PM	4:22 PM	4:27 PM
5:00 PM	5:11 PM	5:22 PM	5:27 PM
6:00 PM	6:11 PM	6:22 PM	6:27 PM
7:00 PM	7:11 PM	7:22 PM	7:27 PM



This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only gray shaded trip times operate on Saturday.

Proposed to serve the center of Haskell campus to provide better access for riders. Returned service to 27th St. for closer access to Prairie Park Elementary School. This route is no longer interlined with Route 10 to improve the schedule.

Finalized northbound route times. Moved bus stop numbers 155 and 137 to 23rd. Confirmed bus stop numbers between 23rd and Kiowa. Confirmed bus stop numbers between Haskell and 29th.

Community Feedback

Positive themes:

The majority of Route 8 comments are positive. Riders are looking forward to the return of service in the Prairie Park Neighborhood. A few commenters added that Route 8 is usually on time provides easy transfers at Central Station.

Concerns:

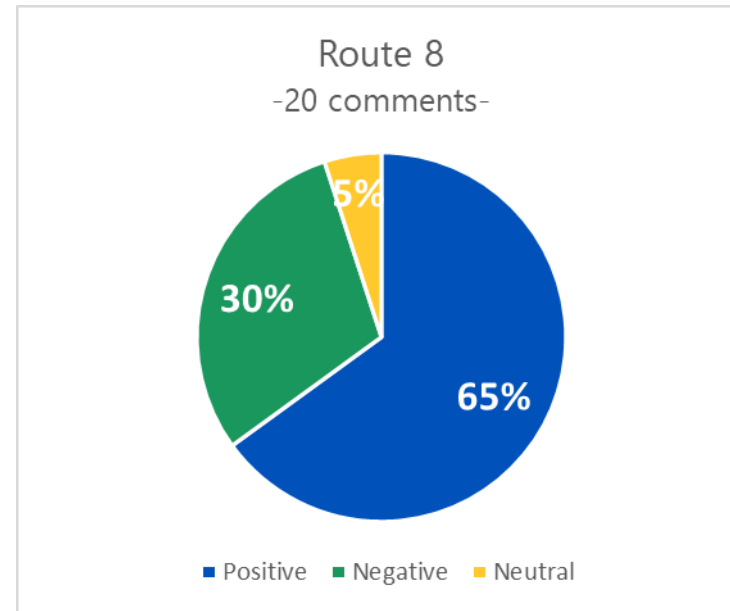
Respondents noted that they would like more frequency in the afternoons. One commenter was worried about this route staying on time. Another was worried about transfers at Central Station to the K10.

In response:

Based on survey feedback, the final route has been adopted as proposed. The proposal to shift peak hours from a morning and afternoon peak to thirty-minute service until 1:30pm was based on average ridership. Analysis showed that most of Route 8 rides happen before 2:00pm. Our operations team confirmed that the route timing will be successful. The K10 Connector is operated by RideKC; Lawrence Transit provides connections to this route but has no control over its timing or bus stop locations, for comments or concerns about this regional route please contact RideKC at ridekc.org.

Full comments found in **Appendix A: Survey Responses**

FIGURE 9: ROUTE 8 PUBLIC INPUT RESULTS

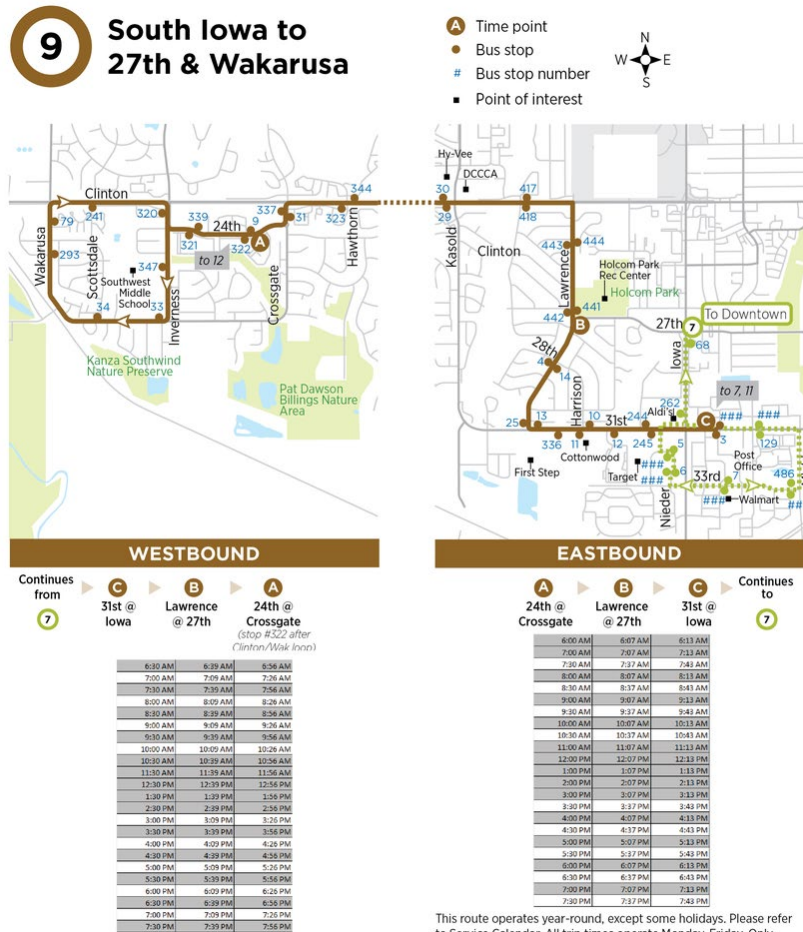


THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 8 ARE SUMMARIZED BELOW:

- 30% OF SURVEY COMMENTS WERE NEGATIVE
- 5% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 65% OF SURVEY COMMENTS WERE POSITIVE

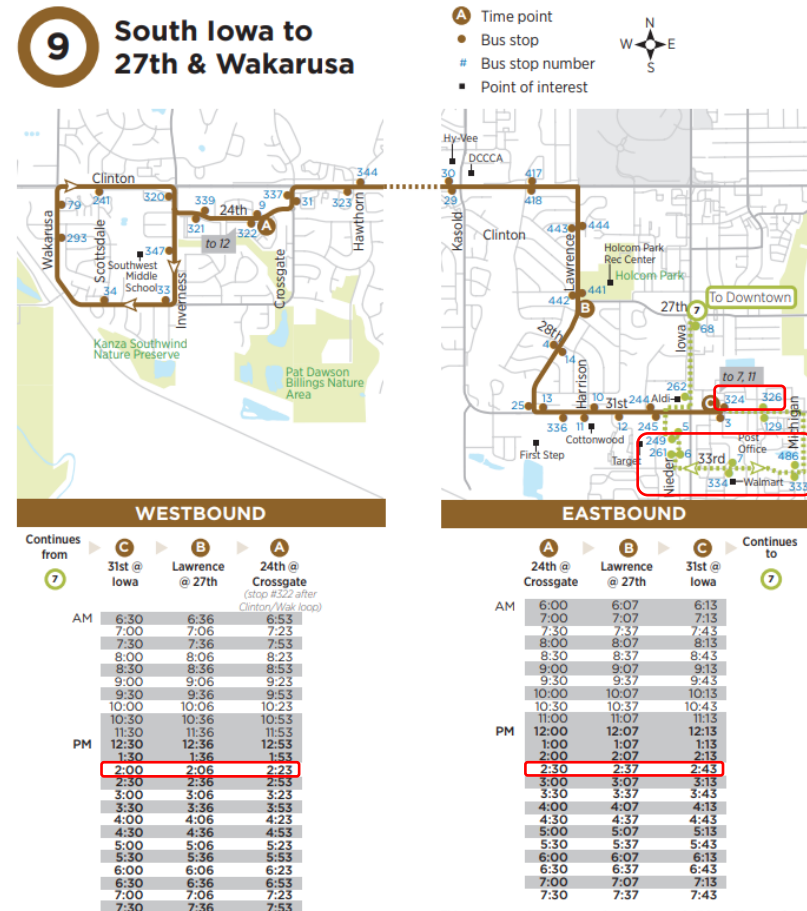
Route 9

Proposed Route



Proposed to end at World Market and no longer make the South Iowa loop. Route will still be interlined with the 7.

Final Route



Finalized westbound route times. Confirmed bus stop numbers between Nieder and Michigan. Added mid-day trips.

Community Feedback

Positive themes:

Positive Route 9 comments are general in nature.

Concerns:

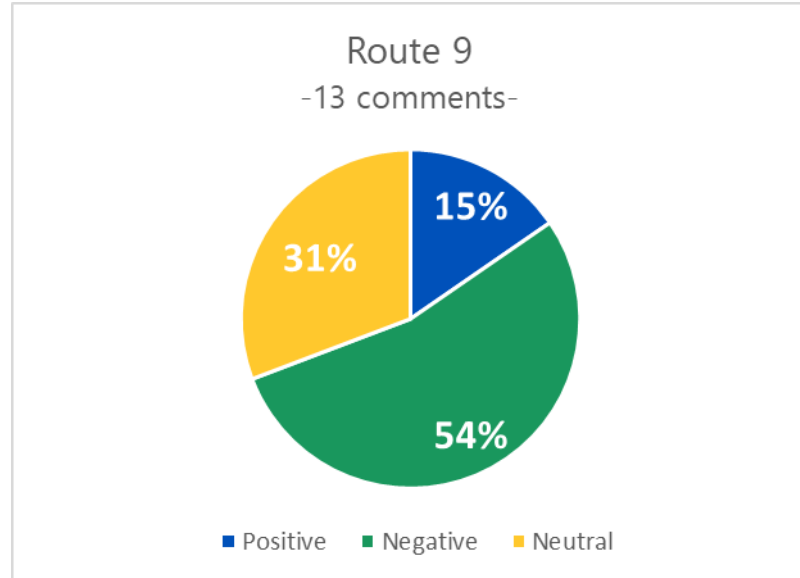
Of the 7 negative comments, some concerned historic places of interest and new routing ideas like serving Central Station instead of taking the 24th street loop and others referred to the difficulty of knowing which direction a Route 7/9 interlined bus was heading.

In response:

There were minor route changes proposed to Route 9 and they are adopted as proposed. Now, Route 9 will start and end at bus stops 3 and 324, adding clarity for riders. The other comments we received were not primarily related to the proposed change. Some concerned historic places of interest and new routing ideas like serving Central Station instead of taking the 24th street loop. Transit staff take all comments into consideration for future route change cycles. Because Route 9 is interlined with Route 7, alignment changes to one route affect both schedules and must be carefully considered.

Full comments found in **Appendix A: Survey Responses**

FIGURE 10: ROUTE 9 PUBLIC INPUT RESULTS

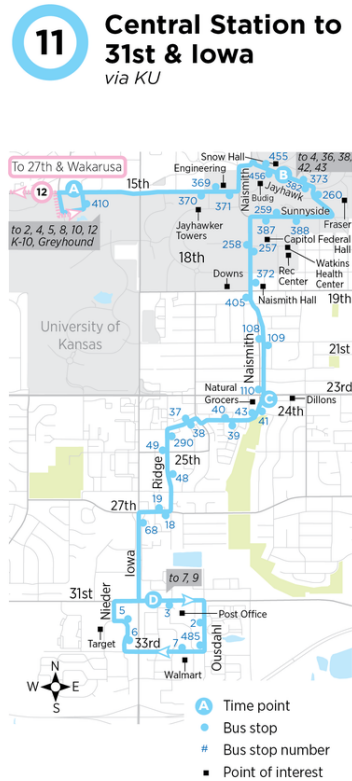


THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 9 ARE SUMMARIZED BELOW:

- 15% OF SURVEY COMMENTS WERE POSITIVE
- 31% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 54% OF SURVEY COMMENTS WERE NEGATIVE

Route 11

Proposed Route



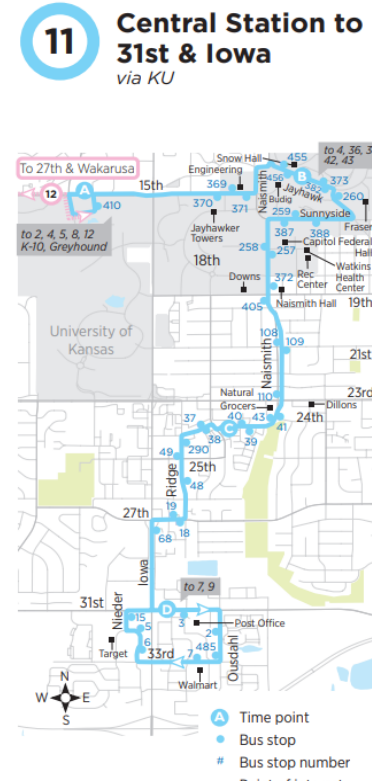
This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only shaded trip times operate on Saturday.

NORTHBOUND

D	C	B	A	Continues to
31st @ Iowa	24th @ Nalsmith	Wescoe Hall	Central Station	12
6:18 AM	6:24 AM	6:28 AM	6:30 AM	
6:40 AM	6:46 AM	6:50 AM	6:52 AM	
7:10 AM	7:16 AM	7:20 AM	7:22 AM	
7:40 AM	7:46 AM	7:50 AM	7:52 AM	
8:10 AM	8:16 AM	8:20 AM	8:22 AM	
8:40 AM	8:46 AM	8:50 AM	8:52 AM	
9:10 AM	9:16 AM	9:20 AM	9:22 AM	
9:40 AM	9:46 AM	9:50 AM	9:52 AM	
10:10 AM	10:16 AM	10:20 AM	10:22 AM	
10:40 AM	10:46 AM	10:50 AM	10:52 AM	
11:10 AM	11:16 AM	11:20 AM	11:22 AM	
11:40 AM	11:46 AM	11:50 AM	11:52 AM	
12:10 PM	12:16 PM	12:20 PM	12:22 PM	
12:40 PM	12:46 PM	12:50 PM	12:52 PM	
1:10 PM	1:16 PM	1:20 PM	1:22 PM	
1:40 PM	1:46 PM	1:50 PM	1:52 PM	
2:10 PM	2:16 PM	2:20 PM	2:22 PM	
2:40 PM	2:46 PM	2:50 PM	2:52 PM	
3:10 PM	3:16 PM	3:20 PM	3:22 PM	
3:40 PM	3:46 PM	3:50 PM	3:52 PM	
4:10 PM	4:16 PM	4:20 PM	4:22 PM	
4:40 PM	4:46 PM	4:50 PM	4:52 PM	
5:10 PM	5:16 PM	5:20 PM	5:22 PM	
5:40 PM	5:46 PM	5:50 PM	5:52 PM	
6:10 PM	6:16 PM	6:20 PM	6:22 PM	
6:40 PM	6:46 PM	6:50 PM	6:52 PM	
7:10 PM	7:16 PM	7:20 PM	7:22 PM	
7:40 PM	7:46 PM	7:50 PM	7:52 PM	
8:10 PM	8:16 PM	8:20 PM	8:22 PM	
8:40 PM	8:46 PM	8:50 PM	8:52 PM	
9:10 PM	9:16 PM	9:20 PM	9:22 PM	
9:55 PM	10:01 PM	10:05 PM	10:07 PM	

SOUTHBOUND

Continues from	A	B	C	D
12	Central Station	Wescoe Hall	24th @ Nalsmith	31st @ Iowa
6:37 AM	6:35 AM	6:33 AM	6:31 AM	6:29 AM
6:40 AM	6:38 AM	6:36 AM	6:34 AM	6:32 AM
7:10 AM	7:08 AM	7:06 AM	7:04 AM	7:02 AM
7:40 AM	7:38 AM	7:36 AM	7:34 AM	7:32 AM
8:10 AM	8:08 AM	8:06 AM	8:04 AM	8:02 AM
8:40 AM	8:38 AM	8:36 AM	8:34 AM	8:32 AM
9:10 AM	9:08 AM	9:06 AM	9:04 AM	9:02 AM
9:40 AM	9:38 AM	9:36 AM	9:34 AM	9:32 AM
10:10 AM	10:08 AM	10:06 AM	10:04 AM	10:02 AM
10:40 AM	10:38 AM	10:36 AM	10:34 AM	10:32 AM
11:10 AM	11:08 AM	11:06 AM	11:04 AM	11:02 AM
11:40 AM	11:38 AM	11:36 AM	11:34 AM	11:32 AM
12:10 PM	12:08 PM	12:06 PM	12:04 PM	12:02 PM
12:40 PM	12:38 PM	12:36 PM	12:34 PM	12:32 PM
1:10 PM	1:08 PM	1:06 PM	1:04 PM	1:02 PM
1:40 PM	1:38 PM	1:36 PM	1:34 PM	1:32 PM
2:10 PM	2:08 PM	2:06 PM	2:04 PM	2:02 PM
2:40 PM	2:38 PM	2:36 PM	2:34 PM	2:32 PM
3:10 PM	3:08 PM	3:06 PM	3:04 PM	3:02 PM
3:40 PM	3:38 PM	3:36 PM	3:34 PM	3:32 PM
4:10 PM	4:08 PM	4:06 PM	4:04 PM	4:02 PM
4:40 PM	4:38 PM	4:36 PM	4:34 PM	4:32 PM
5:10 PM	5:08 PM	5:06 PM	5:04 PM	5:02 PM
5:40 PM	5:38 PM	5:36 PM	5:34 PM	5:32 PM
6:10 PM	6:08 PM	6:06 PM	6:04 PM	6:02 PM
6:40 PM	6:38 PM	6:36 PM	6:34 PM	6:32 PM
7:10 PM	7:08 PM	7:06 PM	7:04 PM	7:02 PM
7:40 PM	7:38 PM	7:36 PM	7:34 PM	7:32 PM
8:10 PM	8:08 PM	8:06 PM	8:04 PM	8:02 PM
8:40 PM	8:38 PM	8:36 PM	8:34 PM	8:32 PM
9:10 PM	9:08 PM	9:06 PM	9:04 PM	9:02 PM
9:25 PM	9:23 PM	9:21 PM	9:19 PM	9:17 PM
10:10 PM	10:08 PM	10:06 PM	10:04 PM	10:02 PM



This route operates year round, except some holidays. Please refer to the Service Calendar. All trip times operate during Yellow service days. Only gray shaded trip times operate on Green and Blue service days.

NORTHBOUND

D	C	B	A	Continues to
31st @ Iowa	24th @ Nalsmith	Wescoe Hall	Central Station	12
6:15 AM	6:29 AM	6:39 AM	6:45 AM	
6:45 AM	6:59 AM	7:09 AM	7:15 AM	
7:15 AM	7:29 AM	7:39 AM	7:45 AM	
7:45 AM	7:59 AM	8:09 AM	8:15 AM	
8:15 AM	8:29 AM	8:39 AM	8:45 AM	
8:45 AM	8:59 AM	9:09 AM	9:15 AM	
9:15 AM	9:29 AM	9:39 AM	9:45 AM	
9:45 AM	9:59 AM	10:09 AM	10:15 AM	
10:15 AM	10:29 AM	10:39 AM	10:45 AM	
10:45 AM	10:59 AM	11:09 AM	11:15 AM	
11:15 AM	11:29 AM	11:39 AM	11:45 AM	
11:45 AM	11:59 AM	12:09 PM	12:15 PM	
12:15 PM	12:29 PM	12:39 PM	12:45 PM	
12:45 PM	12:59 PM	1:09 PM	1:15 PM	
1:15 PM	1:29 PM	1:39 PM	1:45 PM	
1:45 PM	1:59 PM	2:09 PM	2:15 PM	
2:15 PM	2:29 PM	2:39 PM	2:45 PM	
2:45 PM	2:59 PM	3:09 PM	3:15 PM	
3:15 PM	3:29 PM	3:39 PM	3:45 PM	
3:45 PM	3:59 PM	4:09 PM	4:15 PM	
4:15 PM	4:29 PM	4:39 PM	4:45 PM	
4:45 PM	4:59 PM	5:09 PM	5:15 PM	
5:15 PM	5:29 PM	5:39 PM	5:45 PM	
5:45 PM	5:59 PM	6:09 PM	6:15 PM	
6:15 PM	6:29 PM	6:39 PM	6:45 PM	
6:45 PM	6:59 PM	7:09 PM	7:15 PM	
7:15 PM	7:29 PM	7:39 PM	7:45 PM	
7:45 PM	7:59 PM	8:09 PM	8:15 PM	
8:30 PM	8:44 PM	8:54 PM	9:00 PM	
9:15 PM	9:29 PM	9:39 PM	9:45 PM	
10:00 PM	10:14 PM	10:24 PM	10:30 PM	

SOUTHBOUND

Continues from	A	B	C	D
12	Central Station	Wescoe Hall	24th @ Nalsmith	31st @ Iowa
6:15 AM	6:21 AM	6:31 AM	6:38 AM	6:45 AM
6:45 AM	6:51 AM	7:01 AM	7:08 AM	7:15 AM
7:15 AM	7:21 AM	7:31 AM	7:38 AM	7:45 AM
7:45 AM	7:51 AM	8:01 AM	8:08 AM	8:15 AM
8:15 AM	8:21 AM	8:31 AM	8:38 AM	8:45 AM
8:45 AM	8:51 AM	9:01 AM	9:08 AM	9:15 AM
9:15 AM	9:21 AM	9:31 AM	9:38 AM	9:45 AM
9:45 AM	9:51 AM	10:01 AM	10:08 AM	10:15 AM
10:15 AM	10:21 AM	10:31 AM	10:38 AM	10:45 AM
10:45 AM	10:51 AM	11:01 AM	11:08 AM	11:15 AM
11:15 AM	11:21 AM	11:31 AM	11:38 AM	11:45 AM
11:45 AM	11:51 AM	12:01 PM	12:08 PM	12:15 PM
12:15 PM	12:21 PM	12:31 PM	12:38 PM	12:45 PM
12:45 PM	12:51 PM	1:01 PM	1:08 PM	1:15 PM
1:15 PM	1:21 PM	1:31 PM	1:38 PM	1:45 PM
1:45 PM	1:51 PM	2:01 PM	2:08 PM	2:15 PM
2:15 PM	2:21 PM	2:31 PM	2:38 PM	2:45 PM
2:45 PM	2:51 PM	3:01 PM	3:08 PM	3:15 PM
3:15 PM	3:21 PM	3:31 PM	3:38 PM	3:45 PM
3:45 PM	3:51 PM	4:01 PM	4:08 PM	4:15 PM
4:15 PM	4:21 PM	4:31 PM	4:38 PM	4:45 PM
4:45 PM	4:51 PM	5:01 PM	5:08 PM	5:15 PM
5:15 PM	5:21 PM	5:31 PM	5:38 PM	5:45 PM
5:45 PM	5:51 PM	6:01 PM	6:08 PM	6:15 PM
6:15 PM	6:21 PM	6:31 PM	6:38 PM	6:45 PM
6:45 PM	6:51 PM	7:01 PM	7:08 PM	7:15 PM
7:15 PM	7:21 PM	7:31 PM	7:38 PM	7:45 PM
7:45 PM	7:51 PM	8:01 PM	8:08 PM	8:15 PM
8:15 PM	8:21 PM	8:31 PM	8:38 PM	8:45 PM
8:45 PM	8:51 PM	9:01 PM	9:08 PM	9:15 PM
9:30 PM	9:36 PM	9:46 PM	9:54 PM	10:00 PM
10:15 PM	10:21 PM	10:31 PM	10:38 PM	10:45 PM

Finalized north/south bound route times.

Community Feedback

Positive themes:

Route 11 comments were mostly positive. Commenters did not mind the proposed change to operate the route at a reduced 'B' schedule when KU is not in session. They are happy with the current route alignment.

Concerns:

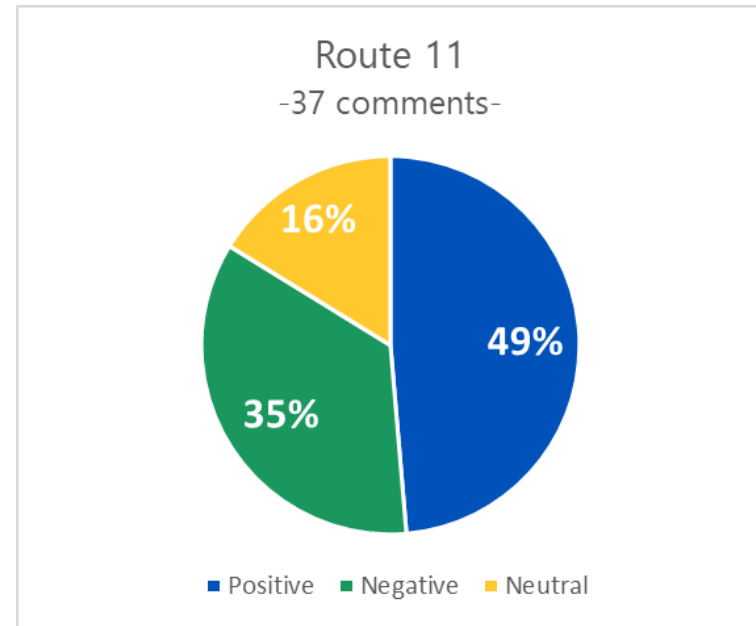
Some negative comments reference the proposed schedule change to five minutes earlier. Some wanted additional frequency. Others expressed concerns about transferring other routes on KU campus and at Central Station and the K10 Connector.

In response:

B service change reductions were accepted as proposed. Based on comments, staff did not implement the proposed 5 minute earlier start time. Additional frequency on this route is not possible due to our current resource constraints, including funding and bus availability. We are always looking for ways to ensure our public resources go as far as they can and to make sure the service runs well for riders. The K10 is operated by RideKC; Lawrence transit has no control over its timing or bus stop locations, for comments or concerns about this regional route please contact RideKC at ridekc.org.

Full comments found in **Appendix A: Survey Responses**

FIGURE 11: ROUTE 11 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 11 ARE SUMMARIZED BELOW:

- 35% OF SURVEY COMMENTS WERE NEGATIVE
- 16% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 49% OF SURVEY COMMENTS WERE POSITIVE

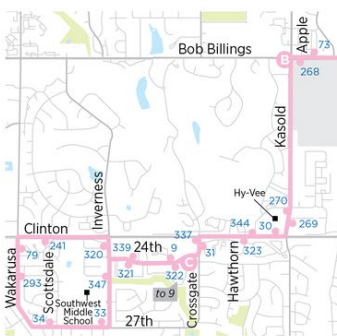
Route 12

Proposed Route

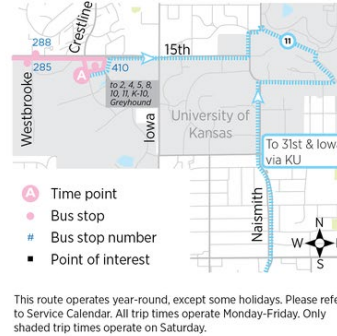
Final Route

12 Central Station to 27th & Wakarusa

WESTBOUND		
Continues from	A	B
11	Central Station	B. Billings @ Kasold
		24th @ Crossgate (stop #322 after Clinton/Wak loop)
6:58 AM	6:42 AM	6:59 AM
7:30 AM	7:12 AM	7:29 AM
7:40 AM	7:42 AM	7:59 AM
8:10 AM	8:12 AM	8:29 AM
8:40 AM	8:42 AM	8:59 AM
9:10 AM	9:12 AM	9:29 AM
9:40 AM	9:42 AM	9:59 AM
10:10 AM	10:12 AM	10:29 AM
10:40 AM	10:42 AM	10:59 AM
11:10 AM	11:12 AM	11:29 AM
11:40 AM	11:42 AM	11:59 AM
12:10 PM	12:12 PM	12:29 PM
12:40 PM	12:42 PM	12:59 PM
1:10 PM	1:12 PM	1:29 PM
1:40 PM	1:42 PM	1:59 PM
2:10 PM	2:12 PM	2:29 PM
2:40 PM	2:42 PM	2:59 PM
3:10 PM	3:12 PM	3:29 PM
3:40 PM	3:42 PM	3:59 PM
4:10 PM	4:12 PM	4:29 PM
4:40 PM	4:42 PM	4:59 PM
5:10 PM	5:12 PM	5:29 PM
5:40 PM	5:42 PM	5:59 PM
6:10 PM	6:12 PM	6:29 PM
6:40 PM	6:42 PM	6:59 PM
7:10 PM	7:12 PM	7:29 PM
7:40 PM	7:42 PM	7:59 PM
8:10 PM	8:12 PM	8:29 PM
8:50 PM	8:52 PM	9:14 PM
9:40 PM	9:42 PM	9:59 PM
10:20 PM	10:22 PM	10:44 PM



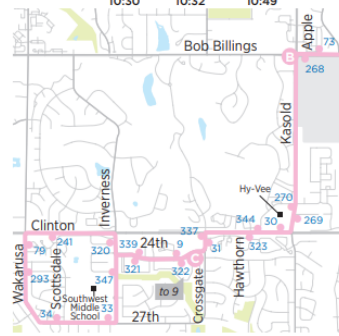
EASTBOUND		
Continues to	B	A
11	B. Billings @ Kasold	Central Station
	24th @ Crossgate	
6:29 AM	6:59 AM	6:59 AM
6:59 AM	7:29 AM	7:29 AM
7:29 AM	7:59 AM	7:59 AM
7:59 AM	8:29 AM	8:29 AM
8:29 AM	8:59 AM	8:59 AM
8:59 AM	9:29 AM	9:29 AM
9:29 AM	9:59 AM	9:59 AM
9:59 AM	10:29 AM	10:29 AM
10:29 AM	10:59 AM	10:59 AM
10:59 AM	11:29 AM	11:29 AM
11:29 AM	11:59 AM	11:59 AM
11:59 AM	12:29 PM	12:29 PM
12:29 PM	12:59 PM	12:59 PM
12:59 PM	1:29 PM	1:29 PM
1:29 PM	1:59 PM	1:59 PM
1:59 PM	2:29 PM	2:29 PM
2:29 PM	2:59 PM	2:59 PM
2:59 PM	3:29 PM	3:29 PM
3:29 PM	3:59 PM	3:59 PM
3:59 PM	4:29 PM	4:29 PM
4:29 PM	4:59 PM	4:59 PM
4:59 PM	5:29 PM	5:29 PM
5:29 PM	5:59 PM	5:59 PM
5:59 PM	6:29 PM	6:29 PM
6:29 PM	6:59 PM	6:59 PM
6:59 PM	7:29 PM	7:29 PM
7:29 PM	7:59 PM	7:59 PM
7:59 PM	8:29 PM	8:29 PM
8:29 PM	8:59 PM	8:59 PM
8:59 PM	9:29 PM	9:29 PM
9:29 PM	9:59 PM	10:09 PM



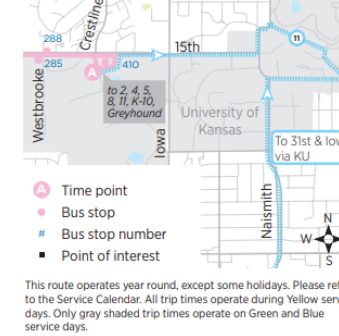
This route operates year-round, except some holidays. Please refer to Service Calendar. All trip times operate Monday-Friday. Only shaded trip times operate on Saturday.

12 Central Station to 27th & Wakarusa

WESTBOUND		
Continues from	A	B
11	Central Station	Bob Billings @ Kasold
		24th @ Crossgate (stop #322 after Clinton/Wak loop)
AM	6:45	6:47
7:15	7:17	7:34
7:45	7:47	8:04
8:15	8:17	8:34
8:45	8:47	9:04
9:15	9:17	9:34
9:45	9:47	10:04
10:15	10:17	10:34
10:45	10:47	11:04
11:15	11:17	11:34
11:45	11:47	12:04
12:15	12:17	12:34
12:45	12:47	1:04
1:15	1:17	1:34
1:45	1:47	2:04
2:15	2:17	2:34
2:45	2:47	3:04
3:15	3:17	3:34
3:45	3:47	4:04
4:15	4:17	4:34
4:45	4:47	5:04
5:15	5:17	5:34
5:45	5:47	6:04
6:15	6:17	6:34
6:45	6:47	7:04
7:15	7:17	7:34
7:45	7:47	8:04
8:15	8:17	8:34
8:45	8:47	9:19
9:00	9:02	9:19
9:45	9:47	10:04
10:30	10:32	10:49



EASTBOUND		
Continues to	B	A
11	Bob Billings @ Kasold	Central Station
	24th @ Crossgate	
AM	6:34	6:41
7:04	7:11	7:14
7:34	7:41	7:44
8:04	8:11	8:14
8:34	8:41	8:44
9:04	9:11	9:14
9:34	9:41	9:44
10:04	10:11	10:14
10:34	10:41	10:44
11:04	11:11	11:14
11:34	11:41	11:44
12:04	12:11	12:14
12:34	12:41	12:44
1:04	1:11	1:14
1:34	1:41	1:44
2:04	2:11	2:14
2:34	2:41	2:44
3:04	3:11	3:14
3:34	3:41	3:44
4:04	4:11	4:14
4:34	4:41	4:44
5:04	5:11	5:14
5:34	5:41	5:44
6:04	6:11	6:14
6:34	6:41	6:44
7:04	7:11	7:14
7:34	7:41	7:44
8:04	8:11	8:14
8:34	8:41	8:44
9:19	9:26	9:29
10:04	10:11	10:14



This route operates year round, except some holidays. Please refer to the Service Calendar. All trip times operate during Yellow service days. Only gray shaded trip times operate on Green and Blue service days.

Adopting a 'B' schedule. B Schedule will operate on Saturdays, certain holidays, and when KU classes are not in session. The schedule is proposed to be 5 minutes earlier than today's schedule.

Finalized west/east bound route times.

Community Feedback

Positive themes:

Route 12 had a small number of comments. Positive comments were general in content.

Concerns:

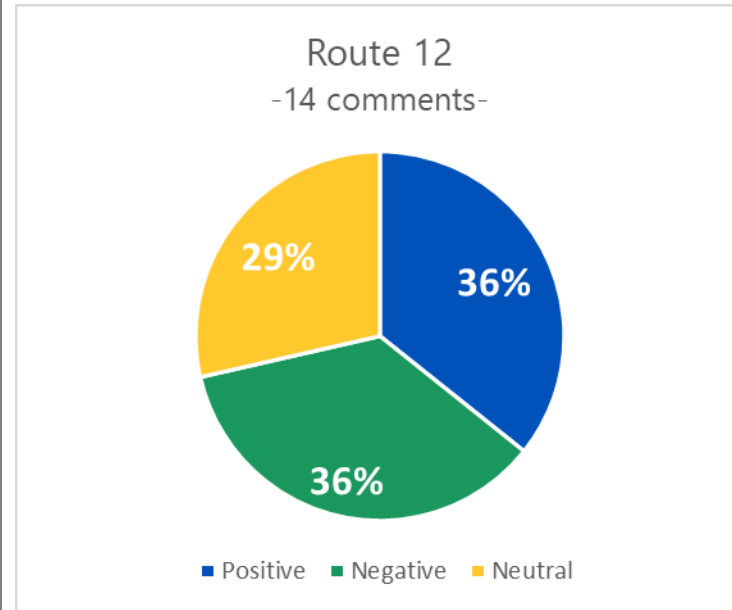
Some commenters did not like the change to a reduced service during “B” schedule (green and blue service days, when KU is not in session).

In response:

Route 11/12 ridership lowers significantly in the summer and during KU holidays. Therefore, we have allocated some of the resources from routes 11/12 to other routes to better serve demand during “B” schedule. “A” schedule has remained unchanged.

Full comments found in **Appendix A: Survey Responses**

FIGURE 12: ROUTE 12 PUBLIC INPUT RESULTS



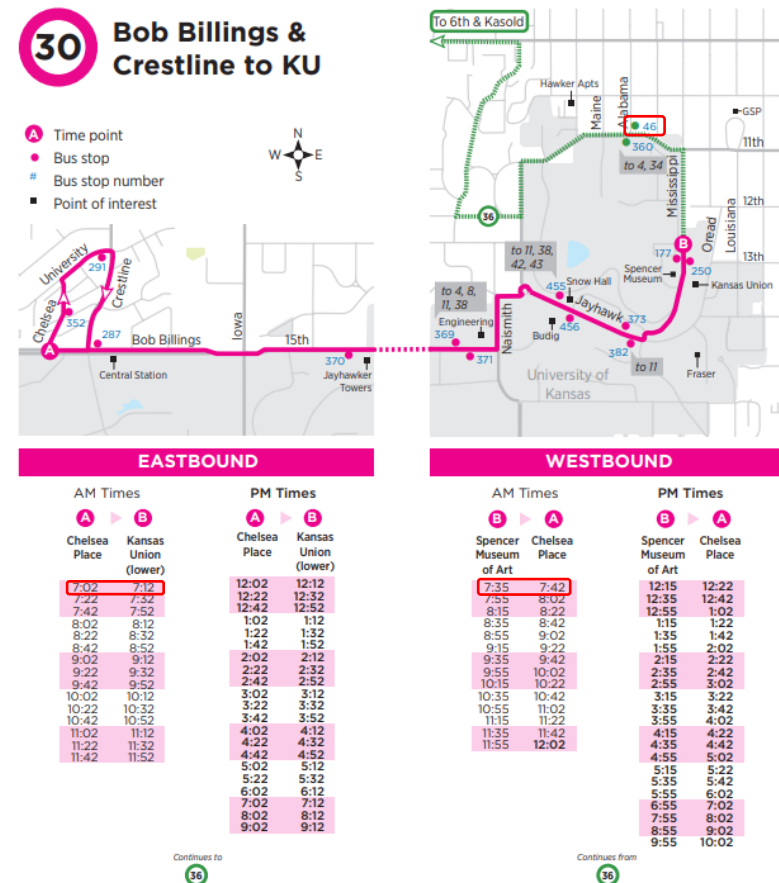
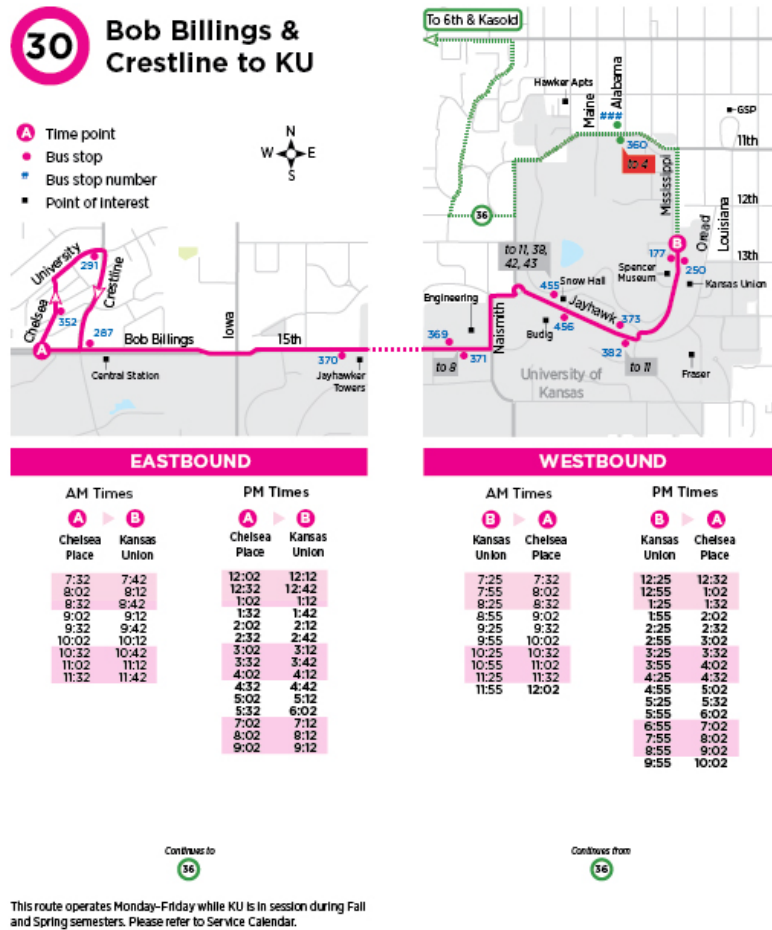
THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 12 ARE SUMMARIZED BELOW:

- 36% OF SURVEY COMMENTS WERE NEGATIVE
- 29% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 36% OF SURVEY COMMENTS WERE POSITIVE

Route 30

Proposed Route

Final Route



Proposed to simplify the interlining with Route 36 by utilizing Mississippi Street below the Kansas Union instead of the eastern end of Jayhawk Boulevard.

Proposed changes were accepted. Added bus stop number 46.

Community Feedback

Positive themes:

Positive comments were general in content.

Concerns:

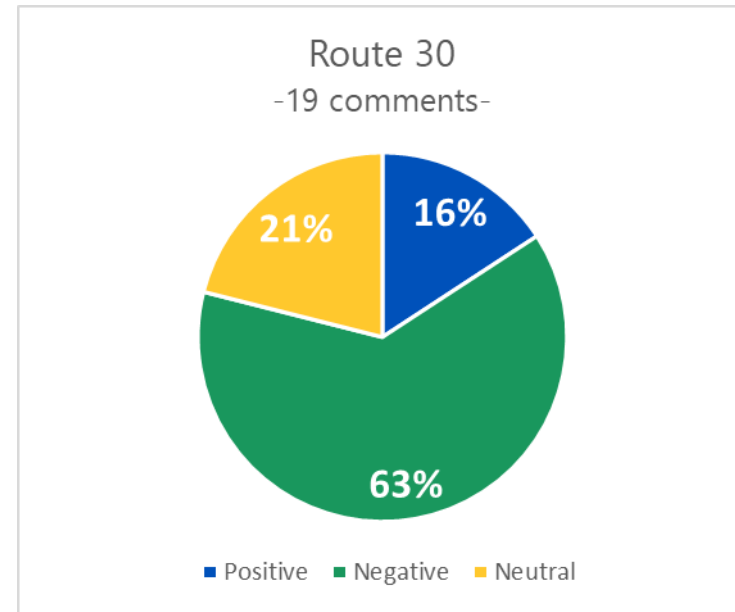
Respondents expressed interest in this route operating in the summer and on Saturdays. Other commenters expressed interest in extra bus stops along Bob Billings between Engineering and Crestline and/or that the bus would stop at Central Station.

In response:

Unfortunately, the financial constraints of KU's student-fee funded bus routes do not allow for adding service in summer or on Saturdays at this time. Adding Central Station to the route is not feasible in the current timing, but we will review this for future potential changes.

Full comments found in **Appendix A: Survey Responses**

FIGURE 13: ROUTE 30 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 30 ARE SUMMARIZED BELOW:

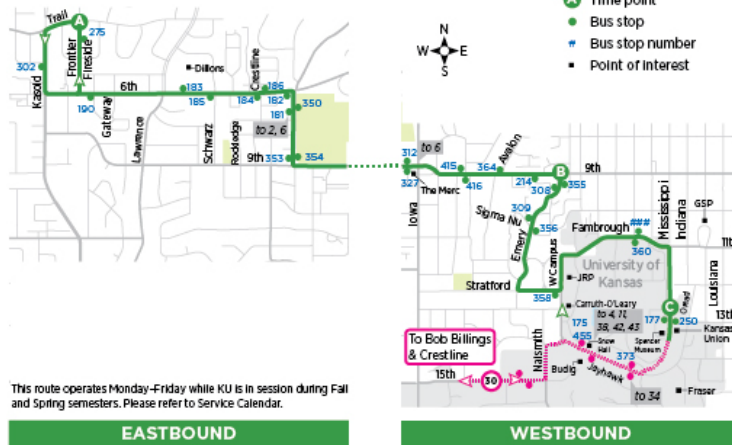
- 63% OF SURVEY COMMENTS WERE NEGATIVE
- 21% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 16% OF SURVEY COMMENTS WERE POSITIVE

Route 36

Proposed Route

Final Route

36 6th & Kasold to KU via Emery Road



EASTBOUND

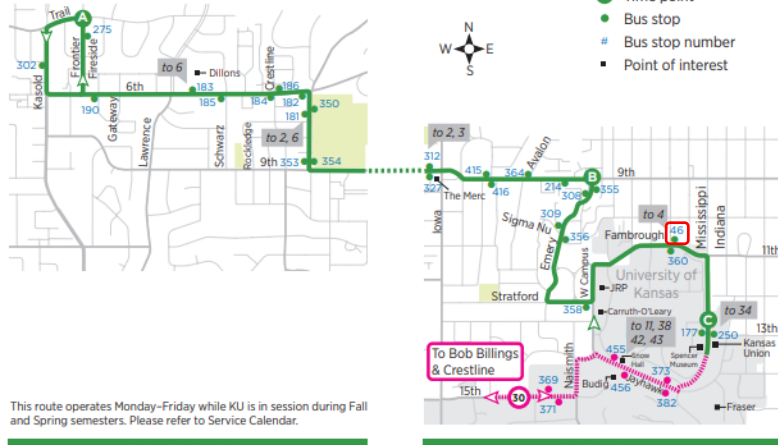
AM Times			PM Times		
A	B	C	A	B	C
Frontier & Trail	9th & Emery	Spencer Museum	Frontier & Trail	9th & Emery	Spencer Museum
7:08	7:19	7:25	12:08	12:18	12:25
7:38	7:48	7:55	12:38	12:48	12:55
8:08	8:19	8:25	1:08	1:18	1:25
8:38	8:48	8:55	1:38	1:48	1:55
9:08	9:18	9:25	2:08	2:18	2:25
9:38	9:48	9:55	2:38	2:48	2:55
10:08	10:18	10:25	3:08	3:18	3:25
10:38	10:48	10:55	3:38	3:48	3:55
11:08	11:18	11:25	4:08	4:18	4:25
11:38	11:48	11:55	4:38	4:48	4:55
			5:08	5:18	5:25
			5:38	5:48	5:55
			6:08	6:18	6:25
			6:38	6:48	6:55
			7:08	7:18	7:25
			7:38	7:48	7:55
			8:08	8:18	8:25
			8:38	8:48	8:55
			9:08	9:18	9:25

WESTBOUND

AM Times			PM Times		
C	B	A	C	B	A
Kansas Union	9th & Emery	Frontier & Trail	Kansas Union	9th & Emery	Frontier & Trail
7:21	7:29	7:38	12:21	12:29	12:38
8:51	8:59	9:08	12:51	12:59	1:08
8:21	8:29	8:38	1:21	1:29	1:38
8:51	8:59	9:08	1:51	1:59	2:08
9:21	9:29	9:38	2:21	2:29	2:38
9:51	9:59	10:08	2:51	2:59	3:08
10:21	10:29	10:38	3:21	3:29	3:38
10:51	10:59	11:08	3:51	3:59	4:08
11:21	11:29	11:38	4:21	4:29	4:38
11:51	11:59	12:08	4:51	4:59	5:08
			5:21	5:29	5:38
			5:51	5:59	6:08
			6:21	6:29	6:38
			6:51	6:59	7:08
			7:21	7:29	7:38
			7:51	7:59	8:08
			8:21	8:29	8:38
			8:51	8:59	9:08

Proposed to simplify the interlining with Route 36 by utilizing Mississippi Street below the Kansas Union instead of the eastern end of Jayhawk Boulevard.

36 6th & Kasold to KU via Emery Road



EASTBOUND

AM Times			PM Times		
A	B	C	A	B	C
Frontier & Trail	9th & Emery	Spencer Museum of Art	Frontier & Trail	9th & Emery	Spencer Museum of Art
7:18	7:28	7:35	12:18	12:28	12:35
7:38	7:48	7:55	12:38	12:48	12:55
7:58	8:08	8:15	12:58	1:08	1:15
8:18	8:28	8:35	1:18	1:28	1:35
8:38	8:48	8:55	1:38	1:48	1:55
8:58	9:08	9:15	1:58	2:08	2:15
9:18	9:28	9:35	2:18	2:28	2:35
9:38	9:48	9:55	2:38	2:48	2:55
9:58	10:08	10:15	2:58	3:08	3:15
10:18	10:28	10:35	3:18	3:28	3:35
10:38	10:48	10:55	3:38	3:48	3:55
10:58	11:08	11:15	3:58	4:08	4:15
11:18	11:28	11:35	4:18	4:28	4:35
11:38	11:48	11:55	4:38	4:48	4:55
11:58	12:08	12:15	4:58	5:08	5:15
			5:18	5:28	5:35
			5:38	5:48	5:55
			5:58	6:08	6:15
			6:18	6:28	6:35
			6:38	6:48	6:55
			6:58	7:08	7:15
			7:18	7:28	7:35
			7:38	7:48	7:55
			7:58	8:08	8:15
			8:18	8:28	8:35
			8:38	8:48	8:55
			8:58	9:08	9:15

WESTBOUND

AM Times			PM Times		
C	B	A	C	B	A
Kansas Union (lower)	9th & Emery	Frontier & Trail	Kansas Union (lower)	9th & Emery	Frontier & Trail
7:21	7:29	7:38	12:21	12:29	12:38
7:41	7:49	7:58	12:41	12:49	12:58
8:01	8:09	8:18	1:01	1:09	1:18
8:21	8:29	8:38	1:21	1:29	1:38
8:41	8:49	8:58	1:41	1:49	1:58
9:01	9:09	9:18	2:01	2:09	2:18
9:21	9:29	9:38	2:21	2:29	2:38
9:41	9:49	9:58	2:41	2:49	2:58
10:01	10:09	10:18	3:01	3:09	3:18
10:21	10:29	10:38	3:21	3:29	3:38
10:41	10:49	10:58	3:41	3:49	3:58
11:01	11:09	11:18	4:01	4:09	4:18
11:21	11:29	11:38	4:21	4:29	4:38
11:41	11:49	11:58	4:41	4:49	4:58
12:01	12:09	12:18	5:01	5:09	5:18
			5:21	5:29	5:38
			5:41	5:49	5:58
			6:01	6:09	6:18
			6:21	6:29	6:38
			6:41	6:49	6:58
			7:01	7:09	7:18
			7:21	7:29	7:38
			7:41	7:49	7:58
			8:01	8:09	8:18
			8:21	8:29	8:38
			8:41	8:49	8:58
			9:01	9:09	9:18

Proposed changes were accepted. Added bus stop number 46. Finalized eastbound route times.

Community Feedback

Positive themes:

Positive comments were general in content.

Concerns:

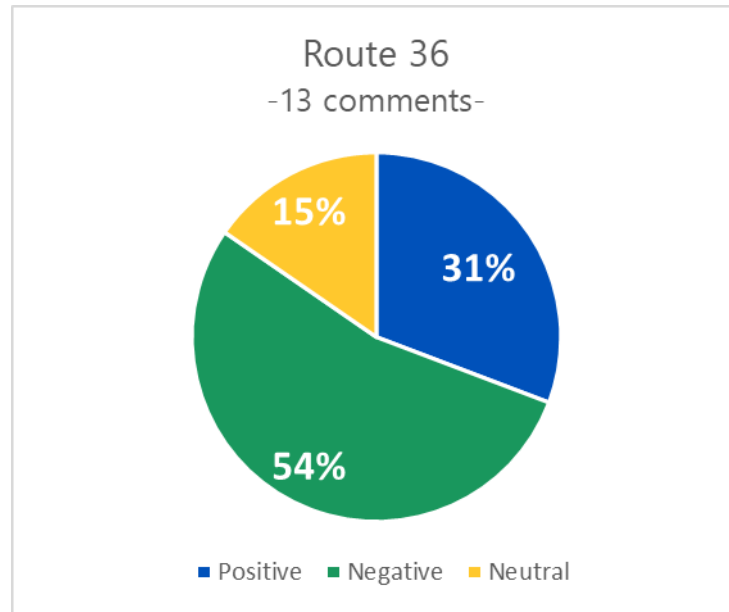
Responded expressed interest in this route operating in the summer and on Saturdays. Others had suggestions on alignment and requests for timing to better align with classes.

In response:

Unfortunately, the financial constraints of KU's student-fee funded bus routes do not allow for adding service in summer or on Saturdays at this time. Other suggestions for changes to the route will be reviewed for future potential changes.

Full comments found in **Appendix A: Survey Responses**

FIGURE 14: ROUTE 36 PUBLIC INPUT RESULTS

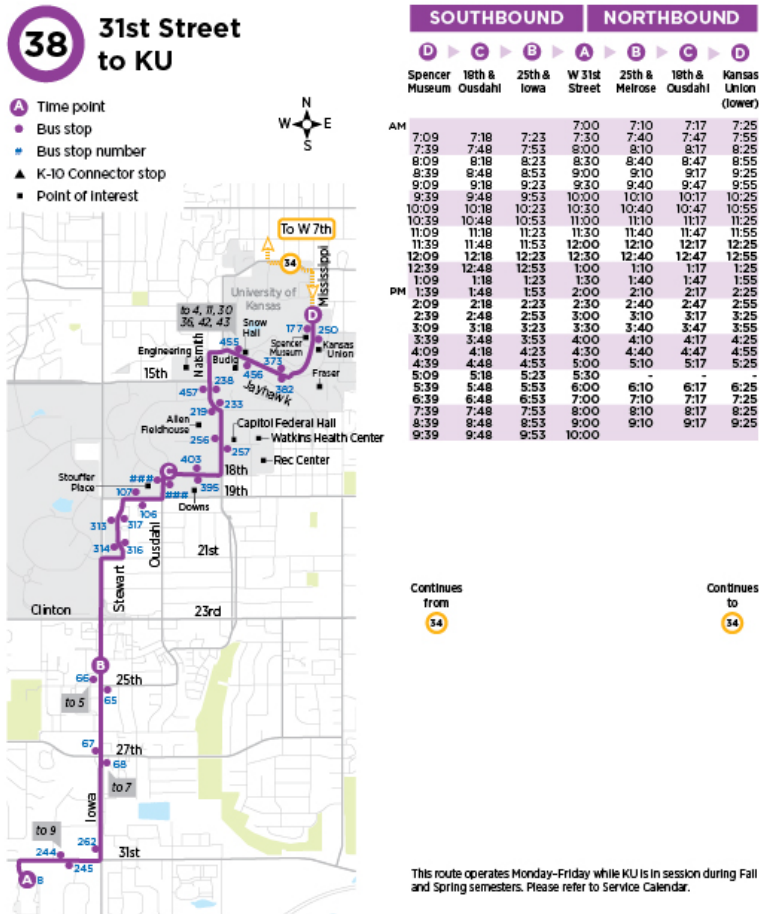


THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 36 ARE SUMMARIZED BELOW:

- 54% OF SURVEY COMMENTS WERE NEGATIVE
- 15% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 31% OF SURVEY COMMENTS WERE POSITIVE

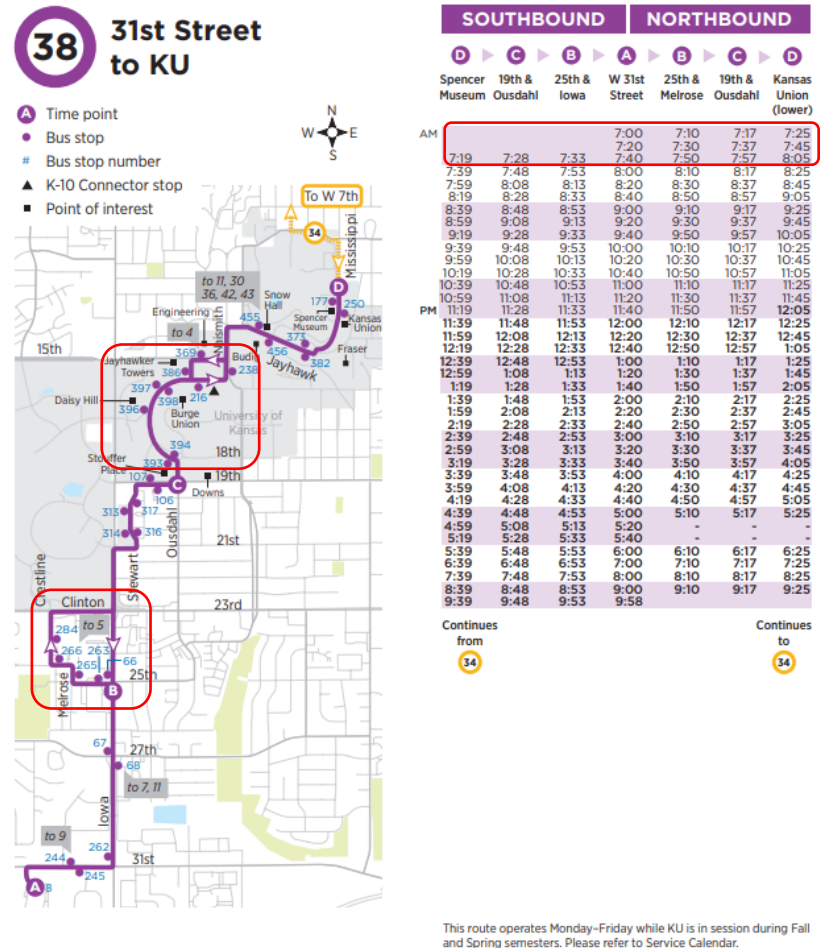
Route 38

Proposed Route



Proposed to remove service from Melrose Lane to improve route timing.

Final Route



Finalized southbound and northbound route times. Retained original route alignment.

Community Feedback

Positive themes:

About half of the positive comments were about the alignment of the route and how the proposed changes would simplify the route. The other half were general comments, and a few covered the frequency of the route.

Concerns:

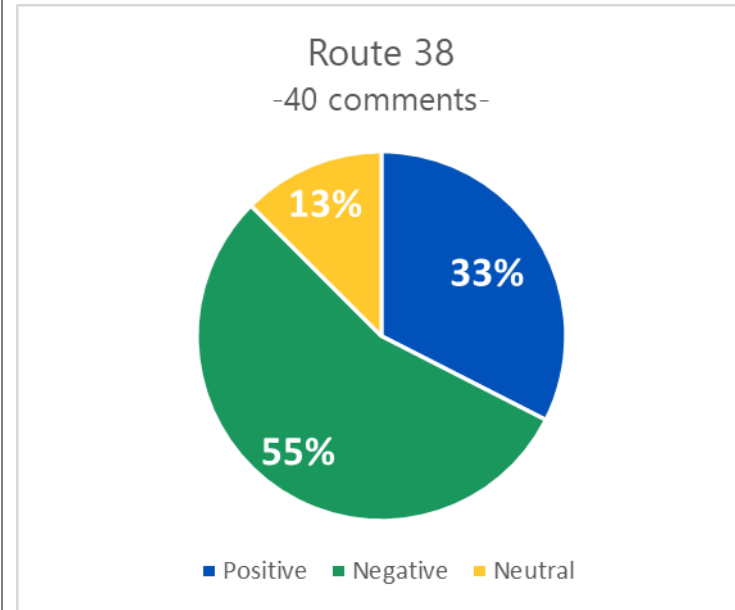
Negative responses primarily had to do with alignment of the route and the vast number of those were about serving Melrose and Park 25 apartments. The other primary concern was that interlining is confusing and commenters suggested making the 34/38 a single number.

In response:

Based on responses, we retained the original route alignment.

Full comments found in **Appendix A: Survey Responses**

FIGURE 15: ROUTE 38 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 38 ARE SUMMARIZED BELOW:

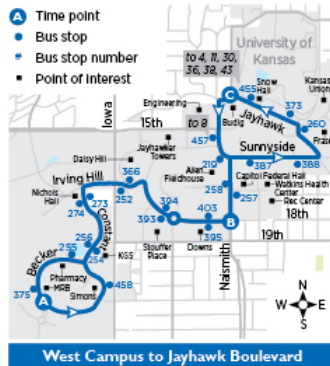
- 55% OF SURVEY COMMENTS WERE NEGATIVE
- 13% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 33% OF SURVEY COMMENTS WERE POSITIVE

Route 42

Proposed Route

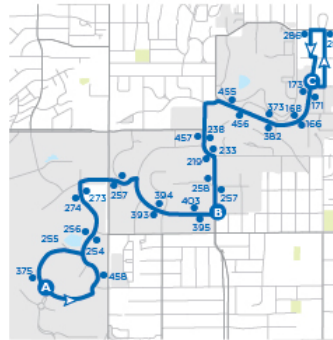
Final Route

42 Blue Circulator Alternate 1

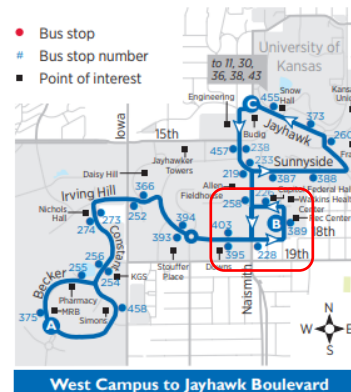


FREQUENCY	Schedules would say the same.			
	A	B	C	D
Monday-Thursday	Backer Drive	Rec Center	Snow Hall	Rec Center
7:10 a.m.-9:00 a.m. Every 9-12 minutes	7:10	7:10	7:15	7:22
9:00 a.m.-3:00 p.m. Every 6-9 minutes	8:30	8:40	8:45	8:52
3:00 p.m.-5:30 p.m. Every 9-12 minutes	10:00	10:10	10:15	10:22
Friday*	1:30	1:40	1:45	1:52
7:10 a.m.-5:30 p.m. Every 10-12 minutes	2:00	2:10	2:15	2:22
	2:30	2:40	2:45	2:52
	3:00	3:10	3:15	3:22
	3:30	3:40	3:45	3:52
	4:00	4:10	4:15	4:22
	4:30	4:40	4:45	4:52
	5:00	5:10	5:15	5:22
	5:30	5:40	5:45	5:52

42 Blue Circulator Alternate 2

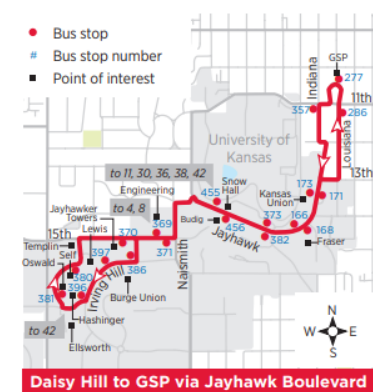


42 Blue Circulator via Rec Center



FREQUENCY	
Monday-Thursday	7:10 a.m.-9:00 a.m. Every 9-12 minutes
Friday*	7:10 a.m.-5:30 p.m. Every 10-12 minutes
Monday-Thursday	9:00 a.m.-3:00 p.m. Every 6-9 minutes
Friday*	3:00 p.m.-5:30 p.m. Every 9-12 minutes

43 Red Circulator



FREQUENCY	
Monday-Thursday	7:10 a.m.-9:00 a.m. Every 9-12 minutes
Friday*	7:10 a.m.-5:30 p.m. Every 10-12 minutes
Monday-Thursday	9:00 a.m.-3:00 p.m. Every 5-8 minutes
Friday*	3:00 p.m.-5:30 p.m. Every 9-12 minutes

*Friday schedule will be used during Finals and the Monday and Tuesday leading up to Thanksgiving Break.

Routes 42 and 43 operate Monday-Friday when KU classes are in session Fall & Spring semesters. Please refer to Service Calendar.

NOTE: For evening service, refer to Route 44.
For summer service, refer to Route 45.

Proposed to simplify the route by removing the loops through Lot 90 or at Engineering / Burge Union. Passengers would board along Naismith Drive. Alternate 2 extends the route along Jayhawk Boulevard to the Kansas Union and GSP/Corbin.

Removed engineering loop.

Community Feedback

Positive themes:

Commenters were evenly split on proposed version 1 and 2.

Concerns:

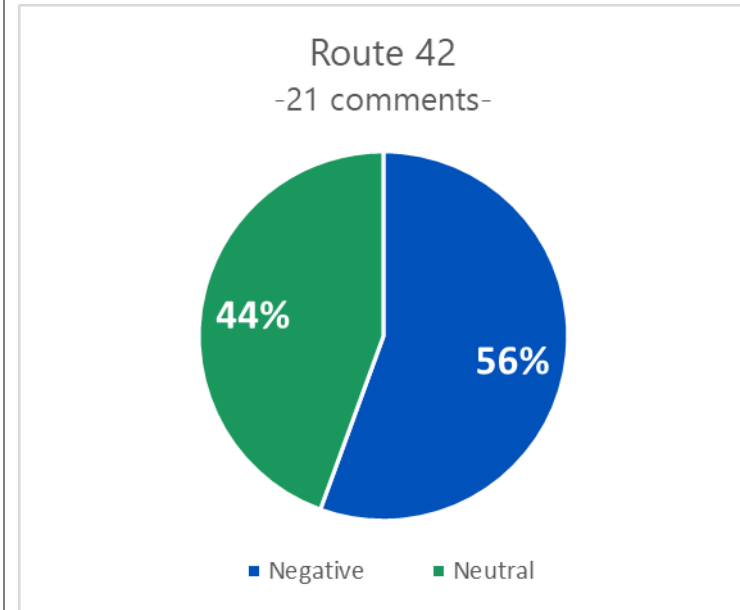
Within the negative comments, respondents were primarily concerned over the alignment, especially for the engineering stop, the Price Commuting Center, and not being too redundant of route 43.

In response:

Based on feedback, the route will be modified to remove the loop by Engineering, but not any other changes during the fall/spring semesters. We will use Alternate 2 for summer service under a new route number (45). Route 42 will no longer operate during class breaks.

Full comments found in **Appendix A: Survey Responses**

FIGURE 16: ROUTE 42 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 42 ARE SUMMARIZED BELOW:

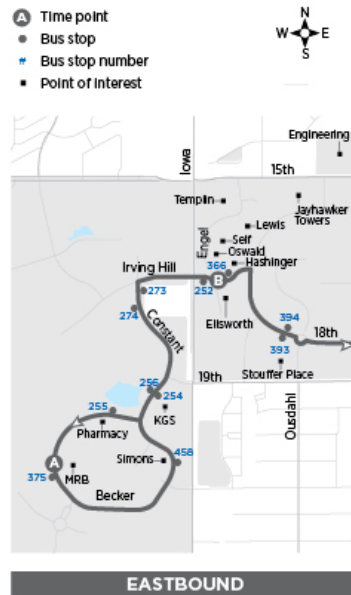
- 56% OF SURVEY COMMENTS WERE NEGATIVE
- 44% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 0% OF SURVEY COMMENTS WERE POSITIVE

Route 44

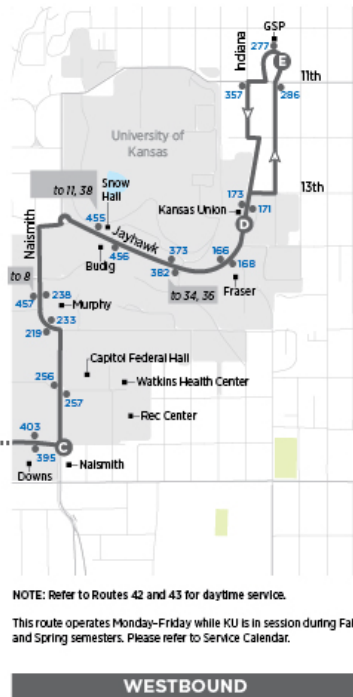
Proposed Route

Final Route

44 Campus Circulator (Evening)



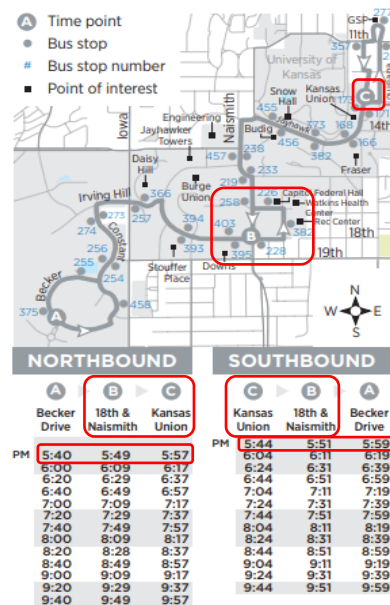
EASTBOUND				
A	B	C	D	
Becker Drive	Daisy Hill	Rec Center	Kansas Union	
PM 5:31	5:36	5:43	5:53	
6:01	6:06	6:13	6:23	
6:31	6:36	6:43	6:53	
7:01	7:06	7:13	7:23	
7:31	7:36	7:43	7:53	
8:01	8:06	8:13	8:23	
8:31	8:36	8:43	8:53	
9:01	9:06	9:13	9:23	
9:31	9:36	9:43	9:53	
10:01	10:06	10:13	10:23	



NOTE: Refer to Routes 42 and 43 for daytime service.
This route operates Monday-Friday while KU is in session during Fall and Spring semesters. Please refer to Service Calendar.

WESTBOUND				
E	D	B	A	
GSP	Kansas Union	Daisy Hill	Becker Drive	
PM 6:00	6:04	6:15	6:20	
6:30	6:34	6:45	6:50	
7:00	7:04	7:15	7:20	
7:30	7:34	7:45	7:50	
8:00	8:04	8:15	8:20	
8:30	8:34	8:45	8:50	
9:00	9:04	9:15	9:20	
9:30	9:34	9:45	9:50	
10:00	10:04	10:15	10:20	
10:30				

44 Evening Circulator



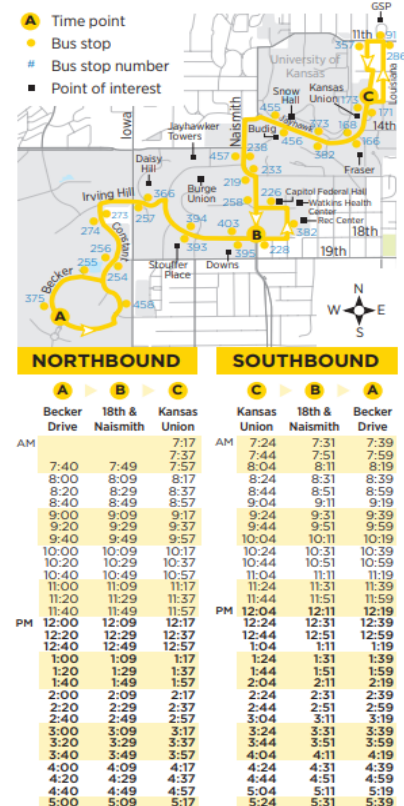
NORTHBOUND			SOUTHBOUND		
A	B	C	C	B	A
Becker Drive	18th & Nalsmith	Kansas Union	Kansas Union	18th & Nalsmith	Becker Drive
PM 5:40	5:49	5:57	5:44	5:51	5:59
6:00	6:09	6:17	6:04	6:11	6:19
6:20	6:29	6:37	6:24	6:31	6:39
6:40	6:49	6:57	6:44	6:51	6:59
7:00	7:09	7:17	7:04	7:11	7:19
7:20	7:29	7:37	7:24	7:31	7:39
7:40	7:49	7:57	7:44	7:51	7:59
8:00	8:09	8:17	8:04	8:11	8:19
8:20	8:28	8:37	8:24	8:31	8:39
8:40	8:49	8:57	8:44	8:51	8:59
9:00	9:09	9:17	9:04	9:11	9:19
9:20	9:29	9:37	9:24	9:31	9:39
9:40	9:49	9:57	9:44	9:51	9:59

Route 44 operates Monday - Friday while KU is in session during Fall and Spring semesters.

Route 45 operates Monday - Friday while KU is in session during Summer semester, and for one week before Fall and Spring semesters.

Please refer to Service Calendar.

45 Summer Circulator



NORTHBOUND			SOUTHBOUND		
A	B	C	C	B	A
Becker Drive	18th & Nalsmith	Kansas Union	Kansas Union	18th & Nalsmith	Becker Drive
AM 7:40	7:49	7:57	7:24	7:31	7:39
8:00	8:09	8:17	7:44	7:51	7:59
8:20	8:29	8:37	8:04	8:11	8:19
8:40	8:49	8:57	8:24	8:31	8:39
9:00	9:09	9:17	8:44	8:51	8:59
9:20	9:29	9:37	9:04	9:11	9:19
9:40	9:49	9:57	9:24	9:31	9:39
10:00	10:09	10:17	9:44	9:51	9:59
10:20	10:29	10:37	10:04	10:11	10:19
10:40	10:49	10:57	10:24	10:31	10:39
11:00	11:09	11:17	10:44	10:51	10:59
11:20	11:29	11:37	11:04	11:11	11:19
11:40	11:49	11:57	11:24	11:31	11:39
PM 12:00	12:09	12:17	11:44	11:51	11:59
12:20	12:29	12:37	12:04	12:11	12:19
12:40	12:49	12:57	12:24	12:31	12:39
1:00	1:09	1:17	12:44	12:51	12:59
1:20	1:29	1:37	1:04	1:11	1:19
1:40	1:49	1:57	1:24	1:31	1:39
2:00	2:09	2:17	1:44	1:51	1:59
2:20	2:29	2:37	2:04	2:11	2:19
2:40	2:49	2:57	2:24	2:31	2:39
3:00	3:09	3:17	2:44	2:51	2:59
3:20	3:29	3:37	3:04	3:11	3:19
3:40	3:49	3:57	3:24	3:31	3:39
4:00	4:09	4:17	3:44	3:51	3:59
4:20	4:29	4:37	4:04	4:11	4:19
4:40	4:49	4:57	4:24	4:31	4:39
5:00	5:09	5:17	4:44	4:51	4:59
			5:04	5:11	5:19
			5:24	5:31	5:39

Removed engineering loop. Finalized northbound and southbound route time. Finalized northbound and southbound time points.

Community Feedback

Positive themes:

Positive comments were primarily about the new alignment of the route; first, that it was like the day circulator and, second, it was a simplification of the route.

Concerns:

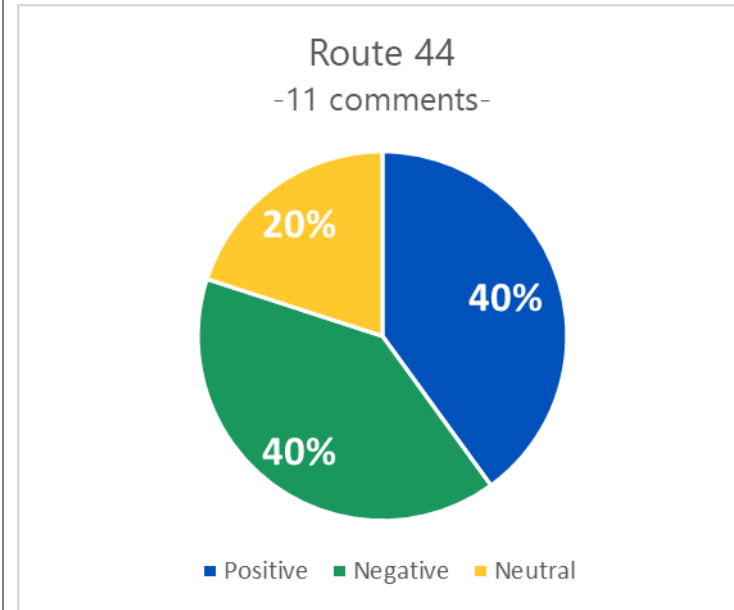
Negative comments also primarily concerned the alignment of the route; first, was concern over not serving Engineering directly, and second, was about service to the parking lot near CapFed.

In response:

Based on feedback, the route will be modified to remove the loop by Engineering, but not any other changes. We will use Alternate 2 from route 42 for summer service under a new route number (45).

Full comments found in **Appendix A: Survey Responses**

FIGURE 17: ROUTE 44 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ROUTE 44 ARE SUMMARIZED BELOW:

- 40% OF SURVEY COMMENTS WERE NEGATIVE
- 20% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 40% OF SURVEY COMMENTS WERE POSITIVE

Lawrence Transit On Demand

Positive themes:

Positive comments focused on riders wanting to retain this service overnights and Sundays.

Concerns:

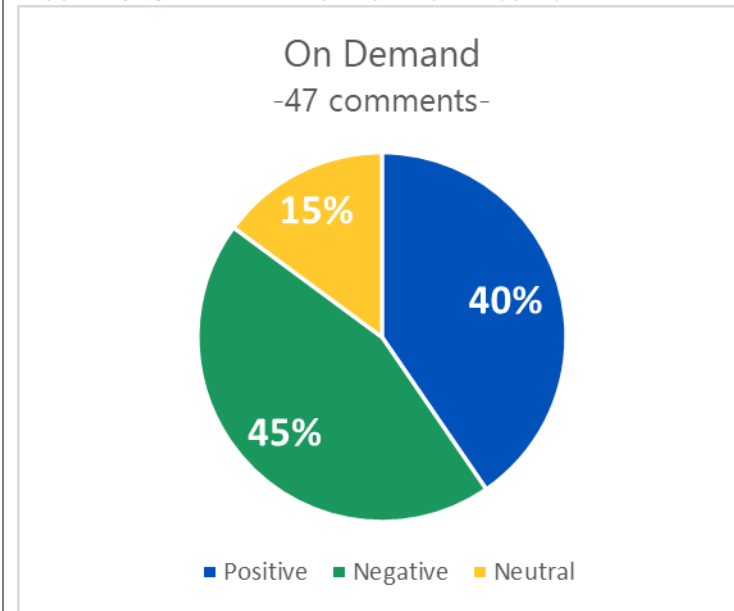
Some riders are experiencing issues booking with the app, high demand leading to difficulty in booking a ride at desired times, and some riders would prefer fixed routes on Sunday instead of OnDemand.

In response:

Available funding limits the number of vehicles available overnights and Sundays. Microtransit services, especially free ones, see issues with high demand leading to low availability of rides. As demand goes up, fixed routes become more practical. Staff continue to evaluate the service and adjust accordingly. After receiving this feedback and confirming that the service had a higher than desirable level of 'no shows', staff implemented an On Demand suspension policy for riders who frequently miss scheduled trips. This should make more trips available to other riders and help balance demand. Staff are currently evaluating more ways to make this service more reliable.

Full comments found in **Appendix A: Survey Responses**

FIGURE 18: ON DEMAND PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2025 ROUTE CHANGES TO ON DEMAND ARE SUMMARIZED BELOW:

- 45% OF SURVEY COMMENTS WERE NEGATIVE
- 15% OF SURVEY COMMENTS WERE NEUTRAL/UNRELATED
- 40% OF SURVEY COMMENTS WERE POSITIVE

Appendix A: Survey Responses

Public Comments

Comments	Response
Route 1	
This seems to be an improvement, as long as #7 continues to go along E. 19th St.	Comment Received
I like this better than current route 1	Comment Received
This is fine.	Comment Received
Route 1 needs to run separate from the route 5 with service being every 30 minutes like it used to.	Comment Received
thats doing way too much	Comment Received
Most transfers between Route 1 and Route 7 occur at 19th and Delaware.	Comment Received
Taking route 1 off of 19th street will make it considerably more difficult for drivers to connect transfers from route 7 to route 1	
Not really a difference. Can handle it	
A Dangerous Route to ride on I see those going to shelter assault riders. Quit riding it drivers too scared to do anything fear of being fired.	Thank you for your comment. Since Dec 2024 Lawrence Transit has been implementing our suspension policy. We hope riders and drivers have seen improved behaviors across all routes.
38	Comment Received
Should not be interlined with the 5.	Comment Received

<p>Westbound, not enough time. 4 min is not enough to get from east hills to lcs and board at lcs then have to go thru hinu. It will not work. Recommend having bus leave east hills at 02-03/32-33 after the hours instead of 05/35 to give us a couple extra min. Honestly don't think that will be enough time having to backtrack to 23rd and go thru hinu.</p> <p>- supervisor feedback</p>	<p>Based on concerns we heard from drivers, we adjusted the timing. This change will help keep the route on time.</p>
<p>I like to take the 1 bus to the fairgrounds and downtown from my home on 19th Street, and I see that won't work anymore with this route change. But I understand the goal of connecting Haskell with downtown.</p>	<p>Comment Received</p>
<p>This is an excellent modification.</p>	<p>Comment Received</p>
<p>Its on the opposite side of town from where I live. Have only ridden it twice, simply to become familiar with it.</p>	<p>Comment Received</p>
<p>No comment</p>	<p>Comment Received</p>
<p>I don't like the changes made for this year. I don't understand the changes as described for next year. I moved to Lawrence in 2017 and often chose to ride the bus even though I had a car, just for the convenience. After selling my car in 2019, I rode the bus at least once a day.</p> <p>It's tragic what has happened to a once exemplary public transportation system. I've lived around the U.S. and Lawrence Public Transit compared favorably or superior. Now I ride the bus only when I absolutely have no other alternative. I'm disappointed the company/agency decided to modify an already great thing into a no-charge, almost worthless thing.</p>	<p>Comment Received</p>

The route going from 23rd to 19th via Haskell is a great improvement. Would really like to see a new route or route variant that goes from downtown to LCS that would go westbound via O'Connell at 25th Terr. up to 19th St, onto Harper St, onto 15th St, onto Haskell, onto 11th, and some path from there to Downtown. Introducing close by service to Brookwood Mobile Home Park, Jayhawk Mobile Homes, and the East Lawrence Rec Center while reintroducing a one seat ride from LCS to Just Food feels like a necessity for East Lawrence.	
	Comment Received
Should just run to shelter, downtown and central station, not to corporate hills	Comment Received
All routes are doing well. Current route 1 is too long and takes too many stops.	Comment Received
I walk to 23rd and Harper and live by O'Connell and go Downtown. This route will work as proposed.	Comment Received
This route works as proposed. I travel to LCS.	Comment Received
This works as proposed.	Comment Received
Good to still see some service along 19th street.	Comment Received
This route takes a long time. Could be 2 routes.	Comment Received
This works as proposed.	Comment Received
Makes sense and looks good	Comment Received
The 1 is usually late. Looks good as proposed.	Comment Received
Good to retain service at 19th and Mass - Dillons.	Comment Received
This route can be late. Suggestion: separate, additional service for senior citizens and veterans.	Comment Received
These changes are good	Comment Received
One seems good to me	Thank you for your comment. This new route proposal adds in service on Haskell from 19th to 23rd.

I use to ride the bus more often, but since you took the route away from Haskell between 19th and 23rd I can't utilize it as I use to. If the weather is bad, I can't get to the bus stop. This winter really proved that. I use to have a bus right out of my complex, now I have to go 2 blocks to one, and it is completely impassable in snow. Rain isn't fun either. Trying to schedule a paratransit is a joke. Half the time the phone isn't answered, and I have been told more than once that they aren't scheduling rides for that day, because they are booked.	Based on concerns we heard from drivers, we adjusted the timing. This change will help keep the route on time.
The times are tight	Comment Received
I'm happy that you guys are trying to serve Haskell better!	Comment Received
Idk	Comment Received
N/A	Comment Received
I am taking route 38 from Melrose to Campus.it is the only bus available for us to go to campus. Otherwise we have to walk a lot to take 11 which is very difficult during winter period. There are a lot of students taking 38 to campus from Melrose lane. I would appreciate if you could keep the route as before. Thanks	Based on concerns we heard from drivers, we adjusted the timing. This change will help keep the route on time.
This is all kinda confusing. I take the bus from 31st st by cottonwood home on Monterey way. Id love to have a bus to travel down Monterey way between bob billings and 6th st. Its a long walk from kasold and billings. There are 3 large apartment complexes between Harvard and 6th on Monterey Way.	Comment Received
Good improvements to route especially maintaing service on 19th between Haskell and Harper and adding service on Haskell 23rd to 19th. Curious about timing as with more turns on and off 23td this route could run behind during peak traffic times	Comment Received

This route will become harder to rely on if the amount of time between Time Points is decreased. Passengers and drivers will take on more stress and transfers will become more difficult, which will cause more incidents. As an example, Route 7 saw huge improvement in passenger satisfaction when it was given longer layovers in 2024.	Comment Received
This still works for me	Comment Received
This works	Comment Received
These changes still work to get to work	Comment Received
All for it!	Comment Received
A stop by Brookwood would be nice on R1	Comment Received
This works	Comment Received
Fine	Comment Received
This works	Comment Received
The timing at the shelter stop is not always aligned with shelter operating times, especially in winter. The bus gets you there before the shelter opens.	Comment Received
This works still	Comment Received
This works	Comment Received
Works fine	Comment Received
Love these changes	Comment Received
The eastbound pickup at Greenway Circle (E) comes to early for those using the bus. Most using this stop work 8-12 hour shift work and get off on the hour. The bus come at 57 after, which means that we have to wait 27 minutes to catch the bus to get home from work. It used to come 3 minutes after prior to the changes made, and that is what me and my coworkers preferred.	Comment Received
Route 2	
I don't see any change, which is fine with me.	Comment Received

It doesn't need to go through the residential neighborhood north of Central Station on Crestline. I've never seen anyone board or unload on that route.	Comment Received
Timepoint should be moved from 9th and Iowa to either 9th or 6th and Rockledge. Unsafe to stage at 9th and Iowa if the bus gets there too early.	Comment received and timepoints have been adjusted.
This is fine.	Comment Received
dont agree	Comment Received
This is the route I take to work :)	Comment Received
Ok	Comment Received
This is an easy, quick way for me to reach Central Station. Have ridden it several times. Going the opposite direction, I am glad that it will "cross" Routes 3 and 6 on 6th Street, which might very possibly provide some new possibilities/connections to other parts of the city.	Comment Received
No comment	Comment Received
no comment	Comment Received
Fix the configuration on this app so we know when the bus is arriving to stops	Comment Received
I take the 2-3 to get downtown to my job everyday at stop 495 and like the time the bus comes	Comment Received
Is fine	Comment Received
Makes sense and looks good	Comment Received
I'm confused	Comment Received
N/A	Comment Received
Ok small bus gets crowded near medical facilities and downtown as 3. Transfer connections has sometimes been an issue.	Thank you for your comment. All bus stops adjacent to the hospital and Bert Nash are ADA accessible. Because of the street grid in this area, the bus stops are as close to these important locations as is feasible.

The Lawrence-Douglas County Public Health building and nearby healthcare services (Bert Nash, TRC, WIC, etc.) need a closer bus stop. The current closest stops (148 and 150) are not accessible, especially for those who are pregnant or with children and strollers, and those with disabilities.	Comment Received
All for it!	Comment Received
Route 3	
Also an improvement, except it will take longer to go between LMH and Downtown.	Comment Received
Love the change of the timepoint to 6th and rockledge	Comment Received
This is fine.	Comment Received
dont agree	Comment Received
I like both new and old route formation.	Comment Received
I think the change in route three will affect me when I get to in Berry and I also work downtown	Comment Received
I sometimes use this route	Comment Received
The bus now going down 9th. Time saver.	Comment Received
Excellent change I'm glad you provide an additional route downtown.	Comment Received
Good on changing this route to go up 9th st from downtown. We have to wait on route 6 to long now to be the only bus coming & going.	Comment Received
No comment	Comment Received
more strange and inconvenient changes. one of the few ways to get from Babcock Place to Heartland. No longer available. such strange reasoning.	The Route 1 to Route 3 connection from Babcock Place to Heartland remains unchanged from last year.

I feel there should be two buses running route 3 all day to provide a wider range of Hospital time visits for people so they can return to and from the hospital because of seniors and other people in with doctor's appointment around the 10:30 to 2:00 time I think you should increase it to do two buses be injured increasing the route to Central Station	Thank you for your comment. Based on available funding we are still proposing mid-day peak and off peak frequency.
I like that the 3 connects to the 2 and ends at downtown	Comment Received
Is fine don't mess with it	Comment Received
Route works as proposed.	Comment Received
It is a far walk from the bus stop to Bert Nash. Would be better if route went closer.	Thank you for your comment. Because of the street grid in this area, the bus stops are as close to these important locations as is feasible.
This works as proposed.	Comment Received
Makes sense and looks good	Comment Received
Looks good as proposed.	Comment Received
Works as proposed	Comment Received
I like all the access around Centennial Park	Comment Received
These changes are good	Comment Received
I like this.	Comment Received
Sure	Comment Received
N/A	Comment Received
Like adding 9th street service. Transferring to this route has been a consistent problem if other routes are arriving close to leave time. Small bus often crowded between downtown and medical facilities. Riders with special needs and time sensitive appointments miss transfer downtown too often. Adjusting time secedules a couple minutes could help.	Comment Received

This is a good change and fixes problems created in Jan 2024.	
The Lawrence-Douglas County Public Health building and nearby healthcare services (Bert Nash, TRC, WIC, etc.) need a closer bus stop. The current closest stops (148 and 150) are not accessible, especially for those who are pregnant or with children and strollers, and those with disabilities.	Thank you for your comment. All bus stops adjacent to the hospital and Bert Nash are ADA accessible. Because of the street grid in this area, the bus stops are as close to these important locations as is feasible.
This works. I go to Berry for work.	Comment Received
This still works.	Comment Received
R3 waits too long, too dirty. Small buses are dirty and stained up	Comment Received
Still works to get to the Village.	Comment Received
I like the 3 on 9th street	Comment Received
The way Route 2 and 3 work together is really confusing. I can understand the other interlined routes I take but not really this one. Part of the reason it is confusing is you are not showing 3 on the map of 2 even though the streets it takes is showing on that map. So it looks like I can take either 2 or 3 to go south from LMH but if I accidentally get on 3 instead of 2, it takes me downtown instead of central station? Most interlined routes don't have an overlap like this -- and the overlap is confusing because it is not clearly shown on the maps.	Thank you for your comment. Our team would be happy to answer any questions you have about this route alignment or provide travel training. Please email info@lawrencetransit.org for more details.
This works still	Comment Received
The changes to the routes are really good and will help get to where I need to go.	Comment Received
Happy to have options to get to Heartland and LMH	Comment Received
The 3 sits for 15 minutes today, I think that should be less. This change cuts that down to 7 which is better.	Comment Received
Route 4	

I like this!! No more missing the connection between routes 10 and 4 and having to wait 30 minutes for the next one. Also, I notice it runs every 30 minutes M-F, which I wish every route did, but #10 is the one I use most. The one fault is the loss of service on Jayhawk Blvd.	Comment Received
I like this merger. It allows me to go from Wakarusa to Campus and Downtown then back home easily.	Comment Received
This is not good and will greatly affect my ability to make it to work. I work at the Spencer Museum and live at the Links. This route does not stop by the Links any more and drops me off farther away from Spencer. Please do not change this route. It will have a large negative impact for students, especially graduate students who live near the Links.	Comment Received

<p>I am very concerned with this change. I live in West Lawrence (The Links apartment) and currently take 10, then transfer to 4 (sometimes 11) at Central Station. I moved to my current apartment last summer knowing that I can take the bus to campus with the new routes, all the way to the area around Kansas Memorial Union. Changing both Route 10 and 4 effectively takes this option away from me and I have no way of getting to campus with the proposed change. I also lose the option of getting to Central Station where I can take K-10, greyhound, or other city/university buses. I do not have a car and have to rely on the bus to get to KU and this change will screw me over. I have relied on Lawrence Transit for the entire time I have lived in Lawrence and I very much appreciate the bus services. But if changes were going to be reverted this easily to return to old route 10, why make the changes in the first place? It just impacts people who adapted to such changes during the past 1-2 years. Is there a way to have the route extend to the West Lawrence area (The Links, Sports Pavilion, etc.) that route 10 currently covers? I also think maintaining the Jayhawk Boulevard route is important for students who use 4 to get to Central Station or the downtown area (including myself).</p>	<p>Comment Received</p>
<p>Like this better than the current 4</p>	<p>Comment Received</p>
<p>I would prefer that route 4 goes through jayhawk blvd to facilitate easy access to most of campus. There is a whole group of people who ride from downtown to wescoe as part of the daily commute. I also like that the route runs every 30 minutes.</p>	<p>Please see responses related to Route 4.</p>

Using west campus road through campus and going through overland only once will most likely fix a lot of timing issues	Comment Received
So, you're proposing getting rid of the last direct route from Downtown to Campus? What's wrong with you people? Do you not realize how many of us commute that way?	Comment Received
I appreciate that this will shorten the amount of time between stops for Route 10. The hour long gaps in the previous iteration were not sufficient for those working at KU facilities on Bob Billings. The 30 minute stop schedule all work day is much improved.	Comment Received
Please do not move this away from Jayhawk Blvd, this is the only bus that goes from campus to downtown at all, and the only bus that goes from campus to downtown year-round. As someone who works on campus and currently lives on this route, I would no longer be able to take the bus to work which I heavily rely on.	Please see responses related to Route 4 .
What connections will there be from campus to the Chi Omega Fountain? What other bus routes will go through campus to central station?	Comment Received
I don't see how this route will be able to reliably run on the proposed timeline unless you plan to have two busses running this route. The proposed route will take much longer than 30 minutes to drive, and the increased time to run the entire loop will negatively impact anyone trying to commute from downtown to campus, which is what I primarily do.	Comment Received

<p>The extended route looks great. But I am a KU campus staff member who works year round, and I have some mobility issues, as does another of my coworkers who uses this route. During the summer and breaks when campus buses aren't running I rely on the 4 to get to my office on Jayhawk Blvd. The proposed route change away from the current route will add a lot of extra walking to my commute and makes it less useful. I prefer to use public transit whenever possible, but this will make it more difficult during the summer.</p>	<p>Please see responses related to Route 4.</p>
<p>I dislike this because it eliminates Route 10, which I currently take from Downtown to Jayhawk Blvd. I don't see a single route that runs from the Downtown station to, say, the KS Union/Fraser/Wescoe/Anschutz area. Since increasing rents mean I'll be moving to where - by the current routes - I'd thought I'd already have to start taking the #7 to the Downtown station and THEN the #10 to campus, nearly doubling the time it takes (rather than the #10 that I currently take directly from my area. But this means that it looks like next year I won't be able to ride the bus to work at all when I had hoped to use it more due to higher rent impinging on my budget.</p>	<p>Please see responses related to Route 4.</p>
<p>I supervise many students who need to go between KU campus at the CEBC at Bob Billings @ Wakarusa. This proposed change is extremely beneficial to give the students more buses and times to get from campus to the CEBC. Thank you!</p>	<p>Comment Received</p>
<p>this is great</p>	<p>Comment Received</p>
<p>Do not get rid of the Jayhawk Blvd stops please.</p>	<p>Please see responses related to Route 4.</p>

I like this as long as there are enough buses working this route so that it stays every 30 minutes	Comment Received
I don't like this change, I use route four often and combining it with route ten and not going down Jayhawk Boulevard would make it much more difficult to access. I use the 4 to get to work.	Please see responses related to Route 4 .
dont agree	Comment Received
Love it as long as there are more busses added to the route given the longer length	Comment Received
Having route 4 buses going two different directions at central station will cause confusion similar to having two route 6 buses stationed at the library. Consider having the westbound vehicles interline as route 10 for more clarity.	Comment Received
I would like this to extend to rock chalk park. I use route 10 everyday. I like how it is continuous and does not wait to go to campus though!	Comment Received
You need more than one bus on this route. It is very unreliable for students trying to get on campus.	Comment Received
This change is fine to me so long as it doesn't double the wait time, as this is the only option downtown	Comment Received
This is exactly what we need! It would be so much easier for our family to get to KU campus and downtown. We equally like the proposed new route and that it will be going every 30 minutes. It's such a pain using a 10 now, and this would be a tremendous improvement.	Comment Received
I think the new route will be very convenient for me. I use 10 daily but I always have to change buses and now I won't need to	Comment Received
These changes are great, makes commuting much more convenient for me	Comment Received
Please keep the 4 running on Jayhawk Boulevard!	Please see responses related to Route 4 .

I really like the new changes to 4, because 10 can be unreliable compared to other buses and this makes going home a lot more manageable! The change is making me motivated me to actually go to different places other than school and home.	Comment Received
I take bus 10 to my therapy	Comment Received
should this route become	Comment Received
<p>A lot of people take the 4 from downtown to connect to the southbound 11 on Jayhawk blvd in order to get from downtown to the south of town; the proposed route doesn't really seem to account for that transfer. There is already a very narrow window to make it from the 4 to the 11 going south when the stop is just across the street, so I worry that connecting from the 4 to the 11 will be even harder with the proposed route 4's stop (near D on the map) being even further away from where the southbound 11 stops.</p> <p>I'm also unsure how being combined with Route 10 will change things, as there is no information to be found in this image or anywhere else.</p>	Comment Received
This bypasses Jayhawk Blvd completely. It is the most efficient way I get to work. This is a terrible proposal for East side residents who use it to get to campus.	Please see responses related to Route 4 .
Nice. Saves on routes.	Comment Received
Please extend the proposed route to serve apartments located near Rock Chalk Park. I will lose so much accessibility by this change because I can't get to Central Station.	Comment Received
Route is too long	Comment Received

This route needs to be extended to rock chalk park. This cuts off students who live in West Lawrence that commute to campus. Also, maintaining the Jayhawk blvd access is critical too.	Comment Received
This is a very bad idea. Extending route 4 so substantially will result in even more delays than currently already plaguing route 4. Perhaps if an extra vehicle is added. Avoiding Jayhawk Boulevard is a good idea.	Comment Received
I know this route has had issues with keeping to its schedule, but it's really useful as a campus-downtown connector for KU students/faculty/staff. Skirting campus will make it less convenient for those of us on the south/east side, especially for a midday lunch commute!	Please see responses related to Route 4 .
as long as they continue to run on 30 minute cycles, then this will be fine.	Comment Received

<p>This is absolutely brilliant. It would return service on the half hour to the part of this route that the 10 covers. I wrote a complaint about the original reduction of service to once an hour during the day when that change was made last year, because it made it impossible for me to take the bus home from KU to let my dog out during the lunch break and then still get back to campus on time to continue work. I've had to use my car this entire time. With this route combination and increase in service to once every half hour, I'll actually be able to use the bus on a daily basis again for commuting. Also, the way that route 10 was set up with a 20 minute break between when it reached Central Station and then changed to the 8 made the route useless. So having this shorter stop at Central Station will make it simply fantastic. Thank you for this proposal!!</p>	<p>Comment Received</p>
<p>This new combination should work quite well. I like that the downtown/campus access has been simplified; this will certainly be adequate and a nice alternative to all the stops that take time on Jayhawk Boulevard. Personally, this route gets me to some pretty important appointments for my doctors, dentist, health scans, and especially using the facilities at Rock Chalk Park. Yeah! So glad it can schedule at 30 minute intervals all day long!!!!</p>	<p>Comment Received</p>
<p>More efficient, this is a good change</p>	<p>Comment Received</p>

I wholeheartedly agree with combining Route 4 with Route 10 to create a linkage between west Lawrence, the KU campus, and downtown. My perception is that ridership on Route 10 decreased significantly with the last major route redesign and I believe this reconfiguration will better meet the needs of students and others who want to utilize public transit along the Bob Billings corridor. It also provides a direct linkage from downtown to the Social Security office near Bob Billings and Wakarusa as well as the "service hub" at 6th and Wakarusa.	Comment Received
I don't think this is a good route because many students that live in the Meadowbrook apartments take this bus to get to campus.	Comment Received
I rely on this bus to get to KU please do not remove Jayhawks boulevard from the route	Please see responses related to Route 4 .
never ride this line	Comment Received
Often use 8PM departure westbound from downtown, which is no longer available here. Also, the #4 often bypasses downtown station because bus is full and can't accommodate more passengers. Bus used for this route is too small. It is often at capacity inbound and outbound. Ending schedules early from downtown makes it difficult for someone like me living in westside of town to use system. Often, connections from Central station (like Route 12) leave before I arrive, leaving me stranded. With this new route, early departure at 7:30 makes trips east from Bob Billings at Wakarusa not workable in evenings.	Comment Received
Yes please!!! Big big improvement!!	Comment Received
please keep routes to 15th st near the engineering bus stop on campus to central station open	Comment Received

<p>Would this increase headway times? The route would undeniably be longer if combined with 10. If so, that would be bad for my commute. I can see the reasoning for adjusting the route away from jayhawk boulevard. That part wouldn't impact me but it might impact others. How would construction at the stadium impact going through west campus road?</p>	<p>Comment Received</p>
<p>There are thousands of students trying to get to class and you don't consider those who commute from Overland Park via the 510. I take the 8 in the morning from central station, which by the way is much harder to get to destinations on campus since the 510 goes there. Then I catch 42 or 11 at the stop by Robinson to Jayhawk Blvd. I could also wait longer at central station and take the 4 or the 11 to Jayhawk Blvd. I take the 4, 11 or 30 in the late afternoon to get to the central station and 510 home. You tell me how these route changes are going to make it harder to catch the 510 and in the winter. When you get in a car accident the insurance companies want to know where you were going. They want to know if it was important. I think the elderly and disabled people going to work or school, a doctor's appointment, etc and those relying on multiple buses to get to places should have priority. Add these questions to your next survey. Do you take the 510 K-10 Connector to get to Lawrence? How difficult is it for you to catch other buses to get to your destination? How many buses to you need to take to get here and how many times are they not on time causing you to miss the next bus?</p>	<p>Comment Received</p>
<p>This needs to be extended to rock chalk park, just like the current route 10. What is the point of changing the time point A to this?</p>	<p>Comment Received</p>

I it's good, I'm just wondering how many buses will you be using?	Comment Received
As driver of old route 4 like ask why don't we extend time 20 min or 30 mins instead of 15min just pic up a passenger 1088 wood eat into most of that time .	Comment Received
Need to adjust time points	Comment Received
This works well from a driver perspective.	Comment Received
I prefer an on time route, if this helps that. Would like to have access to Watson Library and Anschuts	Comment Received
Like the 30 minute frequency. Keep this the same.	Comment Received
Makes sense and looks good	Comment Received
This is good and adds social security access from Downtown.	Comment Received
Looks good as proposed.	Comment Received
This works for me	Comment Received

<p>Currently, I rely on Route 10, which departs from Central Station at 6:30 AM to Wakarusa & 6th, allowing me to catch the State Vanpool at Dillon's to travel to Topeka by 6:45 AM. This connection has been very helpful to me, especially as I do not have access to a personal vehicle for commuting. However, with the upcoming changes to the transit schedule, I am concerned that I may no longer be able to use this service because it starts at 6:45 AM at the Central Station itself.</p> <p>I understand that the number of riders during this time may be low (less than 10 passengers), which totally makes sense but I would greatly appreciate it if you could reconsider and keep the Route 10 with same timings or a 6:30 AM departure from Central Station to the Wakarusa & 6th as part of the transit options. I am sure other passengers who rely on this connection would also benefit.</p>	
	Comment Received
<p>The 4 as it is serves me perfectly, but this proposed change will make it more difficult for people who work on campus when classes aren't in session to get to work in the morning. Can't there be at least one bus that goes through campus when classes aren't in session like the 4 does now?</p>	
	Please see responses related to Route 4 .
<p>Just extend the route time to an hour, keep the route the same but more time when students are in session, bring back two buses</p>	
	Comment Received

<p>I understand the change for timing, but I've been using route 4 from Jayhawk Blvd for a while now. I think it makes the route more accessible on [the KU] campus.</p> <p>I do see the positive in making it more accessible to people who live by Sunflower Apartments, I just find more useful to allow more students to get downtown.</p>	Comment Received
<p>I like that there are two buses. This should be a good route. Times might be tight during the school day.</p>	Comment Received
<p>I'm definitely in favor of this route, especially the part near campus. As someone who rides the 4 multiple times a week, and sometimes multiple times a day, the constant unpredictable delays make it more difficult to plan my day</p>	Comment Received
<p>When classes aren't in session, I take route 4 to get to work on campus and then to go downtown to get route 3 home. I often have to walk since the 4 is late and I can't get the 3. I use the Engineering and Green Hall stops, but I know a lot of people who work on Jayhawk Blvd. and take the bus. Bypassing that would be difficult for them even though it might help with timing.</p>	Please see responses related to Route 4.
<p>Keep it on Jayhawk Blvd. a lot of people use it to get to work at the Union and various study halls on The Blvd!</p>	Please see responses related to Route 4.
Idk	Comment Received
N/A	Comment Received
<p>I definitely think this route should stay as is with Jayhawks blvd as part of it.</p>	Comment Received
Good improvement	Comment Received

The decision to merge, rather than interline, is a huge improvement and makes the service more accessible and easier to learn by reducing cognitive load on passengers. This should be encouraged for other routes as well.	Comment Received
I can't get to Rock Chalk Park with this change. Route should be extended to cover where 10 used to go	Comment Received
Move the 4 to Mississippi from 11th to Jayhawk Dr. It's very useful to go deep into campus	Comment Received
Concerned about getting to the union during the summer but not totally against getting rid of the Blvd.	Comment Received
This is alright	Comment Received

<p>Yayyy!!!! THANK YOU for this sensible thing. Holy cow this was a mess after the big route changes, very frustrating. I've been using Route 10 for over a decade and it had always progressively gotten better, until BAM, destruction of our bus system with a lot of \$\$ spent to do the destruction. Please please please DO DO DO make this change. A 5 min being stuck at Central Station is acceptable and it is awesome to get back 30 minute interval throughout the day. THANK YOU!! Route 10 currently should not be stuck for 15 minutes at Central station because Route 11 often refuses to wait 30 seconds as the route 10 is pulling up (?!?!?), when not even running late, and when 10 only comes once an hour (!?!?!), it is super duper stressful to make that connection daily and not be 30 minutes late to my destination. Terrible. If Route 11 won't wait, neither should Route 10, and we can cut the charade that Central is a "transfer station" for the routes to pass through. If a bus that passes through does not wait for a popular transfer, then this is a fake transfer station. Which is okay so long as BOTH busses do not stall and wait, and we don't need to transfer. One more note on interlining: I understand advantages but it makes it difficult to track busses on apps and adds unnecessary confusion. (When I wanted to take 10, I actually had to watch for 8....). So please avoid interlining unless truly necessary.</p>	
	Comment Received
I really hate this change to the 10.	Comment Received
Works fine	Comment Received
Route 5	
I still kind of wish this still went to 31st & Iowa but I'm OK with this route.	Comment Received

Route 5 needs to run separate from route 1 and have service every 30 minutes.	
It also needs to go to Walmart like it used to.	Comment Received
dont agree	Comment Received
Cutting out the Haskell Campus bus stop makes it incredibly inconvenient for people who stay on the other side of campus.	Thank you for your comment. New access will be provided on Route 1 and new stops will be added on Route 5 near the campus entrance to ensure access.
Good	Comment Received
Its just so much more open compared to before!	Comment Received
This route could benefit from more frequent run times during the day. It's not reliable to connect to from other bus routes when it only comes once an hour.	Comment Received
Saves time having to go to Haskell Indians University. Otherwise not much difference.	Comment Received
I go to Rock Chalk Park several times a week with 10 and I will not be able to go with this change.	Comment Received
Should be separated from the 1.	Comment Received
No comment	Comment Received
no comment	Comment Received
Would like closer service back near Iowa since I live at 23rd and Iowa.	Comment Received
Makes sense and looks good	Comment Received
I take 5 everyday this looks good	Thank you for your comment. We have added a new stop near Checkers on 23rd for access.
I still think this interline is going to be the tightest schedule. The 7 tries to catch the 5 near checkers during the end of the night. However, the stop for the 5 is way down by whataburger now. A more convenient stop to checkers would be nice.	Comment Received
I'm confused	Comment Received
N/A	Comment Received
Ok	Comment Received

Stop 54 needs to be moved closer to the intersection at Louisiana and 23rd (ideally across from Stop 61) to allow the eastbound 5 to more effectively transfer with Route 7.	Comment Received
No issues	Comment Received
These changes still work to get to work	Comment Received
The current route 5 provides better access for reaching the Haskell Clinic. This route is slightly less direct.	Thank you for your comment. New access will be provided on Route 1 and new stops will be added on Route 5 near the campus entrance to ensure access.
I don't understand why the Haskell stops are being cut, can't the connections be added without also taking away direct access from the 5?	Comment Received
Route 6	
I'm in favor of the route change. Please increase the time allowed for the route as the eastbound bus is always late.	Comment Received
Thank you for restoring this to going along 6th St (by Heartland Clinic and near LMH). It is so much more difficult to go to those places from NW Lawrence when you have to change buses at Centennial Park and wait a long time for the #2 bus.	Comment Received
Please keep the 6 the same. It is way easier for the people in north Lawrence to 6 street then to have you worry about changing buses down town. When the train can be a factor on how long it takes to get from north Lawrence to 6 st	Comment Received
Keep route 6 to north Lawrence	Comment Received
This is the route I primarily take and much prefer these proposed changes. I would like the return to go further into downtown on this proposed route (onto New Hampshire) and to be able to access all of 6th on one route. I hope there is support for these changes to this route!	Comment Received

I am a little concerned about this route change, as I take 6 to go to 9th street (I usually get off the stop near Big Mill). I've also seen a lot of passengers take this bus along 9th street. While I do understand the concerns to serve people on 6th street, I'm also concerned about people who will lose access to public transportation along 9th street with this change.	Comment Received
Like this better than current route 6	Thank you for your comment. 9th St. will now be served via Route 3.
Please stop using north street. It's dangerous taking 40ft busses through there and turning on and off of north street is very dangerous. I had more riders off of Lyon during the old 4 than I ever had during the 6 off of north. I feel it puts drivers at more risk of losing their job over an accident taking north.	Comment Received
This change will leave no bus service on 9th Street between Iowa and Downtown and no bus service to the many many apartment complexes along 9th St between Mississippi and Avalon. I ride the bus from 9th and Sunset to downtown and back regularly. There are a lot of other regulars on that bus each day. Please keep service on 9th St. between Iowa and downtown.	Thank you for your comment. 9th St. will now be served via Route 3.
Don't change anything at the 7th street and Elm st location... my client who is disabled needs that location for same time/stop. She uses frequently to go to work in the evenings. She needs it safe/secure. Thank you!	Thank you for your comment. 9th St. to Downtown will now be served via Route 3.
have 6 timings in such a way that It reaches downtown before 10 arrives and leaves after bus 10 arrives.	Comment Received
dont agree	Comment Received

This new route works well if Route #3 is replaced with the proposed route. Otherwise, there will be no bus service between 9th & Iowa and 9th & Vermont.	Comment Received
Great!	Thank you for your comment. 9th St. to Downtown will now be served via Route 3.
My closest bus stop used to be on Lyon in North Lawrence. When the route changed in January 2024 I stopped using the bus because it wasn't practical for me anymore. In the Fall a temporary bus stop appeared at 4th and Lyon right before I went on vacation when I returned it was gone. I was disappointed that I couldn't demonstrate interest in the bus route returning to Lyon but, there is interest from those living in the center of North Lawrence.	Comment Received
Multiple different loops downtown will be confusing for passengers. Consider condensing these into one loop, preferably only serviced by eastbound or westbound. Returning route 6 to the eastern portion of 6th street will make routes 2 and 3 even more redundant in that area. Combined with the unnecessary looping downtown, this will stretch the already limited time available to make transfers downtown, especially in the afternoon.	Please see responses related to Route 6 .
I like this change!	Comment Received
We need the stop at gateway back the one right in front of Sonic I have to walk 3 miles to drop my daughter off and back to the bus stop. I would really appreciate the help. I am not the only one who said it would be nicer to have that stop back please please consider it I really appreciate again	Comment Received

<p>This route comes near where I live in North Lawrence. Right now, I don't use it because it doesn't get me close enough to campus where I need to go. Staying on 6th street seems preferable to 9th because it would provide better access to the businesses and Heartland CHC.</p>	<p>Thank you for your comment. We have added this stop back to the route.</p>
<p>Straight 6th St route and not have to go to 9th and all that stuff. I take 6 a lot and I usually have to wait downtown for 20 minutes or so, but this is a time saver.</p>	<p>Comment Received</p>
<p>Please do not change the 9th street portion of the original route. I use this route to commute from that side of campus to West Lawrence.</p>	<p>Comment Received</p>
<p>Timepoint shows in print 6th st. @ wakarusa. On map shows overland dr. @ freestate hs.</p> <p>Time point Vermont @8th st (src) should be departing top and bottom of hour. Or Could put arrive 06:24 depart 07:00. (Example) last time we didn't put that people missed transfers because drivers left at the 24 time instead of waiting then were hot at next time point.</p> <p>- supervisor feedback</p>	<p>Comment Received</p>

Glad this is almost back to the 6th Street schedule of previous years, with the (very useful) jog around Centennial Park, to swing by the Merc. Route 6 has been, and will continue to be the route that I use the most. I live in the Sunset Hill neighborhood, but can reach either end of the route, both Rock Chalk Park and the DMV office in North Lawrence, in a short ride. I am very happy to see this route edging closer to 30 min intervals all day; the alternating 1 hour / half hour intervals starting at noon and continuing all afternoon and evening will take some getting used to, but it should be frequent enough for us. We like to take the bus downtown for an evening meal and should never have trouble catching that last bus home!!	
	Thank you, this has been corrected.
I like the fact that six is following 6th Street again.	Comment Received
This route is to long. I can only get matched with bus 6 to go anywhere 3 times on other bus routes from downtown. That is not even half the time from 6am to 8pm. It needs to be split up.	
	Comment Received
Don't change something that isn't broken, people depend on the current route a lot.	
	Comment Received
looks like an impossibly long line. not one I'm likely to use.	
	Comment Received
ðŸ‘	Comment Received
Route 6 should go back to staying on West 9th Street. It doesn't make sense to make this change as this is a bus that is almost always occupied.	
	Comment Received
A 40' bus Will Not be able to make that right turn from Iowa onto 9th street! It will be worse than the turn from 6th westbound, onto Folks Rd!	
	Thank you for your comment. 9th St. to Downtown will now be served via Route 3.
I like that the 6 goes to North Lawrence.	Thank you for this comment. Based on driver feedback, this turn has been removed.
Good that 6 is back on 6th street	Comment Received

North Lawrence routing could use a review. Hard to navigate in 30ft buses as proposed.	Comment Received
Looks good as proposed.	Comment Received
Small buses would work better in N Lawrence. Return to Lyon service. Need Traffic light for the turn on 2nd	Comment Received
Glad the 6 is going back on 6th street to get to Heartland and Mcdonalds.	Comment Received
Happy the 6 is back on 6th street	Comment Received
Good to have this back on 6th street	Comment Received
These changes are good	Comment Received
In the ride guide, change the sides of east bound and west bound tables to make readability better. For north Lawrence, separate it into a smaller route just for north lawrence: out use North, in use Lyon.	Comment Received
This is good	Comment Received
I absolutely love the new Route 6!	Comment Received
9th and Iowa in a big bus is going to be bad. That turn is not a good one. There are some students that were using the 10 at the links to get to campus. I don't think a lot, so they may struggle at first. On the north side, I think only going down 7th one direction would be helpful. Timing would be better and you could add a stop on N. 2nd inbound AND move the original stop back to where the bus shelter is already located.	Comment Received
it became very efficient for me because the bus stops N 3rd St Please don't change the route. It'd be appreciate if you put bus stop both side of road in N 3rd St	Thank you for this comment. Based on driver feedback, this turn has been removed.
Living on 6th street, this was a route I used to use a lot. Once it moved to 9th, I only used it to get to my dentist near 6th and Eldridge. Even that became difficult with route 6 running less frequently. My main	Comment Received

issue with the proposed changes is timing. I would like to take route 4 from where I work on campus to downtown to get the 6 home, but the 4 gets downtown at 4:57pm and the 6 leaves at 4:54pm. Shouldn't all the downtown routes leave at the same time so that people can get their transfers?	
A 40' bus Will Not be able to make that right turn from southbound Iowa, onto westbound 9th! Not possible!	Comment Received
Sure	Thank you for this comment. Based on driver feedback, this turn has been removed.
N/A	Comment Received
I ride the 6 to get to downtown from our home near Branchwood and 6th. I have spoken to a resident of the Branchwood Village on my walk to the nearest stop, at Queens and Overland Drive, though I will also walk to the stop near Six Mile Chop House. The person expressed a need for a bus stop closer to that senior living community and I said I'd fill out the survey for them. I don't have any numbers on who or how many would use it, though. Thank you for doing this survey!	Comment Received
Timing on schedule is confusing. Especially mid day and connection to other routes downtown	Comment Received
Moving from 9th back to 6th is a good change and fixes problems created in Jan 2024.	
The route needs to be moved from North St back to Lyon St in North Lawrence. Losing the controlled intersection when turning onto 2nd St/Hwy 59 is costly on time and creates a more dangerous turn, while North St is too narrow to safely accommodate larger buses, particularly the electrics which have a larger turning radius. It is also poorly maintained, with cracked pavement, ditches, and lack of shoulders as added hazards.	
Centennial Park and the Merc are better left serviced by Route 2. Transfers between Routes 2 and 6 are not difficult.	Comment Received
These changes work for me	Comment Received
All for it!	Comment Received
I like R6 back on 6th street	Comment Received

6 on 6th st works	Comment Received
6th on 6th street again is fine	Comment Received
I like 6 on 6th street	Comment Received
Could consider taking the 6 down to hourly and putting those hours into the 7	Comment Received
This is a great route. Thank you for keeping the stop at the Merc. Buying healthy food easily is a good thing. Also, nice for getting to the DMV.	Comment Received
This works, I can get to the Dr at LMH	Comment Received
Going back to taking the 6 to McDonalds - this will be fine	Comment Received
The changes to the routes are really good and will help get to where I need to go.	Comment Received
Happy to have options to get to Heartland and LMH	Comment Received
Route 7	
I like that we would be able to go both ways around the 31st & Iowa loop, but I'm confused as to which way around the bus will go, when.	Comment Received
dont agree	Comment Received
I personally dislike the 7 and 9 route because when they are at their southern loop where they alternate, it's easy to mistake one for the other, especially when the bus driver forgets to switch their sign.	Thank you for your comment. The new bi-directional Route 7 alignment will resolve this issue.

<p>Many people transfer from the southbound 7 to the northbound 11 at 27th and Ridge, but this connection is routinely missed by a matter of seconds. It is so frustrating to see the northbound 11 turn onto Ridge right in front of me when you're on the southbound 7 waiting at the stop-sign there, knowing that if there had been 30 seconds to a minute of a gap in between, I could have caught it. The southbound 7 could thus benefit from a stop right Before the stop-sign at 27th and Ridge, diagonal to stop #18, so that it could be made easier to get to stop #18 in time to catch the northbound 11 (as stop #19 being too far away from #18 makes this connection worse).</p>	<p>Comment Received</p>
<p>I live near this route and take it a lot and not really seeing a change which is ok.</p>	<p>Comment Received</p>
<p>Great route change!</p>	<p>Comment Received</p>
<p>Can't tell when 7 becomes route 9. Got on 7 twice at walmart & it became 9 & rode to places out of my way home then back to walmart & became 7 again & got home.</p>	<p>Thank you for your comment. The new bi-directional Route 7 alignment will resolve this issue.</p>
<p>It's alright</p>	<p>Comment Received</p>
<p>so sad. used to be my major line. unfortunately, these changes make no sense as lines drawn on a computer screen. unfortunate there's no well-written text to explain the thinking. Still, it is in keeping with how it feels to ride the lines these days. As though an invisible force is making choices independent of the the needs and experience of people who actually ride the buses. The service has become more of an idea than a real-life service.</p>	<p>Thank you for your comment. Our team would be happy to answer any questions you have about this route alignment or provide travel training. Please email info@lawrencetransit.org for more details.</p>

Delays have recently marred the usability of the 7 in my opinion, especially NB trips late into the route. It's unclear to me based on these changes how delays won't be exacerbated further. The extra NB trip at 3:45 pm is greatly appreciated, though.	Comment Received
I take the 7 to stop 101 most days out of the week and really enjoy this current bus schedule	Comment Received
Would be good if this route could be more frequent.	Comment Received
Works as proposed	Comment Received
Also a long route.	Comment Received
Makes sense and looks good	Comment Received
This works and adds service to Aldi.	Comment Received
Looks good as proposed.	Comment Received
Good to retain housing authority access.	Comment Received
This works	Comment Received
Like the turn to have access to Aldi and new 2 way service in south iowa	Comment Received
This bus should go more often and have their gps on more often	Comment Received
383 is still a dangerous stop for this route. It's nearly impossible to service after school.	Comment Received
When it changes from the 9 to the 7 and vice versa, it would be helpful to make an announcement as not everyone understands that they are combined.	Thank you for your comment. The new bi-directional Route 7 alignment will resolve this issue.
Not sure	Comment Received
N/A	Comment Received
Ok	Comment Received

<p>This is a very good change and will make the switch between 7 and 9 much more efficient and easier to follow for passengers.</p> <p>Time Point D should be moved from Stop 3 to Stop 7 at Walmart. There is near-zero foot traffic at Stop 3, while the vast majority of passengers in this loop are traveling to and from Walmart and waiting at Stop 7. This will make transfers between Routes 7 and 11 more efficient as well.</p> <p>Stop 486 needs to be paved. ADA passengers frequent this stop consistently and the lack of a wheelchair-accessible stop has resulted in ADA passengers being dropped off in the street itself during inclement weather.</p>	
	Comment Received
This works for me	Comment Received
Sometimes the lady driver is mean	Comment Received
These changes work for me	Comment Received
These changes still work to get to work	Comment Received
Looks good	Comment Received
7 is fine	Comment Received
Fine	Comment Received
This is good	Comment Received
Looks good	Comment Received
Good that this goes to Aldi now and still goes by Checkers	Comment Received
The changes to the routes are really good and will help get to where I need to go.	Comment Received
Works fine	Comment Received
Looks good and less confusing	Comment Received
This is good timing for me	Comment Received

The school students get out later, and we don't take the bus, so we have to get home later because the bus dropped us off. We leave now at 3:25.	Comment Received
Route 8	
Thank you for restoring service to the Prairie Park area.	Comment Received
I take this one for K-10 and it is great.	
Always on time	Comment Received
love this one	Comment Received
We would like to have the bus from Central Station to Peaslee Tech with half an hour frequency in the evening after office hours as students need to wait for an hour once a bus is missed.	
	Comment Received
Good	Comment Received
keep the rock chalk park layover	Comment Received
Never take this one, and don't see much change, so no opinion really.	
	Comment Received
It would be great if you add bus from central station to peaslee tech at 5:00 pm, 6:00 pm, 7:00 pm. Because students will be coming back to their home during evening. So it is better to increase the frequency of the buses. Thanks.	
	Comment Received
These changes make sense to me! Just my two cents that the 8 route is generally on time in my experience (re: "improving the schedule")	
	Comment Received
No comment	Comment Received
never ride this line	Comment Received
Thank you so much this would be amazing!!!	Comment Received
please keep routes to 15th st near the engineering bus stop on campus	
	Comment Received

<p>There are thousands of students trying to get to class and you don't consider those who commute from Overland Park via the 510. I take the 8 in the morning from central station, which by the way is much harder to get to destinations on campus since the 510 goes there. Then I catch 42 or 11 at the stop by Robinson to Jayhawk Blvd. I could also wait longer at central station and take the 4 or the 11 to Jayhawk Blvd. I take the 4, 11 or 30 in the late afternoon to get to the central station and 510 home. You tell me how these route changes are going to make it harder to catch the 510 and in the winter. When you get in a car accident the insurance companies want to know where you were going. They want to know if it was important. I think the elderly and disabled people going to work or school, a doctor's appointment, etc and those relying on multiple buses to get to places should have priority. Add these questions to your next survey. Do you take the 510 K-10 Connector to get to Lawrence? How difficult is it for you to catch other buses to get to your destination? How many buses to you need to take to get here and how many times are they not on time causing you to miss the next bus?</p>	<p>Comment Received</p>
<p>As someone who lived in the Prairie Park neighborhood for over 20 years, I like that there is service down there and I hope that the middle school kids will use the bus now, but a big bus on 25th is going to be rough and 27th is going to be a long wait turning south on to Haskell. Is it a big bus?</p>	<p>Comment Received</p>
<p>Can the eight please come more often? It's difficult to plan trips since it only comes once an hour.</p>	<p>Comment Received</p>
<p>Sure</p>	<p>Comment Received</p>
<p>N/A</p>	<p>Comment Received</p>

Ok	Comment Received
This is fine.	Comment Received
This is the route I use the most. I find that it is sometimes late to my stop and the changes at the south end may exacerbate this issue.	Comment Received
Good	Comment Received
A sensible thing to split from 10-to-be-4, thank you. Except I think it would be less confusing to call that line 10, not 4. Either way you have a gap in numbering. Reserve the number 4 for an added line in the future.	Comment Received
It's important to have service to Workforce Center and Peaslee Tech all year, not just during the school year.	Comment Received
I like the new Prairie Park bump out. It's closer to my house	Comment Received
Route 9	
This still needs to continue north on Wakarusa to the Central Station.	Comment Received
Can we please get something at 31st and Lawrence? 4 way stop, roundabout, stop light, anything. This is a dangerous intersection for cars with several accidents in the last couple years, and large busses are turning there	Comment Received
dont care	Comment Received
I wish you would time this bus to arrive at SWMS closer to school dismissal. My child relies on this bus and it passes 5 minutes before dismissal causing them to wait an hour for the next bus, or take the 12 which requires bus transfers.	Comment Received
Same as 7. I take this one a lot to get to my church stuff, so this is great!	Comment Received

The 24th street loop is unnecessary on this route. The 12 does the same loop. May it should go Clinton parkway to Wakarusa then back bob billings to central station.	Comment Received
Again can't tell when u are on route 7 or 9 as it back tracks to walmart twice. Ride on this route is long.	Thank you for your comment. The new bi-directional Route 7 alignment will resolve this issue.
No comment	Comment Received
no comment	Comment Received
Would be good if this route could be more frequent.	Comment Received
Make sure the 9 to 11 northbound to campus transfer works still	Comment Received
Nothing to say really, but remove the timepoint at 27th and Lawrence. It's at a 3 way stop that blocks traffic.	Comment Received
An announcement of them the route changes would be helpful	Comment Received
Ok	Comment Received
N/A	Comment Received

<p>Time Point A needs to be moved from Stop 322 to Stop 337. Stop 322 lacks bathroom access for drivers or passengers, and the majority of passengers in this area wait at Stop 31 while the bus sits for 5-10 minutes around the corner at the Quarters.</p> <p>Stop 337, however, provides layover amenities for passengers and drivers, along with a cutout turn lane which will allow traffic to use both lanes on Crossgate. Students often wait at Stop 322 for Route 12, however there is near-zero foot traffic for Route 9 at this stop. If for some reason Stop 337 is not an option, returning the Time Point to its original position at Stop 31 is the second-best move.</p> <p>(This may conflict with the notes above.) On the eastbound return trip, there is no benefit to Routes 9 or 12 retracing their steps back down 24th St; it is redundant and costly on time, which would be saved by having the route go straight after turning onto Clinton from Wakarusa, without turning onto Inverness.</p>	
	Comment Received
Miss the old route 7 that went by Holcom / 27th @ Iowa.	Comment Received
Route 11	
I want this route to have more buses so they come more often	Comment Received
I don't see any change, which is fine with me.	Comment Received
I would like to see this bus go back to running the Kansas Union route and back on the same route and not to town but run more often and one Saturday	Comment Received
Change time from 8:10 AM to 8:00 AM	Comment Received
It comes too early and sometimes I miss it.	Comment Received

I cannot necessarily tell what the change is besides the times, and the times are fine.	Comment Received
Put stop on the top of daisy hill PLEASE	Comment Received
dont care	Comment Received
I use this route a lot on campus. This works.	Comment Received
I would love it could operate the same way on Saturdays as during the week.	Comment Received
Good	Comment Received
This would be beautiful and moral. I love this.	Comment Received
I take 11/12 from my place of residence to campus. It would be nice if they added an additional bus to reduce waiting times for the next bus.	Comment Received
good as is	Comment Received
this route is usually reliable. sometimes there is a bus advertised as the 11 that does not go to 31st and iowa which is confusing.	Comment Received

<p>The proposed "B" schedule being 5 minutes earlier than the normal schedule sounds like a recipe for a lot of confusion, I think it would be better if it stuck to the normal times for consistency rather than force people to adapt to another schedule. The 11 being every half hour makes things nice and simple, especially since we already have to memorize so many bus schedules.</p> <p>Other than that, there isn't a lot of information of what the "B" schedule will look like; hopefully it doesn't reduce the frequency of departures, as there are a lot of non-students who rely on this route who could benefit from more departure times when the "A" schedule is not in session.</p> <p>The only issue with this route is that the northbound 11 routinely misses the transfer from the southbound 7 at 27th and Ridge, by like 30 seconds to a minute.</p>	
	Comment Received
Same as 7 and 9. No change of opinion.	Comment Received
I use this route all the time. It is good	Comment Received
Increase more buses	Comment Received
Glad to see, this route continues to serve us well for shopping and errands on South Iowa Street!	Comment Received
Excellent upgrade to once every 30 minutes. It's important that we serve South Iowa.	Comment Received
No comment	Comment Received
I currently take the 11/12 to central station, where I then transfer to the 4 because I work at the Union. If you consolidate the 4 and the 10, could there be a way that the 11/12 could go to the union? I know a few others who work at the union who currently rely on the 4.	
	Comment Received
no comment	Comment Received

please keep routes to 15th st near the engineering bus stop on campus to central station open	Comment Received
Okay. If it is same routine	Comment Received
There are thousands of students trying to get to class and you don't consider those who commute from Overland Park via the 510. I take the 8 in the morning from central station, which by the way is much harder to get to destinations on campus since the 510 goes there. Then I catch 42 or 11 at the stop by Robinson to Jayhawk Blvd. I could also wait longer at central station and take the 4 or the 11 to Jayhawk Blvd. I take the 4, 11 or 30 in the late afternoon to get to the central station and 510 home. You tell me how these route changes are going to make it harder to catch the 510 and in the winter. When you get in a car accident the insurance companies want to know where you were going. They want to know if it was important. I think the elderly and disabled people going to work or school, a doctor's appointment, etc and those relying on multiple buses to get to places should have priority. Add these questions to your next survey. Do you take the 510 K-10 Connector to get to Lawrence? How difficult is it for you to catch other buses to get to your destination? How many buses to you need to take to get here and how many times are they not on time causing you to miss the next bus?	Comment Received
Good	Comment Received
The current times work, they are fine now.	Comment Received

This doesn't explicitly concern the 11. But service to people who live in the apartments around 25th and Melrose Ln need to walk 1/4+ to get to a bus stop that goes to Walmart and the shopping mall at 33rd and Iowa. Many people are infirmed and have trouble with that walk.	Comment Received
The Saturday B schedule looks fine. The A schedule times and route are very convenient.	Comment Received
meh	Comment Received
I have taken this route from where I work on campus to my eye doctor near 27th and Iowa. Although that's not often, this is a route that seems to work well.	Comment Received
Long route already and seems too long when combined with the 12. If it improves ridership, then it might be worth it.	Comment Received
Ok	Comment Received
Good, Adopting to B schedule on Saturdays and School holidays are fine. But please have it on the full schedule (A) during normal working days.	Comment Received
Ok	Comment Received
Time Point D should be moved from Stop 3 to Stop 7 at Kohls/Walmart. There is near-zero foot traffic at Stop 3, while the vast majority of passengers in this loop are traveling to and from Walmart and waiting at Stop 7. This will make transfers between Routes 7 and 11 more efficient as well.	Comment Received
Stop 486 needs to be paved. ADA passengers frequent this stop consistently and the lack of a wheelchair-accessible stop has resulted in ADA passengers being dropped off in the street itself during inclement weather.	

Error on the routes listed for Central Station (on the map, says 2,4,5,8,10.... so you need to remove the number that will no longer exist; sam on other maps)	Comment Received
looks good	Comment Received
Route 12	
I want this route to have more buses so they come more often	Comment Received
I don't see any change, which is fine with me.	Comment Received
I use routes 11 and 12 every weekday and the current schedule works great a majority of the time	Comment Received
I like the current timing better than any proposed changes as someone who takes the 12 almost daily. I also wish the 12 ran more frequently but understand the financial restraints	Comment Received
dont care	Comment Received
This would be beautiful and moral. I love this.	Comment Received
I take 11/12 from my place of residence to campus. It would be nice if they added an additional bus to reduce waiting times for the next bus.	Comment Received
good as is	Comment Received
Same as 11.	Comment Received
No comment	Comment Received
This route is often unavailable as a connection from Central Station, as it leaves before my route 4 bus arrives. I am concerned that as a resident who lives near 23rd and Kasold, my ability to navigate on the Lawrence Transit system is limited and is being reduced. I have been a forceful advocate over the years to argue for Saturday services and more routes near me. And the fact that the On Demand feature is simply not working. I	Comment Received
The Saturday B schedule looks fine. The A schedule times and route are very convenient.	Comment Received

ok	Comment Received
Maybe	Comment Received
N/A	Comment Received
<p>9 Time Point A needs to be moved from Stop 322 to Stop 337. Stop 322 lacks bathroom access for drivers or passengers, and the majority of passengers in this area wait at Stop 31 while the bus sits for 5-10 minutes around the corner at the Quarters.</p> <p>Stop 337, however, provides layover amenities for passengers and drivers, along with a cutout turn lane which will allow traffic to use both lanes on Crossgate. Students often wait at Stop 322 for Route 12, however there is near-zero foot traffic for Route 9 at this stop.</p> <p>If for some reason Stop 337 is not an option, returning the Time Point to its original position at Stop 31 is the second-best move.</p> <p>(This may conflict with the notes above.) On the eastbound return trip, there is no benefit to Routes 9 or 12 retracing their steps back down 24th St; it is redundant and costly on time, which would be saved by having the route go straight after turning onto Clinton from Wakarusa, without turning onto Inverness.</p>	Comment Received
Route 30	
<p>I never understood why this doesn't go to the Central Station. Also, it's a long stretch from Engineering to Crestline with no bus stops!</p>	Comment Received

I've always thought that it would be nice to have Route 30 stop by at Central Station. It would help students at Central Station get to KU when bus transfers don't work out as smoothly (because some bus routes can get really delayed). I'm just suggesting it as an option to consider!	Comment Received
good	Comment Received
I want Route 30 to run on Saturdays.	Comment Received
dont care	Comment Received
Can you make this route available on Saturdays? At least one bus per route would be great!	Comment Received
I would be more happy if timings of this bus can match the timings of arrival of new route 4 when it reaches to central station after arriving from Wakarusa side so that someone like me can take that to go to Chelsea palace after 6 PM trips. If not, I am very happy that route 4 and 10 are merged.	Comment Received
I would like to see this route go further west down Bob Billings to apartment complexes past the golf course.	Comment Received
Not sure	Comment Received
It should also run in thw summer	Comment Received
There needs to be more time on this route as it goes across campus multiple times.	Comment Received
No comment	Comment Received
no longer need this line	Comment Received
I like it how it is.	Comment Received

<p>There are thousands of students trying to get to class and you don't consider those who commute from Overland Park via the 510. I take the 8 in the morning from central station, which by the way is much harder to get to destinations on campus since the 510 goes there. Then I catch 42 or 11 at the stop by Robinson to Jayhawk Blvd. I could also wait longer at central station and take the 4 or the 11 to Jayhawk Blvd. I take the 4, 11 or 30 in the late afternoon to get to the central station and 510 home. You tell me how these route changes are going to make it harder to catch the 510 and in the winter. When you get in a car accident the insurance companies want to know where you were going. They want to know if it was important. I think the elderly and disabled people going to work or school, a doctor's appointment, etc and those relying on multiple buses to get to places should have priority. Add these questions to your next survey. Do you take the 510 K-10 Connector to get to Lawrence? How difficult is it for you to catch other buses to get to your destination? How many buses to you need to take to get here and how many times are they not on time causing you to miss the next bus?</p>	<p>Comment Received</p>
<p>Needs time points adjusted</p>	<p>Comment Received</p>
<p>The simplified transition between the two lines is MUCH needed because it is wildly confusing right now.</p> <p>The change does, however, end service to the upper Union and GSP/Corbin. I think overall this will be alright since GSP/Corbin is still serviced by several other routes (taking into consideration the changes) like 4, 44, and red (and possibly blue).</p>	<p>Comment Received</p>

Idk	Comment Received
N/A	Comment Received
Routes 30 and 36 do not need to be interlined and would benefit from merging under one number. Simplifying is a good idea.	Comment Received
Route 36	
I don't see any change, which is fine with me.	Comment Received
Instead of stopping at Frontier, circle through the Apartments behind Sonic on 6th.	Comment Received
good	Comment Received
Route 36 should also run on Saturdays	Comment Received
dont care	Comment Received
Can you make this route available on Saturdays? At least one bus per route would be great!	Comment Received
This route is useful and is the only way to get up 6th street without trying to connect to the 6 downtown, which is near impossible sometimes. Please keep this route!	Comment Received
Ok	Comment Received
36 should simply go down Stratford to Iowa, then to Sixth.	Comment Received
No comment	Comment Received
no comment	Comment Received
-	Comment Received
ðŸ‘	Comment Received
Needs time points adjusted	Comment Received

I have a lot of classes at JR Pearson and there is one bus that goes near there (the 36) but it doesn't take you all the way there and there isn't even an option to take you back to jayhawk boulevard. It is also very inconvenient timing with the start times of classes. If there is any way we could get a bus going over there it would be greatly my appreciated by everyone in the education and human sciences department. For any further questions or information my email is claireckeitel@ku.edu	
	Comment Received
Not sure	Comment Received
N/A	Comment Received
Routes 30 and 36 do not need to be interlined and would benefit from merging under one number. Simplifying is a good idea.	
	Comment Received
Route 38	
I think I like the proposed changes, but I want to be sure I still get service near my residence near 6th and Arkansas to KU, or 7th and Maine.	
	Comment Received
I have no objection to the #38 taking this straighter route. There should be bus stops at 22nd & Iowa though.	
	Comment Received
Combine route numbers 34 and 38. It only causes confusion with two numbers.	
	Comment Received
Please get rid of 25th and Iowa timepoint. If we get there early it's dangerous to stage. Or give buses cutouts to get out of traffic.	
	Comment Received
-	Comment Received
I use the 34 end of this route for my daily commute and appreciate the frequency of the schedule.	
	Comment Received
Blend the 34 with 38 and Make it 38 South/38 North.	
	Comment Received
good	Comment Received

I ride the 34 to and from campus. This would be a welcome change that could improve the buses' efficiency and reduce lateness.	Comment Received
dont care	Comment Received
Can you make this route available on Saturdays? At least one bus per route would be great!	Comment Received
Great !	Comment Received
Continue in Malrose lane	Comment Received
I prefer the previous route which goes through stop 263, 265, 266 and 284 as it's more convenient.	Comment Received
Continue bus service though 25TH Melrose. A lot of people take the college bus from these stops.	Comment Received
This route is super useful, please don't get rid of it!	Comment Received
Ok	Comment Received
I take bus 38 from Melrose. Please dont change the route. I live in Park 25 apartments.	Comment Received
-	Comment Received
It would be helpful if the bus goes through 24th TERR route. We are using it regularly. Kindly don't change the route of 38.	Comment Received
I have seen many people get on from the 25th, Melarose & Crestline dr. A small suggestion that I would like to make is that don't cut off those streets. Also, instead of taking a right from Crestline Dr. to 23rd, the bus could go straight and take a right to Becker dr. and enter the 21st. That way if students need to go to west campus they have a easier way of access (and it would do no harm as there are no stops in between)	Comment Received
Please don't remove melrose route. Me and my friends are using daily to the KU.	Comment Received

38 bus helps us to get to main campus conveniently. This is the best route we have to reach main campus from Melrose.	Comment Received
There are a number of students who use the Melrose loop. And there is plenty of time don't feel there is a need to not use Melrose. Just recommend moving the time point from Melrose to 24th @ Crestline like the route 5.	Comment Received
Eliminating Melrose section is fine. Should the rest of the route. A lot of people engineering use the stop in front. Routes should stay every 20 min	Comment Received
please consider adding on at least 1 stop by melrose to continue to make the bus accessible to more people	Comment Received
Nice.	Comment Received
Please let 38 go via melrose 25th street, it will be very helpful for students. Please consider this request.	Comment Received
Old route needed! Please.	Comment Received
ADA users use the Melrose stop to get to heartland.	Comment Received
I like the changes to this route. Having stop 65 available again makes it more convenient for me to get to work on campus in the mornings.	Comment Received
Needs to stop close to 33st and Iowa.	Comment Received
I like this route, it would service Downs (where I currently reside and wish this was the current route!!) along with [most likely] more popular stops like DeBruce Center and Alen Field House.	Comment Received

<p>I take route 34/38 when classes are in session. Going home, the closest stop to where I work is #216 near the Burge Union and the Allen Fieldhouse parking garage. This change eliminates that stop. Not all riders are 20-year-old gazelles! That walk over to Naismith is not a short one. This change is a major one and should have been listed along with the Melrose Lane elimination in the "University Changes" section. Also, it looks like the plan is to change the 34/38 from every 20 mins to every 30 mins. Also a BIG change and should have been listed as well having the new timings for the 34 provided as part of the information given. People who take this route should know what to expect if these proposals go through as shown. Quite a few staff take this route, not just students. Having the route be every 20 mins is very beneficial.</p>	<p>Comment Received</p>
<p>Not sure</p>	<p>Comment Received</p>
<p>Having the route through Melrose is helpful for lot of students to get to the university area. I would like to request to consider keeping the original route without changing.</p>	<p>Comment Received</p>
<p>I take no 38 from Melrose and it is the only direct bus to campus. There are so many students taking the bus from Melrose and they would be severely affected if the route changes. It would be very difficult to walk to catch number 11 during winter.</p>	<p>Comment Received</p>

Route 34 is so short and covers such a small area that it does not benefit from being a distinct route in any way, and can be absorbed into Route 38 with no functional or noticeable changes to the route. Streamlining routes like this will make them easier to follow visually in the transit guide (while also saving paper space), and will make the bus system as a whole less complicated and easier to access for a more diverse audience.	Comment Received
I am taking route 38 from Melrose to Campus.it is the only bus available for us to go to campus. Otherwise we have to walk a lot to take 11 which is very difficult during winter period. There are a lot of students taking 38 to campus from Melrose lane. I would appreciate if you could keep the route as before. Thanks	Comment Received
No issues	Comment Received
KU Circulators (42, 43, 44) and Safe Bus	
	Comment Received
Option 1.	Comment Received
Alternate 2, since it looks like otherwise there is no service to the Kansas Union on any route.	Comment Received
Alternate 2	Comment Received
Alternate 1	Comment Received
Might as well go with alternate 2.	Comment Received
-	Comment Received
Alternate 1	Comment Received
dont care	Comment Received
from this I like alternate 1. But I way more prefer how it is running now. Because either of proposed alternates will make chemistry people walk to catch the 42 bus.	Comment Received

Alternative route 1. This route needs to go on Sunnyside and up the hill to Jayhawk Blvd. those buses are frequently crowded.	Comment Received
Alternate 2 would probably be more useful to students wishing to get from the Eastern to Western parts of campus. This would especially be useful for research students wishing to visit the union.	Comment Received
Both new options may cause students in the Chemistry and Engineering departments to walk to the #457 stop instead of using the Grey-Little and Engineering bus stops, which is inconvenient. The old route is preferable.	Comment Received
Alternate 1	Comment Received
none of these, please have a stop/pickup at engineering	Comment Received
I prefer alternate 1. I take this route from west campus to Jayhawk Boulevard.	Comment Received
As an academic advisor for engineering students, many of my students rely on the 42 to get to and from their classes. Removing the stop in front of engineering would be a great hinderance to my students' lives.	Comment Received
alternate 2	Comment Received
Whatever works for the students.	Comment Received
-	Comment Received
There are too many 42&43 busses most of the time.	Comment Received
Alternate 2.	Comment Received

Both of these changes eliminate service to the University Testing Center which serves almost 5000 student exams per academic year for students with academic accommodations. The Testing Center is located in Price Computing Center on Sunnyside Ave. This would leave only one bus route on Sunnyside - 11. Price is at the east end of Sunnyside and is not close to any other bus stop. This is impact students with mobility problems as they will no longer be able to access the Testing Center on a circulator route.	
	Comment Received
Alternate 1. The University Testing Center is located in Price Computing Center on Sunnyside Ave. and serves students with academic accommodations. Thousands of tests are proctored there each year. Removing Sunnyside from the circulator route would impact many students who need to access the testing center. This would likely impact those with mobility needs who use our testing center and need bus stop close to the building.	
	Comment Received
Alternate 1.	Comment Received
Alternate 1	Comment Received
Alternate 1	Comment Received
-	Comment Received
Option 2 is much much better having it run to the union from southern housing buildings and no longer going by the computer center. Ultimately I think option 2 will keep everything as close to the same as possible with current stops but add the addition of being able to get directly to the Kansas Union.	
	Comment Received
Alternate 1	Comment Received

<p>There are thousands of students trying to get to class and you don't consider those who commute from Overland Park via the 510. I take the 8 in the morning from central station, which by the way is much harder to get to destinations on campus since the 510 goes there. Then I catch 42 or 11 at the stop by Robinson to Jayhawk Blvd. I could also wait longer at central station and take the 4 or the 11 to Jayhawk Blvd. I take the 4, 11 or 30 in the late afternoon to get to the central station and 510 home. You tell me how these route changes are going to make it harder to catch the 510 and in the winter. When you get in a car accident the insurance companies want to know where you were going. They want to know if it was important. I think the elderly and disabled people going to work or school, a doctor's appointment, etc and those relying on multiple buses to get to places should have priority. Add these questions to your next survey. Do you take the 510 K-10 Connector to get to Lawrence? How difficult is it for you to catch other buses to get to your destination? How many buses to you need to take to get here and how many times are they not on time causing you to miss the next bus?</p>	
	Comment Received
I like alternate 2.	Comment Received
I prefer alternate 2. The other proposals make it more difficult to get to the north part of campus near GSP/Corbin. This would mitigate that loss and provide convenient access to the north part of campus for people who work on campus year round.	
	Comment Received
Alternate 2, serve students from GSP to Cap Fed	Comment Received

<p>I'll forever miss the rec center stop. [it needs to be removed though because of how much time it takes to go around mainly due to the narrow streets and cars [please don't widen the roads]]. Anyways.</p> <p>I think alternate one is better, although having blue service both directions as well as GSP/Corbin and the union is a huge benefit, if route 38 changes [to the proposed change], it would service at least one of those locations.</p> <p>Alternative 1 services the Price Computing Center, which is where those who need testing accommodations do their exams, and if blue stopped servicing Sunnyside it would make it harder to travel to exams. (Being there will only be one bus that uses that stop (11) which does not accommodate anyone from Daisy hill or Stoufer/Downs/Naismith. (As well as GSP/Corbin/HERE)</p> <p>Alternative 2, however would allow GSP/Corbin to access West Campus. This is a huge positive and it affected a pharmacy studentâ€”currently living in Downsâ€”who needed their housing assignment to be serviced by blue. (And with restricted KU housing for non-freshmen made it more challenging. This would make it easier since non/freshmen can live in GSP)</p> <p>I see benefits to both, I lean more towards alternate 1, but am not opposed to #2)</p>	
	Comment Received
<p>The original now. I guess taking it out of the rec is safer, but taking it towards gps is overkill. Alternate 1 is better.</p>	Comment Received
<p>Alternate 2</p>	Comment Received

It's too bad that there would be no bus to drop people off at Watkins Health Center (who wants to walk when they're sick?) but it's understandable since it's difficult to get the bus through that area. What isn't understandable is eliminating Engineering, Jayhawker Towers, the Burge Union and the Gray-Little Science building. A lot of students and staff need those stops. Also, this change and the change to the 38 eliminates stop #216. I can see that stop from my office. People DO use it! Neither of these options for route 42 seems helpful.	Comment Received
#2! Quit messing with campus routes.	Comment Received
Not sure	Comment Received
n/a	Comment Received
Alternate 2 would make large parts of Route 43 redundant. Alternate 1 keeps 42 distinct from 43. If the goal is to merge 42 and 43, Alternate 2 could work with some changes, as it misses important stops along Daisy Hill and Sunnyside, and risks becoming too long to be an effective circulator.	Comment Received
Alternate 1	Comment Received
Should go to Engineering like now. That's an important stop because it is sort of a transfer station, with bus shelter. Yes 43 will still go there but it is nice to have the more frequent service, with both 42 and 43 hitting that stop. As to Alt 1 and 2, it is nice to have a route going down Sunnyside but I really like Alt 2 because it is a simpler route and more efficient (if say I want to go to Watkins or Rec Center from engineering, and then want to return, the return trip would make me do a long wasteful loop).	Comment Received
I don't like the change in this route.	Comment Received

Get rid of westbound daisy hill timepoint. Dangerous to stage at daisy hill when the bus gets there early. Move leave time from Becker to :09 and :39 after the hour.	Comment Received
Alternate 2	Comment Received
I don't mind not stopping at the engineering building, but removing the lot pick up near CapFed is a huge mistake. With this most recent winter I saw so many students relying on those busses because they were able to wait inside of a warm building while they wait for the bus to come. Removing those stops will increase cold weather exposure in a high traffic area where large numbers of students park in and around.	Comment Received
dont care	Comment Received
As an academic advisor for engineerng students, many of my students rely on the 42 to get to and from their classes. Removing the stop in front of engineering would be a great hinderance to my students' lives.	Comment Received
Ok	Comment Received
No comment	Comment Received
-	Comment Received
I think the proposed changes are mostly ok for the 44 but a lot of Engineering people are there late and use the 44 so I feel like the 44 needs to continue to at least stop by Engineering to ensure people can get where they need to go at night safely.	Comment Received

YES YES YES, 44 needs to be ONE bus (as in no transfer needed) and can be used both directions.	
The amount of times 44 hasn't been synced and ive been left up on Daisy Hill to walk back down the hill has been a lot.	
Jay Hawker Towers and Engineering will be discontinued, but there's still stops nearby. Same with Graylittle Hall.	
I see this change as needed!! Please implement this one!!	Comment Received
Looks good! ðŸ˜ˆ	Comment Received
Not sure	Comment Received
N/A	Comment Received
This is fine.	Comment Received
Good to make it similar to the non-evening route, to avoid confusion.	Comment Received
Lawrence Transit On Demand (Overnight and Sundays)	
The 2 hour window makes this system unusable. If booked in advance, the window should not be more than 30 minutes.	Comment Received
I avoid using the bus at night or on Sundays because of the difficulty of getting a ride through this service.	Comment Received
Please change it back to waiting 5 mins so people can get done with work and get out.	Comment Received
Love this!	Comment Received
More available routes on Sundays	Comment Received

Make people have some kind of actual log in. As is now, last I knew anyway, anyone can ride. We have no clue who they are. If anything happens we don't know who they truly are. They can be banned passengers with false names putting drivers and other riders at risk.	Comment Received
I think this is a great service even though I have never had to use it. Very important to maintain.	Comment Received
Keep!	Comment Received
Instead of On Demand on Sunday have a couple of routes that circulate through the major business and work areas.	Comment Received
very bad on saturday nights,please improve	Comment Received
have transit on demand run on sunday nights	
Yes, please needed very much	Comment Received
I think this is super important. While I don't personally use these services I know lots of others do, and the retraction of them would rid them of a safe and reliable means of transportation	Comment Received
More shuttles so I can pick rides on weekends	Comment Received
Sunday availability is nice to offer.	Comment Received
yes absolutely	Comment Received
Please keep this service	Comment Received
Keeping a Sunday bus option would be greatly appreciated	Comment Received
Needs more drivers	Comment Received
Amazing that it is provided, thank you for having these services available.	Comment Received

Everyone in Lawrence would benefit much more from the current bus routes running on Sundays than the Transit On Demand service. So many people are unable to work on Sundays simply because there is no reliable public transportation. I have had to stop using Transit On Demand as it is completely unreliable for getting anywhere in a timely manner. It is unusable if you need transportation to/from work, and needs significantly more drivers and a much better algorithm for pickups and dropoffs. I was left out in freezing weather waiting for scheduled rides that showed up late, and even got stuck in the vehicle going to the opposite end of town very late at night (with unruly passengers) when I could have been dropped at my destination home which was a block away. Please, please just run the buses on Sundays. It would do wonders for the local economy.	Comment Received
Great tool, however, should run more during the day in case of people's schedules or overflow.	Comment Received
I genuinely appreciate this service and the fact that it is free along with the rest of the transit system in Lawrence	Comment Received
Never on time	Comment Received
On demand is so messed up. Busses are frequently late, ride times get changed. Just run bus routes on sundays and/ or fix the app.	Comment Received
Never used it.	Comment Received
I love transit on demand! Thanks for providing it!	Comment Received
Some rides don't show up on time and especially on Sundays or early hours (e.g., 5AM), there is no one monitoring the phones to respond to rider issues.	Comment Received

This needs to be a reliable service that consumers and employers can rely on. While the app has been easy to use, it is difficult to get the rides needed. PLEASE consider adding more busses between 8-10PM and 4:30 - 6AM, as I struggle to get these rides and i dont want to lose my job	Comment Received
have not made use of this	Comment Received
I have tried several times to use this on Sundays & u are filled up on the times. This is useless. I feel the old system on calling & getting your time pick up was much more scheduled & u got it reserved.	Comment Received
I understand that sometimes busses need to be cancelled, but doing so 30 minutes before your supposed pickup time it's not great. Each update keeps breaking the app as well, closing the app completely multiple times because the waiting time doesn't actually work it's annoying.	Comment Received
I have not utilized Transit on Demand to date but have heard many positive and appreciative comments about the availability of this service.	Comment Received
Not working at all. I can never get a reservation in advance. Last week, starting on Monday (3/3) I tried to make a reservation on the app for Saturday 3/8. I tried every day on the app with no success. Calling was not helpful either, as the agent knew nothing. I did not secure a ride until after I left my event after 8 3/8.	Comment Received
This needs to stay as is, it is crucial for people to have a free and safe ride home overnights and on Sundays!	Comment Received
weekend routes are good to give access to people who don't use cars every day	Comment Received
I haven't used this service yet but it sounds helpful.	Comment Received

Actually have the service start at 8pm. I can't wait until 2 am some nights for a ride home.	Comment Received
Overnight is something I really appreciate that Lawrence offers! There was definitely a learning curve but the drivers are really nice and try and succeed on getting me to my destination on time	Comment Received
Interested in trying this service.	Comment Received
If you could extend the hours; lots of people have work Sunday morning and my options right now are either 4am or nothing but having it going from like 6am-12am would be awesome that one Sunday	Comment Received
It has got to get better. Sunday is not helping many people. I know some people had wanted to use the service to get to and from church and still haven't been able to get just one ride. And they will just get stuck once there.	Comment Received
yea especially Sunday. I need a transportation	Comment Received
Very helpful! Able to work later at night. Can be hard to book rides and might be long wait times at night. Would be nice to have the ability to book several rides (like a weeks' worth) in advanced.	Comment Received
Yes	Comment Received
Will need more information on how it works on Sandays and how to schedule.	Comment Received
It's difficult to get a ride scheduled at the requested time. (8pm-10pm and 5:30am-6:00am)	Comment Received
More buses on Sunday	Comment Received
What other comments do you have about proposed routes?	
I don't like the changes made for this year. I don't understand the changes as described for next year. I moved to Lawrence in 2017 and often chose to ride the bus even though I had a car, just for the convenience. After selling my car in 2019, I rode the bus at least once	Comment Received

<p>a day.</p> <p>It's tragic what has happened to a once exemplary public transportation system. I've lived around the U.S. and Lawrence Public Transit compared favorably or superior. Now I ride the bus only when I absolutely have no other alternative. I'm disappointed the company/agency decided to modify an already great thing into a no-charge, almost worthless thing.</p>	
<p>Fix the configuration on this app so we know when the bus is arriving to stops</p>	Comment Received
<p>This doesn't explicitly concern the 11. But service to people who live in the apartments around 25th and Melrose Ln need to walk 1/4+ to get to a bus stop that goes to Walmart and the shopping mall at 33rd and Iowa. Many people are infirmed and have trouble with that walk.</p>	Comment Received
<p>At the Central Station, all buses should be there at once, with enough time to transfer between routes.</p>	Comment Received
<p>The more route and times you changes will some time confuse the people trying to figure out the bus when they already know these times and places. Some people will have a hard time trying to figure out where to go an what buses to get on</p>	Comment Received
<p>Bring back the K10 connector stop at Peaslee</p>	Comment Received
<p>I'm hoping these changes will fix this issue but drivers need time to use the restroom and get out of the seat. Some routes right now are not even female friendly at times. 2-3 minutes is time for a guy to use a restroom but not a female. Some female drivers don't drive certain routes because of that.</p>	Comment Received
<p>Have a route from the middle of KU campus to Downtown Lawrence, because otherwise you're forcing people to pay through the nose for parking.</p>	Comment Received
<p>Please bring back service to Holcolm Rec Center. This can be through route 5 or Route 7, but please design a route that takes people to Holcolm Rec. There are several people that used the bus for P&R services that can no longer take classes there due to transportation.</p>	<p>This rec center can be accessed on Route 9, which is interlined with the 7 from Downtown.</p>

The bus system is needed and very wanted. I'm sure improvements should be made, and this survey is well suited to help measure where, but please read my comment on route 6. Thank you!!	Comment Received
I think these look good. Keep it up!	Comment Received
Please put a bus stop on top of daisy hill for 11 and 4	Comment Received
Whoever was working route 4 in the afternoon during the fall was great at being on time, it came every 30 minutes with rarely any delays. The new guy who is working it now, in the afternoons during the spring, he takes about 45/50 minutes and it is inconvenient when trying to make it to central station on time to get on another bus	Comment Received
make buses run later	Comment Received
Please do away with the "interlined" routes and make them just one number, going either direction. The aps have trouble tracking when the numbers don't always get updated by the drivers half way through the route. 34/38 should just be called one of these, and North or South. Other routes could be East or West. It would also make it easier to use aps like Google, which sees these as different routes and makes it hard to time when to go to a stop. Maybe folks needed time to get used to the combined routes, but now it's time to simplify and just give them one number.	Comment Received
I wish there was a route other than the night route to templin hall	Comment Received
The time schedule have home lines which are in grey color and some are not. I would like them to be defined what's the difference between them when you publish the time schedule.	Comment Received
Need something on 27th Harper by prairie park I used to take bus 15 to my moms and I can't anymore	Comment Received
where is a direct rock chalk park route?	Route 6 goes from Downtown to Rock Chalk Park.
Currently, lot of the routes aren't able to transfer/connect reliably due to infrequent run times. Kansas has extreme weather, and leaving people waiting for too long can lead to hypothermia or heat stroke. It was so much less stressful for everyone when the buses ran more frequently, please consider upgrading (or at least not reducing) the frequency of the buses.	Comment Received
Decent change, not really much. Thanks for your time	Comment Received

Routes need to be simpler and more frequent. Interlining of routes results in more confusion and sometimes just riding the bus around unnecessarily. There is too much of a time commitment on the part of the bus rider to be able to effectively use the transit system in this town regularly. Also, the peak time busses just confuse people; there are often several “out of service” busses going around town. They would not be necessary if city routes were simpler and more frequent.	Comment Received
Reliability of the transit system comes partly from less frequent changes made to the system. Frequent changes dissuade people from using the system. Improvements can always be made with new vehicles, more frequent departures, etc.	Comment Received
I appreciate transit staff's efforts to make these routes work as well as they can for bus riders. :-)	Comment Received
If we could please have transit available on Sundays this would be a big help for riders who need to run errands and go to work! Thank you for the great transit opportunities and availability you offer!	Comment Received
I think it's ridiculous that there is no service besides on-demand on Sundays. I would also prefer later routes in the evening to allow people to drink downtown and then take the bus home instead of driving drunk. It's noticeable on the roads people who are driving erratically and would benefit from later bus service.	Comment Received
Looks great to me!! Thanks for your thoughtful work.	Comment Received
To much time between transfers on 1 bus to the next bus. I wait 30 to 45 minutes each time. Old system was 20 minutes at the most. This system is bad for connecting transfers.	Comment Received
More busses for transit on demand. Also bus drivers should probably help the disabled to get in the bus. The amount of times I saw a driver just staring at a person having issues boarding the bus (more so when it snowed) was ridiculous.	Comment Received
It dawns on me you are attempting to provide transportation for mostly homeless people rather than the general population of the city. Admirable mission and I wish you luck. For patrons like myself, facing none of the substance abuse, mental health, and personal hygiene issues of that so many homeless people face, the buses are	Comment Received

nearly worthless now. I applaud your humanitarian impulse. I question your decision to indulge it at the expense of losing customers like me, willing to pay for service, but turned off by how unpleasant and inconvenient the buses have become.	
I would like to have later route times from downtown, combined with connections from Central Station. I would like to enjoy businesses on Mass Street later in the evening without driving in, but currently that does not seem possible.	Comment Received
please bring back 510 kc ride route to campus and bring back night busses. it affects many students and any classes past 5 are not accessible anymore I, as well as any study resources or exams	Comment Received
I notice we're still at 1 bus per hour for most routes during fairly large chunks of the day. I cannot stress enough how inconvenient this is for people who 100% rely on the buses for transportation. I understand there is a limited number of buses and drivers available, and a limited budget for the cost to run buses, but I highly recommend finding a happy place between that reduces potential rider's anxiety.	Comment Received
Also, it would be super awesome if we had a year-round bus that just goes up and down Iowa St. The closest thing to that currently that I'm aware of at least is the 38, which only covers a tiny portion of Iowa and is only running when KU is in session	
On Route 3 I don't feel the hour turnaround time from 10:30 to 2:00 is a burden for people going to the hospital for appointments I think there should be two buses for that so people can make their hospital visits doctor visits and seniors can too	Comment Received
Thanks for getting public input.	Comment Received
There are thousands of students trying to get to class and you don't consider those who commute from Overland Park via the 510. I take the 8 in the morning from central station, which by the way is much harder to get to destinations on campus since the 510 goes there. Then I catch 42 or 11 at the stop by Robinson to Jayhawk Blvd. I could also wait longer at central station and take the 4 or the 11 to Jayhawk	Comment Received

Blvd. I take the 4, 11 or 30 in the late afternoon to get to the central station and 510 home. You tell me how these route changes are going to make it harder to catch the 510 and in the winter. When you get in a car accident the insurance companies want to know where you were going. They want to know if it was important. I think the elderly and disabled people going to work or school, a doctor's appointment, etc and those relying on multiple buses to get to places should have priority. Add these questions to your next survey. Do you take the 510 K-10 Connector to get to Lawrence? How difficult is it for you to catch other buses to get to your destination? How many buses to you need to take to get here and how many times are they not on time causing you to miss the next bus?	
Get rid of the combination routes. Go back to each route being it's own. These combos are inefficient!	Comment Received
Maybe better training for bus drivers. Had two drivers this year already take wrong turns on routes	Comment Received
There are some rude drivers.	Comment Received
I like the transit app.	Comment Received
All proposed routes look good.	Comment Received
I like the many transfers around the Centennial park.	Comment Received
Please consider how the proposed changes will make it more difficult for people who work on campus to get to work in the mornings when classes aren't in session.	Comment Received
Service to people who live in the apartments around 25th and Melrose Ln need to walk 1/4+ to get to a bus stop that goes to Walmart and the shopping mall at 33rd and Iowa. Many people are infirmed and have trouble with that walk.	Comment Received
Can we put a big digital clock downtown? People without phones do not know when the busses are coming.	Comment Received
Nobody wears watches anymore	
Most of them look fine, or I don't use those routes and will let those who use the routes voice their informed opinions.	Comment Received

I'm not as into route 4. But I do see why the change is proposed.	
I'm glad you guys are reviewing the routes and making changes that will help people!	Comment Received
Can we please get a better way of tracking buses? The app is useless and calling to ask is useless since the dispatchers have no idea where any of the buses are. It makes the whole experience a nightmare.	Comment Received
I don't have a car and rely on the bus to get to work, medical appointments, and occasional trips to get groceries. I'm also older and sometimes have difficulty walking. During campus breaks, I would be using routes 4 and 6 to get from home to work and back. If it could be worked out so that route 6 doesn't leave ahead of route 4 in the evening, that would be extremely helpful.	Comment Received
I LOVE the Lawrence Transit System but I really wish that the ku late night route would run during the day on Saturday. Just have one bus that goes around the whole of east campus skipping the west campus loop. Lots of clubs and activities on campus leave students long walks in sub freezing conditions.	Comment Received
You Have Got to reconsider separating these long routes. They are confusing, the automated sign boards don't work or change at the correct locations, and the routes are too long! Nobody likes the combined routes. They're inefficient. Go back to the way they were before the big change Jan 24! Lawrence was easy to navigate on transit. The bus arrivals were very predictable and transfers went smoothly. This is not the case, now.	Comment Received
Please put routes close to heartland, LMH and the housing Authority (subsidized) apartments.	Comment Received
I used to take the #7 from Holcomb Park downtown weekly. It took about a half hour including walking to the stop. The bus came about every 30 minutes. There is now no way to get downtown from that area with any sort of efficiency.	Comment Received
With hourly service mid day transfer connections are very important. This has been a consistent issue and needs to improve. Some minor	Comment Received

timing changes could help and standard operating procedure change regarding drivers checking for and within reason waiting for transfers.	
Is it possible to extend the bus routes so they reach Langston hughes elementary school. There's a neighborhood behind the school and it would be great if it could reach there.	Comment Received
It's confusing, but if it helps more people have access to transportation, good.	Comment Received
Reviewed all the changes - looks good.	Comment Received
I don't like any of them, they're all wrong.	Comment Received
Leave it the way it is	Comment Received
Suspension policy is good!	Comment Received
Get rid of peak and off peak times. The shading in the ride guide is confusing. Would be better to have some routes be less frequent to afford all day 30 minute service on a few.	
Want everything to be on the half hour. No peak and off peak	Comment Received. Boba and Beyond is now open at Central Station!
Every stop needs a bench	
Want a coffee shop at Cental Station.	
Changes look good. I appreciate that the buses are free, especially since tax dollars pay for them.	Comment Received
Thank you for listening to our distress and making these improvements. The system has been iteratively getting better and better in the past, until Central Station. It was foolish to just trash that perfected system. My advice is, only make iterative changes in the future, please. Also, the GPS system used to work great in past years and now it is very unreliable and even misinforms riders with incorrect location. It is important to get that working for a system where routes are spaced 30 min and longer. And just one more thing, a bit off topic. Please turn down the volume on the speakers at Central Station. I have never smoked or vaped in my life but still find it extremely distressing FOR A VERY LOUD VOICE FREQUENTLY yelling at me to abstain from such activity. For those of us with sensitive ears, it is truly very distressing. And it is enormously	Comment Received

disrespectful of transit users. The speakers should only be used when necessary, to announce a delay or some such thing. Personally, I'm more bothered by people playing music than smoking outdoors (and I'm extremely sensitive to smoke). And yet you don't have the speakers yelling at people to use headphones. Because it would be obnoxious and disrespectful. Just put up signs. For people who don't care and will break rules, it does not matter how the rules are given. Just stick No Smoking signs everywhere. Thank you.	
Other changes look ok!	Comment Received
Hire enough drivers to cover all of the times. No interlined routes. Try to stay as close to time as possible.	Comment Received
Please please please introduce a Park and Ride at Central Station. If someone wanted to ride to JCCC they currently need to take a bus to Central Station. Lots of work for someone who is already doing lots of work. Thank you	Comment Received
There is ZERO parking for people at central station. You took away the ability for people to use the K10 connector when you took away all but the central station stop! So many people relied on that to go to other campuses.	Comment Received
Get more connection between East Lawrence out to Rock Chalk. Too difficult at present.	Comment Received
Great job!	Comment Received