

August 2026



CITY OF LAWRENCE
UNIVERSITY OF KANSAS



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August 2026 Route Change Report

Table of Contents

Table of Contents	2
Executive Summary	4
Make Every Route a Strong Route	5
Survey Summary	5
Feedback Chart Methodology	5
Public Notice	5
Route 1 - Minor Change	6
Route 2 - Minor Change	7
Route 3 -Minor Change	8
Route 4 - Minor Change	9
Route 7 -Minor Change	11
Route 8 - Minor Change	12
Route 9 - Major Change	14
Route 30 - Major Change.....	16
Route 38 - Major Change.....	18
Routes 41 and 42 - Major Change	20
Routes 43 and 44.....	22
Routes 45 and 53.....	23
Central Station Platform Changes	24
Lawrence Transit On Demand.....	25
Survey Question: What would make you ride the bus more often?	26
Safety Feedback	27
Executive Summary.....	27
Appendix A: Survey	31
Appendix B: Survey Responses – Route Changes	35
Appendix C: Survey Responses – Safety.....	82

Table of Figures

Figure 1: Lawrence Listens Survey Response Summary	5
Figure 2: Route 8 Public Input Results	13
Figure 3: Route 9 Public Input Results	15
Figure 4: Route 30 Public Input Results	17
Figure 5: Route 38 Public Input Results	19
Figure 6: Routes 41 and 42 Public Input Results	21
Figure 7: On Demand Public Input Results	25
Figure 8: Count of Respondents For Each Safety Rating and Location.....	27
Figure 9: Average Safety Rating by Location	28

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 implementation of the Route Redesign process in conjunction with the opening of Central Station in 2024, five bus routes continue to serve Downtown Lawrence. Central Station maintains seven 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 in 2025 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 are targeted for 2027–2028.

Goals of the 2026 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 2026 informed the final route updates detailed in this report.

Make Every Route a Strong Route

The annual route changes and public survey enable Lawrence Transit staff to critically evaluate each route to **make every route a strong route**. This includes effectively connecting riders to jobs, education, grocery, and essential medical service.

Survey Summary

From March 4 to April 3, 2026 Lawrence Transit invited feedback through a Lawrence Listens survey as well as physical outreach on the bus and at major transfer points:

- There were 222 total responses
- 79.7% of respondents ride the bus more than twice a week
- 84.7% ride at least a few times a month

FIGURE 1: LAWRENCE LISTENS SURVEY RESPONSE SUMMARY

How often do you ride the bus?

		Response Percent	Response Count
2 or more days a week		79.7%	177
A few times a month		5.0%	11
A few times a year		7.7%	17
Never		1.4%	3
I used to ride the bus but don't anymore		6.3%	14

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 proposed route change. Comments that were left blank or N/A were not factored into the survey response charts to accurately represent the community feedback.

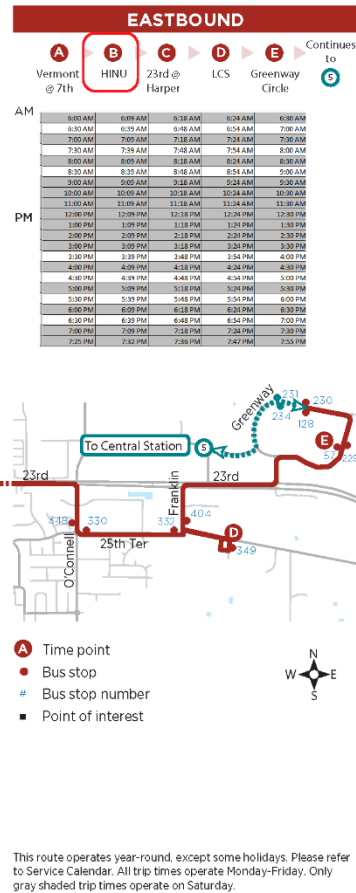
Route changes with less than four comments directly related to the proposed changes were not visualized as charts. All comments and staff responses can be found in the appendix.

Public Notice

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

Route 1 - Minor Change

Proposed and Final Route



East and Westbound timepoint B moved from 19th and Mass to HINU (stops 62 and 63).

Community Feedback (3 comments)

Positive themes:

Comments received about the proposed changes to Route 1 voiced general support for the change.

Concerns:

No respondents voiced concern about the proposed changes to Route 1.

In Response:

Based on survey feedback, the final route has been adopted as proposed.

Full comments found in Appendix B: Survey Responses – Route Changes.

Route 2 - Minor Change

Proposed and Final Route

Community Feedback (6 comments)

2 Central Station to Lakeview Road via LMH

NORTHBOUND				
A	B	C	D	Continues to
Central Station @ 6th	Rockledge @ 6th	LMH	Lakeview	1
6:50 AM	6:57 AM	6:54 AM	6:25 AM	
6:50 AM	6:57 AM	6:54 AM	6:25 AM	
7:00 AM	7:07 AM	7:04 AM	7:25 AM	
7:30 AM	7:37 AM	7:34 AM	7:55 AM	
8:00 AM	8:07 AM	8:04 AM	8:25 AM	
8:30 AM	8:37 AM	8:34 AM	8:55 AM	
9:00 AM	9:07 AM	9:04 AM	9:25 AM	
9:30 AM	9:37 AM	9:34 AM	9:55 AM	
10:00 AM	10:07 AM	10:04 AM	10:25 AM	
11:00 AM	11:07 AM	11:04 AM	11:25 AM	
12:00 PM	12:07 PM	12:04 PM	12:25 PM	
1:00 PM	1:07 PM	1:04 PM	1:25 PM	
2:50 PM	2:57 PM	2:54 PM	2:25 PM	
2:50 PM	2:57 PM	2:54 PM	2:25 PM	
3:00 PM	3:07 PM	3:04 PM	3:25 PM	
3:30 PM	3:37 PM	3:34 PM	3:55 PM	
4:00 PM	4:07 PM	4:04 PM	4:25 PM	
4:30 PM	4:37 PM	4:34 PM	4:55 PM	
5:00 PM	5:07 PM	5:04 PM	5:25 PM	
5:30 PM	5:37 PM	5:34 PM	5:55 PM	
6:00 PM	6:07 PM	6:04 PM	6:25 PM	
7:00 PM	7:07 PM	7:04 PM	7:25 PM	

SOUTHBOUND				
Continues from	D	C	B	A
1	Lakeview	LMH	Rockledge @ 6th	Central Station
6:20 AM	6:14 AM	6:41 AM	6:49 AM	
6:50 AM	7:04 AM	7:11 AM	7:19 AM	
7:20 AM	7:24 AM	7:41 AM	7:49 AM	
7:50 AM	8:04 AM	8:11 AM	8:19 AM	
8:20 AM	8:34 AM	8:41 AM	8:49 AM	
8:50 AM	9:04 AM	9:11 AM	9:19 AM	
9:20 AM	9:34 AM	9:41 AM	9:49 AM	
9:50 AM	10:04 AM	10:11 AM	10:19 AM	
10:20 AM	10:24 AM	10:41 AM	10:49 AM	
10:50 AM	11:04 AM	11:11 AM	11:19 AM	
11:20 AM	11:34 AM	11:41 AM	11:49 AM	
12:20 PM	12:34 PM	12:41 PM	12:49 PM	
1:20 PM	1:34 PM	1:41 PM	1:49 PM	
2:50 PM	2:54 PM	2:41 PM	2:49 PM	
2:50 PM	2:54 PM	2:41 PM	2:49 PM	
3:20 PM	3:34 PM	3:41 PM	3:49 PM	
3:50 PM	4:04 PM	4:11 PM	4:19 PM	
4:20 PM	4:34 PM	4:41 PM	4:49 PM	
4:50 PM	5:04 PM	5:11 PM	5:19 PM	
5:20 PM	5:34 PM	5:41 PM	5:49 PM	
5:50 PM	6:04 PM	6:11 PM	6:19 PM	
6:20 PM	6:34 PM	6:41 PM	6:49 PM	
7:00 PM	7:07 PM	7:14 PM	7:25 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.



Positive themes:

Comments received about the proposed changes to Route 2 voiced general support for the change.

Concerns:

No respondents voiced concern about the proposed changes to Route 2. One commenter wanted closer access to Bert Nash.

In response:

Serving Bert Nash + TRC more directly than today is challenging due to the street grid organization around LMH. All bus stops in the area are ADA accessible.

Based on survey feedback, the final route has been adopted as proposed.

Full comments found in Appendix B: Survey Responses – Route Changes.

Adjusted timepoints B, C, and D by 1-2 minutes to reflect real time operations. A 6:50 PM trip was moved to 2:50 PM to reflect ridership demands.

Route 3 -Minor Change

Proposed and 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	D
6:30 AM	6:33 AM	6:43 AM	6:50 AM	
7:00 AM	7:08 AM	7:13 AM	7:20 AM	
7:30 AM	7:38 AM	7:43 AM	7:50 AM	
8:00 AM	8:08 AM	8:13 AM	8:20 AM	
8:30 AM	8:38 AM	8:43 AM	8:50 AM	
9:00 AM	9:08 AM	9:13 AM	9:20 AM	
9:30 AM	9:38 AM	9:43 AM	9:50 AM	
10:00 AM	10:08 AM	10:13 AM	10:20 AM	
10:30 AM	10:38 AM	10:43 AM	10:50 AM	
11:00 AM	11:08 AM	11:13 AM	11:20 AM	
12:00 PM	12:08 PM	12:13 PM	12:20 PM	
1:00 PM	1:08 PM	1:13 PM	1:20 PM	
2:00 PM	2:08 PM	2:13 PM	2:20 PM	
2:30 PM	2:38 PM	2:43 PM	2:50 PM	
3:00 PM	3:08 PM	3:13 PM	3:20 PM	
3:30 PM	3:38 PM	3:43 PM	3:50 PM	
4:00 PM	4:08 PM	4:13 PM	4:20 PM	
4:30 PM	4:38 PM	4:43 PM	4:50 PM	
5:00 PM	5:08 PM	5:13 PM	5:20 PM	
5:30 PM	5:38 PM	5:43 PM	5:50 PM	
6:00 PM	6:08 PM	6:13 PM	6:20 PM	
6:30 PM	6:38 PM	6:43 PM	6:50 PM	
7:00 PM	7:08 PM	7:13 PM	7:20 PM	
8:00 PM	8:08 PM	8:13 PM	8:20 PM	

SOUTHBOUND				
Continues from	D	C	B	A
D	Lakeview	LMH	Rockledge @ 6th	Vermont @ 7th
5:55 AM	6:03 AM	6:09 AM	6:17 AM	
6:25 AM	6:33 AM	6:39 AM	6:47 AM	
6:55 AM	7:03 AM	7:09 AM	7:17 AM	
7:25 AM	7:33 AM	7:39 AM	7:47 AM	
7:55 AM	8:03 AM	8:09 AM	8:17 AM	
8:25 AM	8:33 AM	8:39 AM	8:47 AM	
8:55 AM	9:03 AM	9:09 AM	9:17 AM	
9:25 AM	9:33 AM	9:39 AM	9:47 AM	
9:55 AM	10:03 AM	10:09 AM	10:17 AM	
10:25 AM	10:33 AM	10:39 AM	10:47 AM	
11:25 AM	11:33 AM	11:39 AM	11:47 AM	
12:25 PM	12:33 PM	12:39 PM	12:47 PM	
1:25 PM	1:33 PM	1:39 PM	1:47 PM	
2:25 PM	2:33 PM	2:39 PM	2:47 PM	
2:55 PM	3:03 PM	3:09 PM	3:17 PM	
3:25 PM	3:33 PM	3:39 PM	3:47 PM	
3:55 PM	4:03 PM	4:09 PM	4:17 PM	
4:25 PM	4:33 PM	4:39 PM	4:47 PM	
4:55 PM	5:03 PM	5:09 PM	5:17 PM	
5:25 PM	5:33 PM	5:39 PM	5:47 PM	
5:55 PM	6:03 PM	6:09 PM	6:17 PM	
6:25 PM	6:33 PM	6:39 PM	6:47 PM	
7:25 PM	7:33 PM	7:39 PM	7:47 PM	

Adjusted timepoints B, C, and D by 1-5 minutes to reflect real time operations. A 6:00 AM trip was moved to midday to reflect ridership demands.

Community Feedback (2 comments)

Positive themes:

Comments received about the proposed changes to Route 3 voiced general support for the change.

Concerns:

No respondents voiced concern about the proposed changes to Route 3.

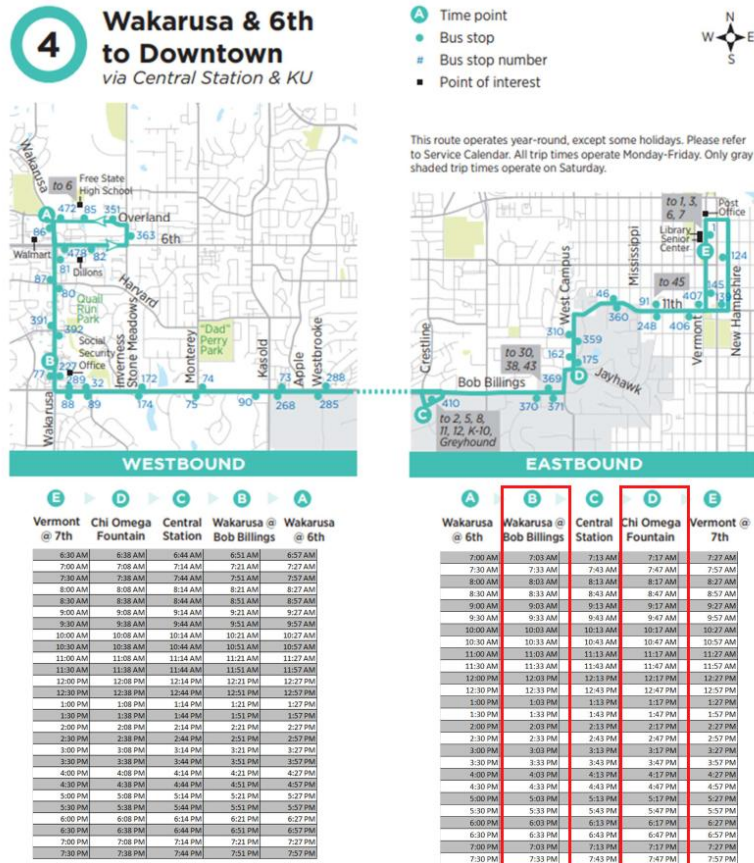
In Response:

Serving Bert Nash + TRC more directly than today is challenging due to the street grid organization around LMH. Based on survey feedback, the final route has been adopted as proposed.

Full comments found in Appendix B: Survey Responses – Route Changes.

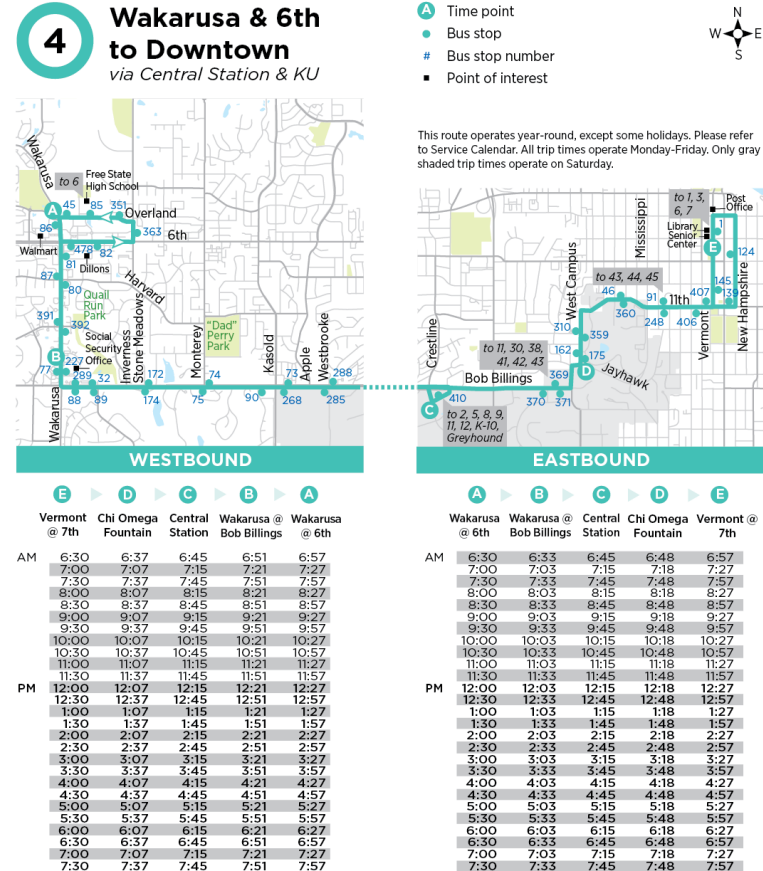
Route 4 - Minor Change

Proposed Route



Adjusted timepoints B and D by 3 minutes to reflect real time operations.

Final Route



Timing at Central Station was changed to the :15 and :45 marks to better align with transfers. The shaded times were swapped to better align with transfers on Saturdays Downtown. An eastbound 6:30 am trip was added. Bus stop number 472 on overland drive was changed to 45. Finalized timepoint changes.

Community Feedback (31 comments)

Positive themes:

Comments received were generally unrelated to the proposed changes. One commenter was satisfied with the minor timepoint changes.

Concerns:

A few commenters noted some schedule issues related to Route 11/12 connections at Central Station and Saturday schedule connections Downtown. 22 commenters expressed a desire for Route 4 to provide service to Jayhawk Boulevard. These comments were considered neutral as this feedback is unrelated to the proposed change.

In response:

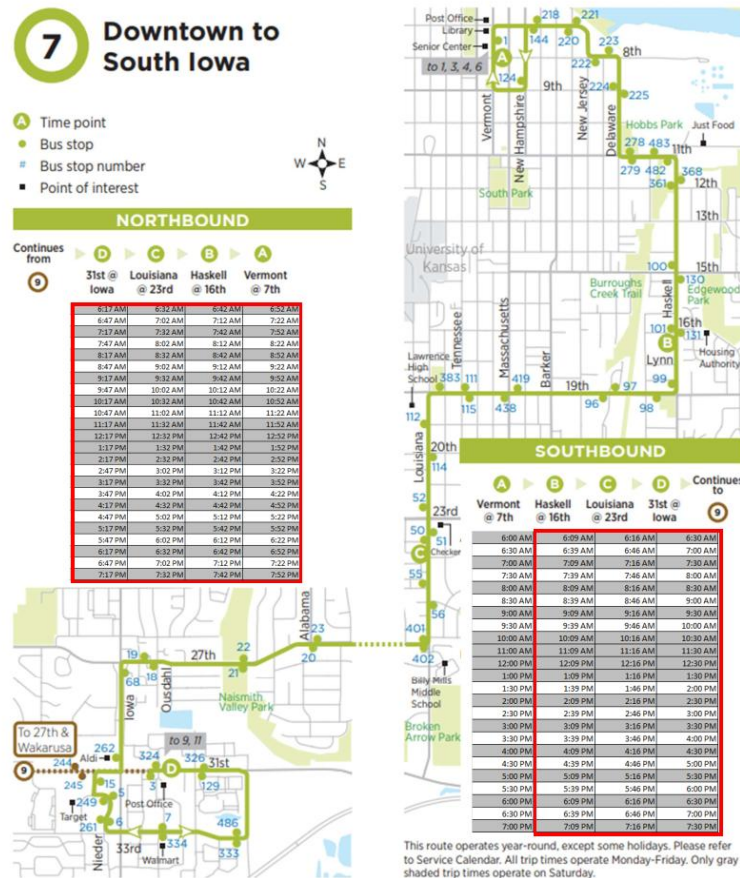
Based on survey feedback, staff made a few changes to the proposed Route 4, including timing changes that enable transfers to and from Routes 11 and 12 at Central Station and a new Saturday schedule that better aligns with other routes downtown. Many commenters noted their desire for this route to return to its 2024 alignment. Under the previous alignment, the route struggled to stay on time due to traffic along 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, Route 4 will retain the alignment determined in 2025 (shown above).

Full comments found in Appendix B: Survey Responses – Route Changes.

Route 7 -Minor Change

Proposed and Final Route

Community Feedback (3 comments)



Adjusted timepoints A, B, C and D by 1-7 minutes to reflect real time operations.

Positive themes:

Comments received were generally unrelated to the proposed changes. One commenter was satisfied with the minor timepoint changes.

Concerns:

No respondents voiced concern about the proposed changes to Route 7. The comments received were related to bus stops.

In response:

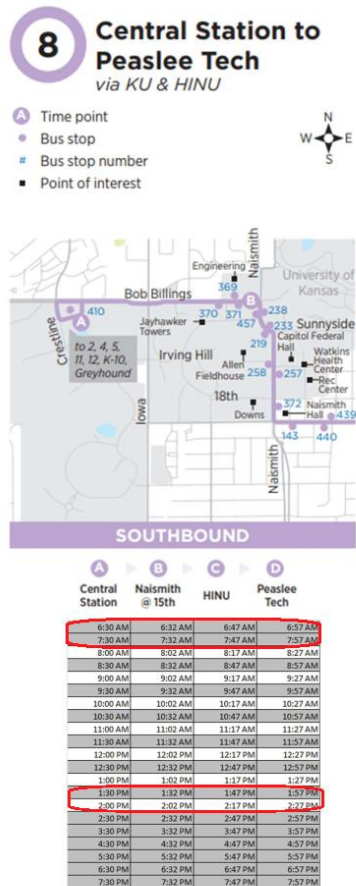
Route 7 has been adopted as proposed.

Full comments found in Appendix B: Survey Responses – Route Changes.

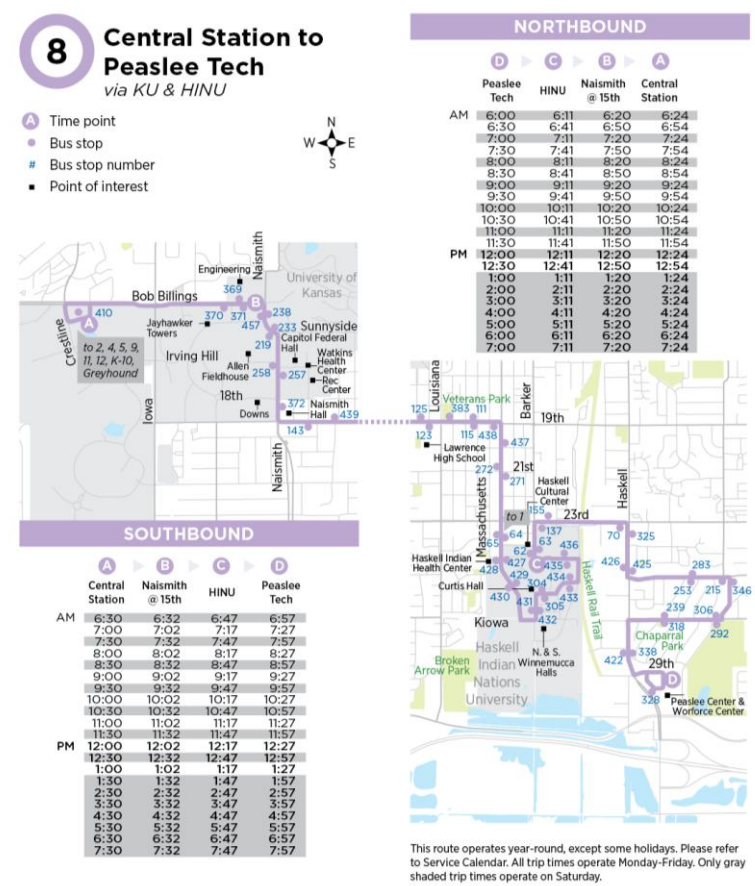
Route 8 - Minor Change

Proposed Route

Final Route



6:30am northbound trip and 7:00am southbound trip moved to midday to reflect ridership demands. All timepoints adjusted by 1-4 minutes to reflect real time operations.



Based on community feedback, the 6:30am northbound trip and 7:00am were maintained. Finalized time point adjustments.

Community Feedback

Positive themes:

One respondent voiced satisfaction with the proposed increased frequency in the afternoon.

Concerns:

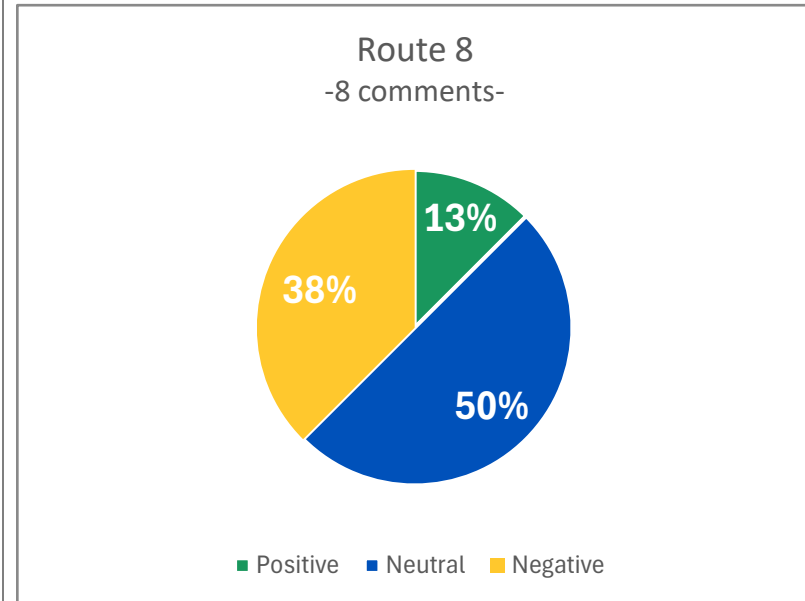
Three respondents valued the early morning trips and wanted them to remain as is, with one citing that the bus is regularly crowded in the early morning.

In response:

Based on survey feedback, the 6:30 AM northbound trip and 7:00 AM southbound trip were maintained. Lawrence Transit staff will continue to monitor ridership trends to ensure Route 8 is a strong route.

Full comments found in Appendix B: Survey Responses – Route Changes.

FIGURE 2: ROUTE 8 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2026 ROUTE CHANGES TO ROUTE 8 ARE SUMMARIZED BELOW:

- 13% OF SURVEY COMMENTS WERE POSITIVE
- 38% OF SURVEY COMMENTS WERE NEGATIVE
- 50% OF SURVEY COMMENTS WERE NEUTRAL

Route 9 - Major Change

Proposed Route

9 South Iowa to 27th & Wakarusa



NORTHBOUND

Continues from 7
 C 31st @ Iowa
 B Lawrence @ Santa Fe
 A Central Station

6:38 AM	6:38 AM	6:46 AM
7:08 AM	7:08 AM	7:16 AM
7:38 AM	7:38 AM	7:46 AM
8:08 AM	8:08 AM	8:16 AM
8:38 AM	8:38 AM	8:46 AM
9:08 AM	9:08 AM	9:16 AM
9:38 AM	9:38 AM	9:46 AM
10:08 AM	10:08 AM	10:16 AM
10:38 AM	10:38 AM	10:46 AM
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3:38 PM	3:38 PM	3:46 PM
4:08 PM	4:08 PM	4:16 PM
4:38 PM	4:38 PM	4:46 PM
5:08 PM	5:08 PM	5:16 PM
5:38 PM	5:38 PM	5:46 PM
6:08 PM	6:08 PM	6:16 PM
6:38 PM	6:38 PM	6:46 PM
7:08 PM	7:08 PM	7:16 PM
7:38 PM	7:38 PM	7:46 PM

SOUTHBOUND

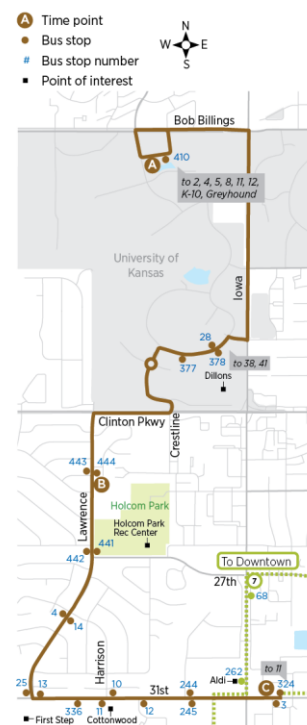
A Central Station
 B Lawrence @ Santa Fe
 C 31st @ Iowa
 Continues to 7

6:00 AM	6:00 AM	6:17 AM
7:00 AM	7:00 AM	7:17 AM
7:30 AM	7:30 AM	7:47 AM
8:00 AM	8:00 AM	8:17 AM
8:30 AM	8:30 AM	8:47 AM
9:00 AM	9:00 AM	9:17 AM
9:30 AM	9:30 AM	9:47 AM
10:00 AM	10:00 AM	10:17 AM
10:30 AM	10:30 AM	10:47 AM
11:00 AM	11:00 AM	11:17 AM
11:30 AM	11:30 AM	11:47 AM
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5:00 PM	5:00 PM	5:17 PM
5:30 PM	5:30 PM	5:47 PM
6:00 PM	6:00 PM	6:17 PM
6:30 PM	6:30 PM	6:47 PM
7:00 PM	7:00 PM	7:17 PM
7:30 PM	7:30 PM	7:47 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.

Final Route

9 Central Station to South Iowa via KU



NORTHBOUND

Continues from 7
 C 31st @ Iowa
 B Lawrence @ Santa Fe
 A Central Station

6:30 AM	6:34 AM	6:46 AM
7:00 AM	7:04 AM	7:16 AM
7:30 AM	7:34 AM	7:46 AM
8:00 AM	8:04 AM	8:16 AM
8:30 AM	8:34 AM	8:46 AM
9:00 AM	9:04 AM	9:16 AM
9:30 AM	9:34 AM	9:46 AM
10:00 AM	10:04 AM	10:16 AM
10:30 AM	10:34 AM	10:46 AM
11:00 AM	11:04 AM	11:16 AM
11:30 AM	11:34 AM	11:46 AM
12:00 PM	12:04 PM	12:16 PM
12:30 PM	12:34 PM	12:46 PM
1:00 PM	1:04 PM	1:16 PM
1:30 PM	1:34 PM	1:46 PM
2:00 PM	2:04 PM	2:16 PM
2:30 PM	2:34 PM	2:46 PM
3:00 PM	3:04 PM	3:16 PM
3:30 PM	3:34 PM	3:46 PM
4:00 PM	4:04 PM	4:16 PM
4:30 PM	4:34 PM	4:46 PM
5:00 PM	5:04 PM	5:16 PM
5:30 PM	5:34 PM	5:46 PM
6:00 PM	6:04 PM	6:16 PM
6:30 PM	6:34 PM	6:46 PM
7:00 PM	7:04 PM	7:16 PM
7:30 PM	7:34 PM	7:46 PM

SOUTHBOUND

A Central Station
 B Lawrence @ Santa Fe
 C 31st @ Iowa
 Continues to 7

6:00 AM	6:09 AM	6:17 AM
7:00 AM	7:09 AM	7:17 AM
7:30 AM	7:39 AM	7:47 AM
8:00 AM	8:09 AM	8:17 AM
8:30 AM	8:39 AM	8:47 AM
9:00 AM	9:09 AM	9:17 AM
9:30 AM	9:39 AM	9:47 AM
10:00 AM	10:09 AM	10:17 AM
10:30 AM	10:39 AM	10:47 AM
11:00 AM	11:09 AM	11:17 AM
12:00 PM	12:09 PM	12:17 PM
1:00 PM	1:09 PM	1:17 PM
2:00 PM	2:09 PM	2:17 PM
2:30 PM	2:39 PM	2:47 PM
3:00 PM	3:09 PM	3:17 PM
3:30 PM	3:39 PM	3:47 PM
4:00 PM	4:09 PM	4:17 PM
4:30 PM	4:39 PM	4:47 PM
5:00 PM	5:09 PM	5:17 PM
5:30 PM	5:39 PM	5:47 PM
6:00 PM	6:09 PM	6:17 PM
6:30 PM	6:39 PM	6:47 PM
7:00 PM	7:09 PM	7:17 PM
7:30 PM	7:39 PM	7:47 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 connect riders directly from South Iowa to Central Station and provide access to the new Dillons. This change comes directly from rider feedback and low ridership on the existing Route 9 alignment. The new route would turn east on Clinton Parkway from Lawrence Avenue, turn north onto Crestline, east on Becker Dr, and then take Iowa street to Bob Billings Parkway.

Final route adopted as proposed.

Community Feedback

Positive themes:

Positive Route 9 comments were about 65% of the responses (31 of the 48 comments). Four comments were about bus stop changes or additions. Ten comments were about coverage of Iowa St., West Campus, the new Dillions, and Central Station. One was about not duplicating route 12 anymore. Two were about transfers to other routes. Thirteen comments were generally positive.

Concerns:

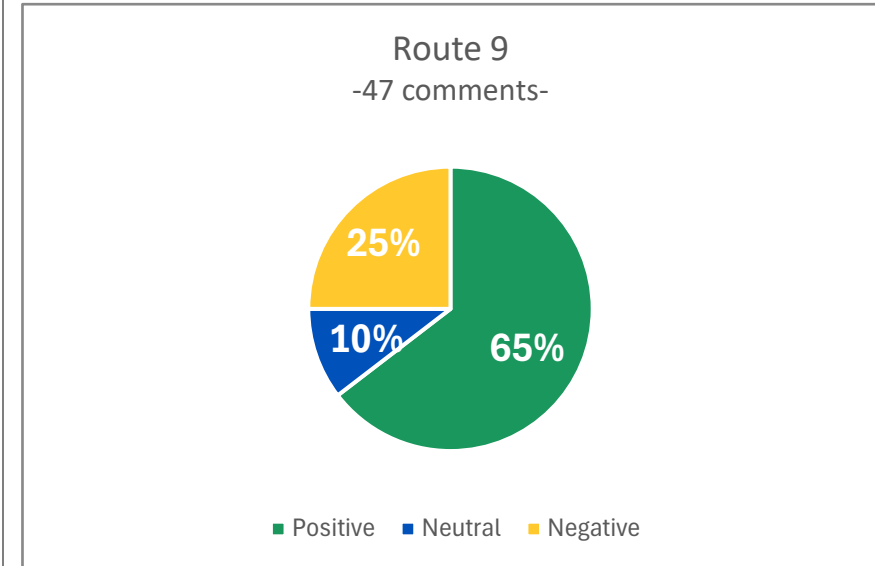
Negative comments about Route 9 were about 25% of the responses (12 of 47 comments). Eight comments were about losing access to the current Route 9 west of Wakarusa Rd. One was about duplication with route 38, another was about making more transfers, and two were about serving the new Dillions on KU's West Campus.

In response:

Based on feedback, this route has been adopted as proposed. When a grocery store changes locations, it's important to consider feasibility of transit access. Route 9's ridership was low along the alignment it shared with Route 12 in Southwest Lawrence, which presented an opportunity for adjustment. The route will serve Central Station and the new grocery store while keeping access to Holcom Park and Lawrence Ave. This change will also provide access to Central Station and new transfer opportunities via the Route 7/9 interline.

Full comments found in Appendix B: Survey Responses – Route Changes.

FIGURE 3: ROUTE 9 PUBLIC INPUT RESULTS

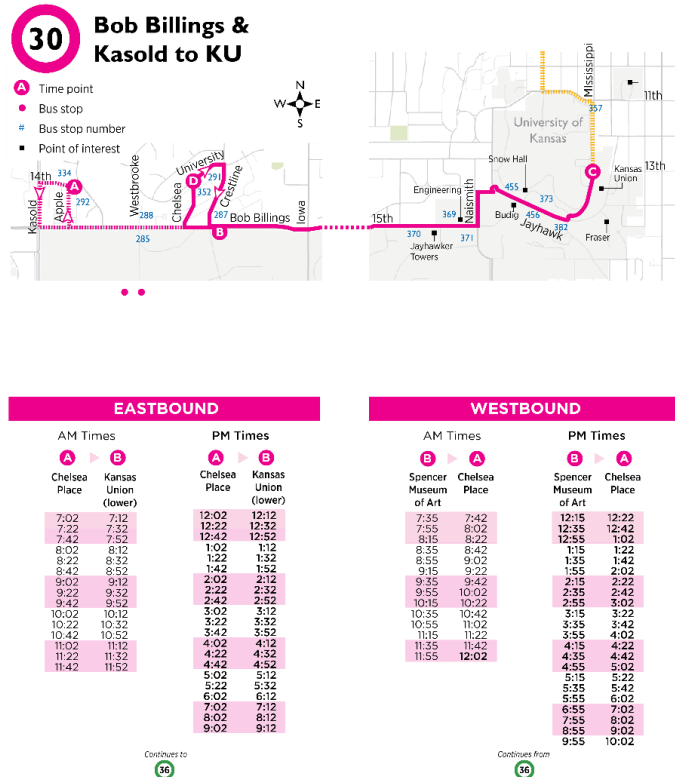


THE SURVEY RESULTS FOR THE 2026 ROUTE CHANGES TO ROUTE 9 ARE SUMMARIZED BELOW:

- 65% OF SURVEY COMMENTS WERE POSITIVE
- 25% OF SURVEY COMMENTS WERE NEGATIVE
- 10% OF SURVEY COMMENTS WERE NEUTRAL

Route 30 - Major Change

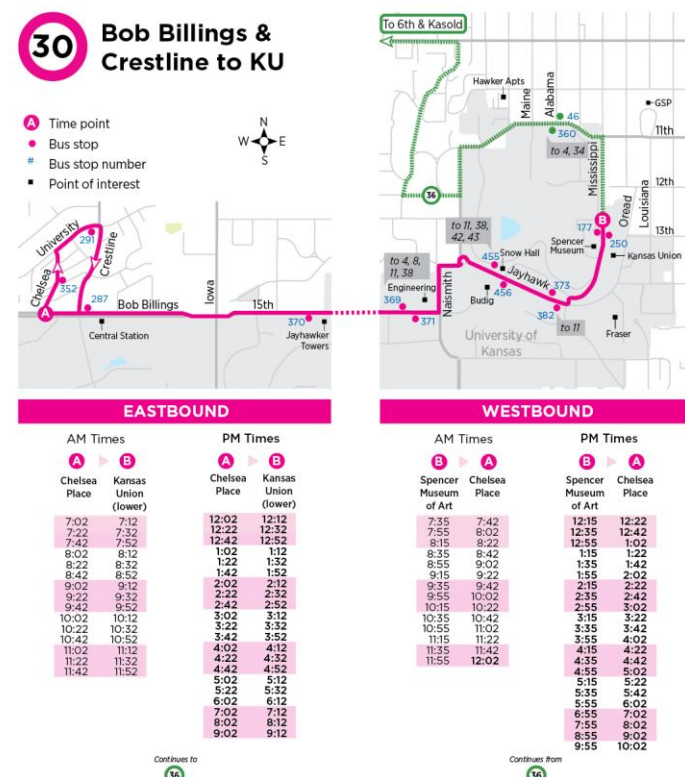
Proposed Route



This route operates Monday-Friday while KU is in session during Fall and Spring semesters. Please refer to Service Calendar.

Proposed adjustments to the alignment and interline to return service to Orchard Corners.

Final Route



This route operates Monday-Friday while KU is in session during Fall and Spring semesters. Please refer to Service Calendar.

Proposed adjustments to the alignment were not accepted. No timing changes.

Community Feedback

Positive themes:

Positive comments for Route 30 made up about 28% of total comments. Seven comments were in favor of the expansion West, and one specifically mentioned the possibility of using it to get to 6th street (via 36 interlining) from Apple Ln. Eight other positive comments were general.

Concerns:

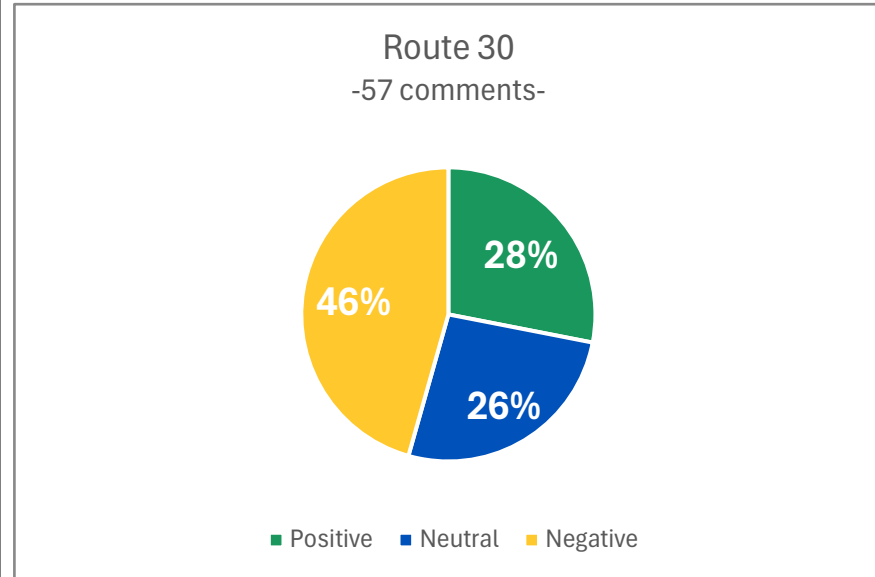
46% of the comments were negative in content. Five comments were about route alignment and coverage of areas; these primarily are about preferring the old alignment or concerns about duplication. 17 comments were about transfer times being not ideal for the K-10 connector and worried that this change could worsen the problem (one positive comment about the route change also mentioned this concern). Three comments were about the reliability and break times of this route, as commenters were concerned about the route staying on time. One commenter wished to increase the frequency of the new route.

In response:

Based on survey feedback and confirmed timing challenges, this route has not been adopted as proposed.

Full comments found in Appendix B: Survey Responses – Route Changes.

FIGURE 4: ROUTE 30 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2026 ROUTE CHANGES TO ROUTE 30 ARE SUMMARIZED BELOW:

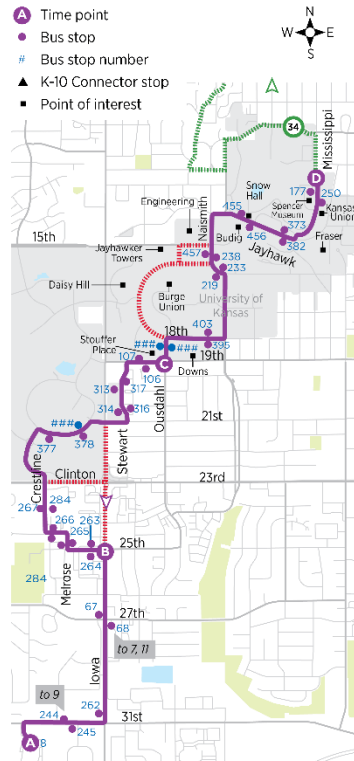
- 46% OF SURVEY COMMENTS WERE NEGATIVE
- 28% OF SURVEY COMMENTS WERE POSITIVE
- 26% OF SURVEY COMMENTS WERE NEUTRAL

Route 38 - Major Change

Proposed Route

38 31st Street to KU

- A Time point
- Bus stop
- # Bus stop number
- ▲ K-10 Connector stop
- Point of interest



SOUTHBOUND						NORTHBOUND					
D	C	B	A	B	C	D	D	C	B	A	B
Spencer Museum	19th & Ousdahl	25th & Iowa	W 31st Street	25th & Melrose	19th & Ousdahl	Kansas Union (lower)	Spencer Museum	19th & Ousdahl	25th & Iowa	W 31st Street	25th & Melrose
AM							PM				
7:19	7:28	7:33	7:00	7:10	7:17	7:25	7:19	7:28	7:33	7:00	7:10
7:39	7:48	7:53	7:20	7:30	7:37	7:45	7:39	7:48	7:53	7:20	7:30
7:59	8:08	8:13	8:00	8:10	8:17	8:25	7:59	8:08	8:13	8:00	8:10
8:19	8:28	8:33	8:20	8:30	8:37	8:45	8:19	8:28	8:33	8:20	8:30
8:39	8:48	8:53	8:40	8:50	8:57	9:05	8:39	8:48	8:53	8:40	8:50
8:59	9:08	9:13	9:00	9:10	9:17	9:25	8:59	9:08	9:13	9:00	9:10
9:19	9:28	9:33	9:40	9:50	9:57	10:05	9:19	9:28	9:33	9:40	9:50
9:39	9:48	9:53	10:00	10:10	10:17	10:25	9:39	9:48	9:53	10:00	10:10
9:59	10:08	10:13	10:20	10:30	10:37	10:45	9:59	10:08	10:13	10:20	10:30
10:19	10:28	10:33	10:40	10:50	10:57	11:05	10:19	10:28	10:33	10:40	10:50
10:39	10:48	10:53	11:00	11:10	11:17	11:25	10:39	10:48	10:53	11:00	11:10
10:59	11:08	11:13	11:20	11:30	11:37	11:45	10:59	11:08	11:13	11:20	11:30
11:19	11:28	11:33	11:40	11:50	11:57	12:05	11:19	11:28	11:33	11:40	11:50
11:39	11:48	11:53	12:00	12:10	12:17	12:25	11:39	11:48	11:53	12:00	12:10
11:59	12:08	12:13	12:20	12:30	12:37	12:45	11:59	12:08	12:13	12:20	12:30
12:19	12:28	12:33	12:40	12:50	12:57	1:05	12:19	12:28	12:33	12:40	12:50
12:39	12:48	12:53	1:00	1:10	1:17	1:25	12:39	12:48	12:53	1:00	1:10
12:59	1:08	1:13	1:20	1:30	1:37	1:45	12:59	1:08	1:13	1:20	1:30
1:19	1:28	1:33	1:40	1:50	1:57	2:05	1:19	1:28	1:33	1:40	1:50
1:39	1:48	1:53	2:00	2:10	2:17	2:25	1:39	1:48	1:53	2:00	2:10
1:59	2:08	2:13	2:20	2:30	2:37	2:45	1:59	2:08	2:13	2:20	2:30
2:19	2:28	2:33	2:40	2:50	2:57	3:05	2:19	2:28	2:33	2:40	2:50
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3:19	3:28	3:33	3:40	3:50	3:57	4:05	3:19	3:28	3:33	3:40	3:50
3:39	3:48	3:53	4:00	4:10	4:17	4:25	3:39	3:48	3:53	4:00	4:10
3:59	4:08	4:13	4:20	4:30	4:37	4:45	3:59	4:08	4:13	4:20	4:30
4:19	4:28	4:33	4:40	4:50	4:57	5:05	4:19	4:28	4:33	4:40	4:50
4:39	4:48	4:53	5:00	5:10	5:17	5:25	4:39	4:48	4:53	5:00	5:10
4:59	5:08	5:13	5:20	-	-	-	4:59	5:08	5:13	5:20	-
5:19	5:28	5:33	5:40	-	-	-	5:19	5:28	5:33	5:40	-
5:39	5:48	5:53	6:00	6:10	6:17	6:25	5:39	5:48	5:53	6:00	6:10
6:39	6:48	6:53	7:00	7:10	7:17	7:25	6:39	6:48	6:53	7:00	7:10
7:39	7:48	7:53	8:00	8:10	8:17	8:25	7:39	7:48	7:53	8:00	8:10
8:39	8:48	8:53	9:00	9:10	9:17	9:25	8:39	8:48	8:53	9:00	9:10
9:39	9:48	9:53	9:58	-	-	-	9:39	9:48	9:53	9:58	-

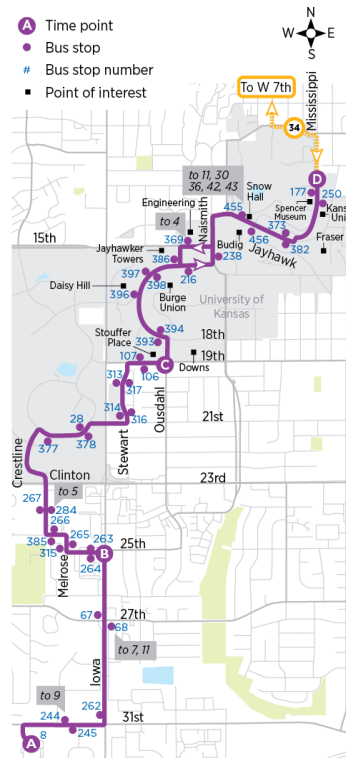
This route operates Monday–Friday while KU is in session during Fall and Spring semesters. Please refer to Service Calendar.

Proposed adjustments to the alignment to serve the new Dillons on west campus.

Final Route

38 31st Street to KU

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



SOUTHBOUND						NORTHBOUND					
D	C	B	A	B	C	D	D	C	B	A	B
Spencer Museum	19th & Ousdahl	25th & Iowa	W 31st Street	25th & Melrose	19th & Ousdahl	Kansas Union (lower)	Spencer Museum	19th & Ousdahl	25th & Iowa	W 31st Street	25th & Melrose
AM							PM				
7:19	7:28	7:33	7:00	7:07	7:14	7:22	7:19	7:28	7:33	7:00	7:07
7:39	7:48	7:53	7:20	7:27	7:34	7:42	7:39	7:48	7:53	7:20	7:27
7:59	8:08	8:13	8:00	8:07	8:14	8:22	7:59	8:08	8:13	8:00	8:07
8:19	8:28	8:33	8:20	8:27	8:34	8:42	8:19	8:28	8:33	8:20	8:27
8:39	8:48	8:53	8:40	8:47	8:54	9:02	8:39	8:48	8:53	8:40	8:47
8:59	9:08	9:13	9:00	9:07	9:14	9:22	8:59	9:08	9:13	9:00	9:07
9:19	9:28	9:33	9:40	9:47	9:54	10:02	9:19	9:28	9:33	9:40	9:47
9:39	9:48	9:53	10:00	10:07	10:14	10:22	9:39	9:48	9:53	10:00	10:07
9:59	10:08	10:13	10:20	10:27	10:34	10:42	9:59	10:08	10:13	10:20	10:27
10:19	10:28	10:33	10:40	10:47	10:54	11:02	10:19	10:28	10:33	10:40	10:47
10:39	10:48	10:53	11:00	11:07	11:14	11:22	10:39	10:48	10:53	11:00	11:07
10:59	11:08	11:13	11:20	11:27	11:34	11:42	10:59	11:08	11:13	11:20	11:27
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12:19	12:28	12:33	12:40	12:47	12:54	1:02	12:19	12:28	12:33	12:40	12:47
12:39	12:48	12:53	1:00	1:07	1:14	1:22	12:39	12:48	12:53	1:00	1:07
12:59	1:08	1:13	1:20	1:27	1:34	1:42	12:59	1:08	1:13	1:20	1:27
1:19	1:28	1:33	1:40	1:47	1:54	2:02	1:19	1:28	1:33	1:40	1:47
1:39	1:48	1:53	2:00	2:07	2:14	2:22	1:39	1:48	1:53	2:00	2:07
1:59	2:08	2:13	2:20	2:27	2:34	2:42	1:59	2:08	2:13	2:20	2:27
2:19	2:28	2:33	2:40	2:47	2:54	3:02	2:19	2:28	2:33	2:40	2:47
2:39	2:48	2:53	3:00	3:07	3:14	3:22	2:39	2:48	2:53	3:00	3:07
2:59	3:08	3:13	3:20	3:27	3:34	3:42	2:59	3:08	3:13	3:20	3:27
3:19	3:28	3:33	3:40	3:47	3:54	4:02	3:19	3:28	3:33	3:40	3:47
3:39	3:48	3:53	4:00	4:07	4:14	4:22	3:39	3:48	3:53	4:00	4:07
3:59	4:08	4:13	4:20	4:27	4:34	4:42	3:59	4:08	4:13	4:20	4:27
4:19	4:28	4:33	4:40	4:47	4:54	5:02	4:19	4:28	4:33	4:40	4:47
4:39	4:48	4:53	5:00	5:07	5:14	5:22	4:39	4:48	4:53	5:00	5:07
4:59	5:08	5:13	5:20	-	-	-	4:59	5:08	5:13	5:20	-
5:19	5:28	5:33	5:40	-	-	-	5:19	5:28	5:33	5:40	-
5:39	5:48	5:53	6:00	6:07	6:14	6:22	5:39	5:48	5:53	6:00	6:07
6:39	6:48	6:53	7:00	7:07	7:14	7:22	6:39	6:48	6:53	7:00	7:07
7:39	7:48	7:53	8:00	8:07	8:14	8:22	7:39	7:48	7:53	8:00	8:07
8:39	8:48	8:53	9:00	9:07	9:14	9:22	8:39	8:48	8:53	9:00	9:07
9:39	9:48	9:53	9:58	-	-	-	9:39	9:48	9:53	9:58	-

This route operates Monday–Friday while KU is in session during Fall and Spring semesters. Please refer to Service Calendar.

Final route alignment to go through Irving Hill Rd and through west campus. Minor adjustments to the proposed timing were made.

Community Feedback

Positive themes:

Positive comments for route 38 made up about 43% of total comments, or 12 of the 28 total comments. Four respondents liked the alignment, with two mentioning the benefits of serving the new Dillons. The other eight comments expressed general satisfaction with the changes.

Concerns:

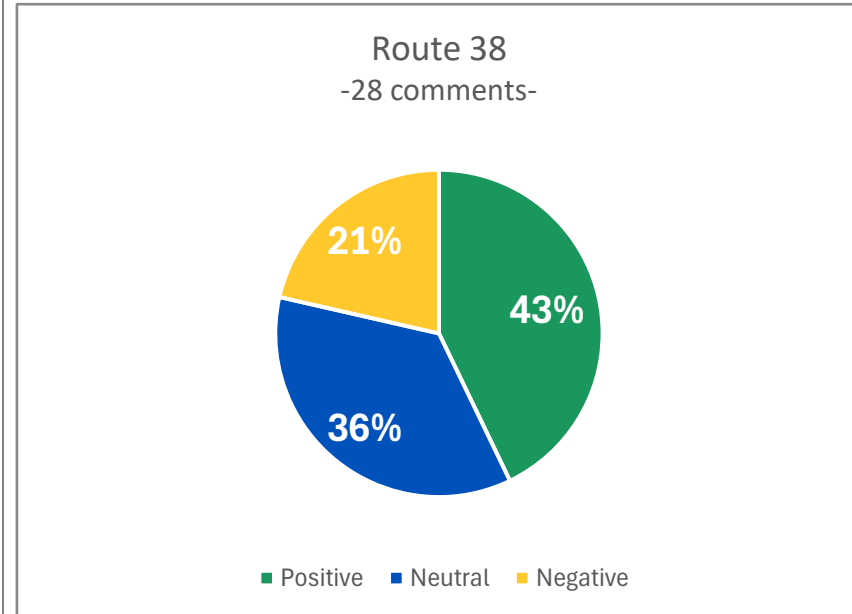
21%, or six of the 28 total comments, were negative in nature. Two comments were dissatisfied with the removal of service from Daisy Hill, and another disliked the removal of the stop at 19th and Iowa. One comment was concerned about the changes that would impact on the reliability of the route, and another felt serving the new Dillon's was unnecessary. Two comments expressed general dissatisfaction with the proposed changes.

In response:

Based on survey feedback, this route will retain access to Daisy Hill and the Engineering complex as well as serve the Dillons on west campus. Some minor timing changes were made to accommodate these adjustments.

Full comments found in Appendix B: Survey Responses – Route Changes.

FIGURE 5: ROUTE 38 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2026 ROUTE CHANGES TO ROUTE 38 ARE SUMMARIZED BELOW:

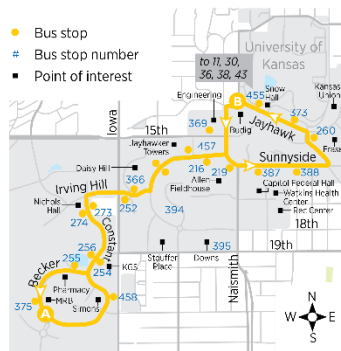
- 43% OF SURVEY COMMENTS WERE POSITIVE
- 36% OF SURVEY COMMENTS WERE NEUTRAL
- 21% OF SURVEY COMMENTS WERE NEGATIVE

Routes 41 and 42 - Major Change

Proposed Route

Final Route

41 Park & Ride

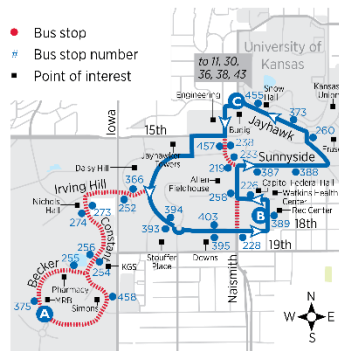


West Campus to Jayhawk Boulevard

FREQUENCY Monday-Friday

7:10 a.m.-8:30 a.m.
Every 12-15 minutes
8:30 a.m.-4:00 p.m.
Every 6-9 minutes
4:00 p.m.-5:30 p.m.
Every 12-15 minutes

42 Blue Circulator via Rec Center



West Campus to Jayhawk Boulevard

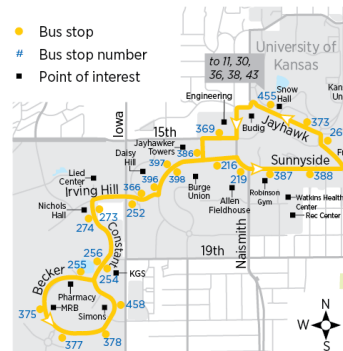
FREQUENCY Monday-Thursday

7:10 a.m.-9:00 a.m.
Every 9-12 minutes
9:00 a.m.-3:00 p.m.
Every 6-9 minutes
3:00 p.m.-5:30 p.m.
Every 9-12 minutes

Friday*

7:10 a.m.-5:30 p.m.
Every 10-12 minutes

41 Park & Ride

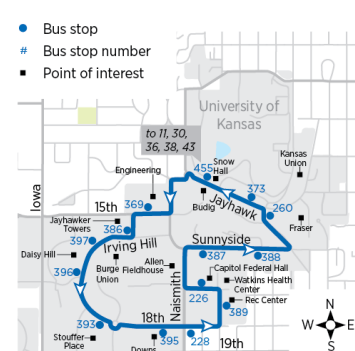


West Campus to Jayhawk Boulevard

FREQUENCY Monday-Friday

7:10 a.m.-8:30 a.m.
Every 12-15 minutes
8:30 a.m.-4:00 p.m.
Every 6-9 minutes
4:00 p.m.-5:30 p.m.
Every 12-15 minutes

42 Blue Circulator



West Campus to Jayhawk Boulevard

FREQUENCY Monday-Friday

7:10 a.m.-9:00 a.m.
Every 12-15 minutes
9:00 a.m.-3:00 p.m.
Every 5-9 minutes
3:00 p.m.-5:30 p.m.
Every 9-12 minutes

Friday*

7:10 a.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 41 and 42 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.

If the university implements a new Park & Ride proposal, the university would need to activate this new route alignment set. The Park & Ride proposal will be part of future parking communications.

Finalized route alignment. Routes 41 and 42 will serve Engineering and Jayhawk Towers at stops 369 and 386. Minor adjustments to the frequency of Route 42 were made.

Community Feedback

Positive themes:

Positive comments made up about 33%, or 16 of the 48 total responses. Ten comments were generally satisfied with the return of Park and Ride, with one noting the high daytime frequency of Route 41. Six comments were satisfied with the new streamlined version of Route 42.

Concerns:

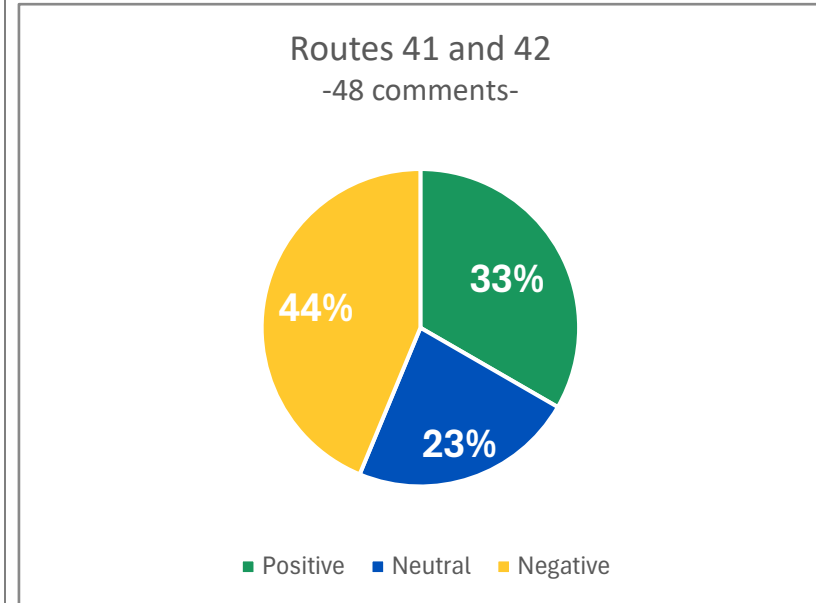
44%, or 21 comments were negative in nature. 13 comments were dissatisfied with the lack of service at Stop 369 in front of the School of Engineering. Three commenters were concerned about the removal of West Campus and Daisy Hill from Route 42, including the lack of direct connection between Daisy Hill and the Rec Center. Two commenters were concerned about the frequency of the new routes, and another wanted to extend the operating hours. Two commenters wanted Route 41 to connect to other locations, such as the Stadium or Central Station.

In response:

KU is reimplementing the Park & Ride program. In response to survey feedback, both routes will now serve Stop 369 in front of the School of Engineering and other stops in the surrounding area. Route 42 was changed to serve the residence halls on the south end.

Full comments found in Appendix B: Survey Responses – Route Changes.

FIGURE 6: ROUTES 41 AND 42 PUBLIC INPUT RESULTS



THE SURVEY RESULTS FOR THE 2026 ROUTE CHANGES TO ROUTES 41 AND 42 ARE SUMMARIZED BELOW:

- 33% OF SURVEY COMMENTS WERE POSITIVE
- 23% OF SURVEY COMMENTS WERE NEUTRAL
- 44% OF SURVEY COMMENTS WERE NEGATIVE

Routes 43 and 44

Final Route

43 Red Circulator



Daisy Hill to GSP via Jayhawk Boulevard

FREQUENCY

Monday-Thursday

7:10 a.m.-9:00 a.m.
Every 9-12 minutes

9:00 a.m.-3:00 p.m.
Every 5-8 minutes

3:00 p.m.-5:30 p.m.
Every 9-12 minutes

Friday*

7:10 a.m.-5:30 p.m.
Every 7-12 minutes

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

Routes 43 and 44 operate Monday-Friday when KU classes are in session Fall & Spring semesters. Please refer to Service Calendar.

NOTE: For summer service, refer to Route 45.

44

Parking is being added to the GSP/Corbin loop and the new space is unable to accommodate bus traffic. This route will now serve Stop 91 on 11th Street.

Final Route

44 Evening Circulator



NORTHBOUND **SOUTHBOUND**

	A	B	C	C	B	A
	Becker Drive	18th & Naamith	Kansas Union	Kansas Union	18th & Naamith	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	8:29	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
	10:00	10:09	10:17	10:04	10:11	10:19

45

Parking is being added to the GSP/Corbin loop and the new space is unable to accommodate bus traffic. This route will now serve Stop 91 on 11th Street.

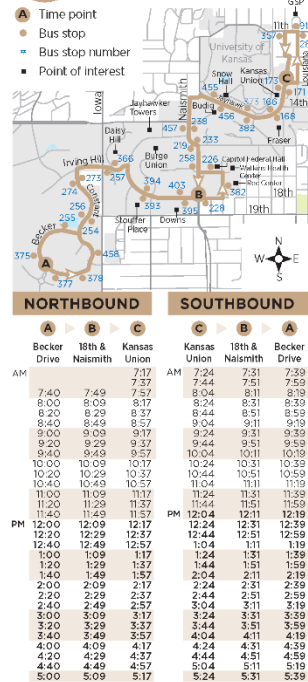
Note: KU Routes are funded through student fees and are subject to additions and approvals by the KU Transit Commission.

<https://transportationservices.ku.edu/bus-service>

Routes 45 and 53

Final Route

45 Summer Circulator

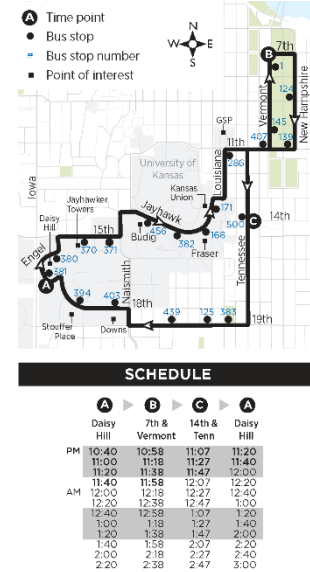


46

Parking is being added to the GSP/Corbin loop and the new space is unable to accommodate bus traffic. This route will now serve Stop 91 on 11th Street.

Final Route

53 SafeBus KU - Downtown



This route operates Thursday-Saturday while KU is in session during Fall and Spring semesters.

Please refer to SafeRide/SafeBus Service Calendar on page 48.

47

KU is returning SafeBus service to downtown, Tennessee Street, and 19th Street.

Note: KU Routes are funded through student fees and are subject to additions and approvals by the KU Transit Commission.

<https://transportationservices.ku.edu/bus-service>

Central Station Platform Changes

Proposed Changes:

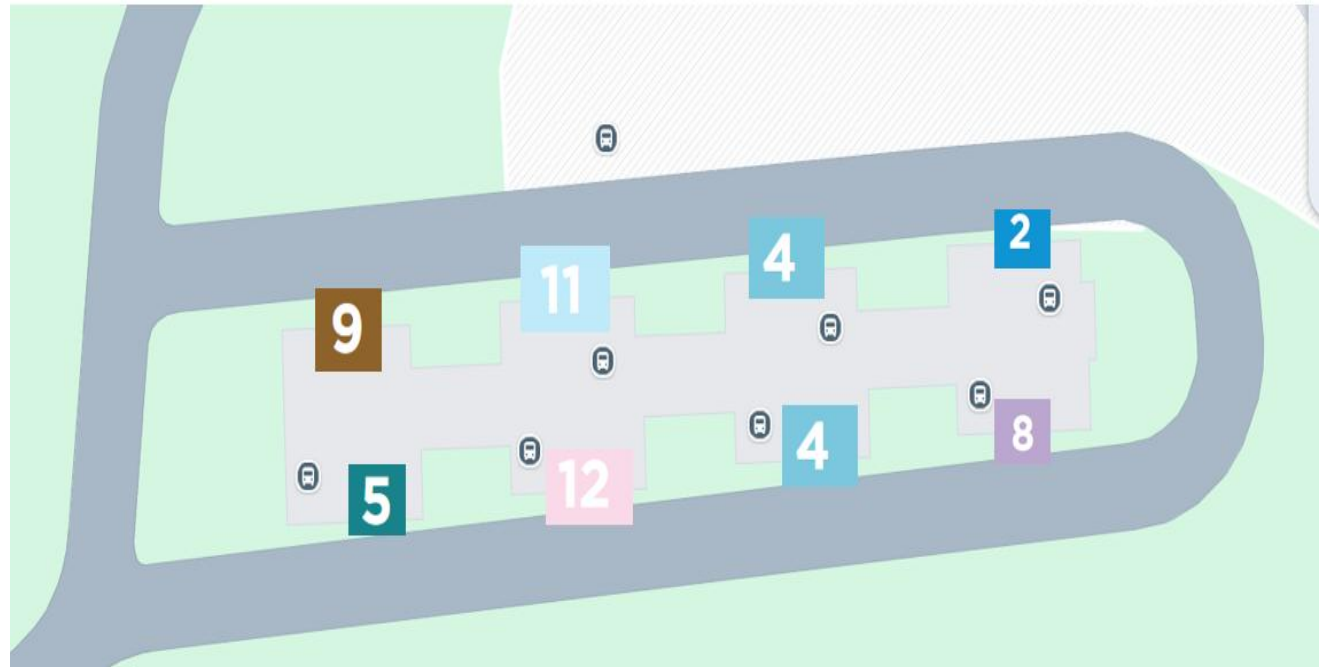
Based on driver feedback, changes were proposed to the arrangement of the Central Station platform to improve safety and accommodate the new Route 9.

Community Feedback:

Comments received about the proposed changes to the Central Station Platform voiced general support for the change.

In response:

Based on survey feedback, the Central Station Platform changes have been adopted as proposed.



Lawrence Transit On Demand

Positive themes:

Nine respondents expressed general satisfaction with the On Demand service, noting it's convenience and low price. Six respondents expressed that it is a good service but there are barriers to taking it, including operating hours and payment options.

Concerns:

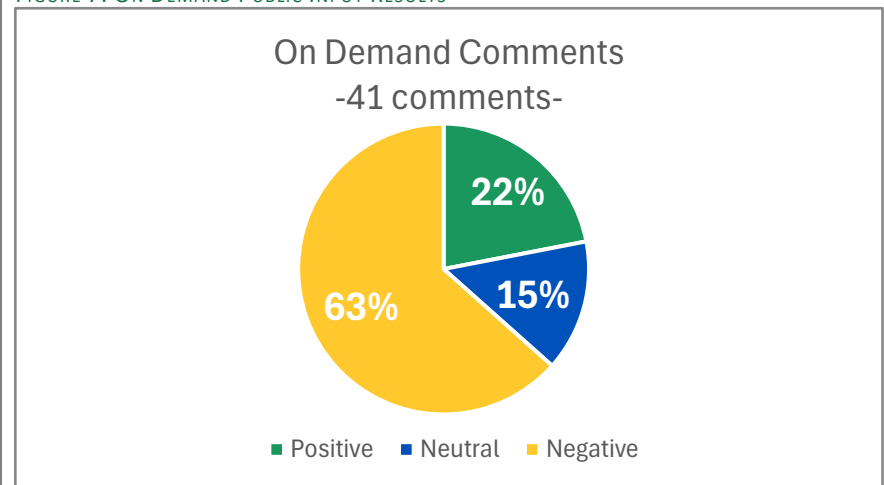
The majority of comments expressed frustration with the limited availability of On Demand rides, specifically when trying to book a ride on the spot. Other respondents feel that the new \$3 fare is too expensive or that the booking process does not work as intended. Finally, some respondents voiced a desire for fixed route bus service on Sunday or late at night.

In response:

At the time of survey, On Demand fares had recently taken effect. Based on data collected in June, there are now more rides available to be booked in the moment than before fares. Ride availability (along with operational costs) drove the adoption of fares for On Demand by the Connected City Advisory Committee on November 17, 2025. More information about this decision can be found on the On Demand Fare Proposal page. Available funding limits the number of vehicles available overnights and Sundays. As demand goes up, fixed routes become more practical. Staff continue to evaluate the service and adjust accordingly.

Full comments found in Appendix B: Survey Responses – Route Changes.

FIGURE 7: ON DEMAND PUBLIC INPUT RESULTS



THE 2026 SURVEY RESULTS FOR ON DEMAND ARE SUMMARIZED BELOW:

- 63% OF SURVEY COMMENTS WERE NEGATIVE
- 15% OF SURVEY COMMENTS WERE NEUTRAL
- 22% OF SURVEY COMMENTS WERE POSITIVE

Survey Question: What would make you ride the bus more often?

What we heard from the community

Respondent's most discussed theme was changes to route level of service, which made up about 65% of responses to the question "what would make you ride the bus more?". Route level service changes mentioned include increased capacity, increased coverage, more direct routes from origin to destination, the alignment of timing with work or school or other bus transfers, faster routes, more frequency (i.e. less time between each scheduled bus on a given route), more hours of operation, less interlined routes, and more reliability. The single most discussed topic was a desire for more frequent buses, which made up about 23% of total comments for this question. Other service changes were discussed as well, making up about 9% of comments. These service changes included accessibility accommodations, Central Station operating hours, cleanliness, keeping fares free, interagency cooperation, and a request for less changes to the service. Of these, keeping the bus and bus stops clean was the most discussed (3.5% of all comments).

Another important theme for respondents was infrastructure improvements (about 19% of comments). These include adding shelters and seating at bus stops, park and ride options, convenient bus stop locations, and safe pedestrian infrastructure when traveling to and from bus stops. This topic was also heavily discussed in responses to questions about safety. Other minor themes included safety (4%) and communication (3%). Safety is discussed in more detail in the Safety Feedback section below. Communication comments primarily advocated for education about the bus service as well as updates about bus location or temporary changes to the routes, such as stop closures or reroutes.

Full comments can be found in Appendix B: Survey Responses – Route Changes.

Discussion

Balancing coverage, frequency, and the budget is the difficult task all transit agencies must undertake. Covering more of Lawrence with bus service would sacrifice frequency and efficiency, while a very frequent service would sacrifice the number of locations served by bus routes. Through extensive survey work during the [Route Redesign project](#), finalized in 2024, Lawrence residents, on average, prefer a coverage model. It has taken a few years to normalize and slow down route adjustments after the major system redesign in 2024. Moving forward, staff expect to present less annual route changes and instead survey riders on value questions building upon the baseline data we received in this 2026 annual survey.

Safety Feedback

Executive Summary

Lawrence Transit would like to express sincere appreciation to riders as staff seeks to engage with riders around the topic of safety. This 2026 survey sets a baseline for rider sentiment surrounding safety. Staff will continue to survey riders on this topic to collect ideas on how to best promote feelings of safety, monitor trends, and address emerging issues.

Safety, consistency, transparency, and rider feedback all contribute to policy updates and transit level of service decisions. Lawrence Transit strives to respond to and synthesize all comments received through each feedback channel, including the annual route change process as well as the customer service email and phone line. If your ride doesn't meet your expectations, call 785-864-4644 or email info@lawrencetransit.org.

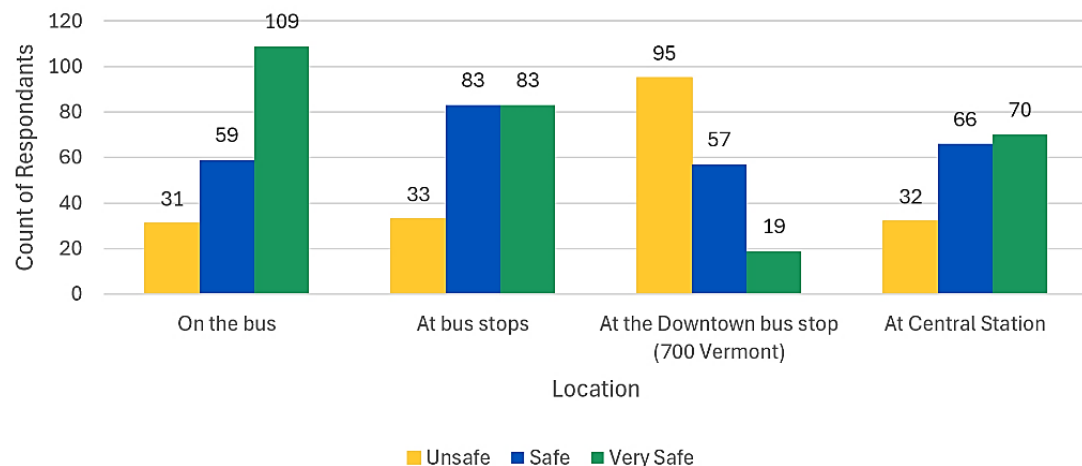
Survey Question: How safe do you feel? (1=unsafe, 2=safe, 3=very safe)

What we heard from the community

Survey respondents feel safe in most places in the transit system, except for one. To assess how safe individuals feel in different locations, respondents were asked to rate each location on a scale from 1 (unsafe) to 3 (very safe). Most people rated On the bus, At bus stops, and At Central Station as safe or very safe, while most people rated At the Downtown bus stop (700 Vermont) as unsafe (see figure 8). The average rating for each location out of 3 was: 2.39 (On the bus), 2.25 (At bus stops), 1.56 (At the Downtown bus stop (700 Vermont)), and 2.23 (At Central Station). See figure 9 below.

The average rating for the whole system was 2.12, falling within the safe range.

FIGURE 8: COUNT OF RESPONDENTS FOR EACH SAFETY RATING AND LOCATION

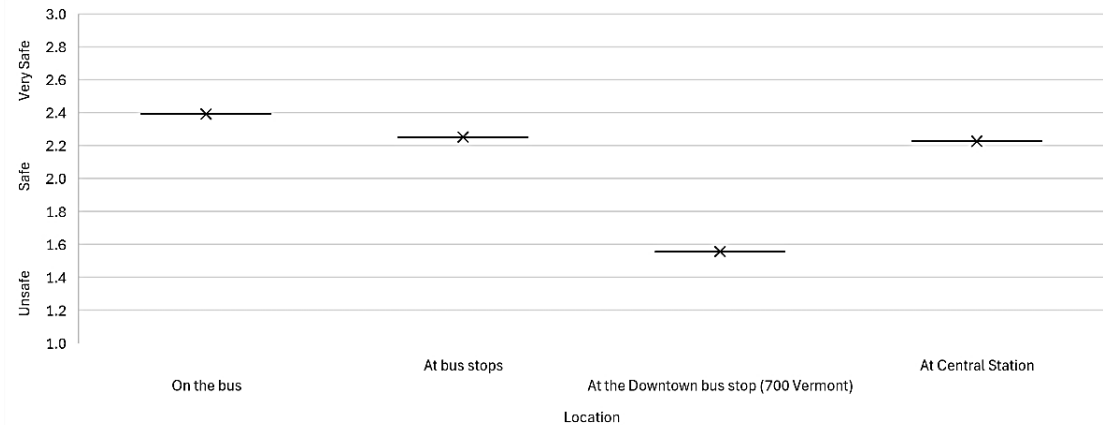


Survey Question: What makes you feel safe?

What we heard from the community

When answering the question “What makes you feel safe?” a recurring response was, “Our Lawrence community,” which made up about 32% of responses to this question. The factors that make up ‘our community’ mentioned by respondents were the friends and strangers they met on the bus, the safe atmosphere of Lawrence or KU, other respectful passengers, and friendly staff and drivers. A minor theme, at 4% of comments, was a rider’s personal identity or mindset contributing to their feeling of safety, such as being tall, a man, trusting others, or the ability to distinguish between feeling annoyed and feeling unsafe.

FIGURE 9: AVERAGE SAFETY RATING BY LOCATION



The second most prevalent theme was safety through transit infrastructure, which made up about 19% of responses. This theme included lighting, benches, shelters, safe pedestrian infrastructure, cameras, and bus stop location. Bus stop infrastructure made up almost half the comments related to this theme.

Two themes that influence each other are ‘level of transit service’ (19% of comments) and ‘safety in numbers’ (13% of comments). Level of service is defined as the amount or quality of service provided, such as frequency, operating hours, and coverage. The survey suggested that changes in these areas would affect passenger perception of the transit service and its perceived safety. Specifically, riders emphasized the level and quality of staffing, operating hours of Central Station, the reliability of the bus, cleanliness, and standard of driving. In addition, 82% of responses in the ‘safety in numbers’ theme mentioned that having other people at stops or on the bus made them feel safe, while the other 18% preferred less passengers when assessing their safety.

Finally, 13% of comments were about the relationship between enforcement and safety. In general, respondents reported feeling safer when authority figures, including transit staff, drivers, or law enforcement officials, are present, attentive, and responsive to violations of Lawrence Transit’s code of conduct.

Survey Question: What makes you feel unsafe?

What we heard from the community

When answering the question “What makes you feel unsafe?”, the most prevalent theme presented by respondents was the presence of individuals who are perceived to be behaving erratically (29% of comments). This was distinct from rule breaking behavior (27% of comments), in which people are actively breaking the code of conduct; this includes harassment, violence, yelling, or being accompanied by unruly animals. Lack of enforcement is also mentioned in a small number of comments (2%).

Another common theme, also found in the safety question above, was level of service (24% of comments). The elements mentioned by respondents were levels and quality of staffing, operating hours of Central Station, the reliability of the bus, cleanliness, overcrowding, fare-free service, and standard of driving.

There were 18 comments about fare-free service throughout the report. 12 commenters affirmed they would like to see fares returned to the system for safety reasons and six commenters encouraged staff to keep transit service fare-free.

Finally, respondents indicated that lack infrastructure is an important factor contributing to feeling unsafe on the bus or at transit facilities (18% of comments). This included the lack of bus stop amenities (such as lighting, seating, shelters, and maintenance), the quality of transit stations, the location of bus stops, and the absence of safe pedestrian infrastructure.

Common themes in responses to both questions were infrastructure, quality of service, safety in numbers, and enforcement of behaviors not allowed in the Transit Code of Conduct.

Discussion

The Transit Code of Conduct is the cornerstone of rider safety and expectations for Lawrence Transit. Active enforcement of the policy by transit staff including bus operators, road supervisors and staff at Central Station is a daily part of current transit operations. For information on the code of conduct and disciplinary levels refer to the ride guide or the Lawrence Transit website at <https://lawrencetransit.org/code-of-conduct/>. The Lawrence Transit team’s understanding of safety it built on the phrase: “Would a middle-schooler feel safe here?”. Staff strive every day to create the safest service possible and respond to rider concerns with operational and policy changes as needed. For example, staff recently updated the Animal Policy to exclude large pets that are not service animals based on survey responses and other feedback from riders and drivers. Transit staff also expect experiences of

safety to increase after Downtown Station is built and transit operations are no longer hosted on a public sidewalk. At that time there will be part-time staff available to assist passengers and enforce the Code of Conduct.

Transit in Lawrence includes over 400 bus stops, almost 20 bus routes, and fixed-route service that stretches across town from 6 a.m. to 8 p.m. Lawrence Transit also provides a complementary paratransit service (T Lift) as well as overnight service through Lawrence Transit On Demand. Staff must balance the desire of the community to have bus shelters at every stop (see the [2022 Bus Stop Amenity Program survey](#)) with the availability of the funding needed to procure and maintain these assets over their life cycle. Since 2020, Lawrence Transit has added 5-15 amenities each year and has worked hard to integrate the construction of amenities into existing street and roadway projects, which is an efficient and effective way to add new amenities to the transit system and expand ADA accessibility.

Other comments referred to topics outside of Transit's scope, such as the sidewalk network and other pedestrian infrastructure. For information about pedestrian infrastructure see the Metropolitan planning organization's page on pedestrian planning: <https://lawrenceks.gov/mpo/pedplan/>.

Full comments can be found in Appendix C: Survey Responses – Safety.

Appendix A: Survey

2026 Annual Route Change Survey

How often do you ride the bus?

- ☐ 2 or more days a week
- ☐ A few times a month
- ☐ A few times a year
- ☐ Never
- ☐ I used to ride the bus but don't anymore

What routes do you usually ride?

What would help you ride the bus more often?

How safe do you feel? (1=unsafe, 2= safe, 3=very safe)	1	2	3
On the bus			
At bus stops			
At the Downtown bus stop (700 Vermont)			
At Central Station			

What makes you feel safe on the bus or at Transit facilities?

What makes you feel unsafe?

Route 9, 30, 38, 41, 42 feedback (specify)

Do you have comments about routes 1, 2, 3, 4, 7, or 8?

Lawrence Transit On Demand (Overnight and Sundays)

Other comments?

****If you want to comment about KU safe ride, be on the lookout for a separate survey in your KU email.**

Appendix B: Survey Responses – Route Changes

Public Comments

Comments	Response
Route 1	
Nope other than I fully support 1's change.	Comment received.
Route 1 without the detour will be nice	Comment received.
Route 2	
Route 2 fills my needs	Comment received.
Route 2/3 should service Bert Nash and/or the Treatment & Recovery Center. These are vital resources for the community and need to be accessible by those who need them most.	Thank you for your comment. Serving Bert Nash + TRC more directly than today is challenging due to the street grid organization around LMH. All bus stops in the area are ADA accessible.
Some drivers on the 2 drive way too fast, especially down Crestline where the speed limit is 15 in some places.	Thank you for your comment. If you encounter dangerous driving on the bus, please do not hesitate to reach out to customer service or fill out a comment form at lawrencetransit.org/contact .
Current reroute on the 3 is unsafe.	Comment received.
2 and 3 both don't need to go on Rockledge. It creates confusion.	
2 changes are fine with me.	Comment received.
2 & rt 3 i understand but still have a hard time figuring out where to pick them up on 6th st from maine to caseys/Wisconsin.	Comment received.
Route 3	
3 is fine.	Comment received.
Likes the changes to the 3.	Comment received.
Route 4	
Please bring back the 4 to Jayhawk Blvd. It makes it easier to reach central station and the 510.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
The connection time between 4 and 12 at Central station	Thank you for your comment. Based on survey feedback, Route 4 was adjusted to enable transfers to and from Routes 11 and 12 at Central Station.
When classes are not in session, I take route 4 from campus to downtown and then take route 6 home. If the new timing for route 4	Comment received.

would get it downtown in time for me to catch route 6, then that's great.	
As I said above, I frequently miss connections to 4 from 12 at Central Station because 4 departs before 12 arrives at Central Station. Many times 4 bus from Downtown to Central Station either ever arrives or drives right by because it is too full. So I can never count on last bus departure.	Thank you for your comment. Based on survey feedback, Route 4 was adjusted to enable transfers to and from Routes 11 and 12 at Central Station.
Thank you so much for making the 4 run every 30 minutes now! I'll get to visit Mass St so much more often! I'm very excited and happy about this change. I will be spending more money at local stores directly because the 4 will run more frequently. I live in Overland Park but love Mass St, and will spend more at local businesses in Lawrence because you have better public transport than OP. Thank you!	Thank you for your comment.
If route 4 could go to lmh west id use the bus way more often. I live at the Links and having to transfer to the 4 to get to central station adds an extra 45 minutes if sitting and waiting outside between the 4 and 6 transfer most hours whether you transfer downtown or at free state	If you are taking the 4 to get to KU campus from up near LMH, consider trying 6 to 6th and Schwarz and transferring to the 36 during the school year. This route would take about 31 minutes, as opposed to 55 minutes when compared to transferring to the 4. If you would like more assistance, please email info@lawrencetransit.org .
If 4 comes near 9th Street it will be better ...just saying to consider it kindly	Comment received.
The singular Route 4 that runs on Saturdays needs to be downtown at the top of the hour with all the other buses, not at the bottom of the hour as it is currently.	Thank you for your comment. Based on survey feedback, the Saturday schedule for Route 4 was altered to enable transfers to other routes downtown.
Connect 4 to west 9th	Comment received.
Add back the Jayhawk Bld bus stops for the 4	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
Bring the 4 back to campus.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
Bus 4 needs to go back to Jayhawk blvd and have a different route number when going east bound as it gets confusing to know which way is one bus going?	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.

Eventhough the 4 is sometimes late, I would like a return to the main campus Jayhawk stops.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
I would like the 4 to go back to using Jayhawk Blvd. The lack of a route from downtown to the main campus really messes with my work commute during the summer and on breaks.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
I know that the four is often not on time, but it would be nice to add it to Jayhawk Blvd in the mornings during the winter and always in the afternoon because it is one of the few buses that go to Central Station to pick up the 510.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information. Routes 11 and 30 travel from Jayhawk Boulevard to Central Station.
I miss the 4 coming to the main street on campus (Jayhawk).	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
I really dislike the fact that the 4 do not come through campus. I get the bus at the fountain, and the only bus that stops there is the 4. Good luck trying to catch another bus if the 4 does not shows up. You are saying the times will change on the 4 but at the moment the proposed time change is exactly the same as the current time	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
I would like to see the 4 coming back to Jayhawk Blvd instead of the Chi Omega stop.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
I would like to see the 4 include the Jayhawk bus stops again.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
Include Jayhawk Bld. again to the 4.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
Include Jayhawk Blvd. again (go through campus) for the 4.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
It would be better to catch the 510 if the 4 came back onto Jayhawk Blvd. and make it easier to walk to my destination in the winter.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
Since rt 4 no longer goes on jayhawk blvd I have a harder time trying to catch rt 36 & rt 34. Only 2 stops can I try to get rt 36 on fambrough in	Comment received.

front of stadium & bus stop just before they turn on straford to go to emery. Rt 34 is just at fambrough. Had more stops on jayhawk blvd.	
The 4 needs to return to Jayhawk Boulevard. It is extremely trying to get to the Central Station on time to reach the K-10 Connector bus.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
The 4 timing w/ the 5 is tight or off.	Comment received.
The 4 needs to come back onto campus (Jayhawk Boulevard).	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
The four needs to go back to riding on Jayhawk Blvd.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
The only route that needs changing is the 4. It needs to return to the main Jayhawk street.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
There is only the 11 and the 30 that can get me to the central station to catch the 510. The 4 used to be a somewhat on-time choice to get me there also. It needs to be added back to Jayhawk boulevard.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
When will the four be returning to its former schedule of riding through campus on Jayhawk bld with stops?	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
Whether its route 4 or something else, I think a route that's like the old route 4 is really useful.	Under the previous alignment, the route struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
Route 7	
the route 7 stop by the gas station massachusetts + 19th is bad. It's always covered in trash, sometimes including drug related objects. It needs a trash can or other ammenities	Comment received.
For route 7 the wing stop stop is unsafe, it needs to be moved back so that the bus can provide curb service and still be able to see cars passing while it is stopped.	Transit staff assessed this stop for safety. At this time, this is the best location compromise for access to destinations. Staff will continue to monitor this location.
Route 8	
Having the 8 scheduled to arrive earlier to Central Station (earlier than the time it is scheduled to leave) will be very helpful. It will also be nice to have slightly more times to ride early in the day and after 1pm	Comment received.

I primarily ride the 8 at 7:20 from Naismith and 8th, so I'd be sad to see that go	Thank you for your comment. Based on community feedback, the 6:30am northbound and 7:00am southbound trips were maintained.
Would like to see arrival & departure times earlier for route 8	Thank you for your comment. Based on community feedback, the 6:30am northbound and 7:00am southbound trips were maintained.
Bus 8 needs to have a bigger longer bus just to fit more people that commute from k10 as those shuttle buses can get overcrowded and may not be safe to ride on.	Comment received. Staff will monitor ridership at this location.
I wish that 8 ran more often	Comment received.
I do not believe the current route 8 driver tracks how many riders there are in the morning, but it is better compared to some other drivers for other routes. The 8 bus is so full in the mornings that people sometimes need to stand. Keep that 7:00am southbound trip.	Thank you for your comment. Based on community feedback, the 6:30am northbound and 7:00am southbound trips were maintained.
The 8 should go up to jayhawk blvd	Comment received.
The non-electric short buses on the 2/8 are a pain to ride on. Very loud and uncomfortable.	Comment received.
Route 9	
I like this route.	Comment received.
Make the times line up for folks coming off the 11/12!! But good idea putting one on west campus by Dillon's!!	Comment received.
I like this approach! It allows for a more direct ride from Central Station to 31st & Iowa, and I like that it stops at the new Dillon's as well. However, will 27th & Wakarusa only be served by the 12 now?	Thank you for your comment. Data shows that ridership on Route 9 in the 27 th & Wakarusa area is low and concentrated on Route 12. Connecting the route to Central Station will help make Route 9 a stronger route.
Looks good, but are the bus stops for B & C covered and well-lit? Also, why not just make a loop through downtown so people don't have to wait outside for another bus?	Comment received.
I have a middle schoolers who rides to southwest from target. These changes will make it very unsafe for her to go to school on the city bus	Comment received. Riders may consider Route 12 which also goes from Southwest to Target.
Where is 27th and Wakarusa? Don't remove that portion of town!	Thank you for your comment. Data shows that ridership on Route 9 in the 27 th & Wakarusa area is low and concentrated on Route 12. Connecting the route to Central Station will help make Route 9 a stronger route.
I like this proposed change! We need a way to get to the new Dillons, and I have always thought the 9 bus should go to the Central Station.	Comment received.

Please add bus stops at 19th & Iowa, and if possible also at 15th & Iowa.	
Just gotta make sure to pump up that new KU Dillons grocery store with the extra-special sales tax going back to KU now don't we?	Comment received. Lawrence Transit aims to make every route a strong route. This includes effectively connecting riders to jobs, education, grocery, and essential medical service.
Hopefully there'll be a stoplight at crestline	Comment received.
looks good	Comment received.
Is this actually necessary? Or are we catering to the Kroger corporation?	Comment received. Lawrence Transit aims to make every route a strong route. This includes effectively connecting riders to jobs, education, grocery, and essential medical service.
It looks great	Comment received.
Terrible too many bus transfers	Comment received.
Down side: no longer serving people west of Lawrence. No direct route to Target from SW Middle School area. Current route provides access to HyVee, Target.	Thank you for your comment. Data shows that ridership on Route 9 in the 27 th & Wakarusa area is low and concentrated on Route 12. Connecting the route to Central Station will help make Route 9 a stronger route.
Looks good.	Comment received.
If this eliminates the southern route to the west, it is not good. Doesn't this replicate most of 38?	Thank you for your comment. Data shows that ridership on Route 9 in the 27 th & Wakarusa area is low and concentrated on Route 12. Connecting the route to Central Station will help make Route 9 a stronger route.
This change would make a huge difference commute difference, as the timing would allow for catching the K10 connector that leaves Central Station at 7:05. However, when the break service schedule begins (school breaks, summer), this bus will miss the connector that departs at 6:35am, unfortunately. The route allows for a lot of Park & Ride potential for folks in the south of town. Overall positive improvement.	Comment received.
Love this change! Having an express connection between south Iowa and CT just makes sense.	Comment received.
I like this. The drivers are frustrated they lose a place to take a break with food.	Thank you for your comment. The lack of reliable restroom locations on Route 9 was a frequently cited concern for drivers, and something the new alignments should resolve.
This route would be in walking distance of my neighborhood	Comment received.
Yeah I think there need to be more connections to downtown	Comment received.

Make sure to have a stop at Aldi so people from KU don't have to take the other bus route that doesn't go there.	Comment received.
A bus stopping at Dillons would probably make me ride it more often, but I usually take a car if I'm going off campus	Comment received.
I like it.	Comment received.
I like that this doesn't duplicate the 12 anymore. I wish the 12 only made one pass down 24th street. I also think the 12 needs a few more minutes to get across campus.	Comment received.
I'm sort of against it due to cross gate missing out on transforming to the 7 route.	Thank you for your comment. Data shows that ridership on Route 9 in the 27 th & Wakarusa area is low and concentrated on Route 12. Connecting the route to Central Station will help make Route 9 a stronger route.
How are people living in area going to get anywhere when rt 9 from crossgate to Inverness between Clinton prkwy is gone? Rt 11/12 isn't there enough times to say they will cover it efficiently to get to work/shop. Only having one bus route to cover the area is wrong when u have several bus routes covering the same areas over & over again. Bus routes needs to be more uniform for travel time.	Thank you for your comment. Data shows that ridership on Route 9 in the 27 th & Wakarusa area is low and concentrated on Route 12. Connecting the route to Central Station will help make Route 9 a stronger route.
Good idea. More busses on Iowa would be nice	Comment received.
Fine	Comment received.
Ok, so long as I am able to make connections from Central Station.	Comment received.
N/a i only ride it after it turns to route 7	Comment received.
Get more than 2 buses and I don't mind. I think it'd be great if you were to head to Walmart from Louisiana St and don't want to go downtown.	Comment received.
This would help me	Comment received.
NA	Comment received.
I wish this didn't completely cut out access to the apartment complexes the route currently services	Comment received.
I don't know much about this route	Comment received.
Negative feedback, can't get to 31st and Iowa from near Hyvee.	Thank you for your comment. Route 12 will still serve the area near Hy-Vee and riders can transfer to the new Route 9 at Central Station.
Wouldn't be able to take the 9 anymore, It's the only direct way to Walmart. Don't change the 9.	Comment received.
Likes the new 9 route.	Comment received.
Route 9 looks awesome.	Comment received.

Route 9 looks good, likes the new Central Station stop.	Comment received.
I don't mind it.	Comment received.
I don't mind it.	Comment received.
Likes that the new 9 will serve the new Dillon's.	Comment received.
Looks good.	Comment received.
9 sounds good. Rest sounds good too.	Comment received.
New 9 sounds fine, easier to get to Dillon's.	Comment received.
Looks like better routes, especially 9 and the 41.	Comment received.
Cool that it will come to Central Station.	Comment received.
Looks good.	Comment received.
I have not taken this route.	Comment received.
Looks good! I like that it runs through KU and would make campus more accessible to the city and vice versa	Comment received.
-	Comment received.
Route 9 should have a more direct route to and from Central Station. Proposal: Northbound from Dillons; left on Constant Ave., left on Irving Hill Rd., Right on Crestline to Central Station. Southbound; the reverse. Benefits: more stops, less traffic, no long stop lights, better access to Lied Center and wider coverage of West Campus esp. on Saturday. I know there are people who daily walk from Central Station to main West Campus and back. Some opt to ride on to Main Campus and transfer to route 42 to get to West Campus.	Thank you for your comment. While staff are interested in this alignment change, there are currently barriers to Lawrence Transit using Crestline near Central Station. Staff will continue assess the viability of this and other alignments in the future.
Great addition! Need to connect central station to the new dillons. Please add a bus stop outside the dillons too.	Thank you for your comment. There will be a new bus stop installed outside the new Dillons.
Route 30	
I know sometimes the 30 runs late to Chelsea Place. Would there be any time added for that loop?	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
I like the extension further up Bob Billings on this route up to Kasold. However, since it passes by the Central Station, I feel a stop in the Central Station could also be helpful.	Comment received.
I'm ambivalent, especially if the new 30 doesn't go to point D anymore. There will be winners (people at Orchard apts) and losers (some at Meadowbrook apts). Either way is fine with me because I don't live either place. :-)	Comment received.

I'm thrilled to see Route 30 return to the 14th and Kasold location where there was formerly a stop. Retired adults who live across the street in independent living at Presbyterian Manor (1329 Kasold and 1429 Kasold) have previously used that bus stop to get to KU to take classes, go to lectures and arts events, or go to the offices they may still have on campus. Some no longer drive, but can walk to bus stop across the street.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
Changing route 30 to include stop near 14th Street and Kasold would increase the likelihood that I would use the route more frequently.	Comment received.
Adding to the route hopefully adding time also	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
Looks great	Comment received.
Good idea to extend west to serve more people	Comment received.
In favor of proposed change	Comment received.
Looks complicated. Not sure what the dotted lines mean.	Comment received.
Seems redundant with other routes.	Comment received.
How Will adding Apple Lane affect the timing of the 30? That isn't detailed.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
Very useful adjustment.	Comment received.
Is there going to be extra time on the 30 to accommodate the addition of Apple Lane?	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
I think the continued route in the graphic is wrong. It says it continues to 36 but appears to be showing 34.	Comment received.
I have a hard time catching this bus to go to Central Station to connect with the K-10 Connector going home in the afternoon. It will be harder to do so now.	Comment received.
There are more students who ride the K-10 bus than live in Orchard Corners. It is very hard to catch that bus with the 30. I don't like seeing the K-10 a minute away from me while I'm walking because the 30 was late.	Comment received.

I don't know how this bus can keep the same time and get to Orchard Corners. I am often late for the k-10 bus.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
The 30 also goes so close to Central Station but has only one stop when going westbound on 15th Street. It would be amazing if it could stop at Central Station on its way back or have a stop between there and the signal light at Iowa Street.	Comment received.
I think the 12, 4, 5 already service these people. Times didn't change but added more distance. Also letters don't match	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
Again, more connections to downtown the better	Comment received.
I like this change. Extending it to the orchards would be a welcome change	Comment received.
In order for this to work, the timing on the 36 needs to be adjusted. Right now, there is time for the driver to step off the bus, use the restroom, or just stretch their legs. The extra jog to Apple Lane will add 10 minutes to the trip. That would mean the bus will be constantly rolling, with zero bathroom time or time to just get out of the seat.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
A route from Naismith to the Spencer art museum would definitely be helpful because the quickest way there currently is to take the 43 and use the student union which is a good 5 minute walk with the elevator and longer with stairs	Comment received.
I am concerned about reaching the K-10 Johnson County bus at Central Station on time with the proposed change.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
I like it.	Comment received.
I think KU may eventually lose riders because I think there will be a charge to ride the K-10 Connector. I can't always make the K-10 Connector on time and adding orchard corners will make it worse.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
Please Please Please do something so that I can catch the 510 on time. If you add Orchard Corners, I and the others that get off the bus with me won't make it in the afternoon going to Overland Park.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
I do not always reach the 510 bus on this route. I see the 510 pulling away so I am very close. I think more people ride the 510 than live at orchard corners. It is a 30 minute wait for the next bus at most times.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.

It was never a good idea to stop rt 30 from Apple lane & the church in that area. Glad to see u are putting that area back for the students to make it easier for ku campus.	Comment received.
The only thing I'd say is I think it'd be useful to better illustrate how the extended loop to Orchard Corners will affect the loop around Chelsea Place. To be transparent though, I don't travel off campus using this route as I've only used it from JayHawker Towers to the Union. When I looked over the changes, I wasn't quite sure how the route would function, so I figured it's be good to point out.	Comment received.
Would it be possible to increase frequency here? Also, I don't think bus stop B is marked on campus -- the one across the street from Wescoe?	Comment received.
Ooo very good I've got a buddy who lives down there	Comment received.
Fine	Comment received.
Not a route I have ever used.	Comment received.
N/a	Comment received.
This route change will not impact my use!	Comment received.
This is fine	Comment received.
While it would be nice to have this area connected to a bus route for city connectivity, my concern is that it would make the larger 36/30 loop take an extremely long time and increase the wait between busses that is already long. So I would say that if this expansion is adopted, you will need more busses on the route so it runs with either the same/or preferably improved frequency.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
There's no direct bus to Fraser via Central Station now	Comment received.
NA	Comment received.
If you add back Orchard Corners the chance of reaching the 510 will be harder.	Comment received.
Could another bus pick up orchard corner riders. Many riders on this route are going to Overland Park on the 510 at Central Station.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.

Please take into account the many students who ride the 510 and and trying to reach the bus via the 30. I miss the 510 a lot.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
I don't know how you can add Orchard Corners back to this route when 25% of the time the k-10 510 Connector bus riders are unable to catch the 510 in the afternoon on this route.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
The bus is not always on time to central station for the 510 in the afternoons. Adding Orchard Corners will make it worse. I take take 2 or 3 buses (including the 510) to make it to my destination. I don't know how many buses other riders take. It's a very long commute. You may lose students because of it.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
Could another bus get the Orchard Corner riders? I am unable to get to the 510 on time a lot as it is. Could you add more 30 buses?	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
Add more of these buses since you have an additional drop off/pick up. I am so disappointed when I almost make the 510 in the afternoon, but am stuck at in the 30 right before the central station stop, or at the intersection waiting for the light to change to walk there and can see the 510 there.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
A lot of us can't make the k-10 connector on time to go home in the afternoon. What can you do about this?	Comment received.
I don't know much about this route	Comment received.
Why can't I always reach the 510 at central station via the 30? I don't want Orchard Corners added to the route then I would never reach the 510 on time and it would be 30 minutes later.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
So it would only go to the Union? It should at least stop at Wescoe.	Comment received. Route 30 will still stop in front of Wescoe Hall.
30 change.	Comment received.
I'm guessing the image showing that the 30 is turning into the 34 is an error. If not, that is a major change not mentioned on the website.	Comment received.
This would be nice to get to 6th and around there	Comment received.
I don't like this proposed change because it affects me negatively (I currently board the 30 at stop 287 then ride it until it goes back onto campus). This proposed change would make the ride for me longer, but I would expect that I am in the minority.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.

The bus no longer goes to Chelsea Place, which has made things less convenient. I really hope this can be changed. Additionally, the buses are often not on schedule, which makes it difficult to rely on them.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
I don't get it the new one. But the route from chelsea place to Kansas union is better and more helpful for me.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
I will never make the 510 with the Orchard addition. Would you like to add more buses to make that possible?	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
I just discovered I could sometimes make the K-10 Connector with this bus. It is very dissappointing to learn I probably won't make it again in the afternoon with the addition to the route.	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
This would work for me. Often, my class ends at 3:50, and catching the 30 is my only chance to make the 4:05 510 connector, since the 11, 4, and 8 will have already left campus by 3:45. Or, class ends at 3:15, the 4, 8, and 11 have already left, and my only chance to catch the 3:35 510 is to take the 30. So, as long as the 30 stays within that timeslot for those who miss the previous buses to Central, but gets there before the 510 leaves, I am happy. Remember, it's so important to me to make the earliest 510 possible because that late in the afternoon, the alternative is standing outside in the heat or freezing cold. I often sprint to make the 30 to avoid dangerous weather conditions.	Comment received.
Please don't remove the stop at University and Crestline	Thank you for your comment. Based on survey feedback and confirmed timing challenges, the changes to Route 30 were not adopted as proposed.
Route 38	
I like this a lot!	Comment received.
I like that it serves the new Dillon's.	Comment received.
What do the red dashed lines represent? If route 38 is to be rerouted via Naismith, we need the 19th & Iowa stop even more.	Comment received.
Is this actually necessary? Or are we catering to the Kroger corporation?	Thank you for your comment. Lawrence Transit aims to make every route a strong route. This includes effectively connecting riders to jobs, education, grocery, and essential medical service.

I'm not a student so I wouldn't ride this one	Comment received.
Good route.	Comment received.
Seems good.	Comment received.
Not a comment on the route, per se, but you should remove the K10 connector from your map key. There is no stop on the map any longer.	Comment received.
I don't like the fact that this route takes a break coming through campus between five & six.	Comment received.
There will need to be more time added to this route with the Dillon's stops.	Comment received.
Similar issue as above. Says continues to 36, and the route looks like 36, but it's labeled as 34 on the map. Small details but slightly hinders the user's ability to give appropriate feedback.	Comment received.
Absolutely nope. It's much better if it goes through daisy hill. The current route is much better.	Comment received.
Are we skipping Stewart or is this just drawn weird	Comment received.
This route would be within walking distance of my neighborhood	Comment received.
I'm not sure what the changes are here	Comment received.
Is there a typo? The right says "continues to/from 36" but the map says 34 in green.	Comment received.
Not a fan	Comment received.
This route would not be helpful to me currently as I use a car when traveling off campus	Comment received.
I like it.	Comment received.
I love that this route will go by the new Dillons. I think this route change is perfect and still gets you pretty close to all of the stops it currently stops at.	Comment received.
I use this route almost everyday (of the week) now and I think routing it by west campus, specifically in front of the new Dillan's, is a great idea. I remember having a conversation with one of my friends about it when the Dillan's opened earlier this semester. Please add that change! However, I'm not sure if routing the bus down Naismith Dr. is the best option. While servicing Downs, Ambler Student Rec Center, and DeBruce is good, that road gets backed up constantly. The road is also	Thank you for your comment. The final Route 38 alignment was adjusted to avoid Naismith and continue serving Daisy Hill.

not fun for pedestrians, nor is it the safest ever-especially by both intersections with 18th St and Sunnyside Ave. I personally also use the bus stop in front of Grey Little/Burge Union, so I've personally found that useful as it's one of the few that do. To sum this up, as much as servicing the new locations are a good idea-as a former Downs resident who would've LOVED to access 38-I think that routing it down Naismith Dr. is a bad idea because of the consistent traffic. 42 (blue) often times has massive delays on that stretch of road. Additionally, I would think very hard about the bus stops in front of Stouffer. The stop on 19th st going northbound, just south of Stouffer, is a nightmare to get to because of the traffic light on Ousdahl Rd. and 19th. That road has no parallel traffic (crossing 19th) which creates two issues. First, it means the traffic cycles never account for allowing pedestrians to cross that direction as cars are not allowed to go straight south to north (or vice versa). It means long wait times and... Second, it's not the safest because you get no parallel traffic to cross with. Furthermore, the proposed bus stops are sandwiched between two parking lots and two intersections that result in many crossing points on Ousdahl Rd. The current major bus stops for Stouffer (to its north) are much safer. I'd just be really careful with placement, I think the proposed stops on Ousdahl are dangerous because of the number of turning options, which increases the risk of crashes. Last comment, the image shows that 38 will continue as 36. In the image above this one (for route 30), it also lists it continues as 36. Currently, 38 continues to 34. I'm assuming this image has a printing error? I see no mention of any changes to 34 or 36 on the Annual Route Changes webpage or this survey.	
Very good as well for those near the nest	Comment received.
Less than a 20 min cycle. A fifteen minute cycle would be perfect	Comment received.
Fine	Comment received.
Not route I normally use.	Comment received.
i used to use this route before buying a car and it was annoying. this new route would work better	Comment received.

N/a	Comment received.
I use the stop in front of engineering to get home usually. So I'd be sad to see that go. But otherwise I think removing the extra loop around stouffer is good.	Thank you for your comment. The final Route 38 alignment was adjusted to avoid Naismith and continue serving Engineering.
These changes would cause me to ride route 38 when I currently do not	Comment received.
I love the addition of a stop by the new Dillons. I think the diversion from stopping in front of Engineering is also good, but I wouldn't care if it stayed its current way.	Comment received.
NA	Comment received.
I feel like adding more stops to this route will make this bus even more late than it typically is.	Comment received.
I take this route (along with the 34) to get to and from work when classes are in session. I can also see stop 216 from my office. If the 41/42 changes do not go into effect, the proposed changes to the 38 will eliminate that stop. People do use it. I use it often. As with the image for route 30, I'm guessing that the image showing the 38 turning into the 36 instead of the 34 is an error. If not, that needed to be mentioned on the website as part of the changes.	Thank you for your comment. The final Route 38 alignment was adjusted to avoid Naismith and continue serving Daisy Hill and stop 216.
Love the connections to KU	Comment received.
Routes 41 and 42	
As a pharmacy student with a disability I absolutely rely on it to get to Price Computing Center multiple times a week for my testing accommodations. Please make it accessible to get over there multiple times a week! Thanks!	Comment received.
41 looks very similar to the current 42 Blue. Do these replace the current red and blue routes? I feel that the north end of KU campus could still benefit from service by 43 Red.	Main campus will still be served by Route 43. The existing alignment of Route 42 was in part created to cover areas of campus that were no longer served by transit after the removal of Park & Ride in 2023.
Why not connect these to the Central Station? Also, why is the only Park & Ride in town on KU campus? What about people who aren't affiliated with KU?	Comment received.
Again, what are the red lines? I rarely use either line myself, so no opinion.	Comment received.
Not sure where the parking is.	Park & Ride will operate at two West Campus locations: Lot 302 and Sections B & C in Lot 300 near the Lied Center.

What does the red on 42 mean?	The red on 42 where the previous route was proposed to change. These changes were largely accepted, see page 20 for more information.
Does this mean the 42 will no longer go to park n ride?	Yes. Route 41 will now serve the Park & Ride area.
Love this idea with the Park & Ride implemented.	Comment received.
The 42 needs to go to engineering again. I don't know how much walking you expect from a rider, but that would be another chance for me to get closer to Central Station and walk 15 minutes to get there and catch the K-10 Connector.	Thank you for your comment. In response to survey feedback, Routes 41 and 42 will now serve stop 369 in front of the School of Engineering and other stops in the surrounding area.
The 42 needs to go back to Spahr.	Thank you for your comment. In response to survey feedback, Routes 41 and 42 will now serve stop 369 in front of the School of Engineering and other stops in the surrounding area.
I would like for the 42 to include a drop off and pick up point at the engineering buildings.	Thank you for your comment. In response to survey feedback, Routes 41 and 42 will now serve stop 369 in front of the School of Engineering and other stops in the surrounding area.
Will the 42 be going by Engineering and Jayhawk Towers? If so, can we get it to stop at both stops?	Thank you for your comment. In response to survey feedback, Routes 41 and 42 will now serve stop 369 in front of the School of Engineering and other stops in the surrounding area.
Whatever	Comment received.
This would be fabulous, as the combined route means this option for me (to get to and from work) takes as long as I can walk it. The split routes would make this convenient again.	Comment received.
Taking away 43 and no longer having a main bus that will take people from dorms to the union is very inconvenient and should not be done.	Thank you for your comment. Route 43 will still be operating, 43 wasn't shown in the survey because no significant changes were proposed by KU on Wheels.
42 needs to get back to engineering	Thank you for your comment. In response to survey feedback, Routes 41 and 42 will now serve stop 369 in front of the School of Engineering and other stops in the surrounding area.
I like the addition of 41. You need more routes. But again I'm not crazy about losing a route on west campus. I also think both of these need to run more often. I take the 42 and I'll see 10 43 buses before I finally get the one I'm waiting for.	Comment received.
I don't hate these changes, although having the 42 operate essentially as a random route with no defined purpose is strange. It can't return students to dorms, its only real use would be for ambler.	Comment received.
Extend these to the other side of campus. To the stadium maybe.	Comment received.

So, the 42 would not go to west campus anymore? That would be great. Why not put it back to the way it used to be, going down west campus road to the stadium and back to the blvd.	
I would absolutely use these busses very often especially if there was enough busses that they actually came every 6-9 minutes	Comment received.
If you revert back to the 42 bus stop at Spahr then I would be more likely to ride the 30 bus to take me to Central Station to reach the K-10 Connector bus.	Thank you for your comment. In response to survey feedback, Routes 41 and 42 will now serve stop 369 in front of the School of Engineering and other stops in the surrounding area.
I like it.	Comment received.
I think the 41 route is ok if Park & Ride is implemented, as it gets you pretty close to the main buildings people would be going to if they were utilizing Park & Ride. As for the 42, I am a pharmacy student who uses the Downs West stop daily to go to West Campus. There are classmates of mine who also use the 42 from various stops to get to the pharmacy building on West Campus. Having the 42 no longer go over to West Campus is going to be very inconvenient for people who go over there daily. After looking at proposed changes, I would now have to ride up to Jayhawk Blvd and then catch the 41 to ride it all of the way back to West Campus. This would extremely increase my travel time and would honestly probably make me look at different forms of transportation to get to classes cause I can not afford the dramatic increase in travel time. Also, the 42 only going in one direction is going to make it very inconvenient for people who ride from Stouffer Apartments and Downs/McCarthy/Naismith Halls to go to the Rec Center and will now have to ride it all of the way around to get back to their dorms. Not to mention, that with these changes, there will be NO route that would take people from Daisy Hill to the Rec Center which would upset a lot of students who use the 42 to reach the Rec Center and ride back. Overall, the 42 change is very bad and would be better to just stay how it currently is.	Comment received.
If you are going to add park and ride to this then go ahead and add engineering as a stop. It makes it easier to catch the 4 and the 11 there.	Thank you for your comment. In response to survey feedback, Routes 41 and 42 will now serve stop 369 in front of the School of Engineering and other stops in the surrounding area.

Add back the Spahr bus stop	Thank you for your comment. In response to survey feedback, Routes 41 and 42 will now serve stop 369 in front of the School of Engineering and other stops in the surrounding area.
I hope it will go back to having a pickup at Spahr.	Thank you for your comment. In response to survey feedback, Routes 41 and 42 will now serve stop 369 in front of the School of Engineering and other stops in the surrounding area.
I've thought the hardest on these changes. First, I don't think a park and ride service is a bad idea. As someone who can't drive due to disability, I don't experience the parking issues on campus, personally. However, I listen to many people who have had difficulty with it. I see KU's parking issues as they have too many parking spaces that should be used for pedestrian areas-but that's a different issue. Anyways, I nonetheless support a park and ride service. That said, I'm not really feeling these changes. As for the new 42, I don't like the idea of not servicing west campus and daisy hill from Stouffer, Downs, McCarthy, and Naismith (hall). I know quite a few people who have chosen very specific housing accommodations for 42's service straight to west campus. While 41 will service west campus and daisy hill, it doesn't service anyone from Stouffer, Downs, McCarthy, and Naismith. The route itself then basically services the exact same places as 42 on the hill, so it's barely its own route. It doesn't even switch the direction of its loop (as in it doesn't differentiate itself from 42's anti-clockwise loop with its own clockwise loop). In other words, they're almost the exact same route while cutting two important areas from each other and unnecessarily separating them. To illustrate this change, someone from daisy hill would lose direct access to the rec center and someone from Downs would lose direct access to any part of west campus. Additionally, I don't really like the idea of 42 being fully one direction-especially if 41 goes the exact same direction-though I think it's definitely livable and not my biggest concern. I genuinely think it'd be easier to just service more busses as 42 than having two routes that are basically the same and separate two areas from each other.	Comment received.

This is all said assuming 43 and 44 would stay the same, as well. Since, I'd have more to say if those routes changed at all.	
Also assuming 53 is staying the same?	
42 would make me ride down to cap fed a little longer but other than that doesn't affect me	Comment received.
Good	Comment received.
Not normally used.	Comment received.
I like it	Comment received.
if this increases the frequency in which they will go stop by stop then yes, otherwise no	Comment received.
N/a	Comment received.
It's fine but the 41 route looks long and it might take increase wait time for people.	Comment received.
Good change no notes. Riding the 42 is a bit of a pain since the route is so long compared to the 43	Comment received.
Rte 42 changes would greatly improve the chance that I ride that route! Very in favor of the change	Comment received.
I think making it so blue route doesn't go to west campus will be good for freshman who need to get to campus from the dorms and less confusing for them. While it will make some of my commutes slightly longer, the addition of the yellow route would accommodate that anyway.	Comment received.
NA	Comment received.
Great.	Comment received.
If you are adding stops, then add back the stop across from green and spahr.	Thank you for your comment. In response to survey feedback, Routes 41 and 42 will now serve stop 369 in front of the School of Engineering and other stops in the surrounding area.
Add back the M2Sec building to this route.	Thank you for your comment. In response to survey feedback, Routes 41 and 42 will now serve stop 369 in front of the School of Engineering and other stops in the surrounding area.
This seems a lot more efficient and I like it	Comment received.
Need to show a little more frequently	

The buses tend to get cramped together during the day so if you miss the set you have to find the fastest walking route.	Comment received.
I really want this route to go in front of engineering complex again.	Thank you for your comment. In response to survey feedback, Routes 41 and 42 will now serve stop 369 in front of the School of Engineering and other stops in the surrounding area.
The 41 coming back seems pretty nice	Comment received.
Working in what is considered the "Central District," it would be nice to have a more direct way to get to Watkins Health Center if I needed to, as well as a way to get to Jayhawk Boulevard besides the 43 since it is often crowded.	Comment received.
Love the park and ride idea - I'll be commuting to campus next semester and this will be very helpful to rely upon when getting around KU	Comment received.
Looks good, I can't really tell what's different at a glance	Comment received
Make it go later!! Until 8:30	Comment received.
Neither of the campus circulators would stop at Engineering, going either direction. This would make it take longer for me to get to class at the top of the hill at Wescoe from Central, and would make it more difficult to get to Central after class. Sometimes, I take the 43 from Wescoe to Engineering, so that I can catch the 4 or the 8 to go to Central, since those routes no longer service Wescoe. I'm not an engineering student, but having buses that frequently stop at Engineering going both East and West is important to me. Consider severe weather. More walking means more risk to students in high heat or low cold.	Thank you for your comment. In response to survey feedback, Routes 41 and 42 will now serve stop 369 in front of the School of Engineering and other stops in the surrounding area.
Routes 1, 2, 3, 4, 7, and 8	
The route time is not as consistent as id like the new app is better for tracking buses as long as the driver remembers to turn it on	Comment received.
Drivers need more time for the bathroom	Comment received.
The few times I tried to take this bus it was not on time to take me to Central Station to catch the K-10 bus. It was worse during breaks.	Comment received.
No	Comment received.
I feel like bringing a route other than 3 back to 9th Street would be nice, like when it was served by the 6 before August 2025, especially since the 3 is usually operated by a Cutaway bus. Having a Gillig route	Comment received.

on 9th street definitely felt like a plus. As for Route 4, I've wondered about interlining it with the 6, so I could catch a westbound 6 in west Lawrence headed to Rock Chalk Park, and then for it to become the 4, as to provide a one-seat ride to Central Station.	
All these changes are good if they make the bus on time more often.	Comment received.
No	Comment received.
See above	Comment received.
No	Comment received.
Looks efficient.	Comment received.
No	Comment received.
better synchronicity overall.	Comment received.
I think there should be one more bus aside bus 12 going to Wakarusa	Comment received.
3 and 6	Comment received.
2	Comment received.
Just run a bit later and get more than 2 buses and I think it's ok.	Comment received.
Keep it nutral	Comment received.
Minor time point changes are fine the for the 4 and 7.	Comment received.
No	Comment received.
No	Comment received.
No	Comment received.
No	Comment received.
No	Comment received.
No they all look fine to me.	Comment received.
No, none of it affects me	Comment received.
No.	Comment received.
Nope	Comment received.
Where is route 6	Comment received.
N/a	Comment received.
On Demand	
Its hard to get actually picked up	Comment received.
I have never used this, but I hear great things about the service.	Comment received.
Thank you for charging 3 dollars it helps insure that we have rides to get home	Comment received.

It should be free	Thank you for your comment. Grants that helped pay for this service expired in 2026. A \$3 fare was proposed to keep the service operating at current levels. As part of the fare proposal process, Lawrence Transit engaged with bus riders to talk about returning fares to On Demand service. Please visit this project overview page for more information on the On Demand fare public participation process: https://lawrencetransit.org/projects/on-demand-fare-proposal/
\$3 per segment seems a bit high to me. But I only used the Sunday service once, even when it was free.	Thank you for your comment. Grants that helped pay for this service expired in 2026. A \$3 fare was proposed to keep the service operating at current levels. As part of the fare proposal process, Lawrence Transit engaged with bus riders to talk about returning fares to On Demand service. Please visit this project overview page for more information on the On Demand fare public participation process: https://lawrencetransit.org/projects/on-demand-fare-proposal/
Get rid of it or bring back old system.	Comment received.
To be honest, I haven't tried to use it since it first premiered and couldn't seem to get a ride booked for lack of availability. I would love a reliable, safe way home from an evening downtown if I could rely on the service being available. I think if I saw messaging from LT or the city on the reliability of the service, I might be inclined to try again.	Thank you for your comment. Since fares have been reinstituted on this service, there are more rides available. You may consider trying again, feel free to let us know how it went at info@lawrencetransit.org
Aside from the fact that it's a great idea, no. I haven't needed to use it.	Comment received.
Many of my clients use this and it extends our staff waittime by 45-60 minutes when the bus is late.	Comment received.
Make it FREE. People making minimum wage are suffering because of its current payment system	Thank you for your comment. Grants that helped pay for this service expired in 2026. A \$3 fare was proposed to keep the service operating at current levels. As part of the fare proposal process, Lawrence Transit engaged with bus riders to talk about returning fares to On Demand service. Please visit this project overview page for more information on the On Demand fare public participation process: https://lawrencetransit.org/projects/on-demand-fare-proposal/
No	Comment received.

There should be 1 bus that operates at least a small amount of time on Sundays. Students that live on campus and do not have a car do not have any way to get around campus besides walking on Sundays.	Available funding limits the number of vehicles available overnights and Sundays. As demand goes up, fixed routes become more practical. Staff continue to evaluate the service and adjust accordingly.
I'm not sure if it's available to people who don't have disabilities. But if it isn't available to people without disabilities it should be since there is no safe ride. Don't make it cost money.	Lawrence Transit On Demand vehicles are all ADA accessible and available to anyone. The paratransit service T Lift is also available for persons with disabilities.
I would love more on campus busses to run nights and weekends as I often feel unsafe walking on campus alone at night and need to get to places when there aren't busses	SafeRide is returning August 2026.
Very convenient	Comment received.
I don't like it, that it costed 3 bucks make it free again.	Thank you for your comment. Grants that helped pay for this service expired in 2026. A \$3 fare was proposed to keep the service operating at current levels. As part of the fare proposal process, Lawrence Transit engaged with bus riders to talk about returning fares to On Demand service. Please visit this project overview page for more information on the On Demand fare public participation process: https://lawrencetransit.org/projects/on-demand-fare-proposal/
On Demand it horrible. I tried to pay and it would not take my payment. I have called many phone numbers for help but no one knows how the system works.	Thank you for your comment. Lawrence Transit staff apologize for missing these calls. You can also email staff at info@lawrencetransit.org
Times work well. Be able to schedule a ride close to schedule at last minute	Comment received.
Charging for on demand is limiting for poorer folks.	Thank you for your comment. Grants that helped pay for this service expired in 2026. A \$3 fare was proposed to keep the service operating at current levels. As part of the fare proposal process, Lawrence Transit engaged with bus riders to talk about returning fares to On Demand service. Please visit this project overview page for more information on the On Demand fare public participation process: https://lawrencetransit.org/projects/on-demand-fare-proposal/
Wish it was more available befor 6 and right after 6	Comment received.

I have tried several times to get on it & no success. I guess I don't understand it well enough even after u explained it on the phone to me. The old way to contact for the demand/night life was easy & understood.	Comment received.
Reduce the cost to 1 dollar	Thank you for your comment. Grants that helped pay for this service expired in 2026. A \$3 fare was proposed to keep the service operating at current levels. As part of the fare proposal process, Lawrence Transit engaged with bus riders to talk about returning fares to On Demand service. Please visit this project overview page for more information on the On Demand fare public participation process: https://lawrencetransit.org/projects/on-demand-fare-proposal/
I want to see more for this. I didn't know it existed and could be very helpful	Comment received.
Have prepaid passes, later times on Sunday so I can work more hours	Comment received.
Fine	Comment Received.
Bus 11 running on Sunday please	Comment received.
Never been able to book trip in advance. Makes service much less useful. Only place service seems to work is from Downtown on weekend evenings .	Comment received.
N/a	Comment Received.
Ya that too is very good nowadays...I'm getting ride frequently	Comment received.
Should run more than just overnight and Sundays	Comment received.
The app never works. Would love if on demand could operate like joco does it with contracting z trip drivers and paying \$5 for \$5 miles and an additional	Comment received.

\$2 dollar for every other mile after that. Id rather pay and have it available then it be free and never get a ride especially being disabled	
I have not used this service	Comment received.
Not used this service	Comment Received.
NA	Comment Received.
The sole purpose of the "Sunday route" in my opinion was to serve as a pretext for reducing service during the week. It is extremely pointless because the bus never comes when you need it but instead picks you up within a vague 1 to 2 hour time slot. Often times it is not available at all. Just one more example of the enshitification of everything.	Comment received.
Never can find a bus late at night anyways.	Comment received. Thank you for your comment. Since fares have been reinstituted on this service, there are more rides available. You may consider trying again, feel free to let us know how it went at info@lawrencetransit.org
Took it once.	Comment received.
always busy.	Comment received.
Never available in the evening (around 8 PM).	Comment received. Thank you for your comment. Since fares have been reinstituted on this service, there are more rides available. You may consider trying again, feel free to let us know how it went at info@lawrencetransit.org
Liked that it was cheaper than an Uber/Lyft.	Comment received.
Free up some of these buses for other buses during the day when businesses and KU is open.	Comment received.
Works about 60% of the time, other 40% can't get a ride.	Comment received.
I don't have a phone so can't schedule really.	Comment received.
More reliable, late cancels, delays.	Comment Received.
Not yet.	Comment Received.

\$3 fare is too expensive for homeless population.	Thank you for your comment. Grants that helped pay for this service expired in 2026. A \$3 fare was proposed to keep the service operating at current levels. As part of the fare proposal process, Lawrence Transit engaged with bus riders to talk about returning fares to On Demand service. Please visit this project overview page for more information on the On Demand fare public participation process: https://lawrencetransit.org/projects/on-demand-fare-proposal/
Would probably only be comfortable taking this if I could pay cash, but it is understandable that this doesn't work for Lawrence Transit.	Thank you for your comment. Lawrence Transit staff are aware of this problem and are looking into solutions. Thank you.
Is a joke!	Comment Received.
Please extend the bus timings a little and also if possible to include on Saturdays	Comment received.
yes, must needed	Comment Received.
This would be very helpful, especially for university students. Many of us have support sessions or exams after 5 PM, and some labs finish around 7-8 PM. Having to wait an hour for the next bus is very inconvenient, so more frequent or flexible service during these hours would make a big difference.	Comment received.
What would help you ride the bus more often?	
I ride bus often	Comment received.
So all is good.	
I have to take my daughter to school, so my route from home to her school and then work would be a daunting bus ride. I could easily take the bus to and from work using Route 4.	Comment received.
Less connections to get to where I'm going	Comment received.
Less worry about encountering behavior problems (I usually sit near the driver and that seems to help.)	Comment received.
Covering at the bus stop so we don't get wet or cold waiting	Comment received.
A route besides the 42 that goes on west campus. Please please please. There is no way to get up there without going to campus then turning back around.	Comment received.

A return of more routes from Rock Chalk Park would help me ride it more often, such as to Central Station (like the former route 10) and to 31st & Iowa. I feel making the west Lawrence rides interlined (e.g. the 6 becomes the 4 when it arrives at Rock Chalk Park and vice versa) would be really helpful since it opens up more one-seat ride options without transfers for west Lawrence residents.	Thank you for your comment. Transit Staff are looking into this idea internally.
A free PARK & RIDE like the one we had a Peasley Tech.	Comment received. The K10 Connector is operated by Johnson County Transit. Please email them at johnsoncountytransit@jocogov.org with any K10-related concerns.
Park and Ride	Comment received. KU is reintroducing Park and Ride this year as Route 41.
Better connections between buses. Less waiting time.	Comment received.
The City needs to get the homeless population off the busses and away from the downtown bus stop.	Comment received.
a stop closer to my home near 14th & Kasold; improvements to bus stop 268 that is currently too steep and slick and muddy when wet	Comment received.
Going up to jayhawk blvd. By skipping it you unnecessarily inconvenience riders by adding a transfer or add an uphill walk	Comment received.
Why is there no parking at the central station?	Thank you for your question. Parking is not at central station for a multitude of reasons. The first of which is that parking is expensive, it requires significant capital costs and ongoing operational costs. Other considerations made were concerning land use and environmental impacts since park-and-ride encourages sprawl, displaces other land uses, impacts local traffic, and has local environmental impacts. If this comment is regarding park-and-ride locations for the K10 Connector. The K10 Connector is operated by Johnson County Transit. Please email them at johnsoncountytransit@jocogov.org with any K10-related concerns.
Improve safety of access at Stop 268 to / from bus at curb which is currently down a steep, unpaved often muddy grass slope from the bench at the stop.	Comment received.
Improve safety at Downtown bus stop, if necessary by 24/7 police	

presence.	
Replace Route 30 stop near 14th and Kasold.	
Increased frequency, stops closer to home/work	Comment received.
Not interlined routes	Thank you for your comment. Staff will continue to evaluate the viability of interlining. Interlining was originally set up to reduce the need for transfers, to reduce the number of buses needed to operate, and to increase efficiency.
I don't have any direct bus that directly goes to campus. that makes everything difficult for me	Comment received.
Be more active in the community.	Comment received.
Consistently meeting timing spots, especially at Central Station when planning to transfer	Thank you for your comment. Several timing adjustments were made this year to further enable transfers at Central Station.
A place to park so I can ride the bus to JCCC	Comment received.
More time choices other than my stop once every half hour.	Comment received.
Bring back Park & Ride route.	Comment received. KU is reintroducing Park and Ride this year as Route 41.
More frequent buses	Comment received.
if the downtown bus "hub" didn't seem like the most miserable place in town.	Comment received.
Having a timely connection from the 31st and Lawrence Ave area to the central station would allow me to take the bus way more often to catch the K10 Connector.	Thank you for your comment. Beginning in August, the new alignment for Route 9 will provide a direct connection between the 31 st and Lawrence Avenue area and Central Station.
I need a year-round route that goes from downtown, preferably close to Old West Lawrence, through the main campus on Jayhawk Blvd. The 4 stops at the wrong end of campus for me and the timing has been incredibly unreliable. I used the bus far more when the 10 & 11 stopped at 9th & Ohio.	Comment received.
I don't ride the bus but my son rides it almost daily to KU. He currently rides bus 34 but is moving and will need to find a better bus route to campus. I understand the KU Park & Ride is not a city decision but I think the park & ride is a great idea. KU parking passes are expensive	Comment received. KU is reintroducing Park and Ride this year as Route 41.

and even if you get one there is no parking available anyway. Students could drive to the Park & Ride area and walk around on campus.	
Eliminate the interlined routes.	Thank you for your comment. Transit Staff will continue to evaluate the viability of interlining. Interlining was originally set up to reduce the need for transfers, to reduce the number of buses needed to operate, and to increase efficiency.
A bigger window of time at central station to transfer from 12 to 4. This is a quick route from SW Lawrence to downtown, but you often end up waiting for the next bus.	Thank you for your comment. Adjustments were made to the timing of Route 4 to better enable transfers to and from Routes 11 and 12 at Central Station.
Bus tracking is great. My usual stop is near one end of route 34 and the tracking does not show where the bus is until the stop before mine, making it a lot less useful. The time estimates are helpful, but seeing where the next bus is allows me to make more informed decisions about when to leave to catch the bus.	Thank you for your comment. Transit staff are investigating the condition of stop 297. As for the issues you have encountered with bus tracking in the transit app, try switching the direction you are monitoring to see when the bus is approaching the end of its northbound route. Please do not hesitate to reach out to customer service for further assistance.
Would love if my bus stop wasn't just a muddy lawn. There should be seating at every stop.	Under the previous alignment, Route 4 struggled to stay on time due to traffic along Jayhawk Boulevard. Please see page 11 for more information.
Changing route 4 was a big disappointment. I think there needs to be a route the connects Jayhawk Boulevard and Downtown Lawrence. The old route was far more useful.	
If the K-10 Connector and the Lawrence bus system would start with those buses connecting instead of being off by a few crucial minutes and making you wait thirty or more minutes for another K-10 bus to arrive to go home in the afternoons, that would be great.	Comment received. The K10 Connector is operated by Johnson County Transit. Please email them at johnsoncountyttransit@jocogov.org with any K10-related concerns.
Would it be possible for there to be cb radio contact between the Lawrence buses and the 510 Connecting bus so that if you were very close to catching that bus they could wait for you?	Thank you for your comment. Transit staff are working on resolving this issue. The K10 Connector is operated by Johnson County Transit. Please email them at johnsoncountyttransit@jocogov.org with any K10-related concerns.
If they were available during Saturday,Sunday. Also during summer	Comment received.

More busses	Comment received.
Co	
I have noticed that there are often stretches of routes where there are absolutely no bus stops. I feel like this reduces accessibility. For example, there is a stretch going west on 15th St., from KU Engineering building to Central Station, where there are no bus stops. I understand that it's a difficult location to have a bus stop because it is a hill, but maybe one at or right after the signal at Iowa? Also, could we please get a bigger bus back on Route 8 at least in the morning? The small bus is always packed full.	Comment received.
Keeping central station open during lunch would be great. Also finding a better solution to the issues at downtown bus stop. There is nothing wrong with people who are unhoused using the bus, but the area is very dirty and is not a good look for the transit system as a whole.	Comment received. While closing Central Station during lunch is operationally necessary, it will be reduced to a one-hour closure beginning in August.
Time off work or another supervisor	Comment received.
Two of the new proposed routes would put bus service within reasonable walking distance of my neighborhood	Comment received.
Nothing I ride is almost everyday	Comment received.
More space please!	Comment received.

I have a few issues. The big one is that when I stopped taking the bus right before Covid, I had a direct route from downtown to my workplace on west campus via the 11. I really miss that! There's really not enough buses on west campus. Obviously the central station being there is somewhat helpful, but it's nearly a half a mile from where I work (Nichols Hall) and I already walk nearly half a mile to get to the downtown bus station from my house - and I live pretty close to downtown. The other big issue I have is this. I had to return a book to Watson last week and I was alarmed that there's not a single bus that goes from Jayhawk Blvd or at least the KU Union to downtown. I could have walked another half a mile to get to a stop on the 4 but I would have had to wait probably 20 minutes at a stop with no bench. It's not great that the best way to get home was to walk all the way from Watson to my house - 2.5 miles. When I was taking the bus 2014-2020 there were like five buses you could grab at the Union and take downtown and vice versa. Obviously with the central station, you don't need to cover this as heavily as you once did, but to have no buses between those two points at all is completely counterintuitive! Lawrence Transit badly needs a direct connection between downtown and the main drag of campus.	Comment received.
More service on the non-campus routes	Comment received.
Nothing, I use the bus often	Comment received.
More stops and routes. Running on the weekends.	Comment received.
More cohesive routes and connecting points. Better time points.	Comment received.
Busses running later at night or on the weekends	Comment received.
More frequent runs	Comment received.
Don't feel safe with all the homeless people on the bus	Comment received.
Enforcement of policies on drunk riders. More Routes to northern housing areas the only options are the 2 or 3 with a 20 min walk. Later routes as most people get off work around 8-9pm. More buses running the longer routes.	Comment received.

My house is on the Alabama street, Red Oak and the closest bus stop for 11 is half a miles walk that I have to make several times a day. Also, this bus is only twice an hour, even in university peak hours. There should be more bus stops nearer to Alabama street. Making this walk every day is very hard for me and everyone is this community who goes to KU.	Comment received.
Closer bus stop	Comment received.
Having the bus come every half and hour.	Comment received.
If they was on time and more reliable.	Comment received.
Nothing after I was beaten by another rider	Comment received.
Add the K10 connection stop at the tech building.	The K10 Connector is operated by Johnson County Transit. Please email them at johnsoncountytransit@jocogov.org with any K10-related concerns.
sunday service	Comment received.
N/a	Comment received.
IDK	Comment received.
I am writing to say, on behalf of both some residents and some of our employees here at Presbyterian Manor (14th and Kasold) , we would very much like the bus route here reestablished.	Comment received.
A live bus tracker? I know there used to be one but I believe it got shutdown and it's hard to rely on the bus without a live tracker.	For real-time estimated bus times please use the Transit App.
Having easier access to routes 1-12 on Jayhawk Blvd would help a lot, but otherwise I think they are great how they are! I would love if SafeRide could be brought back, I would use it so much!	Comment received.
communication between the K-10 connector and the Lawrence buses	Comment received.
I would like a covered bus stop across the street from the one that is already there at engineering.	Comment received.
Less waiting time between bus connections. Some of the routes don't match up for connections to get from one place to another.	Comment received.
The buses help to commute to work, work from and also really helps to go for things like groceries, haircut, campus visits etc since I dont own a personal vehicle. I would really appreciate if you continue with your	Comment received.

proposed changes and dont change anything major from what u have proposed.	
Frequent and reliable service-as a person with disability who cannot drive.	Comment received.
I would love to ride the bus more and really like Central Station and having a warm place to wait or use the restroom or get a snack. Would it be possible to increase the frequency of bus trips going from Central Station to main campus though (student union/Jayhawk Blvd area)? I'm recovering from a ruptured ACL, so Route 8 is challenging because it doesn't drop off on main campus, meaning that I end up waiting usually 20 minutes or so to get a bus from Central Station to campus or back from campus to Central Station. I like riding the bus a lot, but this has become a major drawback. Thank you.	Comment received.
More stops at commercial locations	Comment received.
I already ride a lot	Comment received.
Connecting 6 and 4 to west 9 th	Comment received.
Shorter times between busses on the 36 and it showing up when it says it's supposed to	Comment received.
More service on the 38	Comment received.
More bus times	Comment received.
If they went to JRP. I think it's very unfair that not a single bus goes from Daisy Hill to JRP or really any buses go to JRP.	Comment received.
More stops on the weekend	Comment received.
If the 4 is more on time. At a stage during the year I waited 20-30 minutes for the bus to come. Not pleasant in the cold or heat	Comment received.
If I had buses that went to other parts of campus that didn't require getting off and on and taking 30 minutes	Comment received.
More buses available and having them actually be on time. Late to classes because buses are late or overcrowded.	Comment received.
If it came to my stop more often	Comment received.

Better connections at Central Station between routes. Have often been stranded 45 minutes to an hour because connections from 12 to 4 departing are missed by several minutes. And upon return from Downtown on 4 no #12 can be taken because it does not show up, or the 12 lets off 2 riders, but would not allow me to board. I've been stranded many times @ Central Station for more than an hour coming and going. Not reliable routes at all - makes impossible to plan.	Thank you for your comment. Adjustments were made to the timing of Route 4 to better enable transfers to and from Routes 11 and 12 at Central Station.
Different schedule	Comment received.
Accurate bus times	Comment received. For real-time estimated bus times please use the Transit App.
Better bus stop facilities (ie shelter, somewhere to sit, trash can)	Comment received.
sometimes it's full and won't stop. maybe have more circulation during peak hours?	Comment received.
If 30 and 36 (or something similar) ran year round instead of just on working weekdays.	Comment received.
Consistency	Comment received.
More buses. Yesterday, I had to wait 20 mins before I could get on a bus. It didn't show up for the longest time and when it did it was packed so I had to wait for another one	Comment received.
Not much.	Comment received.
Restore the connectivity to West 9th Street.... because 3 bus has just 2 drivers...6 and 3 is not connecting properly...we have to wait for half an hour in downtown...it's being difficult please consider that...and if 4 comes near 9th Street it will be good thank you	Comment received.
Buses arriving more often later in the day(after 1pm)	Comment received.
If the has shorter waiting times and more than one each half hour. Should also run a bit later than 730 pm as well. On demand should be available all day all night.	Comment received.
Free trips	Comment received.
If bus 8 ran more often than once an hour in the afternoon.	Comment received.
More stops at Emery/Sig Nu	Comment received.
Expanded route 43 hours	Comment received.

More frequent buses, and more stops around the city. I like walking, but I have to walk about 0.6 miles to get to a stop from work in an area with few sidewalks and a lot of traffic. It would be awesome if I could get to my destination faster, too, but I'm willing to double my commute in order to avoid warning. I just need to be able to get to my stops in the first place!	Comment received.
Direct routes to grocery stores	Comment received.
A route directly from LMH West Hospital to Central Station without having to transfer from 6 to 4 and back. So like extend the 4 to go to lmh west or bring back route 10 that used to run along thwir please or make it ro where the 4 and 6 meet up at wakarusa stop for a seamless transfer again so folks aren't left waiting out in the elements for 45 minutes inbetween busses because the 6 passes wakarusa headed towards walmart just as the 4 is approaching 6th to go around to the high school etc. You always just miss the bus by 5 minutes and have to wait another 45 minutes for another #6 bus to go west towards lmh west. Also the 6 going back to only going downtown not all the way up north	Comment received.
Later route service near my job (route 9)	Comment received.
Would be nice for busses to come more frequently so they aren't so far apart. And currently, busses are often off-schedule so they're easy to miss. Would also be nice to have better communication about when stops are expected to be temporarily closed or moved, because sometimes there is NO communication whatsoever...	Comment received.
Not much I ride the bus a lot	Comment received.
More routes	Comment received.

I enjoy the times I ride. There a lot of dogs on the bus. The smell and cleanliness needs some help.	Comment received. Lawrence Transit recently adopted a new Animal Policy. Please visit https://lawrencetransit.org/studies/ for more information.
more faster routes	Comment received.
This schedule works for my needs.	Comment received.
I already use it 5 days per week.	Comment received.
There should be more shelters. One stop that could use a shelter is across from Spahr, close to Green.	Comment received.
More shelters	Comment received.
If the buses were cleaner. If they smelled better. If they were more frequent.	Comment received.
The KU and Lawrence buses need to coordinate with the K-10 Connector bus so that you don't have to wait 30 minutes or more for a bus.	Comment received.
I would like a shelter by the Law building across from Leep.	Comment received.
There are not enough shelters. If you could move back the bus top by Bailey closer to Bailey and would be one less shelter to make. A shelter on the other side of engineering at that stop would be good too.	Comment received.
A shelter close to engineering on the other side of the street would be nice at that stop for winter mornings. There is one at engineering and one at music.	Comment received.
I see shelters surrounding one place that is vacant. I would like a shelter by the green/across from engineering stop.	Comment received.
There is a shelter missing across from Spahr.	Comment received.
Time duration between two bus	Comment received.
If this bus ran every 20-30 mins during 5/6/7 pm, I would be more likely to ride it	Comment received.
More regular departures, access from The Quarters to the crossing Dillons and Mass Street, and later times/overnight service	Comment received.
if the bus was more consistent, and showed up more frequently	Comment received.
Changes in routes.	Comment received.
If there were more routes meeting at the stouffer place stop	Comment received.
Enclosing the booths on the CT platform.	Comment received.

Enclosing the booths on the CT platform.	Comment received.
I would like a shelter that is across from engineering It's not on Jayhawk Blvd. so it should be okay. It is surrounded by other shelters.	Comment received.
Please add an additional stop at Meadowbrook closer to the east side. The west has three stops all fairly close together, but people from the other side have to walk pretty far.	Comment received.
Seating at bus stops.	Comment received.
Better circular chain of programming, ADA policies, vape disposal, cleaning service for downtown.	Comment received.
more safety.	Comment received.
Routes that run more often! Would be significantly easier and convenient for me and others to take the bus.	Comment received.
More routes from west campus; better timed buses as often multiple buses end up following one another slowing down the wait time significantly.	Comment received.
more frequent/consistent times	Comment received.
If the ones running once an hour would run more often. I understand that they get reduced during non-busy hours, but it's a huge inconvenience when you have to wait for the next bus if it's early, late, or just not running at all. I feel like once every 15/20 minutes for the 44/45 from 5-9pm would be super beneficial, since some classes/clubs are going on around that time. I (along with many others) would be down to pay a bit more to have these buses running	Comment received. Route 44 currently runs every 20 minutes from 5-9pm.
buses coming more often	Comment received.
If some of the routes ran more often	Comment received.
Having more routes that run consistently around the city, incentives (keep it free), and more information about how, when and the benefits of riding the bus	Comment received.
A route that goes from central station (or near such as bus stop 287) to the upper Kansas union.	Comment received.
keep it free. Routes closer to my home	Comment received.
More time intervals	Comment received.
Pick ups after 8 that were available before 3 am	Comment received.

Nothing much, more buses but I already ride whenever I can catch it	Comment received.
A little more clear maintaining of the bus since it stinks sometimes	Comment received.
More frequent bus with shorter routes.. 11 and 12 should run separately.	Comment received.
If they arrived at the university before the hour mark so that classes aren't missed!!	Comment received.
I use it every day	Comment received.
I already ride it a lot	Comment received.
If they went later! I have classes that go until 8:30 and the evening bus has long wait times.	Comment received.
It's really disappointing that all buses now end at Central Station. Until April, Bus 30 stopping at the Meadowbrook entrance made life much easier for many people. Bringing that stop back for busses would greatly improve accessibility and convenience for riders.	Comment received. Route 30 will continue to serve the entrance to Meadowbrook Apartments and does not end at Central Station.
I currently ride the bus every day to school, but a more direct route from rock chalk park to KU campus would be nice	
Bus route 30 is really helpful. That passes just by my apartment (Meadowbrook). So I can attend my morning reasearch meeting with the European and Indian group at home in the morning and the next moment I can easily catch the bus to the campus. So, this is very helpful. If this route changes that would really make it difficult for my travel.	Comment received. The proposed change to Route 30 were not finalized and the route will continue to serve Meadowbrook Apartments.
If there was a route that went straight from Daisy Hill to Central Station	Comment received.
It would be great if there was another shelter on 15th street across from Eaton.	Comment received.
An additional shelter at the 371.	Comment received.
It would be nice if during certain intervals, the 4 ran every 30 minutes instead of every hour. That way, I would more easily be able to get from KU's campus to downtown in between classes, and I would spend more on those small businesses on Mass St.	Thank you for your comment. Route 4 runs with 30 minutes frequency every weekday.
Not changing the route for 30.	Comment received.
Other Comments	
- 6 North Lawrence should be its own route - run every 30 minutes (move to Lyons)	Comment received.

- Not happy w/ interlining/not communicating when it switches routes.	
- Bus stop by boost mobile needs bench, not a bus stop anymore. - Hard to cross street at 23rd st, especially at stops that are midblock. - safety first.	Comment received.
- Extra seating downtown and @ other bus stops. - Standing handles for all the buses. - Bus route on Sundays.	Comment received.
Grateful for the service in general, I'm a senior and can't drive anymore. - Interlining, drier doesn't announce - wish they would. - Driver's don't like the stopping on the road.	Comment received.
I either take 2 or 3 buses including the 510 to get to campus. If the schedules aligned I might make it somewhere in a reasonable time.	Comment received.
Interlining is not user friendly, call it the same thing, make it more clear. - Make it clear the bus is dead heading - "End of the line" message. - Still in learning mode, hard to understand. - Electronic marquee is not always correct.	Comment received.
Wishes buses would sit at stops for longer when people are walking up. - Loves the fare-free service.	Comment received.
12 and 4 EB takes me 90 minutes to get from Hyvee and Clinton to Downtown because the 4 leaves 2-4 minutes. 4 WB - sometimes the 4 is too full and can;t get on at 7th and Vermont, sometimes the 4 doesn't pick me up at Central Station.	Based on survey feedback
43 add a stop in front of Lindley!	Comment received.
Add back a stop for the K10 Connector bus. This is unusable now for most people with only the stop at central station. There is no parking there. Add a stop back to Haskell stadium or the tech center.	The K10 Connector is operated by Johnson County Transit. Please email them at johnsoncountytransit@jocogov.org with any K10-related concerns.
All current bus drivers on routes 42, 43, and 44 and much better now than previous ones I have ridden with as they only rarely come to a	Comment received.

sudden stop and are aware if there are people in the road long before getting to them	
Bring back a north/south route on the west side. Southwest Middle School to George Williams Way to Rock Chalk would allow many kids to go to Rock Chalk park.	Comment received.
Bus 11 running on Sunday please	Comment received.
Bus drivers are awesome!	Comment received.
Currently only one route goes from central station to main campus (11; the 30 somewhat counts). There is also no bus that goes from central station to upper Kansas union, when in the past the old 30 and 10 did. I really like the current frequency of bus 30.	Comment received.
dont change my bus plasee thank you	Comment received.
Don't change route 6 in north lawrence. Ask the drives to make sure they turn the tracker on in the am so I dont miss my morning bus to work	Comment received.
Drivers are rude.	Comment received.
free bus routes are important and I appreciate them greatly	Comment received.
Get rid of the interline routes	Comment received.
Have fixed route on Saturday and Sunday.	Comment received.
Tell Ride KC to stop at the little cities between Lawrence and KC, add Sat and Sun, and go towards Topeka.	
I am perplexed as to why route 6 has no 5:30pm bus westbound leaving downtown. This is during rush hour. Taking route 4 last summer and during fall and winter breaks was a nightmare because the drivers were always 5-10 minutes late and I couldn't catch route 6 leaving at 5pm. The downtown bus stop has become a scary place. I doubt you'd be asking about safety if you didn't already know that. Having to wait nearly an hour for the next bus is a terrible prospect.	Comment received.
I appreciate the time spent in community feedback and listening to it. I remember filling this same form out last year, and have seen the changes that were kept and scrapped. As a disabled person who relies on public transport, these are very important to me and the Lawrence community.	Thank you for your comment.

I don't think there's an easy solution for the "homeless people problem." But the solution is NOT to just throw all of them off the bus. Then people will just complain about them being at the bus stops. Enforce the rules better but allow calm, respectful passengers to stay on. Train drivers in deescalation and have a way to alert them in case of an unsafe situation they can't see. Have another person from transit ride on troublesome routes/times to enforce rules.	Comment received.
I feel like the students riding the K-10 Connector bus are being discriminated against because we are out of towners. I have been stopped by police twice on the very few times I have driven to Lawrence probably for out of county plates also. We are trying to come to your city and bring revenue. I was especially upset to see that the 30 is now going to go to Orchard Corners which rivals the students trying to get a bus out of town at central station. The central station is awful. Don't make any more of them. I have to take two or three buses to get to and from campus or walk 15 to 30 minutes to get to my destinations because of central station and the uncoordinated buses going there. It is not acceptable. If KU has any say in this matter send out a survey to students and ask them if they ride the K-10 Connector with other unrelated survey questions and ask them what problems they have getting to and from KU.	Comment received.
I live at Red Oaks Apartments at 2408 Alabama St. The nearest bus stop is at Naismith Dr & 23rd St (Route 11), which requires approximately a half-mile walk each way. This distance can be challenging during extreme weather or for residents with mobility limitations. Because there are several apartment complexes in this area, adding a stop closer to Alabama St (for example near 23rd & Alabama or along 25th St) or slightly adjusting a route to serve this neighborhood would greatly improve transit accessibility for many residents and KU commuters.	Comment received.
I live in Western Lawrence (across from Hy-Vee), and despite some improvements to routes available, I still have difficulty getting from my home to Downtown and back because of reliability of routes 12 and 4.	Comment received.
I propose using the KU bus to get to JRP. It could help avoid dealing with parking and might be easier than driving on busy days. The bus	Comment received.

schedule may also help with planning when to leave. It is an option worth trying to see if it works well. I also think that students that need accessibility from daisy Hill to JRP need the bus to go to straight there and not a 5-10 minute walk after the bus right.	
I suggest more buses (more often than 9-12 minutes) and if some routes like 43 & 42 could run later in the evening since many students have late classes that would be nice.	Comment received.
I think the proposed placement for the 11 and 12 bays makes much more sense, sense they are both very popular and very often used routes, so the bays can get very full waiting for them. Having them in the center allows people to spread out more while waiting, as well as take advantage of the closed off spaces in the middle.	Comment received.
I think you need to add more routes, going from downtown through campus and the central station to various destinations. One going through campus to West Campus like the 11 used to, one through campus going out to the apartments south of town, one through campus going to the west end of town near Free State. Probably there are routes that cover some of the latter two but I've been out there on bus and it's always a super long wait. I don't think you need to add big buses, I've only seen one completely full bus recently (a 42). I just think there's not enough circulating through campus and downtown, which are the engines of the town. I also think you could use the Central Station more. There's often 20 minutes between buses! Cycle the buses out instead of just having one stop that's specifically for the 4 that comes every 30 minutes. Thanks!	Comment received.
I would take the 11 every weekday to work if it always had a bus go north at 6:45 AM from 31ST and Iowa, not just when KU classes are in session. Taking the bus that leaves at 7:15 AM from 31ST and Iowa did not reliably get me to work on time.	Comment received.
I'd ask that you consider removing the GSP bus stop on Route 43. There's already two very close stops and the removal of GSP may allow the 43 to run more frequently.	Comment received.
It would be nice if the bus stop signs told riders the route(s) included at that stop. The numbers you use now seem important for	Comment received.

administration but confusing to riders. For instance, #373 is a stop for several routes on campus. Which ones?	
Just gotta make sure to pump up that new KU Dillons grocery store with the extra-special sales tax going back to KU now don't we?	Comment received.
Keep up the good work, I love using the busses	Comment received.
Lawrence needs a Park & Ride. We can't be expected to take a bus to the bus when many areas don't have bus service and many stops don't have shelter while we wait. It's not fair to people who have mobility issues or are afraid to wait alone in the dark just to get to the Central Station to wait again to transfer. Also, why are they building ANOTHER bus station downtown that has no parking??? Wouldn't it make more sense to put parking out by the train station and make that a central stop? Or up at Peasely where it was? Or even somewhere on Iowa. Building that new beautiful Central Station with NO PARKING was the dumbest thing ever. Also, why not just make a loop through downtown so people don't have to wait outside for another bus?	
Listen to your bus drivers. They're not being whiny or complaining. They drive these routes everyday all day, they know what they are talking about. Their feedback should be the most important to you. Also keep 4 red 43s running on Fridays. When there was only 3 wait times were very long and the busses were extremely full.	Comment received.
Look into Emporia	Comment received.
Look into Emporia.	Comment received.
Love living in a city with accessible public transit on and off campus	Comment received.
Make the route 6 go back to downtown only to lmh west please	Comment received.
Please for the love of God put in a bus stop at 6th and George Williams Way the stonehill stop. A ton of us use it and the hotel doesnt like us sitting on thwir sidewalk waiting on the bus	
More bus routing to The Collective. More stops near [REDACTED]	Comment received.
On route 6 after 10am there is no third bus. This creates additional confusion about the schedule and I witness near misses with civilian vehicles weekly where riders sprint into traffic. The stops at Crestline	Comment received.

are extremely dangerous for riders needing to cross the street, a crosswalk should be placed there, or the Westbound stop split between Rockledge and Schwarz. 6th and Eldridge is a very similar situation. The timepoint at Free State is unsafe to stage at going both directions. Leaving 9 past at Kwik Shop gets the bus to Free State around 10 and 3/4 past the hour at the earliest. There is not a super safe place WB, but if I get the light on red at Monterey at 11 past (green at 12 past) I am perfectly on time. The Monterey and old Hy-vee stops could be combined and moved to the RH turn lane into the strip mall and it would be a safe location to stage until around 11 or 12 past in addition to being closer for anyone who works at those businesses. To still provide service for the neighborhood east of Monterey, the Sierra stop could make it's return.	
Pickup window was 2 hrs.	Comment received.
Please address the bus stop at 700 Vermont Street.	Comment received.
Please assign someone to sanitize the bathrooms and fix the soap dispensers at the central station. Pee all over the seats, broken and empty soap dispensers, filthy floors: it's absolutely unnecessary to leave in that state. Also, I'm certain that there are cost and personnel limitations, but having the station closed early in the morning when busses are already running-especially when it's freezing out-is really poor service. On a related note, I think plenty of early morning riders would buy a coffee or tea if it were open early enough.	Comment received.
Please avoid charging fares for fixed routes and T-Lift.	Comment received.
Please bring back SafeRide, I know many, many, many students who would use the service. I also know many people who now choose to drive drunk rather than pay for a safe rideshare app. With SafeRide, everyone can get a free safe ride home, and I think it is a crucial service that KU and Lawrence Transit should reinstate. Continuing to discontinue it will further demonstrate that KU doesn't care about student safety.	SafeRide is returning August 2026.
Please consider bus routes changing for West 9th Streetkindly do please because in summer break or spring break facing very difficult because of 36 will not be there.....thank you and I really want to appreciate many 36 drivers ...thank you for that and transit also	Comment received.

...thanks for this kind bus service for the people by your teams ... appreciate it very much	
Please consistently meet timing spots everywhere but especially at Central Station where many people transfer	Comment received.
Please do something about behavior and loitering at the downtown stop, or consider moving it elsewhere, perhaps temporarily to the 800 block of Vermont or the 700 block of New Hampshire. The bus stop behaviors seriously affects people visiting the library.	Comment received.
Please do something about the Downtown bus hub. We've got a beautiful library that's trying its best, but nobody wants to be here because people are acting like fools across the street all day.	Comment received.
Have a resource officer out there or a security guard or something.	
Please don't change the 11 and 12.	Comment received.
Please eliminate the interlined routes. Go back to individual routes that are predictable, easy to understand and easy to use.	Comment received.
please give a direct bus from 6th street to campus	Comment received.
Route 6 needs a new stop to better service 6th and Rockledge westbound. This stop could reside in front of the Hampton Inn, or somewhere in the gap between stops 179 (Wisconsin) and 186 (Crestline).	Comment received.
Some of the newer 2 buses don't have a pull chord or button to signal a stop. Instead riders have to yell at the bus driver to stop. It would be more convenient if they had working buttons/chords.	Comment received, staff are working to address this issue. It has to do with the bus manufacturer and may progress slowly.
Sometimes the driver's don't monitor for creepy guys.	Comment received.
Start safe ride or connect safe ride bus to [REDACTED] Wakarusa drive	Comment received.
T lift rides need to be organized better.	Comment received.
I wish the 12 only made one pass down 24th street. I also think the 12 needs a few more minutes to get across campus.	
Thank you for all you do!	Comment received.
Thank you for the great service!	Comment received.
Thanks.	Comment received.
The bus 10 route from last year was the most perfect thing. Please bring back a rock chalk park to KU campus bus it'll help people who	Comment received.

lived over there and people who want to go watch sports games and people who want to go to lmh health	
There needs to be an actual report released that accounts for how many riders actually use the buses. Lawrence wants to be a bike and bus friendly community but how many people actually use the bus every day. Not an approximate guess. How many people actually get on and off each bus during the day. And not just to ride around and stay warm/cool. You want to ride the bus, you pay for the bus.	Lawrence Transit ridership is publicly accessible via the National Transit Database.
Travel North and South more often to grid more.	Comment received.
We, the residents on North St HATE the bus on North St. It needs to be put back on LYON St. Why? Because North st is too narrow, and has NO sidewalks. We have begged and Lawrence has not LISTENED. It is unsafe to have the bus on North st, I've seen incidents of vehicles having to back up to let the bus by. The turn North/7th requires 4 full lanes. Hardly anyone rides the bus on North St, virtually no one from the trailer park. Please, please, please put the bus back on LYON and take it off North st before someone gets hurt or killed because it is not safe because its way too narrow.	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.
Would like to see them run during inclement weather as people still have to go to work even if some places close for that. Perhaps offer On demand service for those instances.	Comment received.
You need parking at the central hub.	Comment received.

Appendix C: Survey Responses – Safety

Public Comments

Comments
What makes you feel safe on the bus or at Transit facilities?
Nothing in particular.
Calm. Transit employees enforcing rules.
The drivers
Well behaved people who follow the rules.
The drivers
Less creepy men, more safety.
Having other students, especially women, around, or a bus driver who is actively paying attention
Remembering that something can be alarming without being dangerous.
I like that the Central Station is a well-lit facility with plenty of amenities, with an individual bus shelter for each bus bay. Lawrence Transit's bus drivers are also very nice.
Someone at the desk at the Central Station helps me feel safe. Lighting, more passengers, fewer people just hanging out there because it's a warm shelter.
Having the central station be open early and stay open through lunch. Taking the 7 am bus to JCCC its always closed in the morning and often if I return around lunch.
I haven't had any problems. (But, I'm a tall man. Other people may be more vulnerable).

The drivers are always very nice and engaging.
No yelling, fighting, threatening behavior. Bus driver seems in command.
Presence of other riders without problematic behavior.
Calm people, no mess, small crowds
Having enough road supervisors (minimum 1, 2 or 3 would be preferable).
Professional drivers
I trust human beings.
Riding with non-mentally ill riders.
Presence of law enforcement or they have a security guard ride and corrections officer ride even though they're just trying to get work. The trouble makers usually behave themselves.
When others are calm and not aggressive towards others.
Everyone minding their own business
Significant group of riders.
It's Lawrence. Nothing much happens here if you are from a big city.
I've never had an issue on the bus or the normal bus stops. The Downtown stop is a MESS. I often choose to walk rather than wait for a bus out there. People are always yelling, smoking, littering, and camping out as if the side walk belonged to them. I've seen literal fights on multiple occasions. The other day, I left the library and people were yelling at each other from both sides of the street. I could hear them yelling until I got to La Prima Taza. It's an embarrassment.
Cleanliness; staff that appear to be attentive, aware, and responsive; well lit areas.

I haven't been to the new transit facility so my opinion is immaterial to that.
On the bus I have found people to be largely polite and well-behaved and since the buses don't tend to be crowded I have plenty of personal space. I lived in NYC and commuted on public transit there so LFK transit is pretty low-key by comparison.
At bus stops depends on the stop. The ones I use feel safe. There are usually a few other people at Central Station
If there was a stabbing or shooting it would still be too late to get aid from the Public Safety building in time and they are not health workers, but it is better than nothing. I also like that the transportation building is near-by, but it needs to be open before 8 am. KU police should patrol the area on foot and in cars for preventative measures.
Using such passes
The bus drivers and crowd on the bus helps me feel safe.
Generally the buses are clean and people are chill. Most of the drivers are great.
Because I just make friends
Just the community
When it's filled with students, and at the Central Station, which is nice and new and doesn't feel like I'm gonna get stabbed. And also all of the drivers are decent, and the buses themselves are generally pretty clean and comfortable
People riding, bus driver
Other people, knowing the bus is going to come in less than 10 minutes. Benches at stops.
Other students at the bus stops, consistent routes or times of arrival, friendly bus drivers
Personal in sight at central. Bus drivers that kindly enforce rules and polices instead of looking the other way.
You should charge for buses like the Kansas City Missouri buses will in June. I hope it will diminish the amount of homeless riding around aimlessly.

Proper lighting and seating. An enclosure on the bus stops are mandatory I think as we have rains, strong winds and snow.
Having the bus driver say hello.
Homeless. I have been treated by them.
Nothing
Bus bays, lighting & passengers & drivers
When it is clean. Other riders being polite
I have access to support
Nice people
The bus drivers and the community.
I generally feel safe when it comes to Lawrence public transit.
I think all of the cameras on the buses make me feel safer knowing everything is being recorded. I also like that supervisors are at the Downtown stop most of the time to help control the crowd and to ensure everyone is safe.
Johnson county and the KCATA are going to start charging for bus rides. I wish that would happen for Lawrence so that I would not feel so unsafe with homeless people just riding the bus for no reason.
When the information building is open.
Looks of Surrounding buildings, traffic, time of day.
The drivers take care of any trouble when we are in the bus.

On campus it's often the very kind campus-bus drivers.
Off campus, attentive drivers.
Mostly clean, and there are others around
I don't usually ride on full busses/when stations or stops are busy, so few people
Driver friendly and clean buses
Everyone is in the same boat as me
Cameras, nice bus drivers, well lighted areas
Properly lit and security cameras
When the bus driver is slower on stops. Meaning that they slow down faster.
I know there are cameras at central station
If the bus driver is nice and knows the route that makes me feel better.
My surroundings
Slow stops
Calm demeanours, and a sense of control coming from the driver.
i only use the bus on campus so it's very public and safe
Camera to track problems
It's well lit at all times
I mostly ride around ku. And the drivers are nice

It's very safe and drivers are so good ...drivers were friendly
Many people around
Just sitting and chilling
Friendly staff and sheltered locations
Clean environment
High ridership and professional bus drivers
This is a community I trust, so I very rarely fear for my safety around my neighbours. I really value all the times I've struck up conversations with strangers at bus stops!
I am a big hairy white dude
Bus shelters signage, lights
Regularity
Visible cameras and staff
Plenty of places to sit
Having a bus stop
People who are alert of their surroundings and help when needed.
Authority of driver.
Lawrence people and cameras.
Add security patrolling the central station especially in the morning when the information building is closed.It would also be nice to have it patrolled when classes are not in session. It's a homeless town during those times.
Some drivers on the 2 drive way too fast, especially down Crestline where the speed limit is 15 in some places.
The building staffed at central station.
Yeah
The bus drivers

Usually anyone behaving strangely isn't actually being dangerous
A Bench, and Light, maybe shelter from the elements
Overall infrastructure
When the bus drivers are nice and talk to us
Nice and safe, no problems.
cameras and people watching.
cameras. I would like it to be sporadically patrolled by public safety.
When there are no people on drugs
cleanliness, cameras/security.
Drivers
- Security officer or police presence during transfer.
- People following the rules.
- Someone who can call in disturbances.
Bus drivers staying aware of their surroundings.
Good employees, safe conduct, good people in general.
Focus on how to make it safe for school aged children.
Lighting, other people waiting, bus apps that give me exact timing for arrivals
The bus stops looking clean and the staff on duty
I feel safe if the driver is aware of what is going on inside the bus, but also notices when people are running to catch the bus and slows down for them.
Having the driver actively looking out for passengers, riding during the day and on KU campus
when bus drivers kick off rowdy people
I'm a gangster.

It's Lawrence, pretty safe city doesn't worry me much at all.
Having more people on
The presence of other individuals, including transit staff and drivers
People
The access to multiple platforms to see when busses are available
I feel safest when bus stops are well lit, buses arrive on time, and there are more people around. Clear schedules, reliable service, and stops that are closer to apartment entrances also make waiting and riding feel safer, especially in the evening.
When there's not a whole lot of people or when people are minding their own business
I hope there will be at least public safety patrolling the area from May-Aug during the time when patrons are expected for the World Cup. Patrols would be nice before the Central Station is open at 8:00 am.
All the bus stops are in public areas, so I almost always feel very safe.
What makes you feel unsafe?
At the downtown stop is very unsafe with all the homeless people there.
I don't ever feel unsafe, just annoyed. Many people tell me how unsafe they feel, especially at the downtown bus stop. It gets out of control over there. Something has to be done with the all day congregating at the downtown stop. I haven't ever seen that issue at Central Station.
The unhoused individuals who are not going anywhere
Large crowds of screaming people, fights, trash, encampments near the bus stop (thank you for clearing them out at the 700 Vermont Street site.) The set up of the 700 Vermont stop is crazy -- too narrow, very hot in the summer, and extensive loitering by some scary characters. There are too many people and buses for that cramped space and it only escalates problems. On top of it, people cross mid-block frequently and it's a huge safety issue. Now that we have the central station, can't the buses be scheduled so they don't all stop in that area simultaneously? OR can you speed up the plan to create a more orderly stop with security at the corner of 8th and Vermont? I know people who wait from a distance for buses at this stop and get on the bus at the very last minute -- and then quickly put on their earphones -- in order to avoid hanging out for any length of time at that stop. It really needs your attention. PLEASE?
The people arguing
I am downtown often and the 700 vermont bus stop has become completely unusable for riders and it's the site of frequent altercations, harrassment, disruption. There needs to be a solution so that the people who congregate there have a more suitable place to gather and get their needs met, and the people who use the parking garage and the library don't find themselves in the middle of shouting and shoving and erratic behavior. If the bus top is going to stay there, it needs to be monitored frequently by the city. Our unhoused community need better

solutions and services and people frequenting downtown need to feel safer than they currently do when using the parking garage and library.
The downtown bus hub is very unsafe and prevents people from parking in the garage and using the library.
There is a lot of homeless population that takes over certain areas. They can cause a lot of issues on the buses and cause delays. Having a long layover on a bus downtown is scary when there are certain unstable people there and in an uncontrolled environment.
Bus drivers who are ignoring passengers, bus stops clearly not being monitored, drivers allowing intoxicated argumentative individuals on board
The constant harassing announcements at central station clearly aimed at unhoused people.
There is not much space to wait for the bus along the sidewalk at Downtown so people tend to cluster around the sidewalk there, but the future Downtown station at 8th & Vermont could mitigate that by providing more waiting areas.
Having to walk a long distance to parking especially at night.
Homeless people and having central station locked (especially while dark of in bad weather)
Homeless people.
Yelling, fighting, threatening behavior. I do not go near the stop across from the library, but instead get off at a earlier stop and walk, because when I'm at the library across the street, I hear people yelling and arguing, barking dogs, and I know there is a history of gun violence at that location. I wish the city government and/or police department would do something about that site. I would like to see a stronger police presence there. Perhaps removing most of the benches would discourage congregating. Also the city could support another indoor location with services for folks to congregate when out of the shelter for the day.
The obviously substance-abusing, mentally challenged individuals using the bus shelters and routes.
Behavior of persons congregating around Downtown (700 block of Vermont Street) bus stops.
Messy, people yelling/hassling
The violence by some passengers and loiterers
outside people hanging out near bus stoppage who are drunk sometimes homeless
When I am acting inappropriately without regard or respect for my fellow humans.
People on drugs or people with mental health issues riding the bus or hanging out at the bus stops. I'd be willing to pay a small fee so that they aren't allowed to take advantage of Lawrence's free bus system to get around. town. The Vermont station is like skid row.
The Homeless that is drinking in the back. A couple of bus drivers, it seems they keep firing the ones that take control of the bus. There's one that drives side saddle in the seat.
When people start screaming at each other.
People arguing loudly, asking for cigarettes
Active and/or beligerent homeless people, particularly at 700 Vermont.
Nothing
all of the above.

Filth, broken infrastructure and poor maintenance, no staff presence at facilities or inattentiveness, patrons with erratic behavior.
Too much yelling, fighting, & people hanging out all day. Often you can hear the yelling & fighting blocks away.
The violent crime that has occurred at the downtown bus stop. I'm not worried at all about being a targeted victim, just concerned about getting caught in potential crossfire. I keep my situational awareness on high alert when I have to use the 700 Vermont stop, and worry about the families using the library.
The downtown bus stop is a mess and something needs to be done. It has gotten out of hand. I would not feel safe for my children to walk in that area.
The unpredictable behavior of the homeless people who take drugs and/or drink all day long.
Lots of trash makes it look unattended. The crowd downtown is overwhelming so I wait in front of the library and cross the street when the bus arrives.
If the buses were not free and the unhoused were not traveling around for leisure, I would feel safe. I think allowing dogs on the bus helps the unhoused use the buses too. The Central Station is the worst.
Too many homeless people around the stops and on the bus. Makes our neighborhood accessible to people who have no business being in the neighborhood other than to steal or camp.
I kept seeing a homeless couple. The woman was bigger than the man, but once I saw she had a black eye. I wondered if he had given it to her. I don't feel comfortable riding with the homeless.
You need to charge or have KU affiliates show their IDs to ride the bus. The homeless are a problem. They are scary. One woman was having a fit on the K-10 Connector bus cussing, yelling and guessing that a rider was gay. The driver asked her to leave the bus.
Mentally unstable people, drug addicts
Homeless people
The new people
Nothing
People on the bus having mental breakdowns, yelling curse words, staring, sometimes being threatening. This one guy was open mouth coughing and wouldn't stop, and when I moved he said "fat f-ing b-, I'm gonna f-ing kill you". The driver told him to shut up to be fair. Another time a guy was having a full on sexually explicit conversation with an empty seat. And the Downtown bus stop is a very tense and frankly unpleasant place to wait
Rowdy people/people loitering
Lack of shade during the day or light at night. Bad roads, bad drivers.
The crackhead that started asking me if I had children last time I was on the bus downtown
Homeless people
Drunk riders, homeless riders, and distracted bus drivers
Dark bus stops and after dark bus rides.
Homeless people and some bus stop has no lights, its so dark at some places that you can't even see bus stop sign

Drunk people, homeless people asking me for money.
Homeless
Everything
Not well lit @ downtown station & trash in area. There's also been many problems there that need to be resolved.
Unhoused people who are under the influence being allowed to ride or use the bus stops.
Questionable people milling about
When people are jerks
I feel pretty safe.
Lack of lighting/shelter around less populated bus stops
The amount of people crowded around the Downtown station and screaming all the time makes me feel very unsafe. I feel like the drivers, especially on the 1-12 routes, should have enclosures to keep them safer from the public while driving.
the unhoused riding and the central station is a haven for the unhoused
free buses allowing the unhoused to travel without purpose.
If the information station was open at 7:30 am instead of 8:00 that would make me feel safer.
The people.
The downtown stop feels unsafe. I sometimes really get scared and nervous when people approach. Slowly I did reduce my visit to the downtown bus stop and staying far from there. Anything to address this will be helpful.
Most often it's the crossings around the bus stops. Off campus bus stops (or even some on campus) can have some sketchy intersections that are not pedestrian oriented. Especially bus stops off major roads (like Iowa) and 3+ laned roads that are not near safe crosswalks.
I feel safe enough.
Lots of people
People smoking and making a commotion
Dark bus stops, isolated areas
Dark lighting, no cameras, sketchy people
Heavy stops when I am sitting down
Early morning
Sometimes non-collage people/ not teachers get on the bus. Odd characters.
People who act like they are on drugs
Some people at Downtown stop. Just have to stay constantly aware.
When the driver seems to not be able to control their bus / its situation.
-

Some of the riders and 1 of the drivers
Sitting in downtown an many people bringing dogs there but few people dogs I'm afraid with that...one time faced with one person and there are very less seat is available to sit because of many homeless people sitting out there
People making disturbances, yelling, not sober and speaking nonsense
Some of the drunks etc that start stuff
Smoking, vaping and drinking alcohol
Abrupt driving. Jerky
The amount of people who hangout at bus stop downtown .
Badly lit stops
I think the downtown stop would highly benefit from some indoor shelters (and bathrooms!) because people have nowhere to sit and wait. The stop gets overcrowded and noisy, and there's just a lot going on at once.
Lack of bus shelters and lights/homeless people downtown
No cameras, unlit areas, no staff
Rowdy crowds, mental health crises, shouting matches that sometimes do/don't escalate, and physical violence.
When people argue loudly on the bus
Transient people who are drunk or on drugs.
When strangers are confrontational towards the driver or sometimes they direct their nonsense to me (only had happened twice in 5 years and the person was under the influence or having a mental breakdown)
The first time I returned to riding the bus was around Dec of 2024. I expected problems and there were. One was on the K-10 Connector at that time. The driver made a couple get off the bus at Dillons in Lawrence. The lady proceeded to hit the man at the stop. She appeared to be drunk or on something. I don't know if they were unhoused or not, but those people are sometimes a problem.
There enough problems at the stations and the buses that I see a question about safety was added. Once a woman who might be unhoused that I have seen at the central station started yelling sware words at a lady and calling her gay in the bus when the driver was not there (510). After not feeling safe riding with her I told the bus driver what had happened. He called her out. She still was saying sware words and he asked her to leave the bus in Lawrence.
Lots of homeless people. The shooting that occurred a while back between said homeless people.
It is a hotspot for unruly unhoused people. I have seen couple that is always fighting. She is bigger than the man and once she had a black eye. I imagine he gave it to her.
Recently I told an unhoused person that he could go ahead of me. He said no and unleashed a bunch of explatives to me. I told him that I wanted to talk to the driver. He unleashed a bunch more at me. I thought he may be mentally unstable. I fellow rider said to him that he needed to watch who he talked to. The next day he boarded a bus and unboarded it and went onto my bus. Another mentally stable unhoused person talked to him and left that bus. I think the man was mentally stable since seeing him talk to someone else who was. I felt

uncomfortable and did not get off at my regular stop in case he was following me. I have other stories of the unhoused too. Please charge for buses and this problem will be solved.
There are lots of incidents with the unhoused. I heard a frequent rider talk to a bus driver once about not feeling safe on a certain bus route. All of these have happened since free rides on the bus. I have heard that the word is out and that unhoused all over the country come to Lawrence because it is tolerant. Tolerant is one thing, but unsafe is another. Haven't you heard of the stories about drivers and riders in KCMO. The drivers have not felt safe since the free rides. I remember a story before free rides where a rider brought a can of gasoline and matches on the bus and tried to start a fire on the bus. These are unstable people. They are mentally unstable and have substance abuse problems. Please start charging for buses to minimize the problem. The people making these decisions need to be frequent riders to know.
The free buses are a problem because the unhoused just hang around. If they just did that instead of cuss at you or cuss just to be heard and you wonder if verbal violence will lead to actual violence. Once there were 3 police officers that asked an aimless rider riding the bus all day to leave. This was on the 30 at Snow Hall.
A driver once told me people regularly get robbed on the bus. That was before the pandemic. I am worried about getting assaulted. There are too many people with mental problems and drug/alcohol abuse. Those people are not stable and you don't know what to expect from them. Free buses just exacerbates the problem. I have a feeling the administrators making strategic planning and bus routes don't ride the buses and do not have first-hand experience with it.
You need to start charging for rides like the KCATA will in June. It will cut down on the amount of homeless riders getting their jollies riding around. Why get a job if you have free transit, if you even can with mental challenges and substance abuse. If you would like to be trapped in a bus with limited exits and screaming people be my guest. I had a run in with one unhoused person I have seen for 1-2 years that never talked to anyone and seemed harmless to me. You never know.
I would like there to be a person onsite around 7:30 in the morning at central station. I would like public safety to make rounds in person or in a car. There building is close to central station. I think it would be easy to do. It just takes a few unruly unhoused riders to make it feel unsafe. I don't know what an unhoused person screaming or talking bad words to someone or to everyone is going to do. It seems like a warning sign of something worse can happen. I learned a long time ago that most of the unhoused have mental challenges or substance abuse problems.
Nothing as such
A lot of people who I don't know what they'll do
Lots of stops don't have any shelter
No Benches, No lights
Some bus stops doesn't have lights.
When the bus drivers insist that there is more room but we are packed in like sardines
Drunks.
occasionally people (public)
Attacked twice downtown by homeless.
Attacked twice downtown by homeless.

Being left on the street is unsafe.
Too much problems downtown.
Drugs, needles on the floor of the bus. Bus cleanliness.
No.
who is watching the cameras especailly when no one is manning the central station before 8 am.
When passengers are clearly on drugs
smoking, creepy men.
Late night drivers skip stops and I get stranded. Creepy men.
Downtown stop in the evenings feels unsafe.
Sharing handles w/ other people.
Homeless population.
- I'm feeling unsafe as an elderly person
- Drug/alcohol use.
- Would like to see more solutions oriented towards services to protect vulnerable populations.
Feels safe.
Dark stops
If the place looks untidy and uncared for
The downtown bus stop has become a bit problematic. Sometimes there are so many people that they block the entire sidewalk making it difficult to transfer between routes. I have been catcalled there. I take the city routes when classes are not in session at KU, so I am at the downtown stop often during winter and summer breaks.
Those who are on drugs or otherwise disheveled on the bus without handouts on how to stay safe or information on how the city is addressing safety
the rowdy people looking for trouble
People smoking and drinking
Rats and weirdos
Nothing
Library location is crime central. Won't even walk close to it, let alone ride.
It feels quite safe as is.
Unpredictable behavior from passengers with mental health issues and substance abuse issues
Nothing really
I feel unsafe when I have to walk farther to reach a stop, especially if it is dark, isolated, or late in the day.

When people are yelling or acting erratic

This is the latest with problems with I am guessing the unhoused. I may make another complaint about this in another way. It was I think on 4/29 or 4/30 at about 7:30 am at the Central Station. There was an African American male in his 30' s publicly urinating on the side of the station where Dole is. Then he hopped on a bus.

I feel unsafe braving the weather, risking heat stroke or hypothermia while waiting for my bus, and not being able to escape the elements because the Central Station building is closed by 3:45. That is dangerous. I take the 510 KC connector, and sometimes I'm waiting 30 or even 60 minutes for my bus to come. In extreme weather, it is always a challenge to stay safe while waiting. Please, for everyone's safety, keep the building open later in the day. And look into adding more shade for the other bus stops.

As a more long-term solution, planting more trees in the empty grass would also reduce the temperature.

I would also unsafe if more cops were added to the bus stops or central station. I know there is pressure to "clean up the city" ahead of the world cup, but please know that increased police presence, especially in a country now known internationally for police brutality and ice kidnappings, would only worsen our reputation and make the passengers feel unsafe. Please do NOT add more cops. The bus stops are very safe as is.