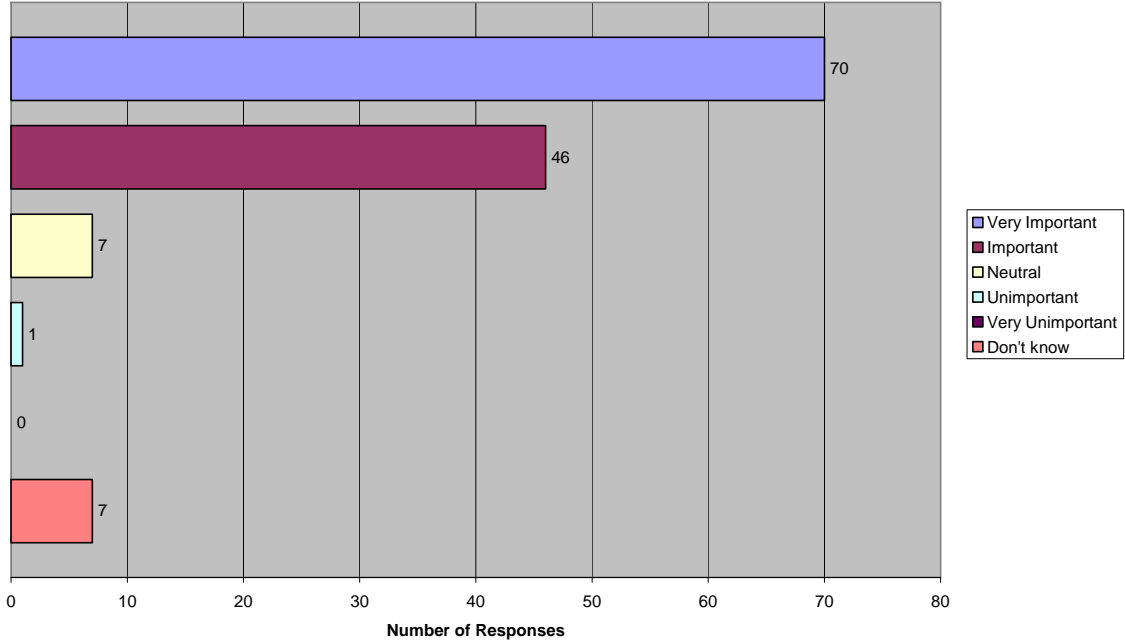


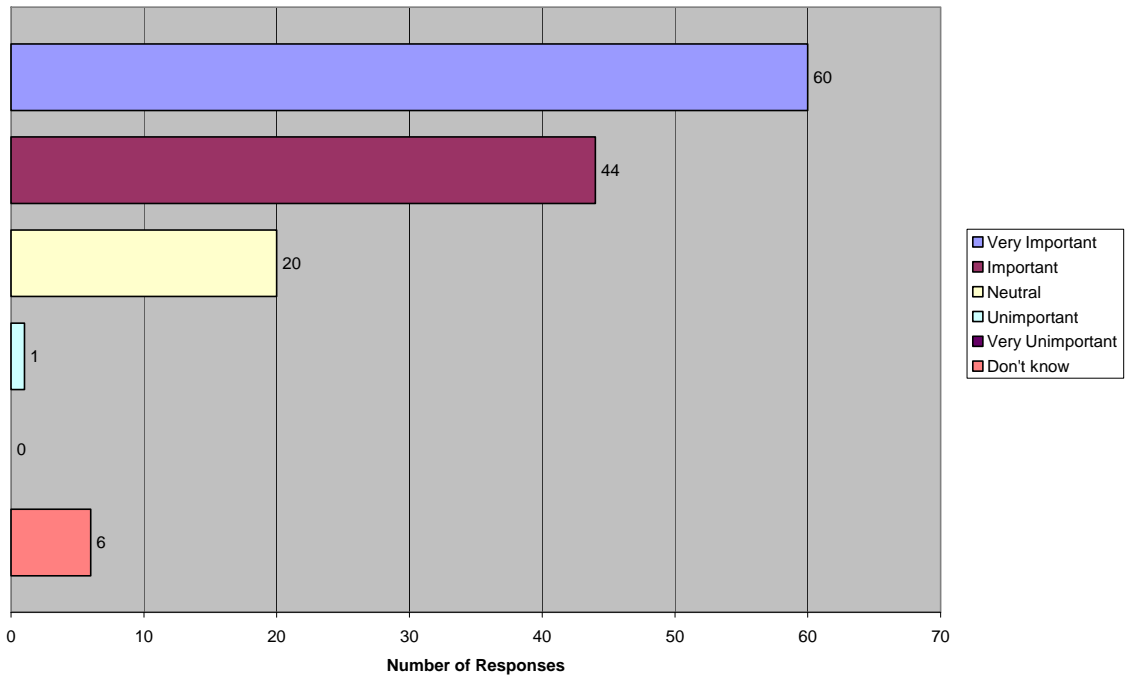
Public Input for Vehicle Priorities

131 individuals responded to this survey

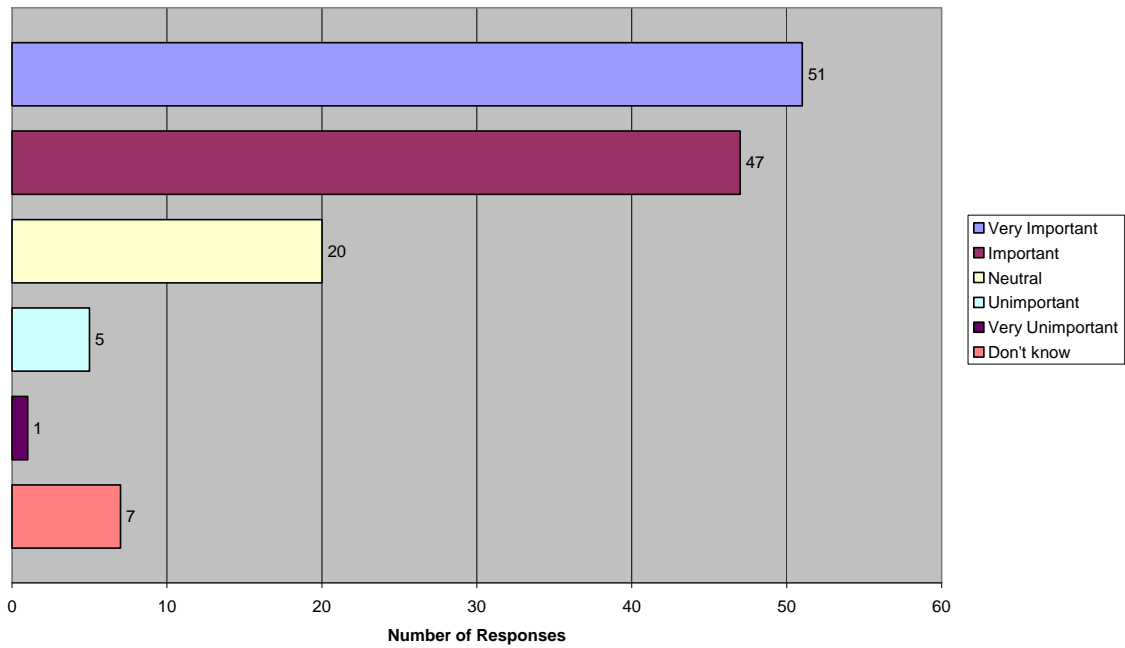
Vehicle Quality: A dependable piece of equipment helps to ensure the reliability of the service.



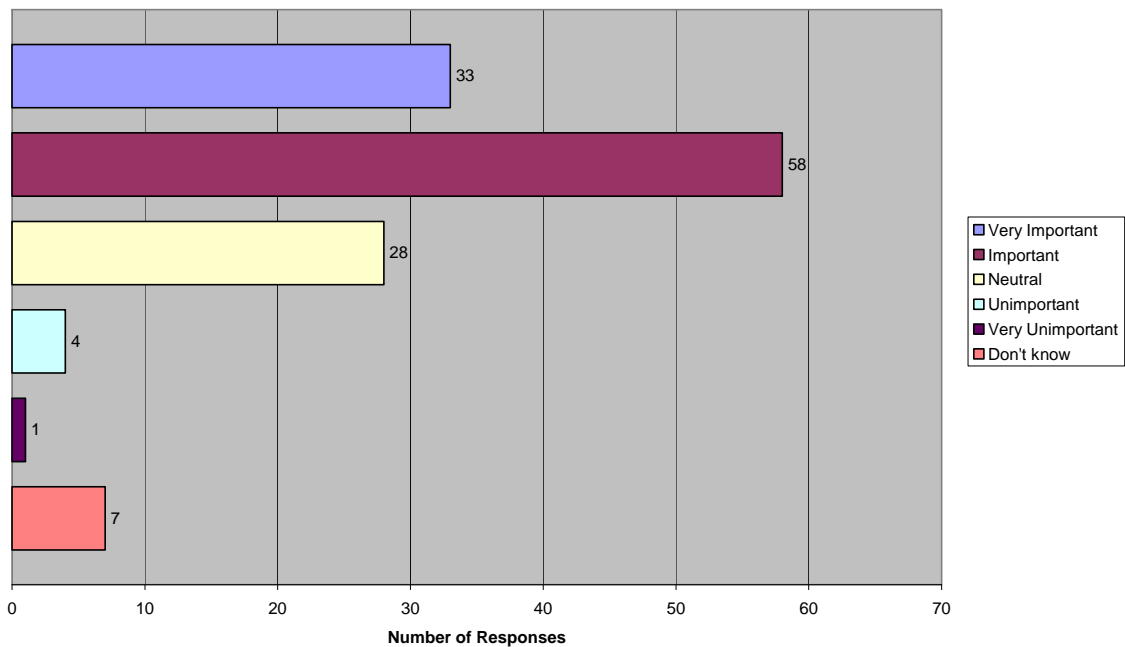
Fuel Economy: Number of miles per gallon the vehicle gets.



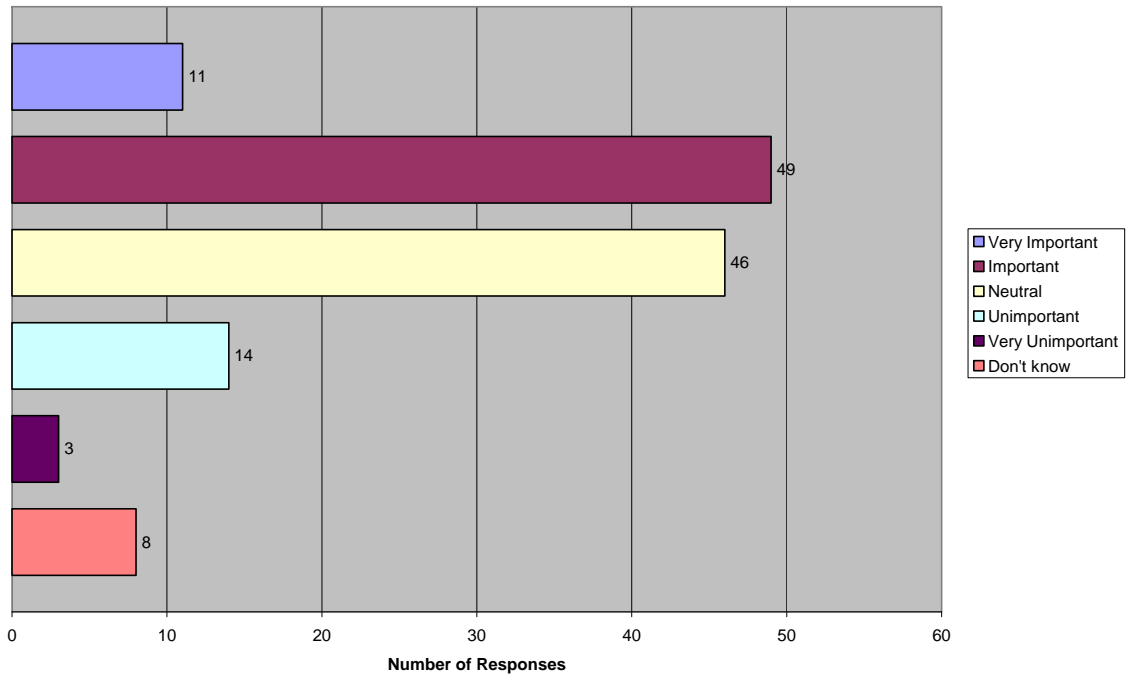
Fuel Type: Many options are available, such as gasoline, diesel, bio-diesel, compressed natural gas (CNG), and electric hybrid.



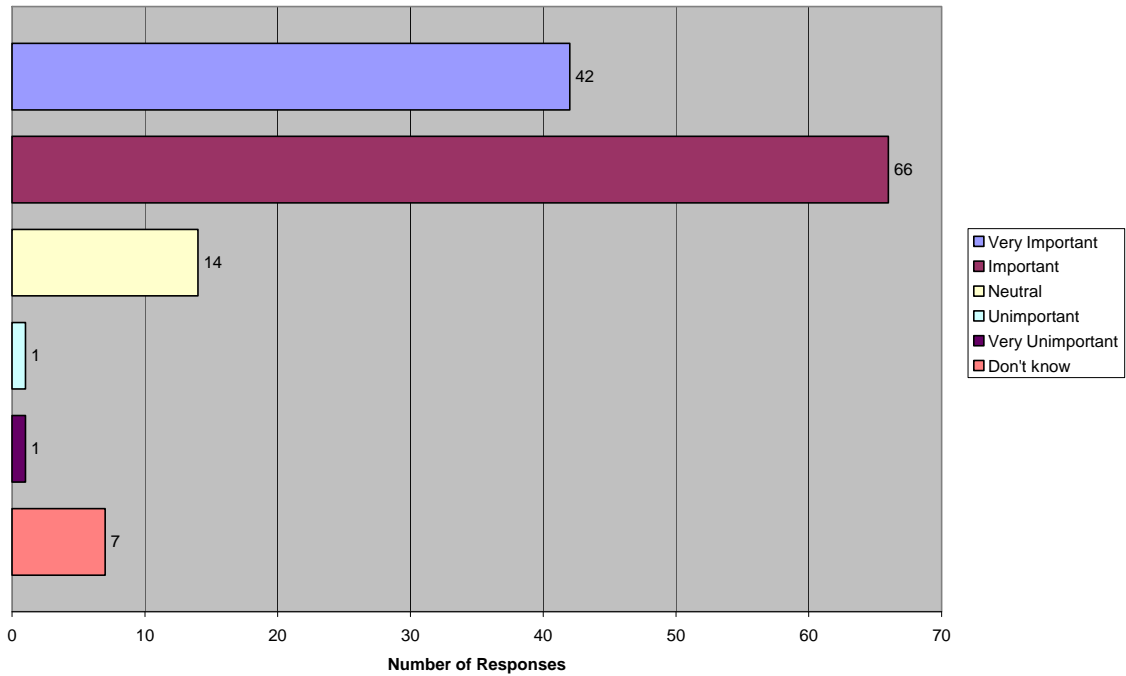
**Passenger Capacity/Size of Vehicle: How many passengers will the bus hold?
How big is "too big" and how small is "too small"?**



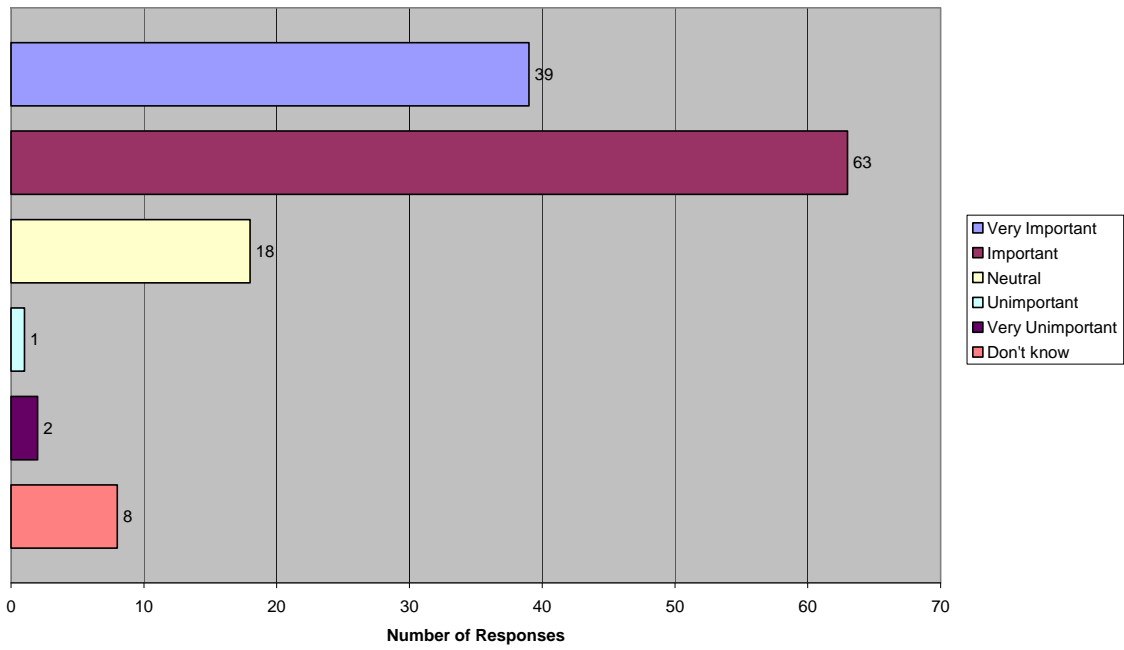
Cost of Vehicle: Initial purchase price.



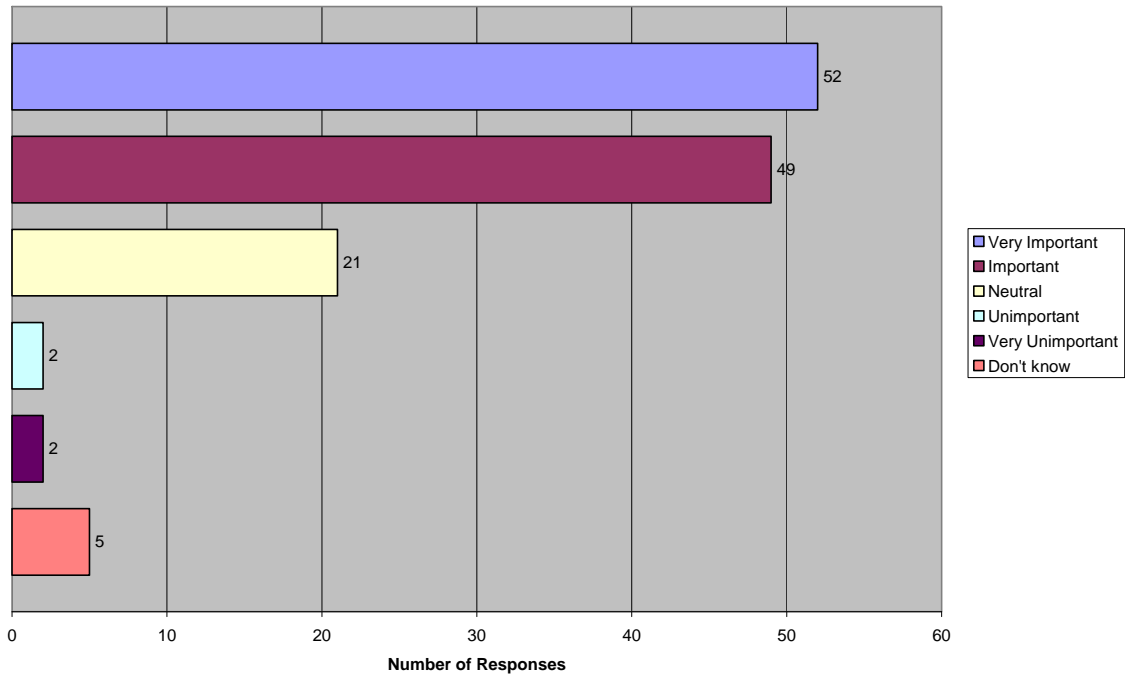
Useful Service Life: How is a vehicle expected to last?



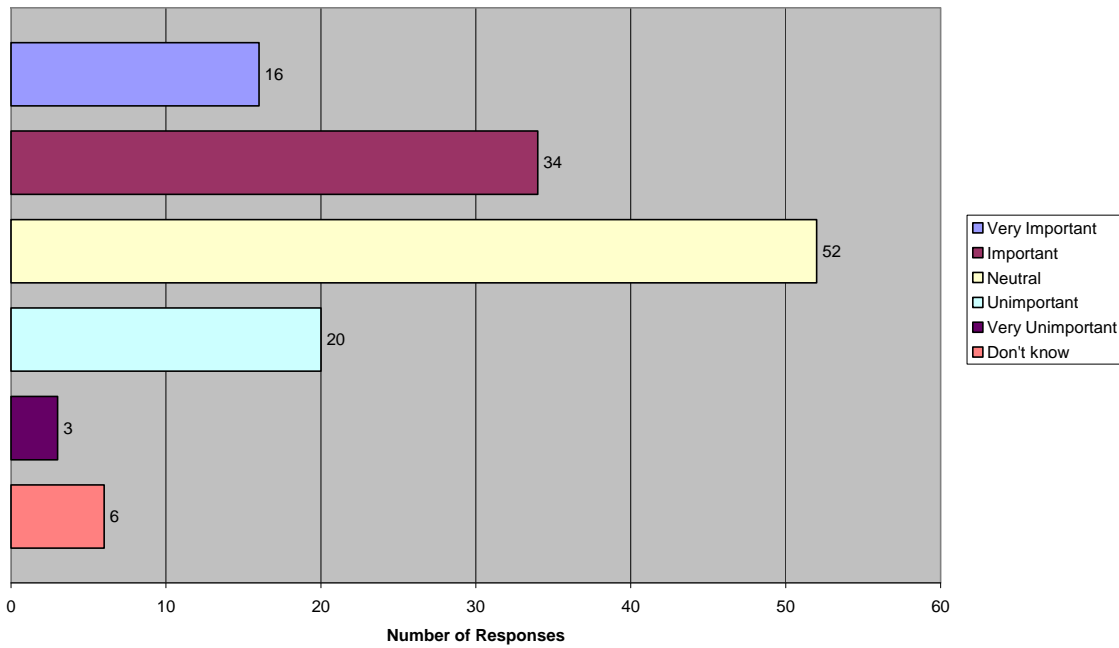
Maintenance Costs: The costs associated with routine maintenance and repairs over its expected "useful service life".



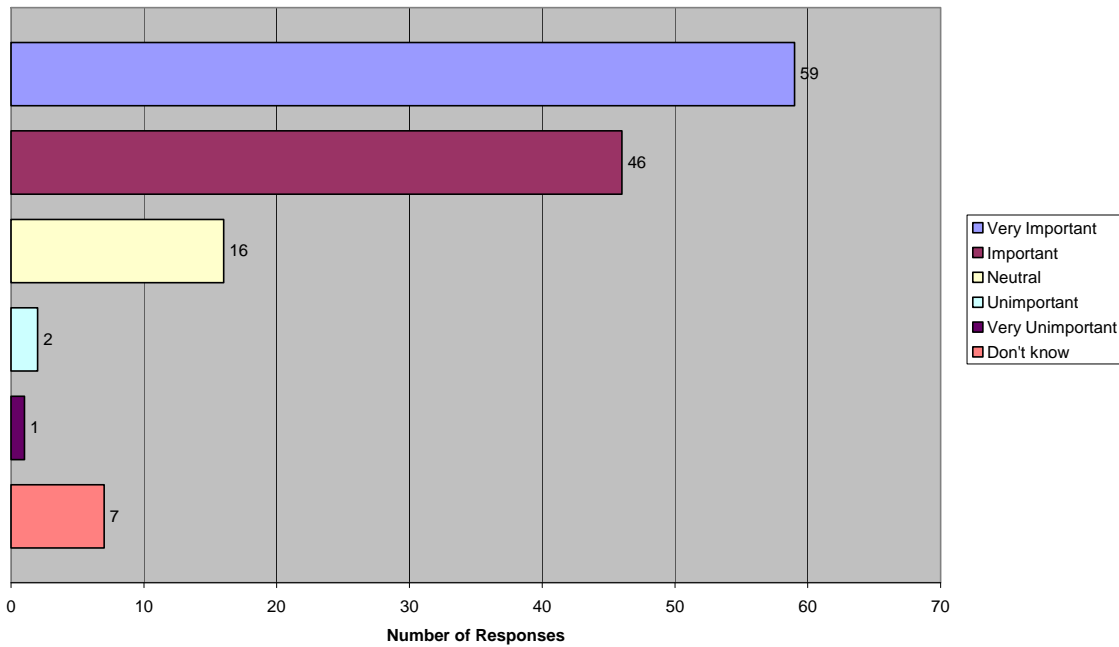
Safety: Has the vehicle passed safety and crash tests?



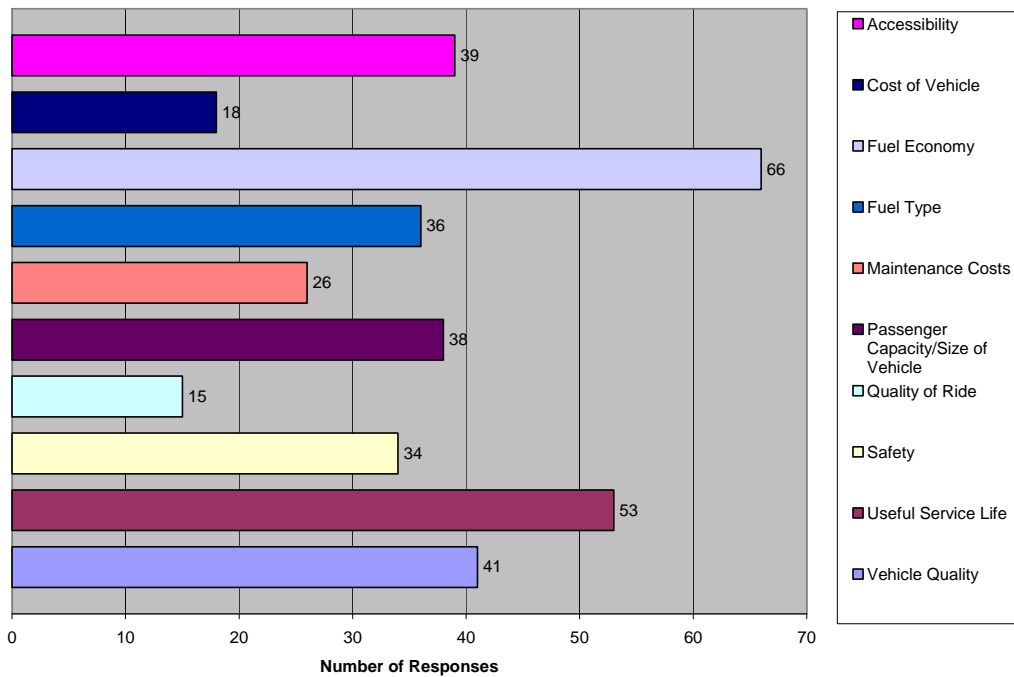
Quality of Ride: This refers to the quality and comfort of the ride. Example: Is the ride smooth and quiet, or bouncy and noisy?



Accessibility: Vehicles must be fully accessible to the disabled and persons who rely on mobility devices.



Top Three Vehicle Priorities



Additional Comments:

1. Current buses are way oversized for the ridership. Triple ridership or halve the size of the buses.
2. Please stop the EXTREMELY large empty buses from riding around the city polluting the air... The size of the bus must be determined by the current need at a particular time. Peak times? Large buses. Off peak times? Small buses. Bus size needs to be maximized in order to achieve some sort of ROI. Unless the bus is 80% full and/or there are some people standing at times, then the bus is too big for the current route at the current time.
3. My number one concern with the bus system is what they are doing the environment. It seems like such a waste to have buses operate nearly empty, yet still belch toxic diesel fumes into the air. Lawrence is a progressive community; let's look at some progressive alternative fuel options for the new T.
4. Perhaps the types or sizes of buses used could vary, time and route-wise, depending on the type and density of ridership
5. Buses are too big. I live on a bus route and never see more than 2 or 3 people on the big, giant bus...and I'm on the east side, where people claim the 'riders' are!
6. I think having smaller vehicles for routes less well-used could be a good way of keeping costs down while continuing service to needed areas. For example, I live in North Lawrence, and it seems silly when a giant bus carries me, often the only rider, to my destination.
7. It is difficult to rate these items independently. There must be a balance between all of these...upfront cost, cost of maintenance, usable life. Accessibility is important, but perhaps not on every vehicle. And comfort of ride is more important on a longer ride (say a K10 connector) than on a 2 mile fixed route to campus.
8. These questions really fail to address the priorities in such, they seek information you desire, not what the public wants to offer. The additional comments will be more important for example...The current bus is stylish, and when you join the systems there should be one style. The current bus has driver inspections done at the beginning of each trip. Study the complaints and problems from what you have a history of. The interior lights were a problem early, but management refused to listen to drivers, After a long time management accepted input and changed the interior lighting. There was severe brake squeal when the buses first

started. Drivers complained, customers complained. Sweeten failed to take care of the squeal saying it was a industrial abnormality. He refused to answer why is it an abnormality to the "T" when all other larger vehicles driving on the roads of the USA, and buses in service from California, to New York, from Minneapolis to Dallas do not have brake squeal. It is true that MVT did help with bus supply when the "T" started, but it is time to move MVT back to California, and make the purchase of buses, the service of buses, the maintenance of buses, and the management of the Lawrence Bus Service, a LAWRENCE Identity. Yes to the "T" No to MVT.

9. Para Transit can satisfy the needs of the disabled with mobility issues. The size of vehicle should be reflective of the number of riders during certain times of day/day of week/route. Fuel efficiency is very important to reduce costs and minimize the impact on our environment.
10. Take care of peak service times no matter what perhaps every 20 minutes * Later service hours until 11 PM * Put much effort into becoming a substantial player in transporting USD 497 students(two bus companies instead of three....KU and The T) * Bus shelters with current schedules * Encourage public transportation in a big way using T vehicles as the messenger with signs on vehicles.
11. The City should also build a covered "bus barn" to help protect our new buses.
12. Iceland uses Hydrogen buses maybe we could get them to send us a couple used buses to test??? New York and Chicago have just bought a fleet of Electric buses you might want to do research into cost, cost savings, efficiency, repair etc. Of City buses in big cities get beat up pretty good!
13. Smaller busses should be used on less traveled routes
14. I have always thought the vehicles in use are too large. The 'test drive' size might be a better match to rider numbers. It would be helpful to have an estimate for route 5's time at Clinton pkwy & Kasold
15. Consider using more than one type of bus. Some routes and some times of day may be suitable for smaller buses.
16. This is assuming that any vehicle used is SAFE. Also I kind of see cost of vehicle, maintenance costs and useful service life as being so related it's hard to rate them separately. They're also related to fuel economy and fuel type. If the vehicle is more efficient and uses a sustainable, renewable, etc. fuel type these environmental benefits should be considered, i.e. you should consider environmental costs in this analysis. If it costs a little more but saves energy and causes less environmental damage (air quality for instance) in the short and long run, the increased cost to purchase and/or maintain is worth it.
17. One thing that any public transportation can never achieve under any circumstances is; cover all streets of the city. They can only run on major streets of the city. Therefore it is very important that: 1. Buses have bicycle racks. This will help us the riders in reaching our homes, exact building location, etc. 2. Size of the bus has to be related to the average age of the buses. Current bus size is good and will definitely work. 3. Initial cost of vehicle will be high but if the buses are 'green' then the public perception would be beneficial in the long run. About me: I am mechanical engineer, who is back in school for completing my master's degree. Being environmentally conscious, makes me use public transport as much as possible. Therefore the perception that only the poor use public transport is wrong.
18. What about a bus that looked like a real cute trolley to go with the old Lawrence theme. Working buses that would also double as a tourist attraction in the summer months.
19. Accessibility is my main concern. I have ridden on buses that were lower to the ground necessitating only one step up into the bus. They also kneel. These type of buses are preferable to those currently used by Lawrence Transit. If Transit gets newer buses I would suggest the lower, one-step kneeling buses. They are easier on arthritic knees.
20. I think that once more people are riding the bus- which can be gained through efficiency, accessibility and comfort on and waiting for the bus the fuel efficiency and money for non-diesel buses will fall into place later.
21. HYBRID seems to be a good alternative.
22. It is important for all transit systems to get vehicles that last and have the longest time possible in the lower maintenance category. Therefore, most fixed routes, including Lawrence, need to have heavy duty buses. Unexpected and frequent breakdowns typical of

medium-light duty buses after 100,000 miles will equate to missed runs that will irritate riders and discourage choice riders from using the system.

23. I like the light duty vehicles for para-transit only.
24. The vehicles should be safe, and of good quality without spending too much on a vehicle or its maintenance, so this money can be poured into the routes and paratransit and different disability needs. The ride shouldn't be horrible- uncomfortable past a negligible point, but this is much more minor than money for routes, paratransit and individual disability needs. This is vital.
25. My biggest priority is having multiple bus routes that go where I need them to go when I need them. A lower total cost of ownership makes this goal more feasible, therefore I am more interested in smaller vehicles in greater numbers more than anything.
26. Vehicle size should be appropriate for the route.
27. Fuel type- Would love to see a change here! :)
28. Paratransit- suggest medium size light duty services.
29. A modern looking bus with plenty of window space helps fight stigmas about bus transit and makes it seem like new technology.
30. Making sure that the buses can be large enough to carry people around on slow and busier days.
31. Let's look at a variety of vehicles rather than what we current. Are there mid size buses between the T-Lift size and the regular T? Can we use different sizes for different routes?
32. I support smaller vehicles that run more frequently. When I took public transportation in Mexico, all sizes of cities operated small vehicles, such as VW vans, that ran continuously and provided service that didn't even require a map to navigate. Buses listed frequently used landmarks and stores to denote where they were going (past south park, central junior high, checkers etc.) Make it a positive environment options--its cool to go green! Promote the fact that you're moving to smaller vehicles. (In my opinion, foreign cars are much more reliable and easy to fix bus that's possibly a sticky subject!)
33. If we could adjust the bus system in a more dynamic way, it might be more efficient. Some time there is no passenger on the bus, and we could definitely use a smaller vehicle to substitute.
34. Different kinds of fuels don't matter as much as using the right kind of fuel. I would LIKE the new vehicles to run on some sort of bio-fuel or environmentally sound fuel if at all possible. If not, then the fuel economy is most important.
35. Size of vehicle: don't need any bigger than T now.
36. The "look" of the bus is also important. Students take pride in a beautiful campus, and it is counter-intuitive to associate KU with small, old, dirty buses as the T uses. We have spent a tremendous amount of money making sure KU buses represent the look of KU, and need to continue focusing on that issue. Also, size is such an issue. There is no point in having a bus system if students are left behind.
37. Bicycle racks are my highest priority.
38. The current lift van busses are probably the best size for most Lawrence bus routes. The bigger T buses and especially the enormous KU on wheels buses are too big for most uses in Lawrence.
39. Please don't go overboard with tiny buses. If KU stays fare free, and the systems effectively merge as planned, it will be chaotic. Especially if they change the central hub location(s).
40. When looking at all aspects of the city transit system "LTKW" "CWT" cost is always a main concern. Adding and extending route's is also needed, the bus wait time at any bus stop should not be more than 15 min. If LT and KW could join at more stop's making this possible. Changing or adding routes gives rider more options and access to the city over all. As a daily rider I find people willing to pay and use the bus system, with the vote to keep it going so overwhelming there is a great need for improving the "CWT" to better fit the needs of the city.

VEHICLE PRIORITY OPTIONS WORKSHEET

Please provide your input on the most important factors to consider when purchasing new transit vehicles. All of the factors below impact the efficiency and economy of service by varying degrees.

How important are these characteristics to you? Please circle the appropriate rank for each characteristic.

Vehicle Quality: A dependable piece of equipment helps to ensure the reliability of the service.

Very Important Important Neutral Unimportant Very unimportant Don't know

Fuel Economy: Number of miles per gallon the vehicle gets.

Very Important Important Neutral Unimportant Very unimportant Don't know

Fuel Type: Many options are available, such as gasoline, diesel, bio-diesel, compressed natural gas (CNG), and electric hybrid.

Very Important Important Neutral Unimportant Very unimportant Don't know

Passenger Capacity/Size of Vehicle: How many passengers will the bus hold? How big is "too big" and how small is "too small"?

Very Important Important Neutral Unimportant Very unimportant Don't know

Cost of Vehicle: Initial purchase price.

Very Important Important Neutral Unimportant Very unimportant Don't know

Useful Service Life: How is a vehicle expected to last?

Very Important Important Neutral Unimportant Very unimportant Don't know

Maintenance Costs: The costs associated with routine maintenance and repairs over its expected "useful service life".

Very Important Important Neutral Unimportant Very unimportant Don't know

Safety: Has the vehicle passed safety and crash tests.

Very Important Important Neutral Unimportant Very unimportant Don't know

Quality of Ride: This refers to the quality and comfort of the ride. Example: Is the ride smooth and quiet, or bouncy and noisy?

Very Important Important Neutral Unimportant Very unimportant Don't know

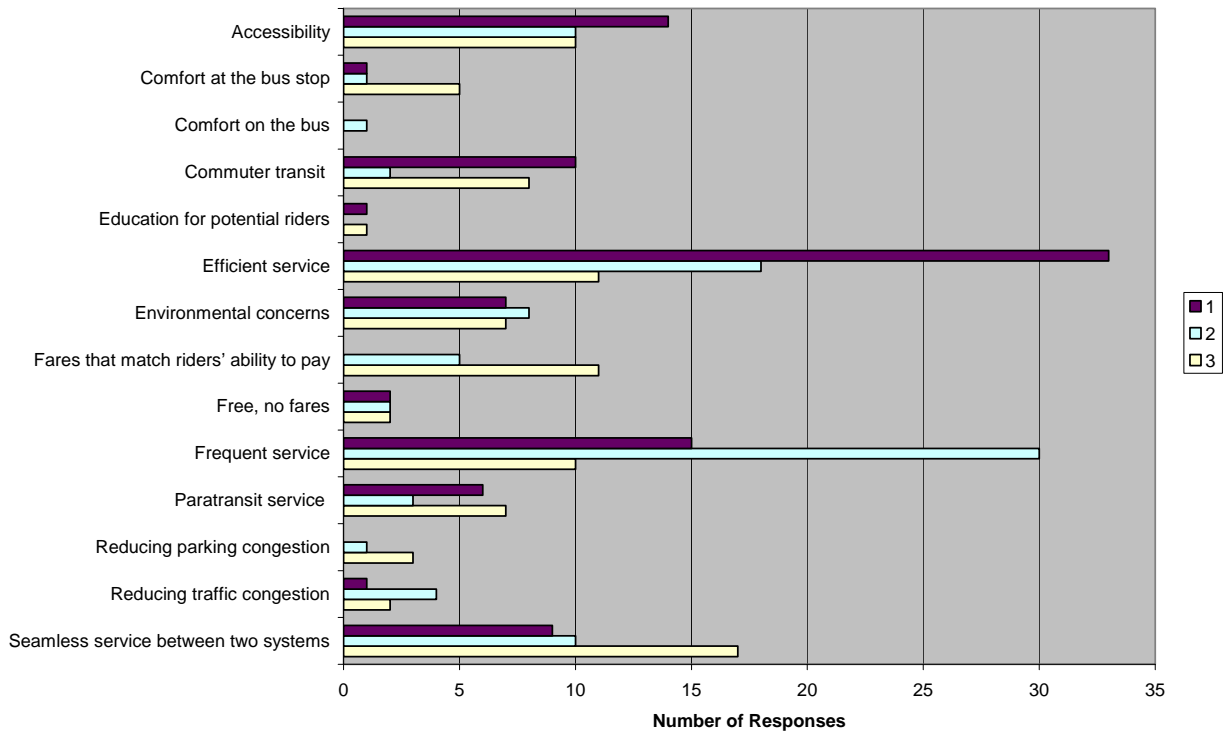
Accessibility: Vehicles must be fully accessible to the disabled and persons who rely on mobility devices.

Very Important Important Neutral Unimportant Very unimportant Don't know

Public Input Results for Mission of a Coordinated Public Transit System in Lawrence

111 responses to this survey were collected

Top Three Mission Priorities Ranked



What is the ideal mission for a coordinated public transit system?

1. Consider reducing operating costs per rider as part of the mission. Target \$5/rider TOTAL operating cost per rider. Publicly acknowledge that current operating costs are \$10/rider when state and federal dollars (\$1.8 million) plus City of Lawrence budget (\$2.4 million) are considered. Set a goal to be completely transparent on this issue by including total operating expenditures per rider (including outside sources of funding).
2. A wide-spread and coordinated transit system that runs as often as possible to serve the majority of the potential rider pool.
3. convenience, reasonable cost to rider, safety, reliability
4. Help the environment, help the citizens by providing a more inexpensive method of transportation to work and other activities, and reduce traffic on the streets.
5. To the service the comprehensive transit needs of the entire Lawrence/KU community
6. To stop wasting taxpayers money by providing a service that matches the current needs. "foreseeing" some 'huge' demand 20 years from now and overbuilding the system now is a waste of money. Run small buses that are close to full and people won't mind getting overtaxed for the service. Keep running empty oversized buses and people will be very upset!
7. To be available to the public when and where it is most needed.
8. To get people from one place to another as easily as possible.
9. Efficiency, integrated service that offers boarder service areas and times.

10. The ideal mission is to serve city residents, commuters and KU students, faculty, and staff with a system that provides all three customer bases with equal convenience, frequency, and coverage.
11. To serve the greatest number of people with the greatest possible efficiency and cost effectiveness.
12. We don't need two bus systems. There is a misconception in Lawrence that citizens cannot ride KU on Wheels - that's not true. And KU busses go just about every place the T goes and it costs less! One bus system is all we need...what we have currently is excessive and wasteful.
13. The purpose of the transit system should be to get people from point A to point B safely and on time regardless of whether they are students or the general public. Providing dependable transportation should be the number 1 priority without sitting in judgment on people.
14. Provide transportation services for all Lawrence residents that negates the need to have access to a personal vehicle.
15. To economically transport those that otherwise wouldn't be able to get around.
16. Provide affordable transportation to individuals and thereby reduce the traffic congestion on Lawrence streets and air pollution.
17. Serving Real Needs of the community: Serving the transportation needs of non-driving people.
 1. High school students would have safer options to ride a bus to and from downtown to residential areas during evening hours that were reasonable. Currently, a teen cannot plan to attend an event near So. Lawrence or Downtown Lawrence past 7PM, and return to areas west past Kasold, or south past 23rd. I suggest an evening "SafeBus" for teens, which could help cut down on teen driving at night.
 2. It is very important to coordinate the timing of the buses at transfer points. The coordination of schedules would let a transfer wait time no longer than 20 minutes. In order to take the bus for an appointment during day, an hour may have to be added to for transportation.
 3. Locate bus transit centers at additional (outlying) places besides downtown. i.e. to take a bus to Kasold and Peterson, from Iowa and 19, One has to ride downtown, then out of town again. Thank you for your time.
18. To make it easy for all of us to use public transportation as much as possible so that we can keep traffic down, reduce use of fossil fuels, reduce air pollution, etc.
19. To provide accessible transportation to ALL parts of the city and campus. The T will be underutilized if folks can't get where they need to go, or have to walk several blocks to catch the bus in the first place.
20. To reduce dependence on imported oil and on cars; to reduce our collective emission of heat-trapping gases; improve air quality; reduce traffic and noise; and to deliver citizens in an efficient and economical way to their destinations.
21. To provide efficient and effective public transportation to all members of our community.
22. To provide comprehensive transportation for the people of Lawrence, including students. The City should be encouraging people to get out of their cars and onto the buses, especially young people and the elderly. By integrating the systems, redundant routes can be eliminated, busy routes can receive more service, and service can be expanded to the areas of town that are entirely circumvented right now: a complete grid of the city with no area left out. With the recent Lawrence public transit votes, we can not only keep the system, but expand it to later in the day (at least another hour would be nice, and the later into the evening - the better, even if it's only a few routes that circle the entire city a few times) and on Sundays (seriously, I know people need a day off, but it's ridiculous that the buses don't run on Sundays - church? grocery shopping? visiting family?). Please when eliminating redundant routes, please don't forget to keep at least one bus going into campus that has bike racks. And please see what you can do about putting bike racks on more buses (KU).
23. To provide an alternate service to private transit (cars, etc.) that will benefit society: relieve traffic congestion, provide transportation to those who cannot afford cars, provide a means of transportation that reduces society's dependence of non-renewable resources (gas), etc.
24. To serve the students and community members of Lawrence with efficient transportation.
25. To efficiently move large quantities of people around the city. To encourage greater ridership.
26. Safe, reliable public transportation that will help reduce air pollution.
27. Provide access throughout the city for all residents.
28. main routes that benefit the most riders

29. reduce redundancy between the two systems - keep the KU buses on campus and have them transfer to T buses to serve the outlying community.
30. As a graduate from KU, I feel that the most of the bus routes on campus are optional. The routes that aim to provide transportation for students living off campus should take priority, especially the Park and Ride system. A coordinated public transit system would meet the needs of students living off-campus, while still maintaining the public transit needs of the community.
31. to provide low cost, safe and accessible transportation to members within the academic and community environments; to provide services within the university area, combined with the Lawrence community, and including the Kansas City metro area.
32. To provide efficient, cost-effective, and useful transportation options to Lawrence citizens and KU students. The needs of students and non-students must be balanced.
33. Access to services (both town and gown)
34. To effectively and efficiently serve the transportation needs of students and citizens of KU and the Lawrence community.
35. To provide safe reliable accessible efficient public transportation that is cost effective (not too expensive to run or ride) and that considers both economic and environmental costs.
36. KU on Wheels mission is narrow. The city of Lawrence mission is what defines a good mission. Ultimately the school and City are dependent on each other and so should their resources be. 1. People have different things to do during day hours and other things to do in the evening hours. Higher frequency must be on-campus routes during daytime, whereas in the evening higher frequency must to downtown, bars and other clubs and playground areas.
37. Provide affordable, reliable, convenient, safe transportation for anyone who desires it.
38. safe, low cost, efficient, serves all people, convenient, buses run every 15 minutes on weekdays and also on Sundays
39. Provide dependable, efficient service at the lowest cost possible to as many people and businesses as possible.
40. To provide transportation from major areas of residency in Lawrence to Major places of employment and education. I agree there should be a bus to Kansas City.
41. A seamless system of dependable and frequent public transportation items serving the university population and the community alike.
42. To get everyone where they need to go in the most efficient, environmentally friendly manner possible.
43. EFFICIENCY + SERVICE TO THE ENTIRE COMMUNITY
44. Reduce the need for individual commuters extend to the entire city.
45. The mission of the Lawrence-KU Transit system is to provide reliable safe, accessible transportation across greater Lawrence and the academic areas.
46. To coordinate "t" with KU to cover all grounds and not retrace routes. Integrate companies to make more environmentally friendly and efficient service to students and a community as a whole.
47. include coordinating systems
48. Primarily to provide transportation throughout Lawrence for captive riders (those unable to use a personal motor vehicle) but also to attract choice riders (those who could drive but find transit more satisfactory).
49. A coordinated public transit system should strive to serve its customers by providing efficient and effective transportation to both students and members of the Lawrence community
50. Getting people from point A to point B safely, efficiently for little cost while saving the environment.
51. To provide dependable service that is accessible by everyone that connect employment, shopping, entertainment and residential centers.
52. provide excellent and quality service
53. To provide transit to both the community and KU. Provide at lease minimal service to KU campus during school breaks (ex: access to libraries & computer service priorities: people with disabilities, public housing)

54. Exploration of partnership with private systems Efficient service with accessibility for all persons to a variety of locations Recruit more people into riding the bus (and some people would ride if there were rain/wind blocks at bus stops).
55. Efficient, environmentally conscious routes that allow maximum residents to ride quickly to city locations. Providing service/transport to all citizens with all levels of mobility to get to work, school, leisure at affordable rates.
56. I like the example shown for Macomb- identifies service for general public, but then identifies specific priority populations to serve as focus/priority user groups.
57. The mission of the Lawrence- KU Transit system is to provide transit services that are convenient, safe, and easy to use for all residents of Lawrence and for ally types of trips.
58. City has to provide services where needed and be able to adjust the frequency of routes and service based on usage. Have to be able to say "no" where service isn't needed in order to provide service to those that need is high.
59. To provide affordable and reliable mass transit to the masses!
60. keep both existing mission statements and combine the two systems, eliminating redundancies and saving \$
61. I want local bus service to -give kids (K-12) independence in getting to their activities and friends. - take me to and from grocery stores and church in a timely fashion.
62. The transit system should seek to reduce vehicle traffic while effectively moving people throughout their community both efficiently and at a low cost.
63. Improve society through providing a means to get places in a way that-allows people to get to jobs they otherwise couldn't get to, relives traffic congestion, and eliminates reliance on nonrenewable resources.
64. To help people access their community
65. Through providing accessible, affordable public transportation, the Lawrence Public Transit enhances the quality of life for Lawrence residents, encourages environmental stewardship and links the university and the greater community.
66. To serve the community as a whole, both students and non-students, with an ample amount of routes(ie frequency of buses) and at convenient times that work for non-students & 40-hour work week citizens as well as students. (i.e. hours that go well into the evening and that run during the school breaks & summer too)
67. The ideal mission for the system is to maintain a stable ability to operate. I am against taxpayers and the idea that all students should pay student fees to keep the financial well-being of the system healthy. I believe in the end that a bus system should pay its own debts and ask nothing except a reasonable fare for a reasonable ride.
68. To service the general population in an efficient, polite and thorough manner- also taking into account special needs some of the populations may have, such as the need for paratransit service- integrating accommodations such as this into the "T" system.
69. North Lawrence needs the transit system but, I think small buses until ridership requires larger buses
70. cost effective- smaller buses- more direct routes, Keep it cheap so all persons can utilize the service. make it available for all persons elderly, disabled, students, students to and from 1st jobs etc. more hubs more locations.
71. Provide reliable (as much as possible) flexible (to the best of their ability) transportation to the general public at large
72. efficiency
73. to serve the Lawrence Community of which the KU student population is a part of
74. provide safe and efficient transportation services to work, school, business and health and entertainment centers to support quality life in the Lawrence Community.
75. The ideal mission for Lawrence Public Transit is to provide a user friendly system of transporting people in a manner that emits the lease carbon footprint and tells a resounding statement to our country and the world of how progressive Lawrence, Kansas is. Hydrogen powered fuel cell buses as in Los Angles CA and cities of Germany would be the best source of fuel for the future and teach those looking to life , develop industry and business arts Lawrence goal for the future. There is no reason the great minds of the University of Kansas and the City of Lawrence should do this. {Parts of this are illegible and missing words to complete sentences.}

76. To create a transit system which decreases the community reliance on fossil fuels.
77. To have all Bus's in the transit system (both) LTF and KUW coordinating out of one system hub and Buses need to run all coordinated at 15-20 min, time laps at major stops Add Bus's where the main routes and split (1-2-3-4) and make them individual routes.
78. I believe the "T" has failed to gain wider ridership and therefore harsh critics because the mission is continually referred to as a "social service." I believe it should be marketed as a sound ecological alternative to the auto and the auto's associated (generally undisclosed costs). Emphasizing the environmental benefits would be easier to do, to sell if the buses did not pollute. If the hidden costs of the auto were fully disclosed to the public. (Has Kansas' just expired ten year transportation plan been paid off?_, and the accounting done to disclose what cost savings might result from a well designed and utilized bus system, this I believe the "T" would begin to "pay its own way. and sell itself to the public." I have used the "T" for two years , in conjunction with bicycles-year round because I have believe it to be a round ecological decision on the part of a citizen.
79. -Keep getting students to and from class but maybe change the campus as major activity center - Connect major activity centers -Coordinate growth of city with bus system so bus system can serve a denser Lawrence versus trying to serve a sprawling Lawrence.
80. to make more routes available with the same number of resources (less rehashing of the same routes with both systems)
81. The mission should be to accomplish the independent missions of both KU and the City, while coordinating on routes, buying vehicles, and bus garages.
82. To reliably provide time-efficient transportation throughout Lawrence, KS with an effort to decrease the environmental impact per person.
83. Saving money. Possibly: Making owning a car unnecessary.
84. I think that KU on Wheels and the T should work together to make one bus system that works for all Lawrence residents. Instead of having Downtown be the only place to catch buses, there should be another hub in town. If not two or three. Lawrence is sprawling and there should be more buses going around the busier parts and more outlying parts of town.
85. The ideal mission for a coordinated public transit system in Lawrence would be to serve the largest number of people in the quickest fashion possible. I think that KU on wheels should be trimmed to run only on campus routes, and that the T should be running all of the routes through the city. The hours also must be adjusted so that people needing to get to KU by 7:30 AM, for instance, have a chance of doing just that. Currently there is no option for KU employees who work at 8 AM other than arriving to work an hour early, or arriving late. Busses also need to be running later in the evenings, and on Sundays. Current bus routes are needlessly complicated.
86. That the City can serve KU and that KU can serve the city to make a better more frequent transit service available to Lawrence.
87. A combined public transit system provides free or low-cost transit options for all members of the community while striving to reduce the environmental impacts of transportation in Lawrence.
88. To provide maximum efficiency of service while providing the highest level of service at the lowest possible fare to encourage ridership.

Other Priority Response Comments

1. increase ridership
2. Complimentary paratransit is a legal mandate not an option.
3. If the cost of the service is too high, those who truly need the service won't be able to afford to use it. But people do not appreciate what they get for free. It's an interesting line to walk.
4. If a route is run by both services, eliminate one of the routes. Provide services when they're needed. Match the bus size to the need on the route for that particular time. It's not a crime to run a small bus and run the chance at someone having to stand for 2 minutes until someone gets off the bus.
5. I don't think it is fair to ask us to choose to rank paratransit with these other factors. Paratransit is a requirement and must be provided. The other facets are features of any system. All are important. I do not like the way this question is structured. There needs to be real bus stops with

route maps, schedules, shelters and/or benches, so that people taking the bus or wishing to take the bus know how to do so, and can do so in relative safety and comfort.

6. Currently, only KU is served at an acceptable level, while city residents are poorly served and commuters are served by other systems such as the JO/K10 commuter bus. Since a large part of Lawrence's workforce must commute into (KU workers/students) or out of Lawrence (to KC/Topeka), regional transit must be an integral part of the system. And since KU generates the largest portion of city and commuter traffic, KU will have to address the issue of not just its commuter traffic, but the traffic generated by its Lawrence-based staff, faculty, and students.
7. I have used the bus system in Vancouver, which coordinates with the bus system at the U. of British Columbia. UBC buses operate on campus only, and city buses ferry people to and from campus, in addition to transporting people all over the city. Most of the Vancouver buses are run by overhead electric lines. It's a very efficient system and you almost never have to wait long for a bus.
8. One bus system is all we need...what we have currently is excessive and wasteful.
9. I feel it could be very beneficial to seek coordination with other bus systems to assist those commuting outside of Lawrence. The K10 connector is great for students but does not function well for commuters to KC. Also, an I-70 option should be explored. A large number of Lawrence residents commute to Topeka and KC on I-70.
 - later hours for evening traffic. - more frequent runs. - additional transfer points, beside Downtown.
10. Really it's not fair to rank -- most of these are essential.
11. Don't let the wording emp'T'y bother you, Greyhound and every major transportation has less ridership at certain times of the day and night. Even major airlines have empty seats. Only those who have not traveled outside Lawrence or Douglas County have that empty head mentality. I believe that the main bus service should not have to carry any handicapped person. All handicapped riders should be done with paratransit only. The benefit to that proposal is that the drivers of a transit bus have enough on their hands to drive and care for the passengers. Whereas a paratransit bus will have an onboard assistant who will care for the handicapped. I know that is not the policy for the T and the KU bus, but it is for Laidlaw, and it is a very good policy to have put in place for the new system. The days of KU overloading and standing passengers should end before there is an accident and then a tombstone law liken "Red Light" intersections after an accident or two at intersections. Be proactive not reactive and now is the time to take care of "standing and over packed buses". MVT has had long enough to work out the problems within the system in Lawrence. They just don't have what it takes. I feel it would serve Lawrence better, if we would have a system independent of MVT, and liken to Topeka. MVT for sure is making "Big BUCKS" or they would not be in town. Do a local study of cost and saving if the City of Lawrence manages the transportation system.
12. Many of these are related, e.g. environmental concerns include reducing traffic congestion; efficient and frequent service likely implicate seamless service between the two systems we currently have; and so on...
13. Please use the side of the bus to get out messages that the City would like to convey to the public.
14. Using least polluting options. While visiting Berkeley, CA for 10 days this summer I was impressed with their bus system. It generally ran on time (or was only off by 5 min. at the most) and had lots of route options. But my favorite thing about their system was the fact that the bus stops had good air quality. This was partially due to the fact that smoking was only allowed in designated areas away from the bus stops. I think their buses also ran on compressed gas. (?) It might be worth the time to investigate how the Berkeley system operates as a possible model for Lawrence/KU as it was my understanding that students with current IDs were riding free. Thanks!
15. Please note that I don't quite understand what the paratransit service is. If that is the little buses that come around and take the disabled and the elderly to appointments and such, I think that should be moved up to number 3. And everything else moved down accordingly. Thanks!
16. My main concern is the fact that the buses only run till 8.p.m. in a college town. There are plenty of times that i wish to ride the bus downtown or to Wal-Mart (pretty much the main destinations for college kids OFF of campus, perhaps Dillons as well) but i am forced to use my car instead. 6 AM -8 PM is a great schedule for those not in college, but those of us who are generally in class

and working from 8 in the morning till 8-10 at night, the T isn't practical at all. Not to mention the no service on Sundays. The rest of the town doesn't get a day of rest, why does the transit system!!! :) also, most of the priority options above...shouldn't be options at all....the bus should be accessible to all, reduce traffic/parking, easy to ride, etc...we shouldn't be looking at certain priorities to make the transit in town a little better. We should be designing a transit that addresses these "priorities" all at the same time!!!! Basically, design a transit system that solves the above options and people will use it.....

17. Larger cities are able to run express service on some routes during busy times of the day. Could Lawrence provide such a service? Getting downtown from various points in the city -- as well as getting to the KU campus -- should be quicker than it is now, at least on some lines and at some times. I believe more people would use the bus if it did not take so long to get anywhere in town.
18. Rough definitions of some of these terms, particularly "Efficient" and "Accessible" would have been good.
19. Buses must be able to carry bikes on them so that people can ride to their actual destination easily from the bus stop. There must be accessibility to transport during night from downtown to home and vice versa. While fare may not be free but definitely must not be higher than what it is now because hidden advantages are quite many like sense of community, better environment, social accessibility. People spend so much on cost of vehicular maintenance and that is saved.
20. Fares, if not free, should not be expected to cover the cost of service and should be kept to a minimum.
21. 7 days a week & later in the evenings
22. evenings until 10pm
23. Making it work is the plan, let's make it work.
24. If KU + City are to coordinate, there should be one guide/map, so that riders won't need to figure out transfers between the two. Maybe the buses would all look alike with both City and KU logos.

MISSION OF A COORDINATED PUBLIC TRANSIT SYSTEM IN LAWRENCE

Currently, the City and the University transit systems have two separate and distinct missions. The mission of KU on Wheels is to provide transportation services to and from class. The mission of the City of Lawrence is to provide excellent city services that enhance the quality of life for the Lawrence community.

What should be the mission of a coordinated public transit system?

Your input on the mission of a coordinated public transit system is being collected below. You also have the opportunity to identify priorities for the coordinated system.

What is the ideal mission for a coordinated public transit system?

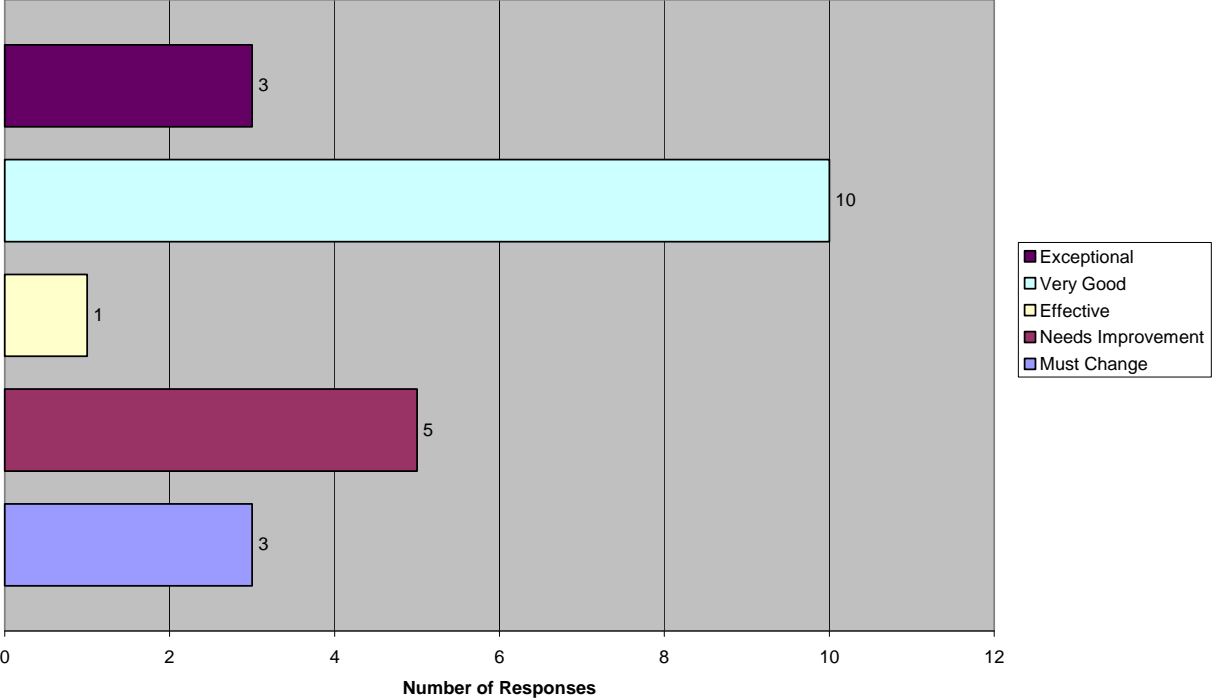
Of the following, which three priorities should be the **top three priorities** of a public transit system? (Use 1, 2 and 3 to mark your selection.)

- | | |
|--|---|
| <input type="checkbox"/> Accessibility | <input type="checkbox"/> Free, no fares |
| <input type="checkbox"/> Comfort at the bus stop | <input type="checkbox"/> Frequent service |
| <input type="checkbox"/> Comfort on the bus | <input type="checkbox"/> Paratransit service |
| <input type="checkbox"/> Commuter transit | <input type="checkbox"/> Reducing parking congestion |
| <input type="checkbox"/> Education for potential riders | <input type="checkbox"/> Reducing traffic congestion |
| <input type="checkbox"/> Efficient service | <input type="checkbox"/> Seamless service between two systems |
| <input type="checkbox"/> Environmental concerns | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Fares that match riders' ability to pay | _____ |

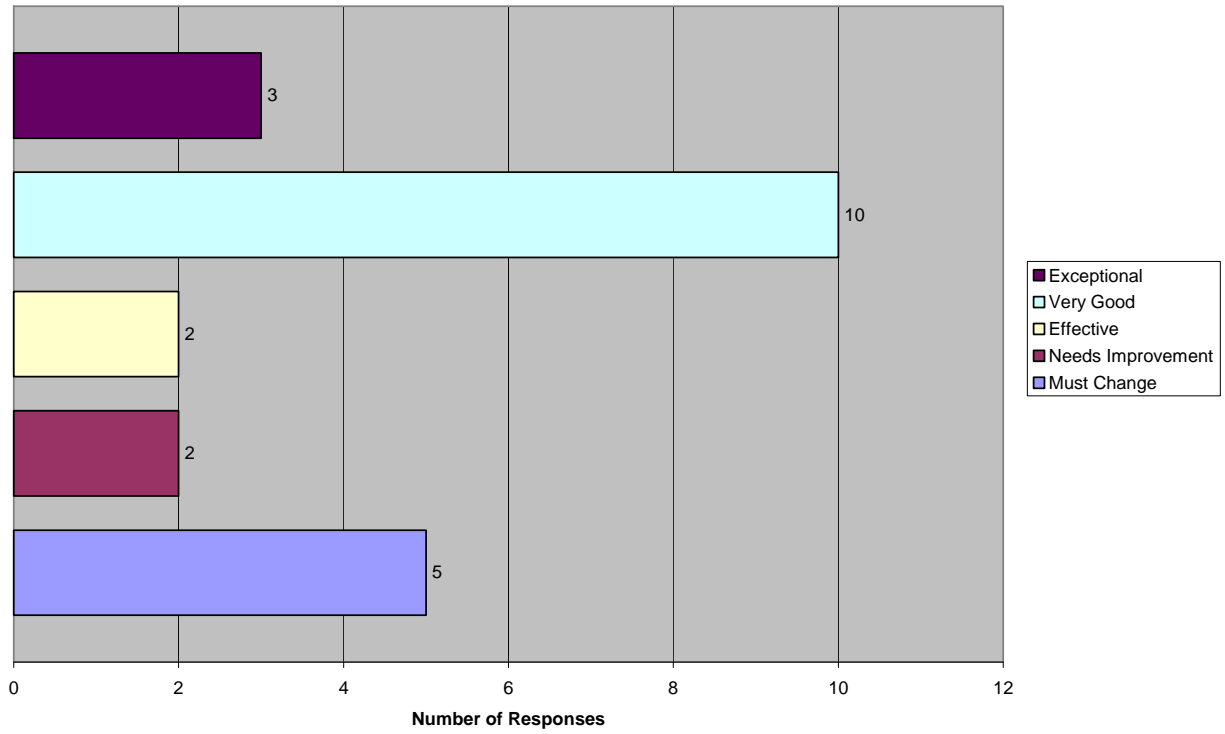
Public Input Results for Survey of Paratransit Services

25 individuals responded to this survey

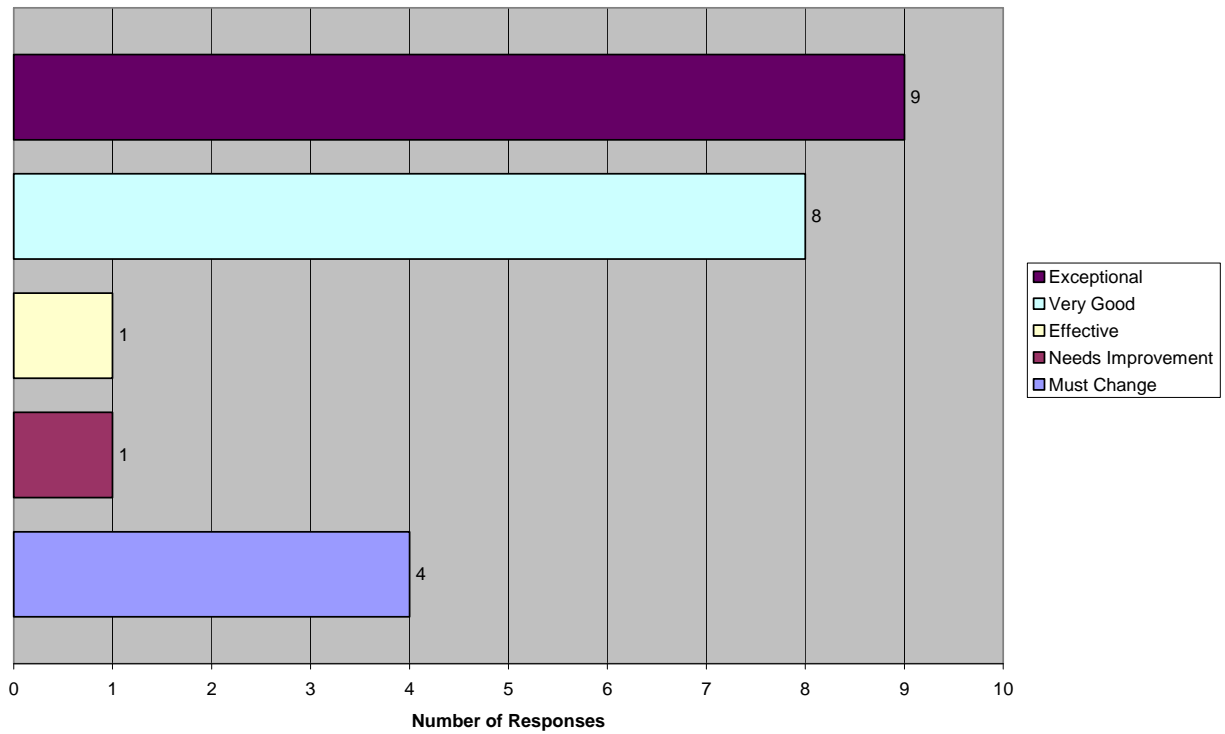
1. How well does paratransit service do at arriving in the allowable time period or 30 minute window?



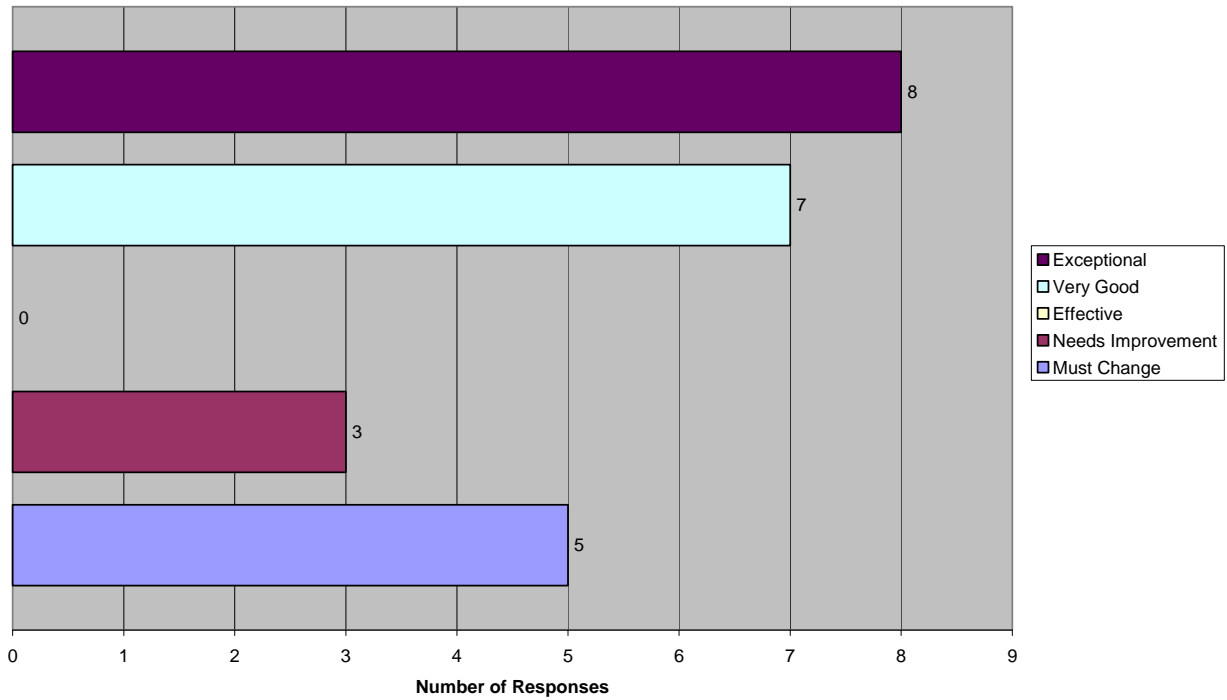
2. Are the vehicles kept clean and neat?



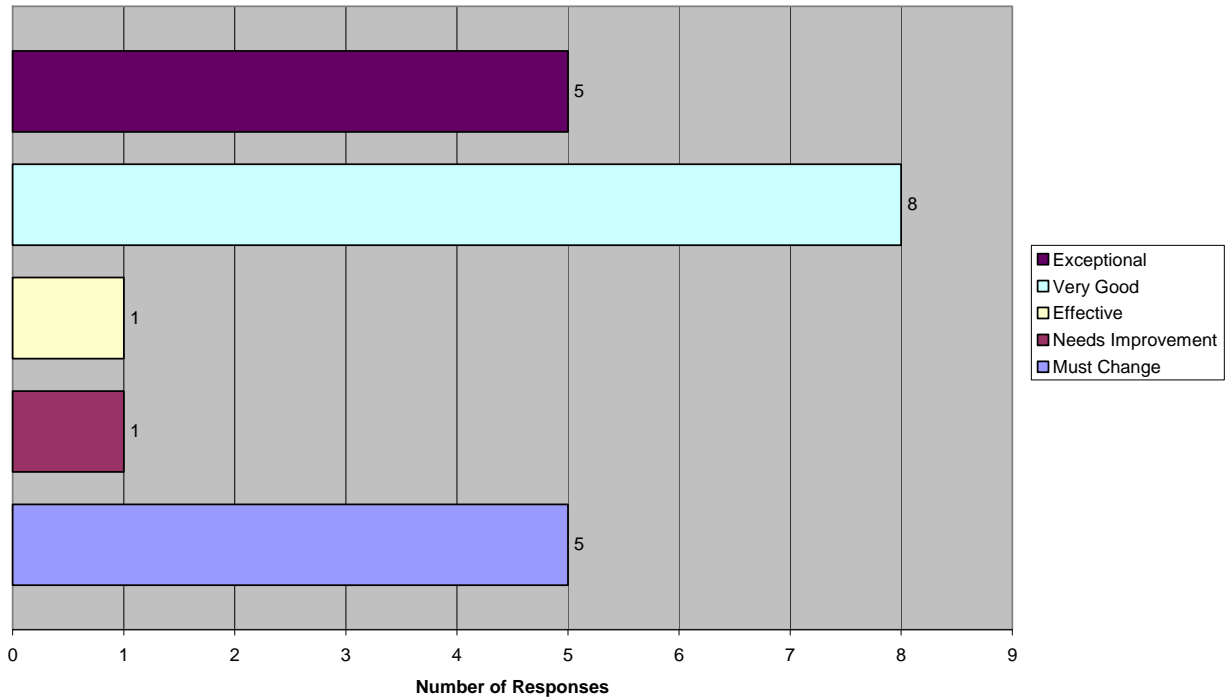
3. How safe do you feel paratransit drivers drive?



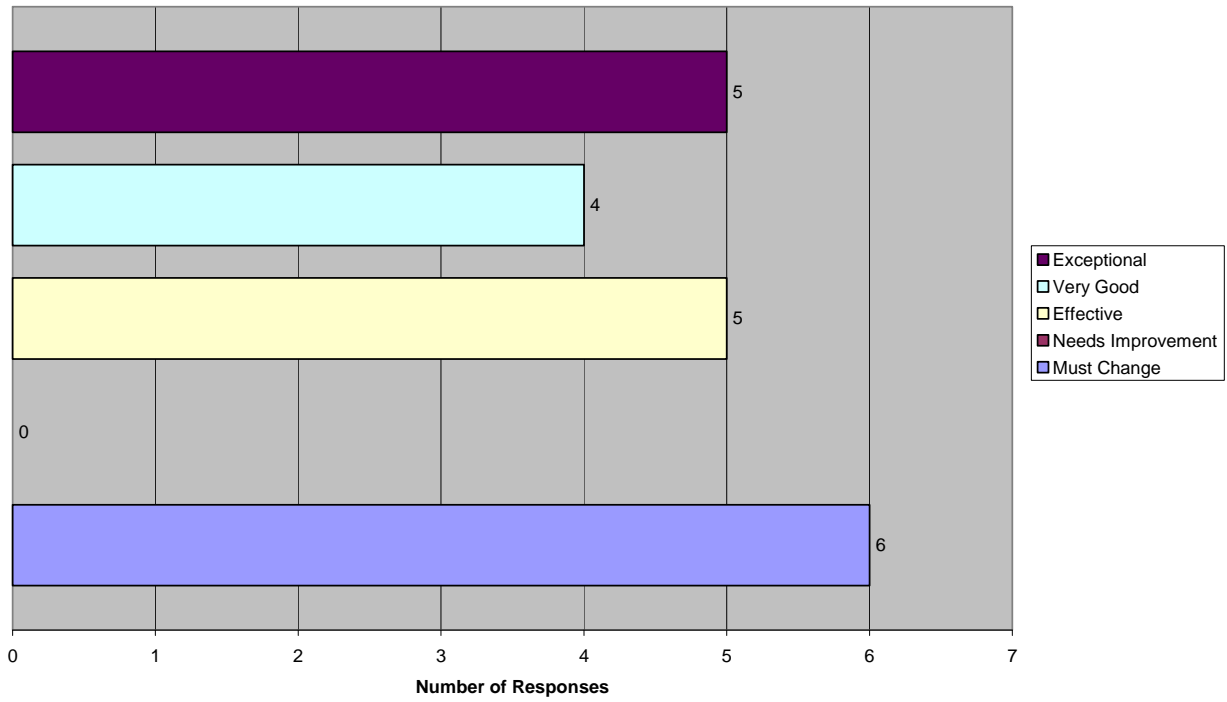
4. How well do you feel paratransit drivers preform at helping you board and exit the vehicle?



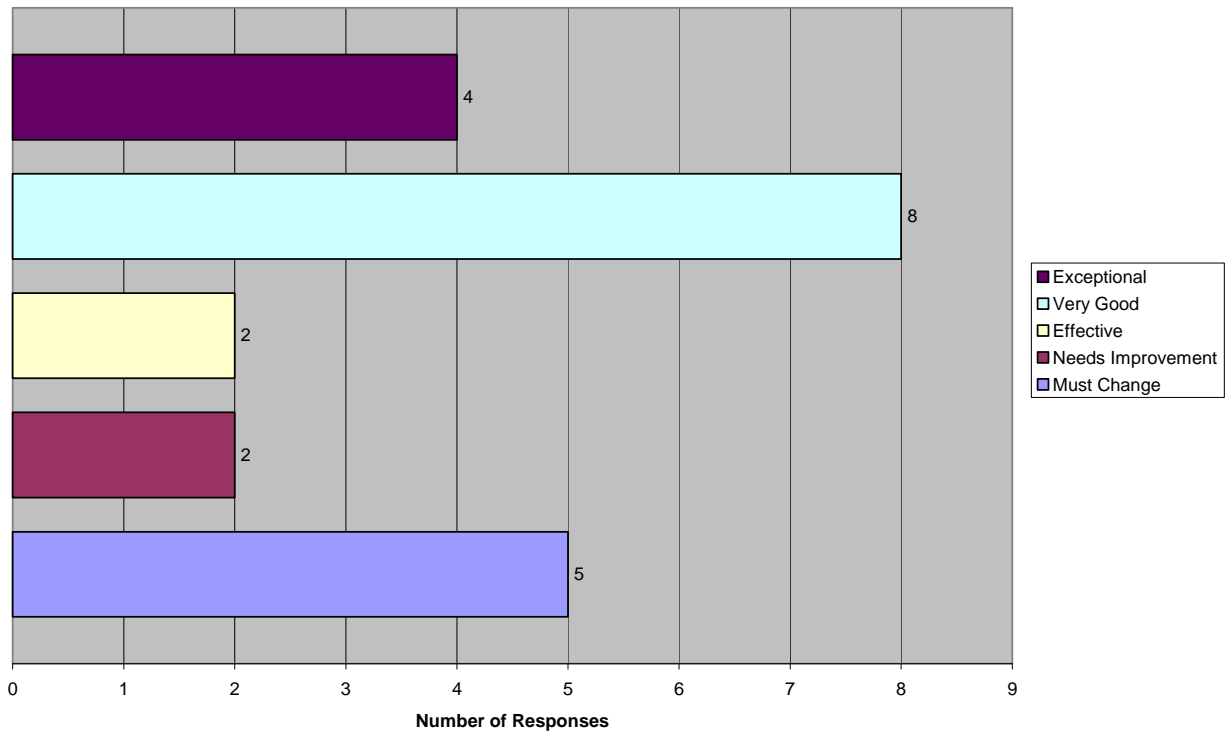
5. How well is the driver at making sure you are seat belted into your seat properly and/or if you use a mobility aid, how well is the mobility aid secured?



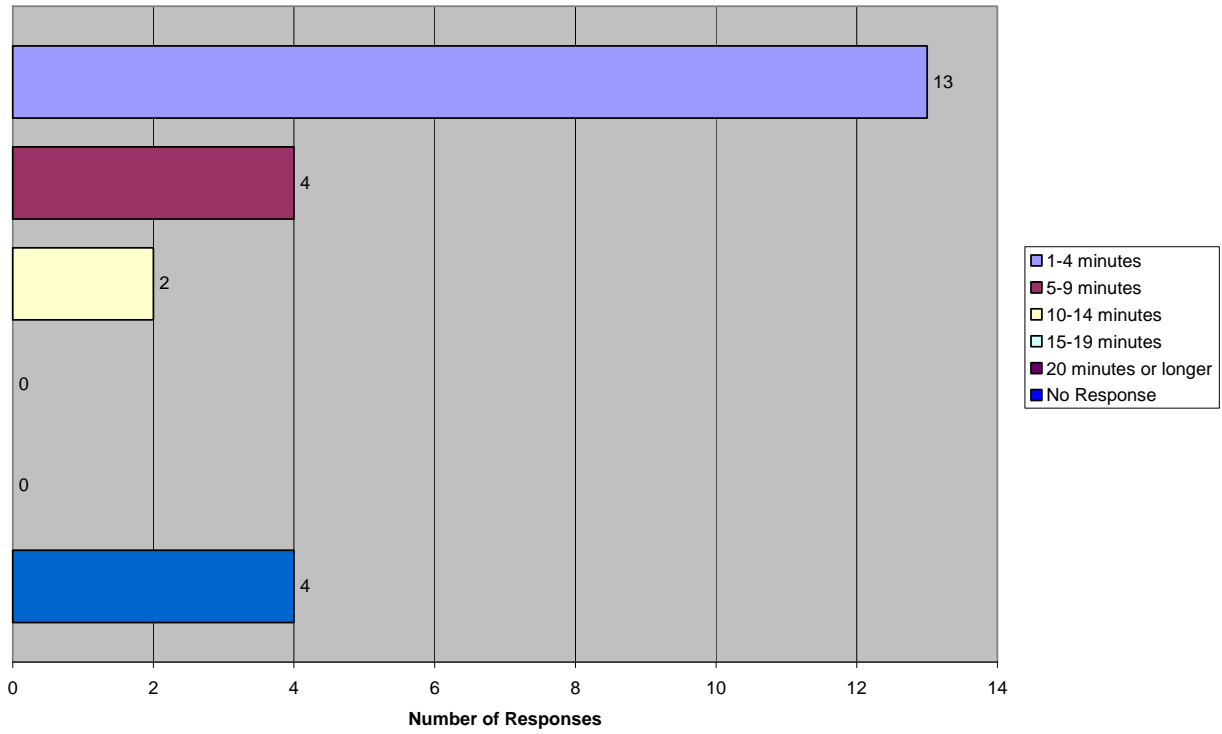
6. How does the paratransit staff rate on awareness and sensitivity to your needs?



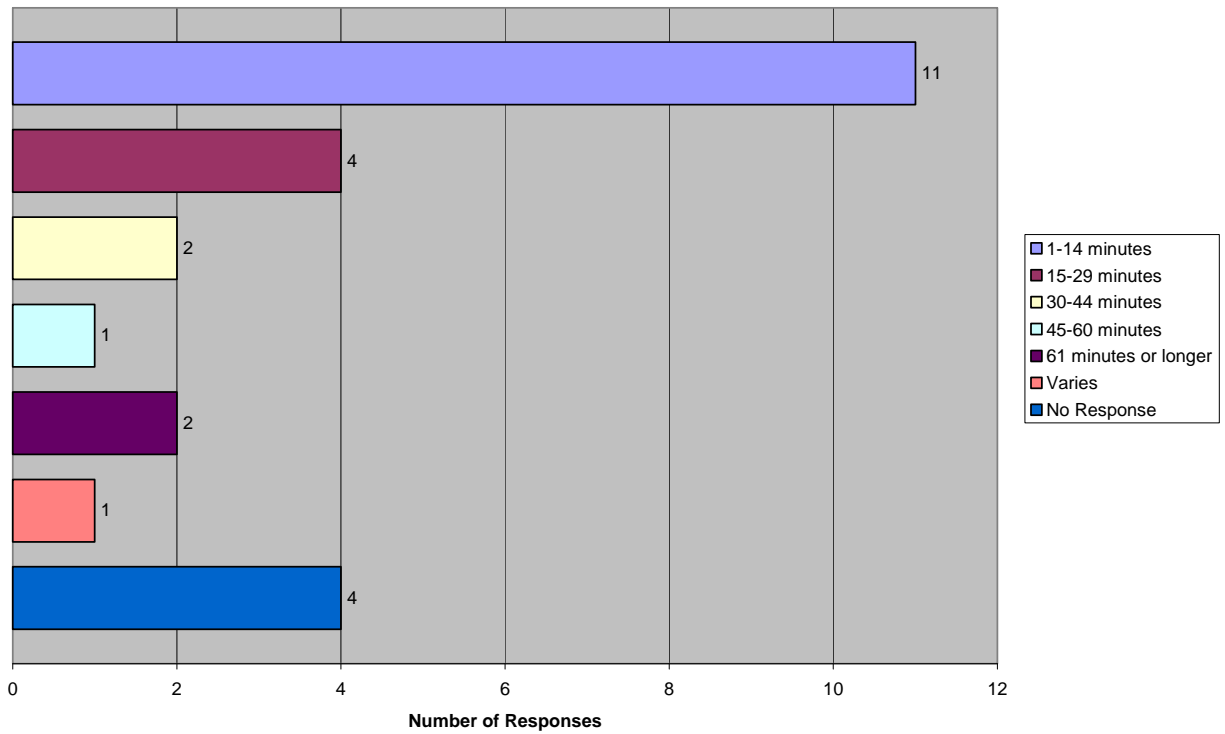
7. Are the reservationists courteous and helpful?



8. How long does it take you to make a reservation?



9. How close to the requested time do you usually get your ride?



Suggestions and written comments:

1) How well does paratransit service do at arriving in the allowable time period or 30 minute window?

- (a) The system needs to do a better job of getting people to their places on time. Over half the time, they do not arrive within the 30 minute window.
- (b) I believe that they do the best they can with what they have. It is the limitations that cause the problems.
- (c) A few times it is the customer who is not ready to load when they should be. I feel all and I repeat all handicapped riders should be permitted to use the Paratransit bus only. That the transit bus should not have to carry handicapped individuals and the paratransit should have an attendant liken to Laidlaw. The driver has enough responsibility for driving the bus, and need not look after the passenger
- (d) The 30 minute window is way too long, 20 or 15 minutes would be better.
- (e) Integrating T with Jaylift would solve many of problems with T and Jaylift
- (f) We need to reduce it to a 30 minute window
- (g) If reservations are grouped keeping arrival times in mind this should work i.e. using a queing system to organize pick up/drop off of riders)

2) Are the vehicles kept clean and neat?

- (a) MVT, needs to really look at the entire fleet of buses. I see that the city can wash and service every police car, and trash truck and they appear clean each day. MVT tends to overlook the washing of the bus at night if it rained and the bus will go out dirty the next day. Turn all responsibility for the operation of the T to the City.
- (b) Assume they are cleaned on a daily basis

3) How safe do you feel paratransit drivers drive?

- (a) It is and would be a challenge for anyone to drive a vehicle and to look after a handicapped passenger. I think that there should be an attendant on each paratransit bus. Greyhound said leave the driving to us. That is the best service possible then the driver can do a better and safer job. If it is good enough for Laidlaw it is good enough for the T.
- (b) Assume drivers receive extra training that addresses locking wheel chairs, avoiding sharp curves, etc.

4) How well do you feel paratransit drivers perform at helping you board and exit the vehicle?

- (a) They do not seem to like people with mobility limitations, particularly wheelchairs.
- (b) It is and would be a challenge for anyone to drive a vehicle and to look after a handicapped passenger, load and unload, tie down and untie. Believe it or not I have seen a wheelchair passenger loosen the belts after the driver started to drive. I think that there should be an attendant on each para transit bus. Greyhound said leave the driving to us. That is the best service possible then the driver can do a better and safer job. If it is good enough for Laidlaw it is good enough for the T. I don't recall but there are records that can be found for sure and there are Lawrence citizens who previously worked for the MVT. In the beginning the anchor points and other equipment were difficult and there were problems, to be exact I am not sure but, I am sure MVT keep saying it was not a problem until the union started and then the owner came to Lawrence and after seeing the problem it was changed. Change is important and cooperation and team work even more important, it is time to move MVT out of Lawrence, back to California.

(c) Drivers should receive extra medical training for assisting riders with various disabilities.

5) How well is the driver at making sure you are seat belted into your seat properly and/or if you use a mobility aid, how well is the mobility aid secured?

(a) They are all very good at making certain the people are buckled into their seat and they take the time to secure the mobility aid.

(b) Every bit of this service should always and never be under review to make sure that the best service is being provided.

(c) Seats don't have seat belts in the buses

(d) Again, drivers should receive additional hours of training to address these issues.

6) How does the paratransit staff rate on awareness and sensitivity to your needs?

(a) Imperative that we look at ways to reduce costs per passenger, more fuel efficient vehicles, switch to vehicles with better wheelchair lifts on ramps-non electric

(b) More routes needed to lessen drivers' stress of need to be on time

(c) Drivers should receive medical and psychological training.

7) Are the reservationists courteous and helpful?

(a) My department at Cottonwood (JobLink) interacts with the reservationists multiple times per day. Without exception, they are always extremely helpful!!!

(b) Do not put people on hold for so long.

Questions 8 and 9 did not request written comments.

10) Have you used paratransit systems in other cities? If so what did you like about them?

(a) no

(b) no

(c) No experience

(d) not yet

(e) no

(f) yes, they were similar to yours

(g) I have not used it in other cities.

(h) No

11) Do you have any additional comments?

(a) Change the conditions for certification to include presenting a state-issued identification card to prove disability. The current system of an intrusive medical questionnaire where the data is not HEPA regulations secured is not efficient.

(b) I have covered this as much as possible except that I want to say not all paratransit riders have computers, and can not respond like this, perhaps a one on one interview of random selected riders would give you more information

(c) The Lawrence Para Transit system is a valuable asset to our community. It allows individuals with disabilities to lead full, independent lives. Thank you for the good work that you do!

(d) The system is not very reliable. Many times the bus has not shown up within the window, or not shown up at all. Scheduling errors need to be reduced significantly. Many times the bus driver can not find our place. Communication between the driver and the main office has been good but less turnaround with bus drivers would reduce this problem. Better pay for them? Many times the requested time has had to be changed or different arrangements altogether had to be made. There should be more buses available at peak hours. A person should be able to schedule rides at least a week in advance. That way they can schedule the next week's rides ahead of time. The last time we used it you could not schedule a ride more than 3 days in advance. Reliability is very important. Riders need to be confident that their rides will always be there.

(e) The main concern that I have about the paratransit services (i.e., the T-lift) here in Lawrence, is that reservations are occasionally not recorded or somehow get lost. On at least 2 occasions, I

have made reservations for return trips home, but the bus never showed. And when I called into the paratransit office I was told that there were no return rides scheduled for me and there wasn't anything they could do. Thankfully, I was able to call someone for a ride home. It concerns me that there are others out there who depend on their rides, and who may not have anyone to come pick them up when a requested ride doesn't show. I would suggest a more effective recording procedure so that scheduled rides don't get lost. I and many others need a transportation service that is consistently dependable. Thank you for this opportunity to express my concerns.

- (f) Electric lifts bad- manual ramps cheaper to maintain
- (g) good service could paratransit run at times when the T fixed doesn't 1) later in the evening? 2)Sundays? 3)holidays?
- (h) 1)I think that if people are allowed to make appointments 45 minutes ahead of time, they should be able to do so until 7pm-leave an hour to finish. 2) Life doesn't stop at 8pm-keep paratransit running until at least 10pm, preferably 11pm
- (i) Independence Inc is very helpful in getting people to services. The drivers are courteous & helpful to my handicapped neighbors who use the service.
- (j) This is an extremely important service for a segment of the population. It may be a very costly service but is a service that provides an extremely important sense of independence for this population.

5) How well is the driver at making sure you are seat belted into your seat properly and/or if you use a mobility aid, how well is the mobility aid secured?

Must Change..... Exceptional
1 2 3 4 5

Suggestions: _____

6) How does the paratransit staff rate on awareness and sensitivity to your needs?

Must Change..... Exceptional
1 2 3 4 5

Suggestions: _____

7) Are the reservationists courteous and helpful?

Must Change..... Exceptional
1 2 3 4 5

Suggestions: _____

8) How long does it take you to make a reservation?

In Minutes:

1-4 minutes 5-9 10-14 15-19 20 minutes or longer

9) Due to paratransit being a shared ride service, the request times for rides are often requested around the same time—causing reservationists to negotiate or offer a time different than you ask for. The reservationists are allowed to offer you an hour before and/or an hour after the time for which you request a ride. **How close to the requested time do you usually get your ride?**

1-14 minutes 15-29 minutes 30-44 minutes 45-60 minutes 61 minutes or longer

10) Have you used paratransit systems in other cities? If so what did you like about them?

11) Do you have any additional comments?

Public Input for Service Locations and Hours

131 people responded to this survey

Top 20 Destinations

- | | |
|---|--|
| 1. Downtown (work and shopping combined) | 9. 6 th & Wakarusa |
| 2. KU Campus | 10. Independence, Inc. |
| 3. Lawrence Memorial Hospital | 10. Residence Halls |
| 4. Public Library | 10. Junior High Schools |
| 5. Neighborhoods (<i>see below</i>) | 10. Lawrence Community Shelter |
| 6. Social Security Office | 10. Salvation Army |
| | 10. Department of Motor Vehicles |
| 7. South Iowa Street | |
| 7. Douglas County Senior Center | 11. Douglas County Correctional Facility |
| 7. Apartment Complexes (<i>see below</i>) | 11. Indoor Aquatic Center |
| | 11. Outdoor Aquatic Center |
| 8. High Schools | 11. Health Care Access |
| 8. East Hills Business Park | 11. Haskell Campus |
| | 11. Elementary Schools |

Multiple items received the same number of “first” rankings, and were given equal status in this top 20 destinations. Neighborhoods and apartment complexes were ranked cumulatively, and the individual areas are listed here:

Neighborhoods:

Oread	Barker	10th & Tennessee
North Lawrence	Inverness & Wimbledon	W 25th St area
East Lawrence	Brandon Woods Apts	Hutton Farms
Rental Neighborhoods	Inverness/Alvamar	
Harvard & Justin	10th & Kasold	

Apartment Complexes:

Meadowbrook	21st & Haskell	multiple
Campus Ct at Naismith	24th & Melrose	

Days of Service:

Rank in order of importance, which days should have service:

	Monday through Friday	Saturday	Sunday
1	102	6	4
2	0	91	10
3	4	4	81

Rank	Work or School							Shopping			Entertainment/ Recreation				Medical		Visit/Personal										Housing		
	Downtown	KU Campus	Haskell Campus	East Hills Business Park	Elementary School	Junior High School	High School	Downtown	South Iowa	6th and Wakarusa	Prairie Park Nature Center	YSI Sports Complex	Outdoor Aquatic Center	Indoor Aquatic Center	Public Library	Lawrence Memorial Hospital	Health Care Access	Social Security Office	Department of Motor Vehicles	Salvation Army	Lawrence Community Shelter	DG Co Correctional Facility	DCCCA	Cottonwood	Independence, Inc.	Douglas County Senior Center	Neighborhood	Apartment Complex	Residence Hall
1	38	32	1	5	1	2	5	23	6	3	0	0	1	1	18	21	1	7	2	2	2	1	0	0	2	6	9	6	2
2	21	30	6	5	0	0	2	11	14	2	6	1	3	5	4	7	15	2	1	1	4	2	2	2	2	2	5	10	4
3	9	10	22	8	0	1	3	6	12	14	4	4	5	5	4	4	5	1	1	3	2	1	1	3	1	2	5	2	4
4	1	1	7	14	0	5	8	5	10	3	1	4	4	6	5	5	5	0	1	0	2	2	0	2	2	5	2	1	2
5	7	1	2	2	7	4	8	8	6	2	2	4	2	3	4	8	1	1	0	2	3	0	3	0	1	2	3	0	1
6	1	1	4	1	3	12	4	1	6	1	3	0	0	1	9	7	2	2	2	1	2	3	1	2	0	3	1	4	0
7	1	1	3	2	4	4	7	2	1	6	0	0	0	2	1	5	5	2	2	2	1	1	2	1	3	1	2	2	1
8	0	0	1	0	3	1	1	1	3	1	1	0	2	1	7	0	5	2	1	1	4	1	1	3	1	3	2	0	1
9	0	2	2	1	0	0	0	1	1	2	2	2	0	3	4	5	0	1	4	2	1	4	2	2	4	0	1	1	1
10	1	1	2	1	0	1	1	2	1	1	2	0	4	4	1	0	0	3	1	0	2	0	0	2	1	2	1	0	0
11	0	1	1	1	0	1	1	0	1	0	0	0	2	3	3	1	1	2	4	0	2	0	1	0	1	6	1	1	0
12	1	0	0	1	1	1	1	2	0	0	3	0	0	1	2	1	0	1	2	0	1	1	1	2	0	3	2	2	0
13	1	0	0	1	0	0	0	3	3	1	0	0	0	0	3	3	1	3	2	0	1	0	0	0	2	0	2	3	0
14	0	0	1	0	0	0	0	2	3	2	1	0	1	2	1	1	1	1	0	1	2	1	0	0	2	0	1	1	1
15	0	0	1	3	1	1	0	0	0	0	0	1	1	1	0	0	1	2	7	1	0	0	1	1	0	1	0	0	0
16	0	0	0	1	1	2	1	0	0	1	0	2	2	1	0	0	0	0	0	0	2	2	2	2	0	1	0	0	1
17	0	0	1	0	0	1	0	0	1	1	1	0	2	3	1	0	1	3	0	1	1	2	0	2	1	1	0	0	0
18	0	0	0	0	1	0	1	0	1	1	3	2	0	1	0	0	0	2	1	2	0	0	1	1	1	0	1	1	0
19	0	0	0	0	0	0	0	1	2	1	0	0	3	2	0	0	1	1	0	3	0	0	1	0	1	0	0	1	3
20	0	1	0	0	0	0	0	0	0	2	1	2	2	1	0	0	1	0	1	2	1	0	0	0	0	2	1	1	2

19 people filled this section out incorrectly, either using checks or ranking each section individually.

Are you willing to decrease the number of routes in order to increase the hours of operation?

1. As previously promised a shelter is to be built at the Westgate apts stop. The apartments are built for the independent handicapped and should continue to be bus accessible. DO NOT MOVE THIS STOP.
Thank you very much.
2. I want to take the T-bus, but there's no bus station near my apartment which located just south of 14th and Massachusetts. Every morning I have to climb up to the hill laboriously.
3. buses run too long of hours now cut out weekends
4. Willing to decrease BOTH in order to run a better service.
5. My input on this is just that I'd use it more often .. sometimes I have a medical issue that causes me to not be able to drive so to get to work would be nice using the T .. but in order for me to get to my job downtown which is from 8-5 Mon thru Fri I have to catch the bus at 7a and get downtown in 10-15 min so then I have to figure out what to do til 8am and then to get back home after I get off at 5 I have to again find something to do til the bus goes back my way around 6 or so .. so there is alot of wasted time ..
6. Currently the buses don't run long enough M-F to get everyone home from work.
7. To discourage drunk driving, and to cut down on traffic and parking problems downtown at night, we should have a late night bus system to and from downtown, to 23rd Street, Iowa Street and the campus residence halls. We need to encourage people to ride the bus instead of driving downtown. We also need Park and Ride route for van pool users going to Topeka
8. I answered no to decreasing the number of routes in order to increase hours of operation- I believe in order to have a successful transit system that serves the needs of Lawrence residents and reduces or eliminates the need for car ownership to have freedom of movement, we must have both frequent and numerous routes as well as long hours of operation. More people will ride the bus if it is as convenient as a car (or if it is close enough that the cost of owning a car outweighs the convenience). However, if necessary, I think we should prioritize the number of routes operating during during peak commute times, and perhaps reduce them in the later hours.
9. I am a student at Free State High School, and I depend on the bus when it comes to getting from school to my house
10. The bus leaves Free State 30 minutes after school gets out. It would be more convenient for students for it to be at 3:20 or so.
11. When my children were younger, I would have loved their being able to take the bus to go to S. Iowa to a movie or shopping on a weekend night. This would have been great for young teens but also a way to avoid teenage driving and the safety risks associated with it. My husband and I would love to be able to use the bus to go out on a Friday or Saturday night so we could not have to worry about drinking and driving.
12. One thing that really irks me is the insensitivity and lack of broad mindedness of the current management toward the public they serve. Not all riders are shoppers. Believe it or not many are workers. Believe it or not , not everyone works 9-5 M-F, not everyone works for high wages. There are some who can only work part, even students, and local residents. An example is Lawrence Memorial Hospital, surely a trend setter, will not hire full time workers but will cut wage expense by hiring part time workers and limiting the number of full time employees. If you live in Lawrence long enough you know that is a major problem. So here you have a part time employee, who has to work the long day hours on weekends, open early close late. Now there are a few, but add them to early and late classes, study time, and you have a need for longer hours and solve a problem for a person who is getting \$5.80 an hour but needs to hire a taxi to take them to and from work, so they work a few hours just for the taxi. Forget the empty T there are far more empty cars with a driver only than there are buses on the streets of Lawrence.
13. KU needs to have a direct route passing through west Lawrence (23rd and Wakarusa, 23rd and Kasold) as many, many students live in this area. They should decrease service to areas in walking distance in the student ghetto.

14. The system would work better with hubs located around the circumference of the University, rather than just having one downtown. Additionally, there is a shortage of N/S routes especially on the west side of Lawrence (running down Iowa, Kasold and Wakarusa). It would be great to have a route that goes to Clinton Park, too.
15. The system would work better with hubs located around the circumference of the University, rather than just having one downtown. Additionally, there is a shortage of N/S routes especially on the west side of Lawrence (running down Iowa, Kasold and Wakarusa).
16. It is hard to rank the service locations when I am more concerned about the routes to the locations. To get from my neighborhood (19th and Haskell) to my work (west campus) I would have to transfer downtown, or end up walking half the distance anyway to get to more direct bus stops.
17. Give traffic priority to buses.
18. Buses should run more often. There will be more riders if you only have to wait for 15 or 20 minutes between buses. This would impact traffic, but if the bus system was more effective there should be less traffic because people would opt to ride the bus more often.
19. There aren't enough routes as there is. Buses should run until 3 am to get the drunks home, so they don't try to drive.
20. Would reluctantly decrease # of routes to increase frequency on major routes
21. more buses more often results in more riders
22. use the Portland, OR transit as a role model
23. I have gone by bus to the East Hills Business Park when my car was in the shop, and during the summer months. however, I have to cross 2 major arteries to get to the nearest stop (Ousdahl/23rd) which is dangerous in snow, ice and darkness. It is also generally too far away. In other communities with public transportation, lines often convene around strategically positioned "hubs" where multiple lines meet, radiating out to a net of destinations. The KU parking area by Clinton Parkway might be suited as one hub, with others located in east, north, and southwest Lawrence.
24. I don't mean to be overly critical, but this specific survey is very poorly designed. Suggested format: List the top 5 locations/areas you think that the transit system should serve, with the option to comment on each.
25. I would love to use the bus more often -- but from Clinton Pkwy. & Kasold, it takes longer to get downtown by bus than it does to walk! I consider the length of travel time to be the biggest problem with use of the bus system as it now exists. I hope this study results in a quicker, more efficient system.
26. In the evening, school routes can be canceled and increased number of neighborhoods must be connected to downtown.
27. Routes are not predictable for new users. I recommend straightline runs on major streets and heavy volume destinations. short runs with smaller buses penetrating neighborhoods and other between mainlines. This would require more transfer, but be more predictable and direct.
28. Running until midnight would cover employment on 2nd and 3rd shifts. Currently, these work shifts will have access to public transportation on one leg of their shift, to or from work.
29. less time between buses would be great...like every 30 minutes. a bus that ran right up 19th st...maybe 19th to iowa to 23rd to mass. or something like that.
30. This survey is really confusing!!! I'm not sure what format the answers are supposed to be in. But in regards to the previous question, I think that as long as there are GOOD routes then fewer is fine to increase the hours. But if less people are being served because the routes don't go enough places, then we need to keep the routes. A lot of places close at or after 10 so it would be nice to be able to ride the bus to AND FROM work. If someone has to pick someone up after work, then we really aren't cutting back.
31. Longer hours would be nice, but until it takes me less than an hour to get from my house to South Iowa, the longer hours are less important to me than more frequent/efficient routes.
32. I currently am unable to use the bus because the closest stop is not very close and the timing of the bus is uncertain. The one I would use most would be route #7. I know when it leaves the Holcomb center, but I live near the high school and really have no idea when it will show up. In bad weather, I have to give myself 5-10 minutes to walk with my child to the stop and then guess whether or not the bus has come yet. We stand in someone's yard with no sign or schedule available.
33. You need to run fewer buses that stop at each stop. More direct routes from one end of town to the other. Living in west Lawrence it is IMPOSSIBLE to use the bus to go to work at say East Hills Business because it requires 2 buses and often more than 60 min to get there. Ridiculous. I would use the bus if possible. Also, East Hills and other business areas often have 2nd shifts which are NOT covered by the bus system. People who work 2nd shift at call centers could save money using a bus system if it didn't take 60 min to get there and the hours were varied. Every 1.5 hours have at least one direct bus from west to far east etc. I realize this is impossible to organize to suit everyone. But going from west Lawrence to east Lawrence is NOT covered at all reasonably.
34. Perhaps different routes should have different hours of operation.

35. The tail ends of the hours of operation are not vital. The system should serve the most amount of people at peak hours to the most places. If someone has an extreme schedule, traffic and parking will not be bad, and it is ideal to drive.
36. You should increase the frequency of buses at the high schools in the mornings and late afternoons. I think a significant amount of ridership on the #6 bus is high school kids. But the clockwise and counterclockwise buses go at the same time. It would be helpful to the students to stagger those, so there would be one leaving the high school every 20 minutes instead of two leaving every 40 minutes. I guess the schedules are designed that way to coordinate transfers downtown, but you might do a survey to find out if transfers are really significant.
37. I am counting 1 as highest. I ranked 1-10 instead of 1-20.
38. A more efficient route plan would make fewer busses necessary, and would allow them to be operated for longer hours. For instance, if the busses were not hubbed downtown, but ran simply up and down one street, the frequency of the bus would be greater, and people could then transfer, say, from the sixth street bus at Iowa street and the go south to the 23rd street bus, etc.
39. Limited routes should run on weekend nights to allow people to get to entertainment districts in town.
40. I believe the frequency could be less during the late night hours, but transit is not an option for 2nd or 3rd shift workers with the current hours. (It may not need to run between midnight and 5 am--I am not sure of the shift times, but I do believe it should accommodate workers on alternative shifts.
41. Some parts of town are served by several routes; some parts are not served at all
42. I think if the schedules were so students, especially jr + sr high students, could get to school in time for zero hr and stay after school for activities you would build a future group of riders that would continue to ride.
43. The T should really run on Sundays, run later than 8 PM, and run routes more frequently. The KU on Wheels buses should run even when classes aren't in session because staff still have to get on campus to work and the T isn't always convenient for work hours.
44. There should be a commuter parking lot where people can drive in from major neighborhoods and out of town, park, and be picked up by a bus and go to their destinations.
45. I recommend Park & Ride options in western locations for city transit, for example at 6th & Kasold or 15th & Wakarusa. Then increase frequency or reorganize routes in more frequently traveled neighborhoods.
46. Headways should be reduced to 30 minutes. That's much easier to remember.
47. I'm more concerned about a direct route on 19th St. than on hours.
48. Make the routes longer.
49. I would be more interested in reducing the # of routes in order to increase frequency to every 1/2 hr for the T.
50. We need more hours. Expanding hours create more people willing to try transit.
51. A challenging question -- evenings are important.
52. Please keep the 8 route - I can go to and from KU, downtown this way and I can't drive!
53. We need to get to the airport! And connect with KC public transportation
54. In regards to previous question, a night system maybe should use different routes like KU's SafeBus program that radiate out from downtown bars.
55. If the system is to provide maximum accessibility for people without other transportation, the number of routes should take in consideration this population.
56. Only if by reducing one means that existing redundancy between the KU and Lawrence T systems could be eliminated. Otherwise NO, In general most important is a comprehensive service, which given the existing budget problems, is being done well by the T.
57. If done right, you can increase both and have better service to the city.
58. Integrate JayLift with T and increase routes and hours of operation.
59. In order to increase hours of operation - could that include an increase in days of operation to include Sundays? I work two part time jobs, 1 that is M-F and the other Sat and Sun only.
60. More direct routes, more efficient and longer hours
61. Coordination w/ KU on Wheels could reduce redundant routes and thus free up buses for more routes.

SERVICE LOCATIONS & HOURS

One of the most difficult aspects of planning any transit system, whether changing an existing route or creating a new one, is the wide variety of locations and times the community desires to travel.

Please answer the following questions. These will help us ensure that transit in Lawrence meets the needs of our community.

Locations

Please rank the twenty locations that are most important to be served by transit in Lawrence.

Work or School

- | | |
|---|--|
| <input type="checkbox"/> Downtown | <input type="checkbox"/> Elementary School: |
| <input type="checkbox"/> KU Campus | _____ |
| <input type="checkbox"/> Haskell Campus | <input type="checkbox"/> Junior High School: |
| <input type="checkbox"/> East Hills Business Park | _____ |
| <input type="checkbox"/> Other | <input type="checkbox"/> High School: |
| | _____ |

Shopping

- | | |
|-------------------------------------|---|
| <input type="checkbox"/> Downtown | <input type="checkbox"/> 6th and Wakarusa |
| <input type="checkbox"/> South Iowa | <input type="checkbox"/> Other: _____ |

Entertainment or Recreation

- | | |
|---|--|
| <input type="checkbox"/> Prairie Park Nature Center | <input type="checkbox"/> Indoor Aquatic Center |
| <input type="checkbox"/> YSI Sports Complex | <input type="checkbox"/> Public Library |
| <input type="checkbox"/> Outdoor Aquatic Center | <input type="checkbox"/> Other: _____ |

Medical

- | | |
|---|---------------------------------------|
| <input type="checkbox"/> Lawrence Memorial Hospital | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Health Care Access | <input type="checkbox"/> Other: _____ |

Visit/Personal

- | | |
|---|---|
| <input type="checkbox"/> Social Security Office | <input type="checkbox"/> Cottonwood |
| <input type="checkbox"/> Department of Motor Vehicles | <input type="checkbox"/> Independence, Inc. |
| <input type="checkbox"/> Salvation Army | <input type="checkbox"/> Douglas County Senior Center |
| <input type="checkbox"/> Lawrence Community Shelter | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Douglas County Correctional Facility | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> DCCCA | <input type="checkbox"/> Other: _____ |

Housing

- | | |
|---|--|
| <input type="checkbox"/> Neighborhood: | <input type="checkbox"/> Residence Hall: |
| _____ | _____ |
| <input type="checkbox"/> Apartment Complex: | <input type="checkbox"/> Other: |
| _____ | _____ |

Days of the Week

Rank the days of the week in order of importance.

- | | | |
|--|-----------------------------------|---------------------------------|
| <input type="checkbox"/> Monday through Friday | <input type="checkbox"/> Saturday | <input type="checkbox"/> Sunday |
|--|-----------------------------------|---------------------------------|

Hours

When should buses start running during the week (Mon. – Friday.)?

- 5 a.m. 6 a.m. 7 a.m. 8 a.m. 9 a.m.

When should buses stop running during the week (Mon - Friday.)?

- 6 p.m. 7 p.m. 8 p.m. 9 p.m. 10 p.m. 11 p.m.
 midnight 1 a.m. 2 a.m. 3 a.m. 4 a.m. 5 a.m.

When should buses start running during the Weekend (Saturday. - Sunday)?

- 5 a.m. 6 a.m. 7 a.m. 8 a.m. 9 a.m.

When should buses stop running during the Weekend (Saturday. - Sunday)?

- 6 p.m. 7 p.m. 8 p.m. 9 p.m. 10 p.m. 11 p.m.
 midnight 1 a.m. 2 a.m. 3 a.m. 4 a.m. 5 a.m.

Are you willing to decrease the number of routes in order to increase the hours of operation?

- Yes No

Other Comments:

Tell us about you

Which describes you? (Check all that apply)

- University of Kansas Student Haskell Indian Nations University Faculty / Staff
 University of Kansas Faculty /Staff None of the above
 Haskell Indian Nations University Student

Which current transit services do you use? (Check all that apply)

- KU on Wheels fixed route K-10 Connector
 KU on Wheels Jaylift Park & Ride
 Lawrence Transit System fixed route None
 Lawrence Transit System T Lift Paratransit Other: _____

How frequently do you use transit?

- 5-6 days a week 1-2 days a week I don't currently use transit
 3-4 days a week less than 1 day each week

What day(s) of the week do you ride the bus?

- Monday Wednesday Friday
 Tuesday Thursday Saturday

What is your primary purpose of riding?

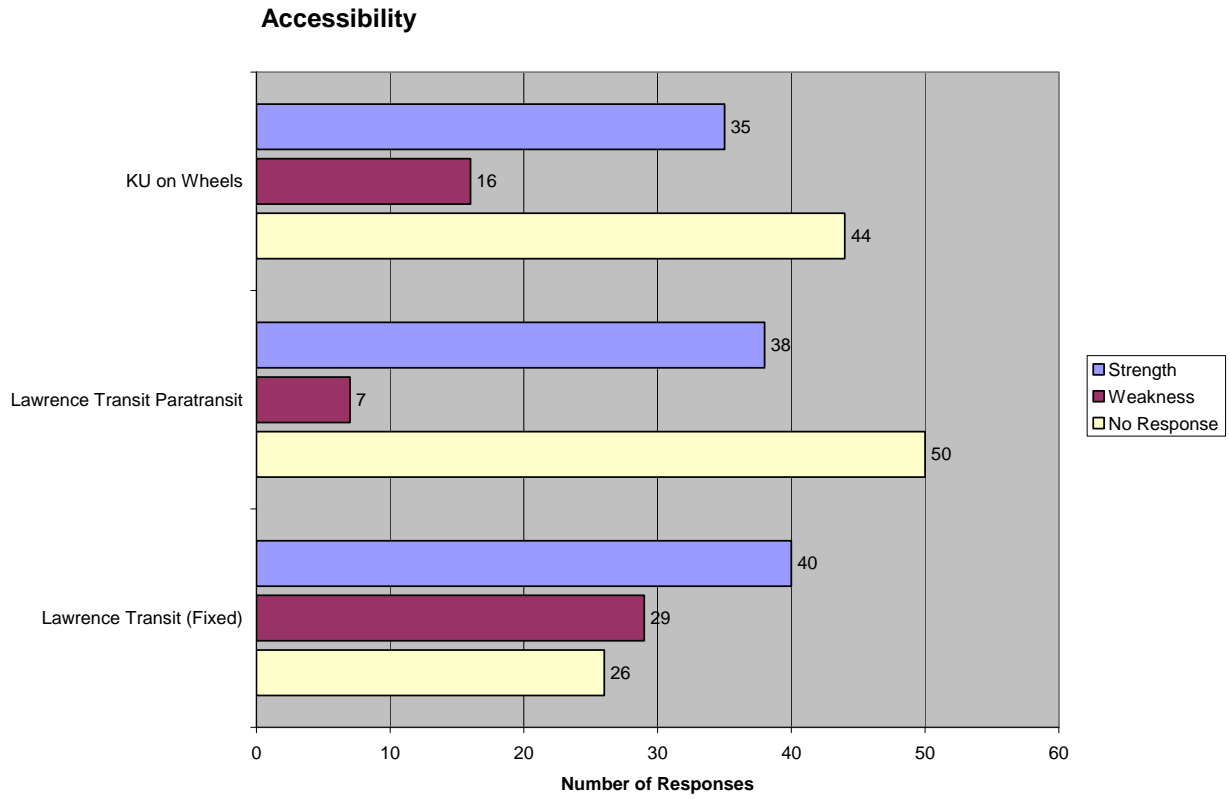
- Work Shopping Medical Housing
 School Entertainment Visit/Personal Other: _____

What is your secondary purpose of riding?

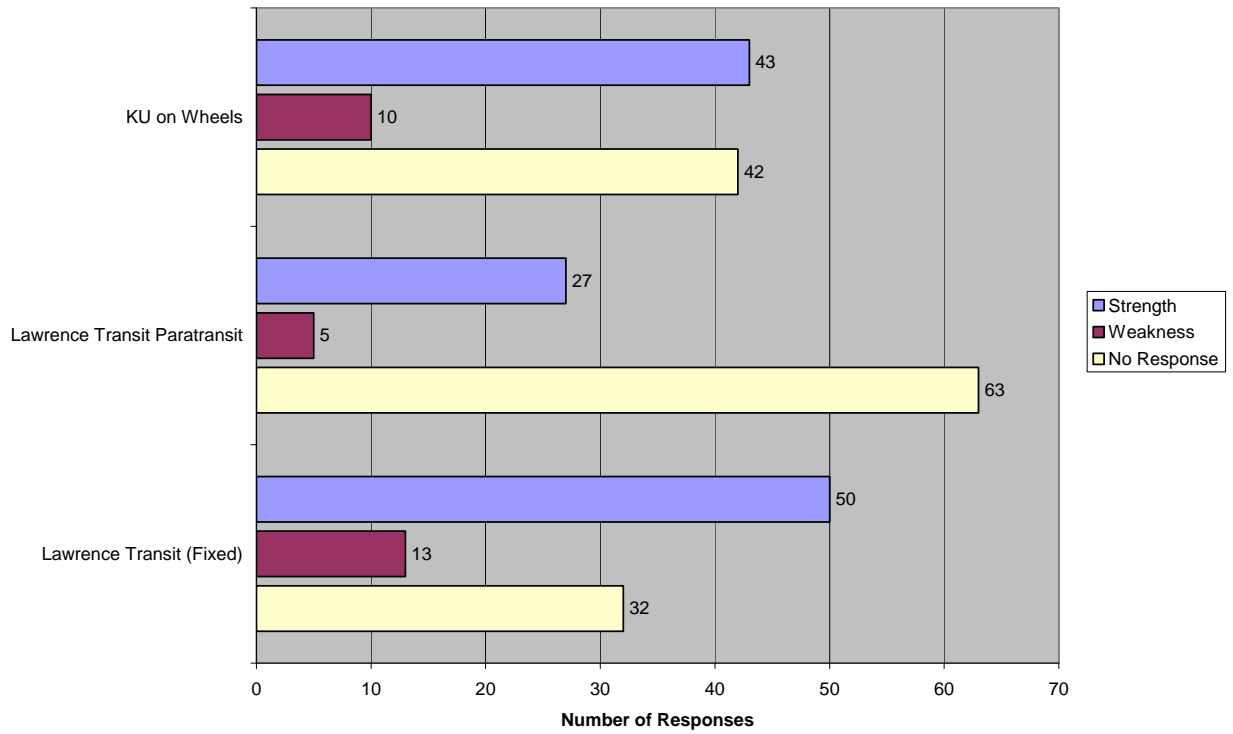
- Work Shopping Medical Housing
 School Entertainment Visit/Personal Other: _____

Public Input Results for Strength and Weakness: Opportunities for Improvements

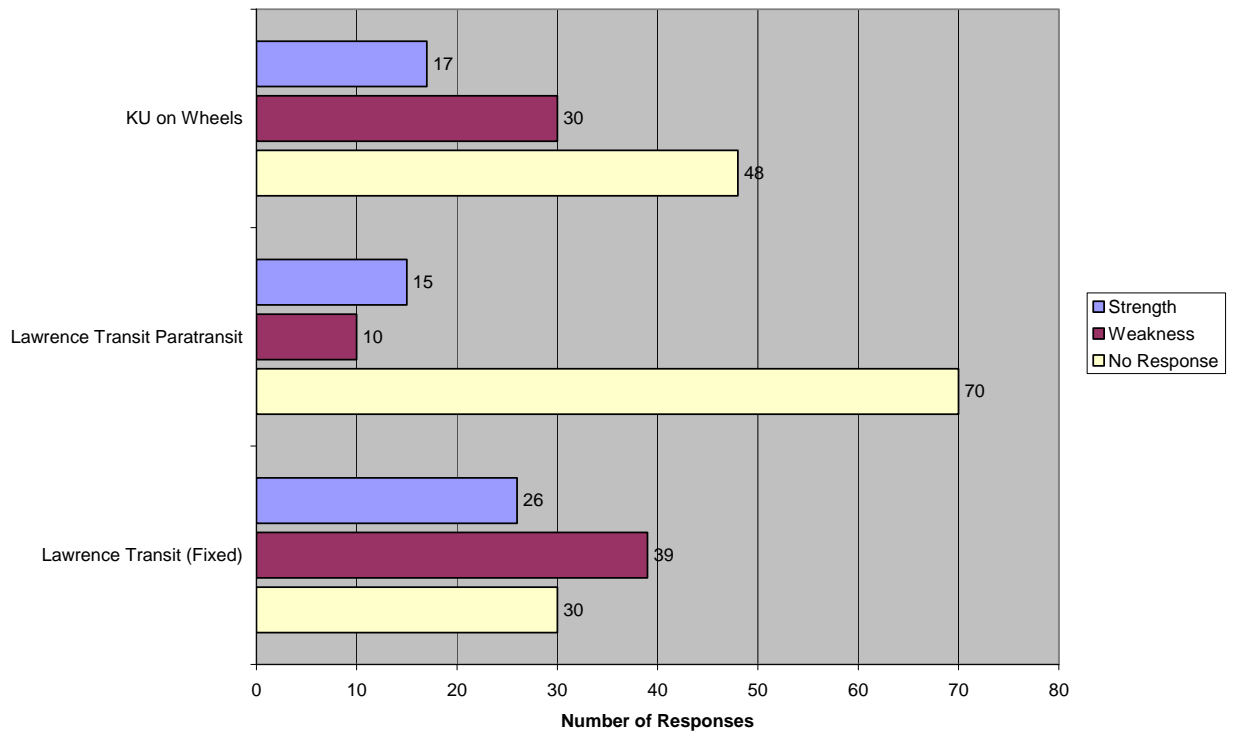
95 individual responses to this survey were collected



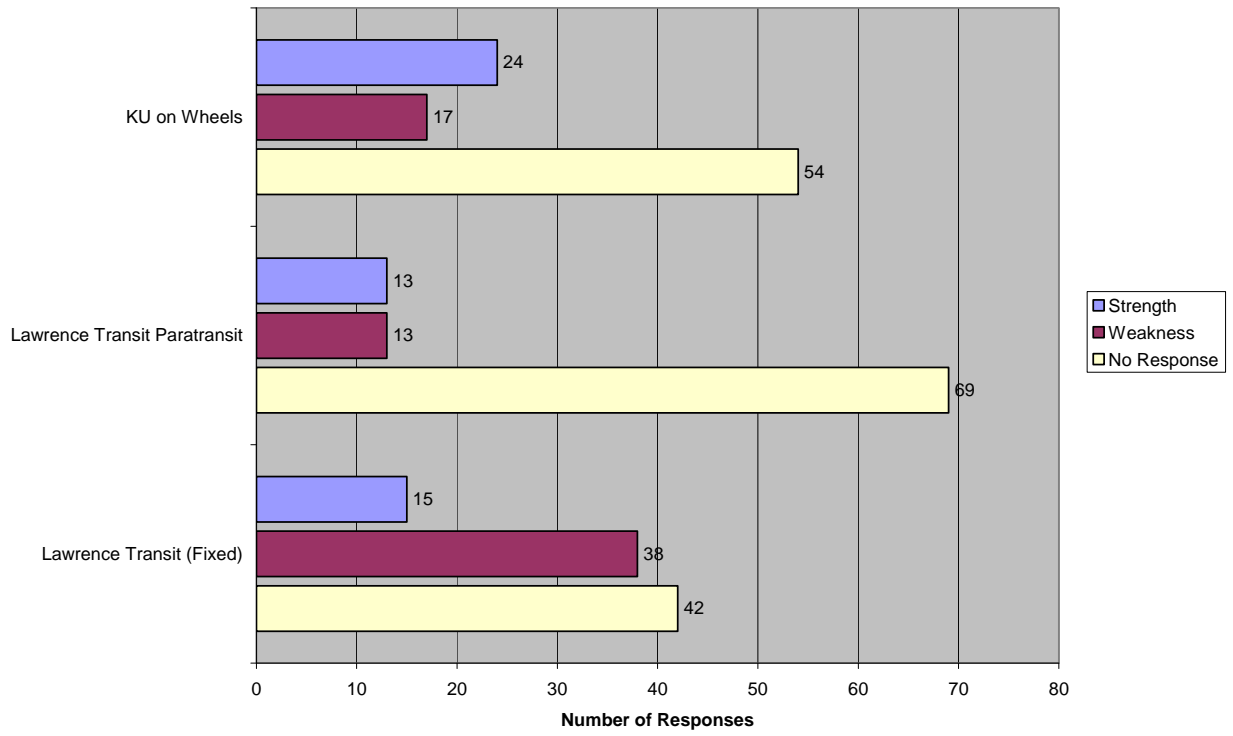
Comfort of Bus Ride



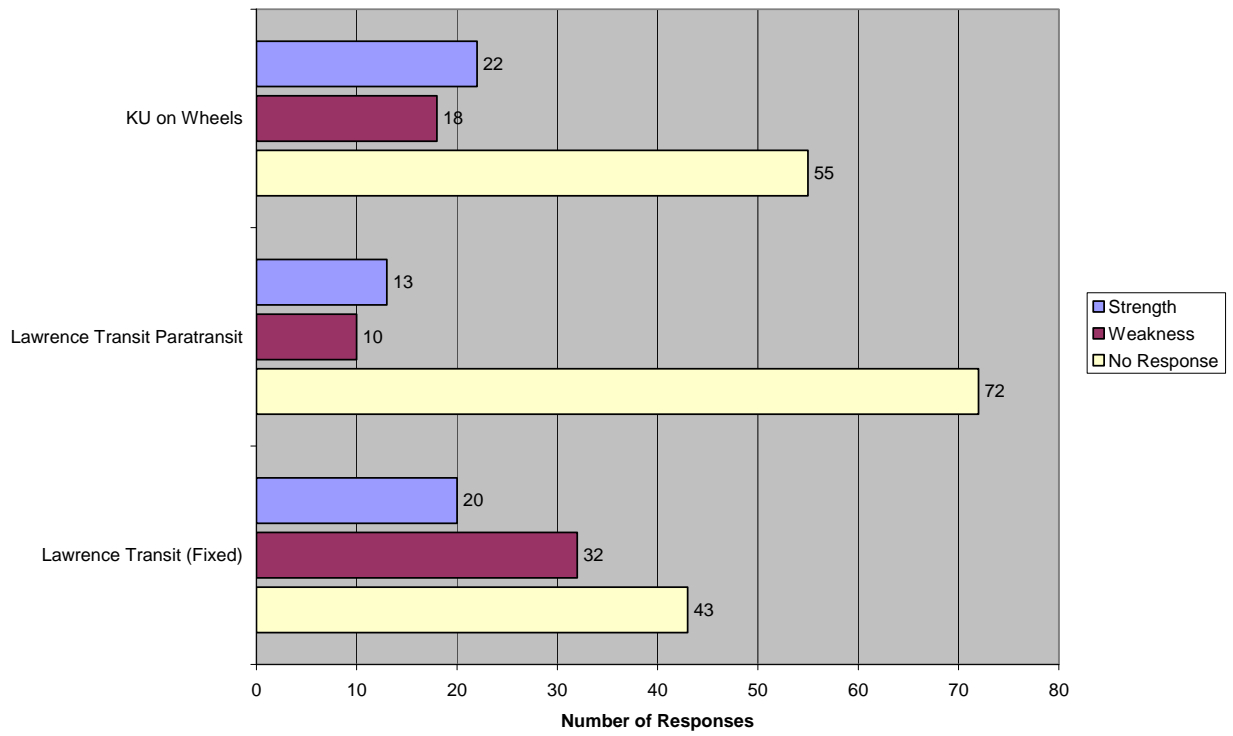
Comfort of Bus Stop



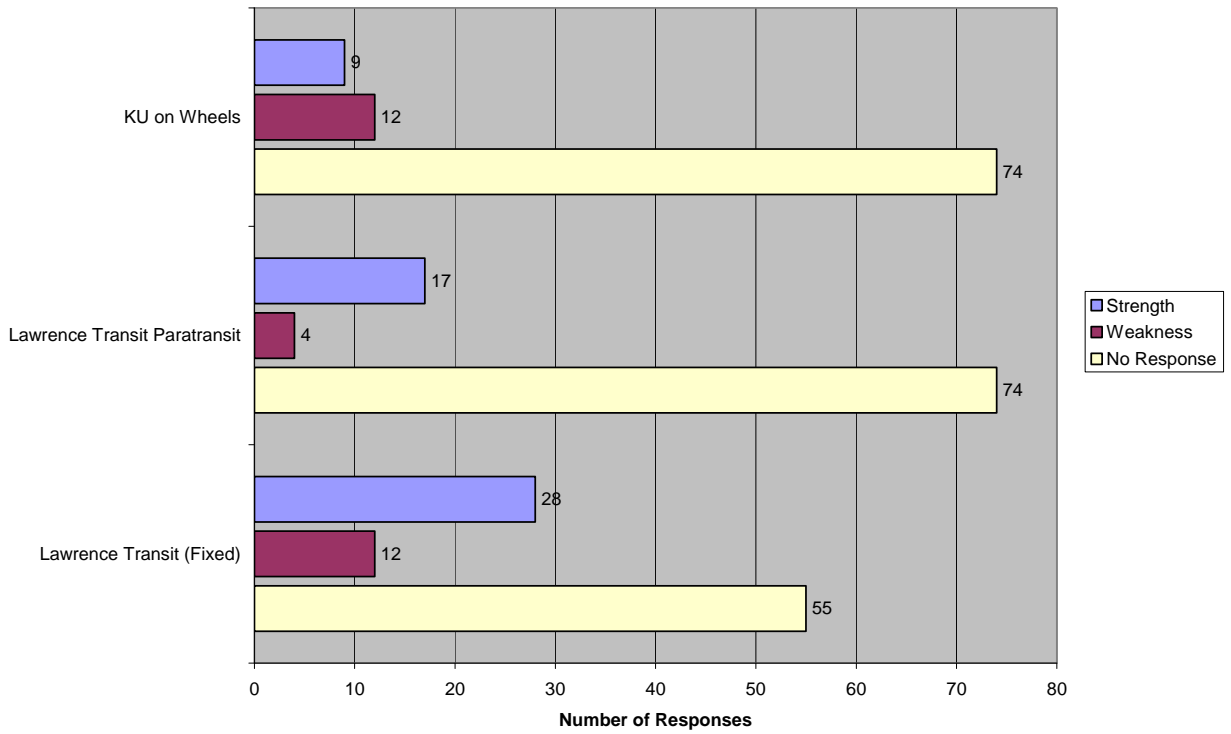
Providing Commuter Transit



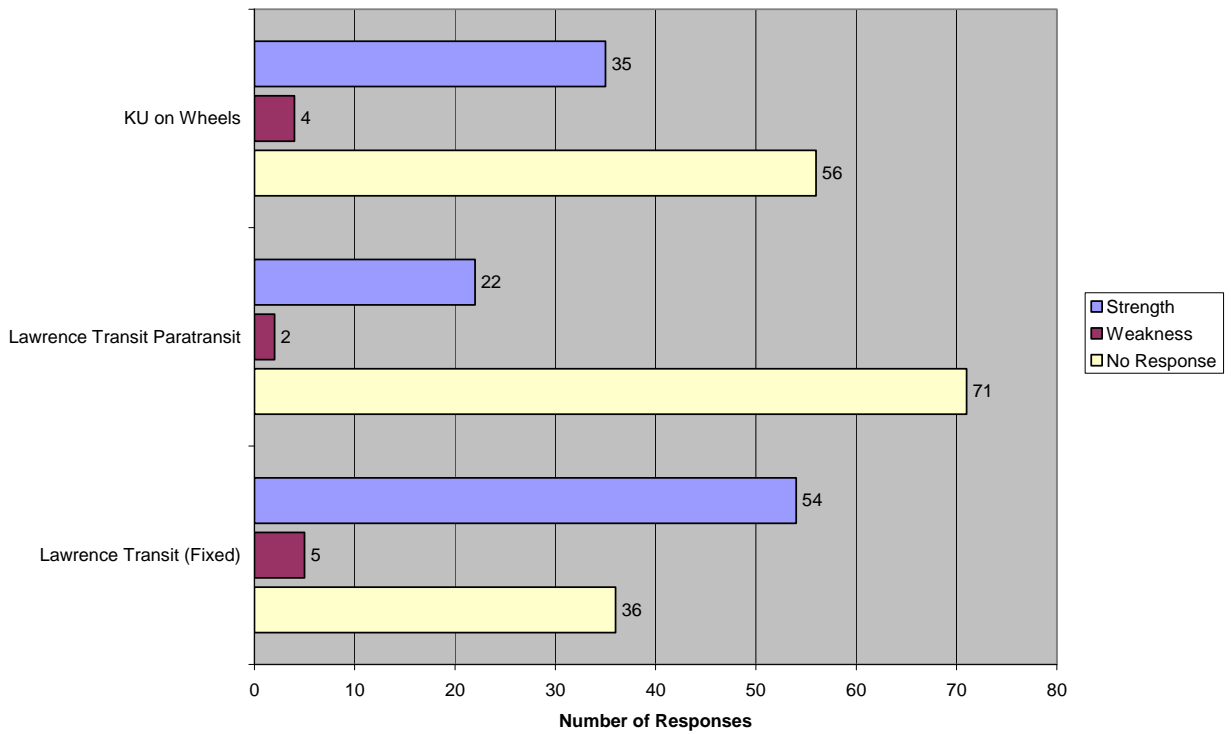
Connections to other Modes of Transit



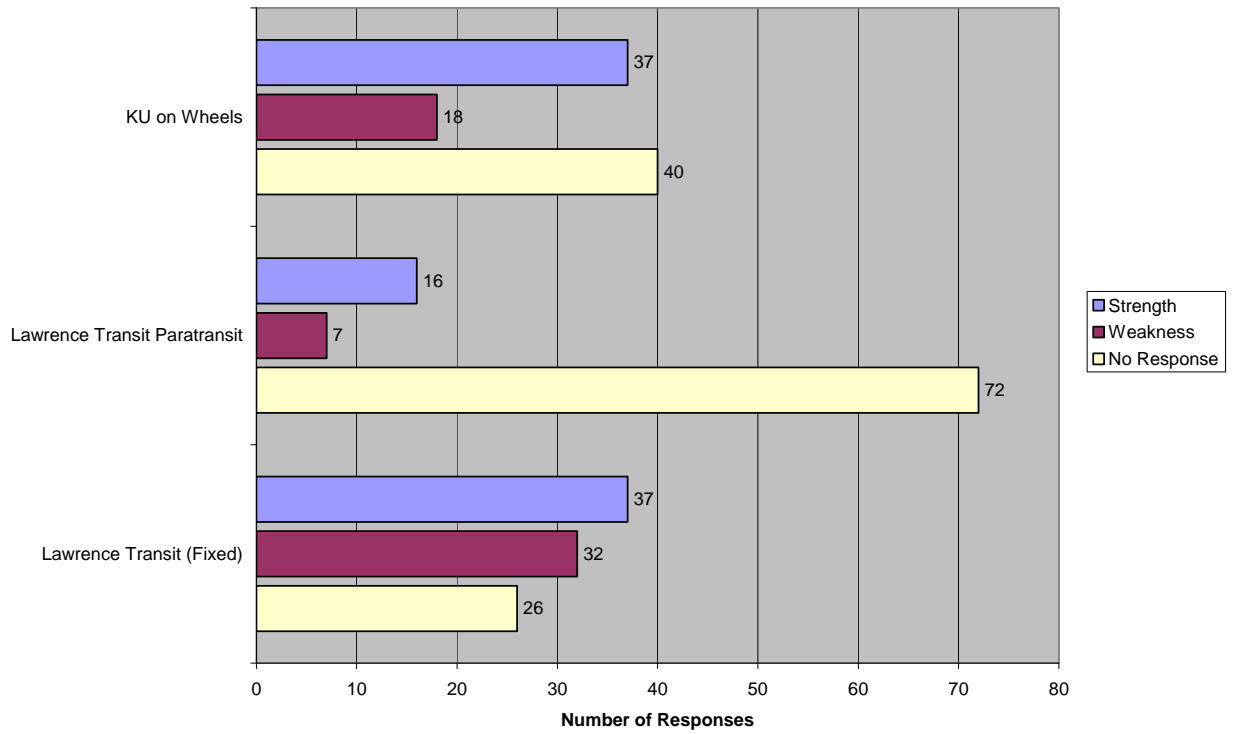
Customer Assistance Provided via Phone



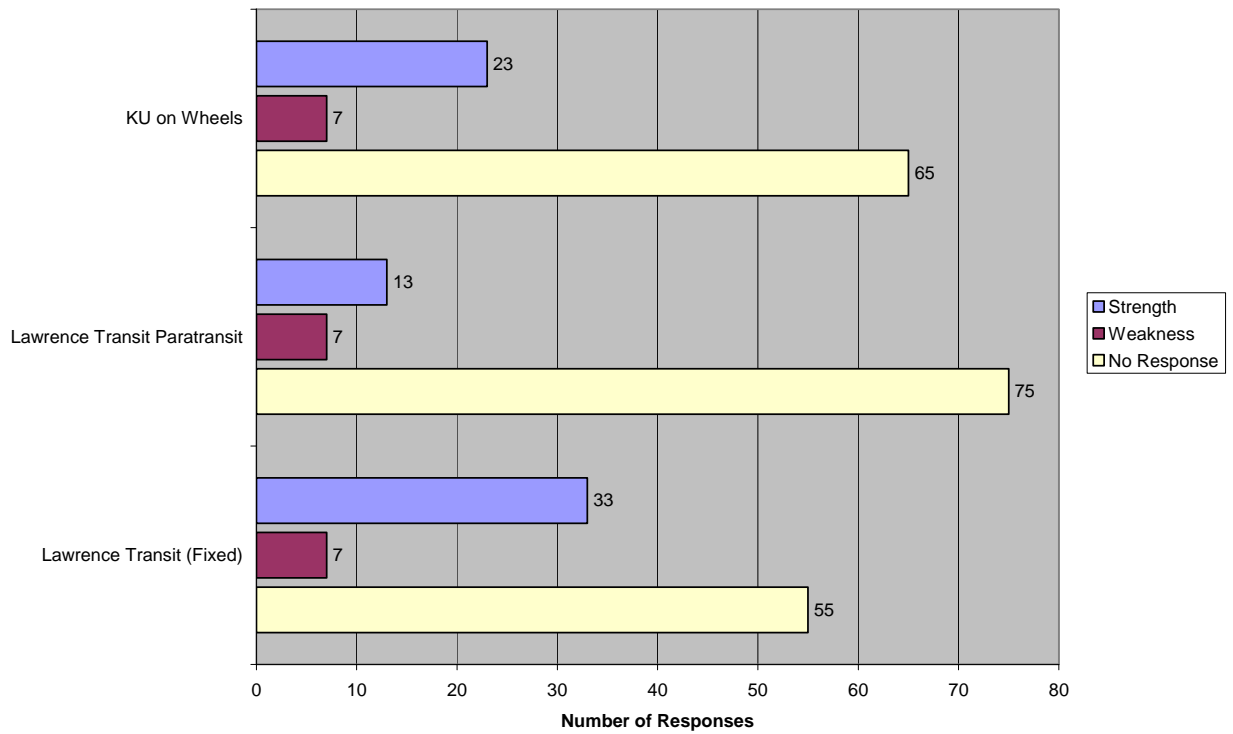
Customer Assistance Provided by Drivers



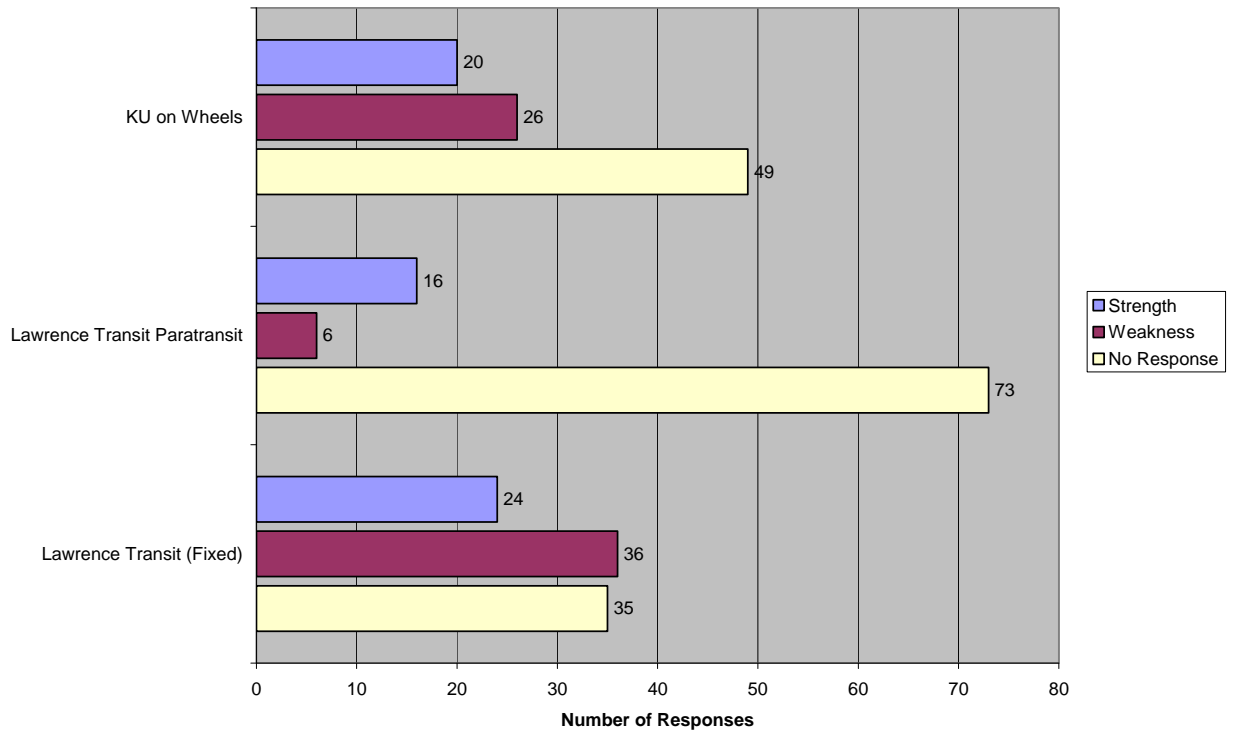
Route Map



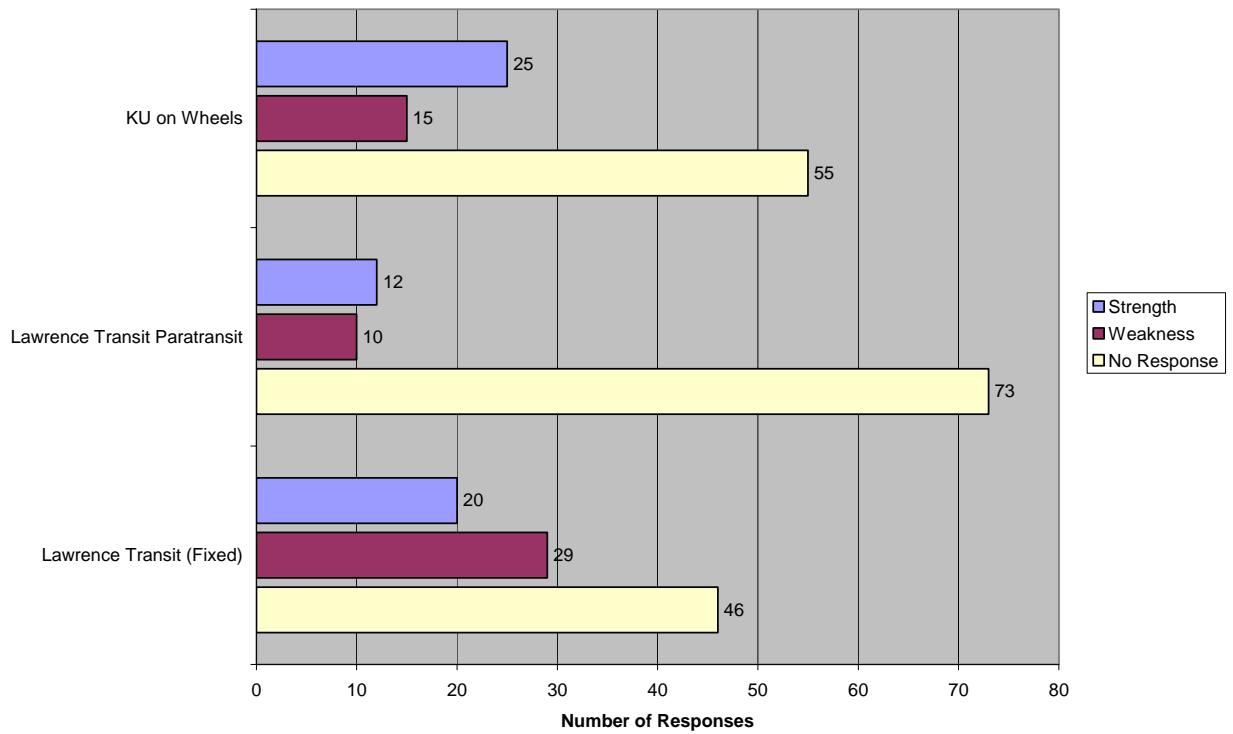
Web Site



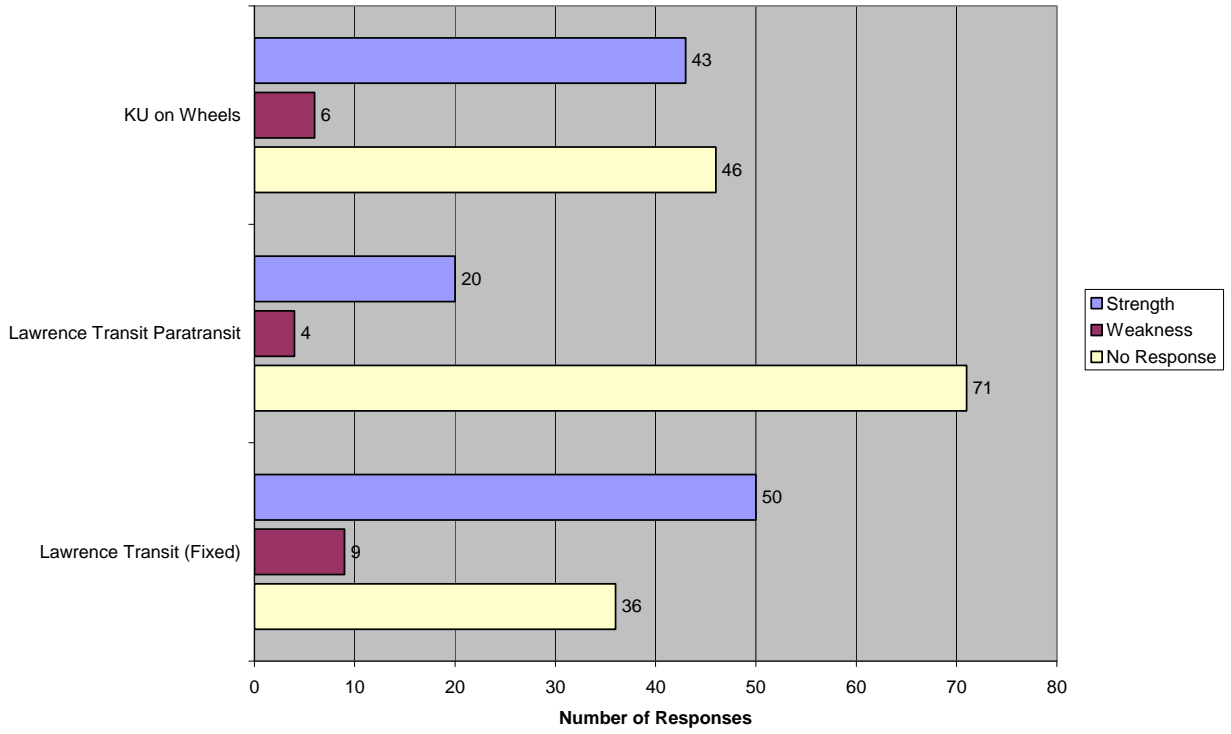
Days of Service



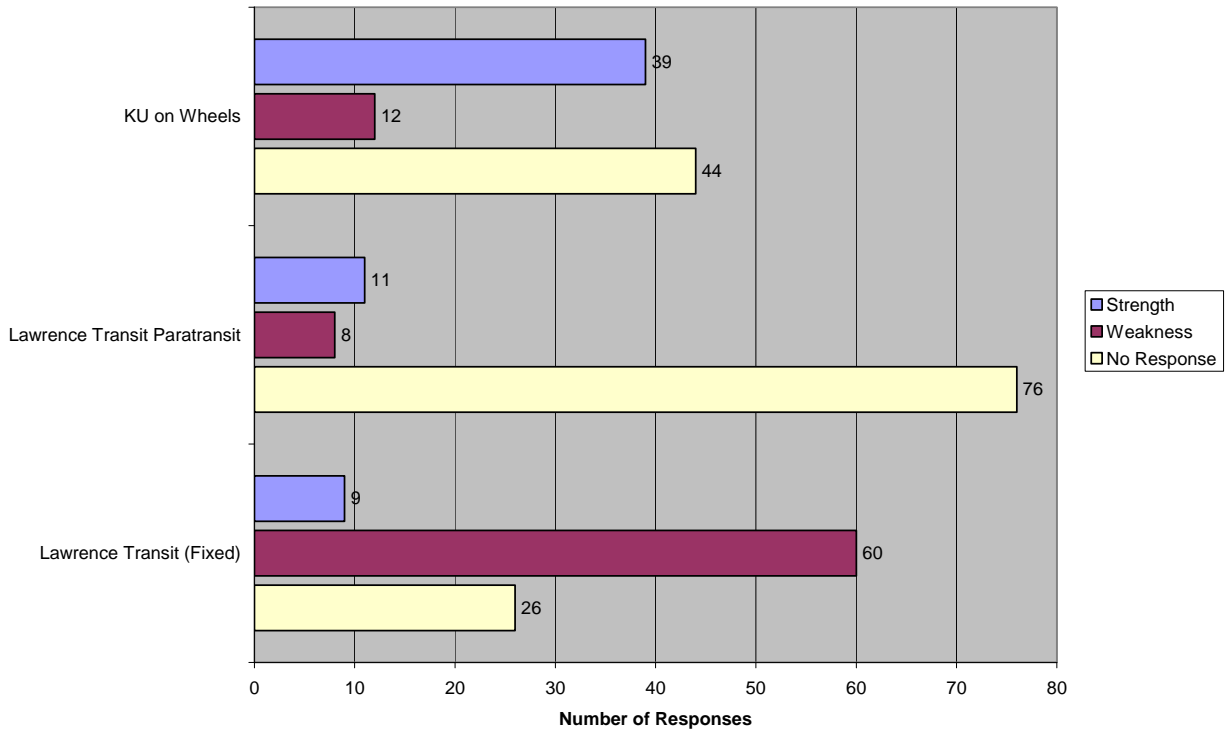
Environmental Friendliness



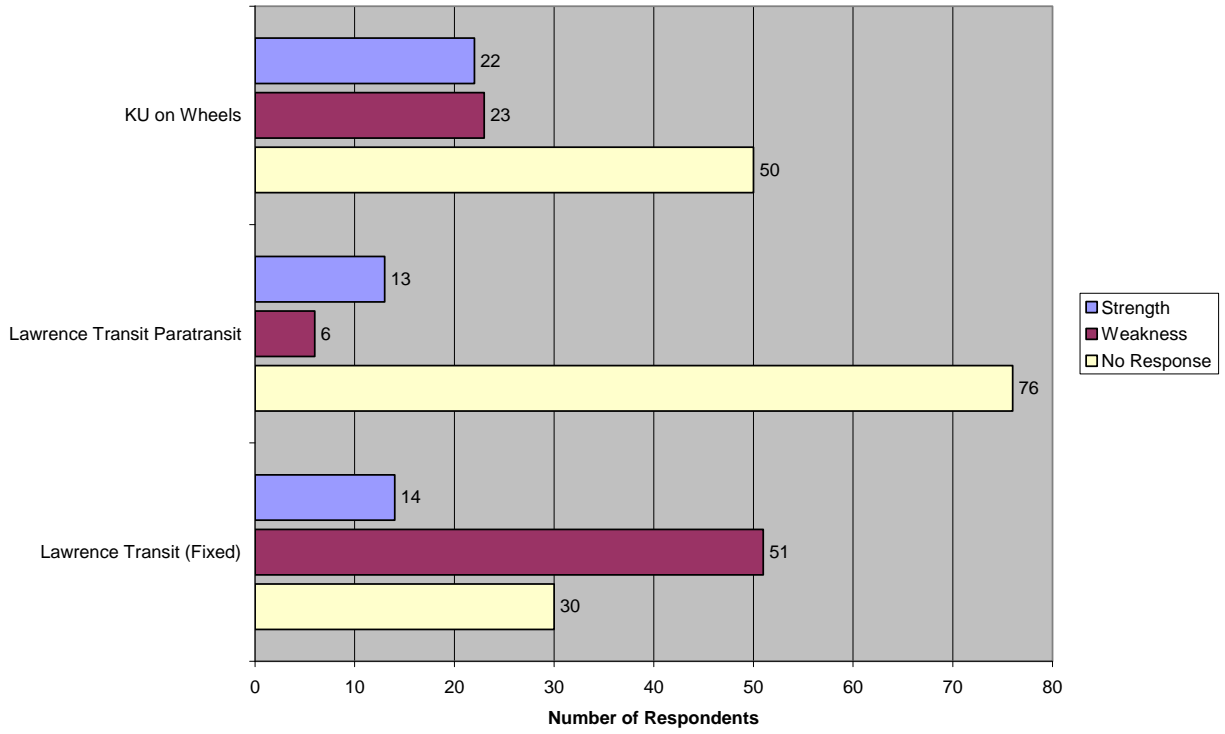
Fares



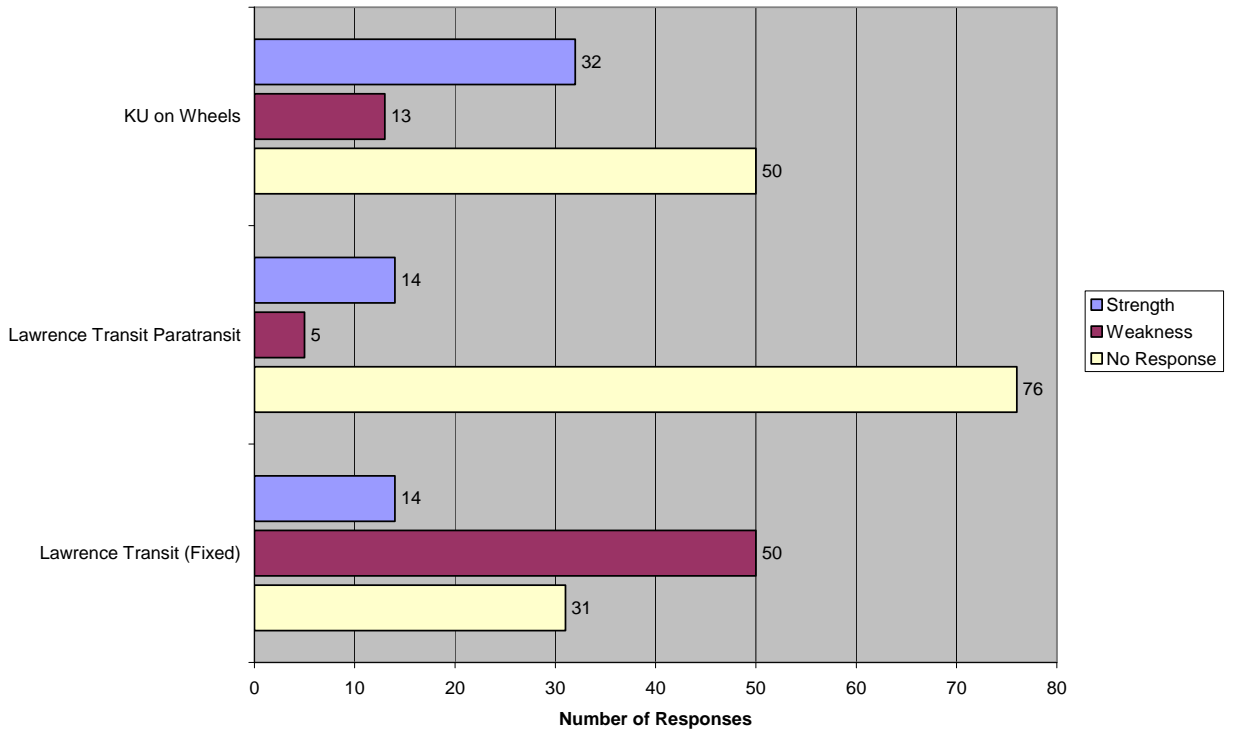
Frequency of Buses



Hours of Service



Routes



Suggestions for each category:

Accessibility

1. Match the bus size to the need (based on route and time).
2. Every 40 minutes isn't frequent enough, especially in extreme weather temperatures. This does make the bus less accessible.
3. More routes - extend hours of service
4. Presently the systems were restricted by size and needs, now that they are combined you can spread the wealth and make it a city service by joining KU on Wheels and Lawrence Transit. Paratransit should be just that and the others should not carry needy.
5. There needs to be less time between connections. I can walk to work in 20 minutes (unpleasant in rain and snow) or I can take the bus which takes 40 minutes. Sometimes I need the bus but can't afford the time.
6. no steps on the buses - hard to climb for small children and elderly/disabled
7. I'm taking Accessibility to mean "stops are close enough to places I am and want to go". Yeah, close enough.
8. Lawrence T needs more routes
9. too far to walk to stops
10. KU on Wheels needs wheel chair access and should raise & lower itself like the T does
11. T buses are worn out
12. Both need more stops and routes with more coverage. It shouldn't take 40 minutes to get around town on the bus.
13. publicize accessibility on all Lawrence & KU buses
14. publicize the availability of paratransit and that all buses are wheelchair accessible
15. no direct service to SW Lawrence, connecting SW to downtown or KU
16. The 6 buses work great for me getting to...work. Some of my coworkers would have to take 3 buses to get to work. Can we free some buses via coordination with KU on Wheels to make new routes to go out to the further parts of Lawrence?
17. If the Lawrence Transit could run more often that would be helpful, but difficult in this economy. A strength of the KU system is the frequency of its buses on routes.
18. I don't ride the T because it is inconvenient.
19. Don't have all busses go downtown; it leaves other areas of town underserved, and makes other trips too long to be feasible.
20. KU buses are not fully accessible.
21. smaller buses
22. better marked bus stops, more covered bus stops
23. No set time for the bus arriving at each stop. You should not have to guess when the bus will arrive if you are waiting at a stop not detailed on the route map and schedule.
24. combine both services, Lawrence Transit and KU on Wheels
25. my observation is that the T is pretty accessible but I have never observed a passenger use wheelchair accessibility
26. loading time using the lift is too slow, inadequate sidewalks, paratransit not always available, 30-minute window needs to be changed to 20 minutes

- 1) Only use a low cord to pull for a stop. 2) Never allow a route to stop at an intersection where one must cross only by the stop light. I can't do this, and neither can all other people. 3) There should not be a step up or down to trip over.
27. Both LTF and KUW need to work together to provide a better accessibility to all and on one pass.
28. All KU on Wheels buses should be ADA accessible, and the two systems should use one paratransit system

Comfort of Bus Ride

1. The seats are not made for comfortable commuting particularly for those with back problems. Maybe they need some shock absorption.
2. newer buses on LT(fixed)
3. KU on wheels must stop overloading and standing from door to tailgate before there is a injury or death.
4. I love the comfortable seats and the warmth of the buses.
5. make it first class for first class people! comfortable, clean (wash buses more often), and stylish
6. Hey, it's a bus. I'm not worried about comfort, just so long as the bus is halfway clean.
7. Get the department of Public Works to # 2 bus: repair the washboard condition of New Jersey St. between 13th-11th St. It's sending the buses into an early grave -it's so bumpy.
8. the appearance of the inside of the bus terrible not clean
9. Bus seats are uncomfortable and the bus is very noisy.
10. New buses are great
11. Not an issue
12. mostly good, but there are a couple of buses I can't ride without being ill
13. let too many riders cram on bus at Naismith court
14. good
15. no complaints
16. The system is more convenient than comfortable. Depending on the bus/route it can be crowded.
17. no bus stops conveniently located on Clinton Parkway west of Iowa St
18. nice and warm in winter and cool in summer
19. I don't think comfort matters all that much.
20. Except for crowding
21. Buses are buses and yes there is always room for improvement

Comfort of Bus Stop

1. need more sit-down benches at stops, more shelters
2. The stops that have a shelter are clean and seem to have plenty of room. Maybe add benches to non-shelter stops?
3. Cold air blows around your ankles too much. Surrounds need to come down closer to the pavement
4. more clearly marked, flat standing spot.
5. More enclosures.

6. not all stops have booths, and booths help tremendously when the weather is bad
7. current: getto ... make them nice, more benches (more *marked* stops, get rid of the hot boxes that cook you in summer and freeze your ankles in winter
8. My main concern is adequate lighting for safety purposes
9. Again, not worried too much about comfort. Sometimes there is trash in the stop, but that's not the transit system's fault.
10. electronic heater for warmth
11. Very few bus shelters. Bus stops are not lit and. Bus shelters are tiny.
12. Not an issue
13. All stops should have shelters
14. Several bus stops do not have benches or shelters. There are very few.
15. add shelters for city bus stops or off campus KU bus stops
16. some additional shelters at the major off campus stops to encourage more people to ride through comfort
17. Benches! could be public art program
18. better marked stops
19. more shelters (with maps) would be nice
20. need to connect SW Lawrence (Clinton Pkwy & Wakarusa) to the Park & Ride at 23rd & Iowa
21. Need more sheltered stops. Get companies to pay for them by offering to let them advertise on them.
22. For the most part the bus stops are safe and well lit. That is an important aspect - safety!
23. Of course, if money were no object, every stop should have a bench. Also, I'd like to see a companion stop to the Bob Billings/Lawrence Ave stop on the westbound 6 on the eastbound (say, a real stop at Bob Billings and Westbrooke like KU has?)
24. since frequency is relatively low, covered/protected stops become important, especially during inclement weather
25. need bus shelters in North Lawrence
26. very confusing bus map, I feel like a cartographer when I try to read it!
27. Each stop should have a least a bench and always have schedule information.
28. Not enough benches at bus stop signs
29. great now that the shelters with benches are installed
30. there could be more sheltered stops for both, especially the T, as some of the stops are quite exposed. The stops that do have shelters are great, except for the 2 inches of exposed space by my feet during inclement weather!
31. Nobody likes to stand in inclement weather; it's always better to be sheltered or moving.
32. I need a place to sit while waiting
33. There is no stop for paratransit, which is bad in inclement weather. Bus - KU on Wheels and the T don't go into apt complexes to stop. For this reason, if it was slippery/icy/snowy, I could not ride the bus! I could if it went into the complex.
34. KUOW needs to look into bus stops
35. Every stop should have a little shelter house. This is Kansas weather goes bad in seconds.
36. More shelters and improvements to existing shelters with regard to lighting and comfort
37. Not enough shelters and should be bigger

Providing Commuter Transit

1. JoCo bus system is a good model. LOTS of people commute to Topeka from Lawrence and a bus similar to JoCo would be very popular.
2. Lawrence and KU both need more buses going to KC and linking with the KC transit system in a more coordinated way
3. They are not set up for long-distance commuting.
4. no real commuter transit. K10 connector route is designed for students
5. coordinate transfers
6. no bus goes from near 19th & Vermont to & from campus, where I work
7. Commute to where? There's no way now to get to Topeka or KC. Too bad!
8. need more north south routes (along Iowa, Kasold, Wakarusa)
9. need more buses takes 1 1/2 hour to commute
10. interested in improving accessibility for clients outside Lawrence to utilize the service to commute from Lawrence area to KC metro area
11. Much too slow to use for commuting. Express routes during busy commute times would help.
12. Need a Topeka-equivalent of the K-10 Connector service!
13. Better frequency and more coordination is required
14. Zero. I could never depend on the bus to go to work.
15. routes take too long
16. add park & ride options for western Lawrence areas to bus these people to work/school then increase frequency to larger ridership areas
17. park & rides for city and county residents
18. not enough hours (early hrs, frequency) or days (sat, sun) for people who ride to work
19. need to connect SW Lawrence (Clinton Pkwy & Wakarusa) to the Park & Ride at 23rd & Iowa
20. KU has established routes to KUMC/Edwards campus. Expanding to more times would probably expand use so open communication with regional partners.
21. inconvenient for me
22. more frequent routes
23. need a stop at the station where greyhound bus arrives, need connection to K-10 Connector
24. great transfer system, except transfer between routes 5 and 7 could be made closer and safer.
25. Oftentimes it's too far of a walk to get to a Fixed route from residential areas.
26. need to reduce waiting time
27. We need a multi-modal transit center so people can access K10, Greyhound, Amtrak, the T, etc.
28. All systems should have commuter service, so that I can use it to go out of town.
29. T: 80 minute intervals? You must plan your life around transit to use it.
30. Most all at the transit system work well

Connections to other modes of transit

1. drivers do a good job of helping with connections
2. integrate with van pools and Amtrak
3. All of the bus companies need to get together to coordinate their schedules.
4. allow more space for idle time at each bus stop
5. What other modes? we don't have a system of shared cars or bikes nor a train or metro system
6. What other modes of transit? car pooling on I70? The airport?
7. To reiterate; the T needs a Topeka-equivalent of the K-10 Connector service!
8. In planning for the future(2011), leave room in planning and scheduling for the T to connect at the passenger rail depot (413 E. 7th Street)with Amtrak when the Heartland Flyer becomes a day train arriving in Lawrence from Dallas
9. K-10 connector is a blessing. It must be well connected to Lawrence bus system properly. K-10 connector must operate on weekends and holidays also.
10. too much lag time between transfers
11. need bike racks at stops
12. safe/covered bike racks at stops
13. Lawrence system has hubs through downtown Lawrence. KU system covers campus very well.
14. great that city is connected to KU
15. more hubs throughout city
16. good coverage of city
17. Having to go downtown to make many connections just takes too much time.
18. need schedule related to Amtrak arrivals, regional van to airport stops at holidome, but no info about bus connections to get there
19. near parking and safer sidewalks would help
20. the systems should feel coordinated, they are very separate
21. make sure all modes have many connections to different places
22. KUOW, you hit all the major parking lots and do a great job predicting where students need to be.
23. Provide park & ride opportunities throughout the community for those who live in auto-centric neighborhoods too far from bus stops to walk.
24. Both LTF & KUW should be able to communicate and make the city more accessible for connections

Customer assistance provided via phone

1. Haven't used.
2. Never used.
3. Should be able to get real time information on my cell phone or on web like at Stanford U.
4. I've never called
5. This depends - I've gotten good help, and I've gotten rudeness.
6. Staff is sometimes rude when you call for scheduling with paratransit.
7. need more people to answer phone

8. Never tried.
9. Lawrence Transit - friendly efficient phone service
10. T - A machine isn't a human, have a human answer calls! KU - Temperamental, defensive, selfish people who don't care about special needs.
11. Text messaging system would be great...
12. Every time I have called for help I have got all questions answered and/or set for pick up

Customer assistance provided by drivers

1. They've always answered my questions correctly.
2. The drivers on Lawrence Transit are wonderful! polite and helpful
3. Drivers are drivers. if there is need for paratransit then hire a second person to assist the rider.
4. They are always courteous and always helpful. The drivers are extraordinary!
5. T drivers are awesome!
6. Sometimes I have had Lawrence T bus drivers put my bike on the rack by themselves. Very nice. They advise me about connecting bus information
7. T drivers are cranky.
8. friendly, helpful staff
9. they all have very helpful drivers
10. Kudos to the T drivers. On the routes I use most (6) the drivers are unfailingly polite, courteous, & helpful.
11. excellent
12. great drivers, very accommodating, on both systems
13. The drivers on the fixed route and KU have always been very helpful.
14. drivers are very helpful
15. majority of the time ok, but have seen some drivers who were maybe new and did not seem customer-friendly, especially on #1 daytime hours and #5 early AM
16. Assistance should always be provided if needed.
17. Depending on whether the driver woke up on the right side of the bed.
18. The drivers are almost universally are exceedingly helpful, watchful, and courteous.
19. Most all the drivers I have met are very pleasant and helpful.

Route Map

1. Eliminate double routes.
2. Easy to read. Easy to access.
3. Route maps needed at bus stops.
4. It's really hard to tell from the map when the buses are passing certain points on the South Iowa loop
5. The maps are too busy and confusing for reading.
6. If the two maps were combined, that would be really helpful, since I need both to get to my destination.
7. I find current fixed route for Lawrence Transit ineffective in my area of Lawrence.
8. the routes and timings are too complicated
9. the map takes a little practice, but it is excellent

10. para doesn't have a route map
11. I am submitting a suggestion for legend of times to points on map
12. have stops at Eudora and/or Desoto for park and ride between Lawrence and KC metro area
13. Easy to read. Easy to use. It gets me every where I want to go.
14. Not good. Route 6 is confusing.
15. hits important destinations but very inefficient
16. more times in schedule
17. KU route map hard to read.
18. clear maps and times
19. maps are really clear
20. Should be combined. Color coding is hard for me b/c of color blindness, use different line styles, too. <drawing of dashed line>
21. the southbound/northbound reading is confusing
22. nice + clear + free
23. list more approximate stop times
24. done well
25. Is this about the printed map? The brochure is fine. The route system itself needs to be revamped.
26. The T does a good job of covering Lawrence. The only connection I would like to see is a N-S connection between 23rd and 15th on Kasold and secondarily on Wakarusa
27. map is sometimes hard to read
28. Route maps and schedules should be available at every stop.
29. More direct routes -- omit the central 9th St hub. more ridership would occur and it would grow
30. okay, but there are barriers to getting to the stops - crossing 19th Street is scary
31. Horrible that the off-campus night bus isn't on the route. I'm unable ? to participate in life - campus, etc. because of this!
32. All a bit confusing when looking at times and map and transferring.
33. All bus routes should be on one map and a small book with all times

Web site

1. use a user input create-a-route, ie. Metro King County /Seattle Metro transit
2. map is harder to see and navigate on line
3. the route locator is great
4. decent
5. great to be able to look this up online
6. Map is very helpful.
7. Google Transit is a move in the right direction
8. I didn't know it is there - please advertise!
9. Easier to access interactive maps and Google map tool

Days of Service

1. fixes transit -too long of hour of operation, cut out weekends
2. may be moot if there's a combo of services; as a non-student who still needs to get to work (as over Xmas break, etc.), I'd like a campus service during those times
3. Sunday is the day most people run errands. The bus should be available then too.
4. Sunday service would be great--a lot of people shop on Sundays
5. They need to increase the hours, routes and be available on weekends.
6. SUNDAY service is needed!
7. The bus is needed to get people to early am job and home after late hours. cutting them out is not a service
8. would ride a Sunday bus to church and a later bus after dark to functions.
9. have service on K-10 5 days/week, 5 or 6am-8pm
10. Just fine.
11. Sunday service would be nice, but I understand the constraints...
12. KU buses do not run when classes are out - staff still have to get to work. City busses have to fill in that gap. They need to run more often to campus when KU busses are not running.
13. There must be service on all days. Even on holidays, if necessary the frequency be reduced.
14. Sundays and evenings, hello.
15. Sunday Bus
16. Needs 7 days
17. Run another day
18. T should run 7 days a week.
19. Need better Saturday and Sunday service
20. Would like to see reduced routes on Sundays. Also, would like to see the T run until 10pm
21. if you keep Sunday off, look at increasing the frequency and efficiency of M-F
22. needs to run on Saturday/Sunday
23. need sat for KU on Wheels, sun for the T at least, and service with KU on Wheels even when there aren't classes
24. Weekday service is by far the best time to use system. KU limited by semester timing.
25. need Sunday
26. I'd like to see Sunday service, which may not be feasible.
27. 6 days, earlier start
28. I would like to see longer hours and bus service on Sundays.
29. should be 7 days, weekends possibly fewer hours to assist in the financial side
30. Sundays are a MUST - currently, there are no options. And Saturdays, the only bus to campus (#8) runs too infrequently, as there are no KU buses to supplement it
31. Have found myself planning for a bus on a Sunday only to realize there's no service.
32. I need Sundays
33. no Sunday service, even if less than 6AM-8PM
34. Sundays needed badly!
35. KU on Wheels - run on Saturdays, too, and remember, operate when students are gone. We aren't all students or just students! I need a bus over breaks, too!

36. Students do NOT need to be paying for Saturday/Sunday service, as we simply do not need it! PLEASE do not let students be footing the bill for Sat/Sun. service.
37. Perhaps eventually offer Sunday service, if you can determine traveling patterns, perhaps to grocery or certain events.
38. Saturday service would help students access campus facilities in order to study.
39. People work, go to stores and other places 7 days a week not just 6, we need this

Environmental Friendliness

1. no way to judge, but has to be good compared with too many cars
2. air emissions could be improved.
3. need green fuel buses for Lawrence bus system
4. The busses need to be better maintained.
5. Diesel-electric hybrid is the way to go!
6. Alternative fuels and smaller buses on some routes/at some times would be a big improvement.
7. Get off diesel. Push for CNG (compressed natural gas) or bio-diesel (french fry oil). Anything is cleaner than diesel. Can our venerable electric trolley system be resurrected?
8. By operating public transport, there is environmental benefits untold.
9. Need environmentally friendly bus service.
10. buses are worn out; new KU buses have very clean exhaust
11. All three could have more environmentally efficient fuels/hybrid vehicles.
12. need overhead exhaust pipes to save bikers' lungs. think about electric, natural gas, BRT.
13. better than cars
14. could we move to natural gas fueled buses?
15. they could all be more "green".
16. Do the slower times of day/slower routes need the big busses? (No accusation there, just an honest question.)
17. lots of fumes and dirty smoke off their buses
18. eco-friendly fuels
19. electric or methane fuel would be great, natural gas, or any other improvement over gasoline
20. should be as clean as possible
21. Being more environmentally friendly on a per rider basis is extremely important.
22. don't know
23. what does this mean? sidewalks? emissions? seeing the city?
24. Everybody wants and is working for environmentally service which is and will take time
25. when new buses are purchased attempts should be made to incorporate buses using alternative fuels or hybrid (or electric buses). It may be necessary to put the additional financing to a vote, but I believe most of the citizens of Lawrence would be support

Fares

1. Just right. The "T" should advertise the monthly bus passes more.
2. The paratransit fares can be prohibitive for low-income people with disabilities.
3. in Bloomington IN, students pay a transit cost as part of their fees and then they can ride the buses (university and city) for free by showing their student ID's. smart!
4. would like a reduced monthly pass for regular riders
5. collect more taxes/fed grants and offer it as a free service like the parks etc
6. keep as low as possible
7. Fare is okay but should not be increased anytime soon.
8. I probably won't ever complain about this.
9. It's fair!
10. Must be not be increased at all. If necessary they be operated at a loss because the other intangible benefits are present.
11. A little high
12. Disability fares okay
13. All fares should be free or as low cost as possible
14. My only complaint is that some passengers who are not KU students think we are riding the buses for free, and so they are somewhat verbally nasty to KU students.
15. Both free with KUID is awesome! still, could lower rates for everyone else
16. I could pay more
17. The Lawrence system fares are fair.
18. I'd like to see a lower fare for the monthly passes. (Unless I ride absolutely EVERY day, I actually lose money riding the bus to work instead of using my own car's gas.)
19. although maybe decreasing fares would increase ridership enough that it would qualify us for more funding
20. Great, since I'm KU staff and it's free! Thanks!
21. just fine
22. seems ok - compared to driving your own vehicle
23. T fares are good, if one is a student! The recent increase was alarming, however, as it happened twice in a very short time and I worried about the low-income riders.
24. Reasonable.
25. Free is awesome
26. too high
27. Bus (T) should be free to get ridership up.
28. Look strongly at possibility of ability to pay, scale or a pass (reasonably priced).
29. KUOW has it easier without bus passes, but I feel the majority of the cost should be for freshmen who use it the most, not for sophomores-seniors.
30. Invest in more environmentally friendly buses as possible (biodiesel, CNG, hybrid electric)
31. To improve the transit system fares can be raised
32. Fares are a very very small portion of the budget. They were recently raised. A better option would be to utilize exterior advertising (wraps). I believe the market would be great for the wraps. Fares could be reduced or eliminated.

Frequency of Buses

1. Too many HUGE empty buses running around... eliminate route/hour or match the size of the bus to the need.
2. 40 minutes is a long wait time.
3. Lawrence bus routes are too long and roam around interminably. Need shorter routes and more frequent service following main streets
4. The bus needs to run at least every 20 minutes.
5. I sometimes have to wait 40 minutes for my bus on the T. This is a pretty long wait. I think that if the two systems were better coordinated, this would help a lot.
6. There MUST be more routes, more frequency and more hours in order for the T to realize its potential and be fully utilized.
7. buses are MUCH too infrequent...it can take hours to get somewhere and return home
8. need greater frequency to entice riders who have option of using their own vehicle
9. every 15-to-20 minutes would be nice
10. Need more buses or a revised schedule for them. An almost hour-long wait for a bus sucks.
11. Everyone wants more frequency, but the current frequency works for me. If I had to chose between the pollution of the fuel source vs. the frequency, I'd put money toward cleaner fuel burning buses rather than toward more frequent buses.
12. I have to wait 25 minutes between N. Lawrence bus and KU bus (city), This is too long. They need to be coordinated better.
13. KU buses seem to all clutter together and the T takes too long to come around.
14. T comes infrequently.
15. buses should run every 15 minutes on weekdays on busy routes; every 30 minutes on weekends on some routes
16. Would like to see time between busses at 20minutes instead of 40 minutes
17. Waiting 45 minutes for the next bus if I miss one to get out to East Lawrence is a time crunch.
18. more frequent
19. the more routes the better
20. I'd prefer they were more frequent.
21. Not frequent enough
22. would be much better if 20-minute intervals
23. don't have to wait long for park & ride
24. paratransit time frames make it difficult to schedule rides.
25. Lawrence T buses need to run every 1/2 hour, not 40 and 80 minutes, even if we need to cut back on routes for a while
26. need to be every 30 minutes
27. One of the reasons I do not take the bus. It is an hour and 20 minutes between busses for me.
28. every 20 minutes would greatly increase the convenience
29. longer hours and more stops, easier schedule set every 1/2 hr would be better
30. The T needs to increase frequency of routes 7 and 8

31. Arriving on time would help! My summer camp uses the bus to get to the pool(s) and we always plan on getting to the bus stop right on time knowing we'll beat the bus by roughly 5 minutes.
32. I think that a 30-minute cycle would be best.
33. The 8 bus is EMBARRASSING - like a bus every 1 hour 15 minutes?
34. Come sooner than 80 minutes apart, should be every 30-60 minutes tops to come by. paratransit pretty good. KU on Wheels - good most of time, except need to go off campus at night!
35. No less frequently than every 40 minutes.
36. Waits too long between many T buses - should be 30 minutes max during rush hour
37. to long at wait time
38. Frequency could change throughout the day, but during the peak hours a bus should come by every 20 or 30 minutes. Waiting 80 minutes for a bus is a deterrent to using the bus.

Hours of Service

1. stop service at 7 pm, no weekends
2. again, need good holiday hrs. for non-student riders like myself
3. I would love to see the system cover the bar crowd. Especially with all of the accidents we've seen related to drunk driving lately. Maybe encourage the busses Midnight-2 AM use with a reduced fare.
4. late night bus service to and from downtown is needed.
5. Lawrence buses need to run later than 8 pm because people need are out and around later than that
6. The evening and weekends are limited. This deprives people of access to cultural activities.
7. late bus: Downtown/South Iowa to residential areas
8. Re-establish the night route.
9. need to run late and also on sundays
10. would like Sunday for Church and after dark buses for functions
11. Sundays and later hours
12. Maybe these need slight modification (a little later in the evenings, perhaps), but they're pretty good.
13. No one is done with their need for transportation at 8 PM. They should be done by 10 PM. Even extending hours of service one more hour, say, 'til 9 PM, would be great, if it could be managed. Something to shoot for!
14. Needs to run later at night.
15. Holidays and weekend service must be there.
16. Should go another hour at night
17. Bus could go later in the evening
18. Buses should run later into the evening.
19. Need Sundays
20. 6am til 10pm would be better
21. go later, especially friday/saturday
22. need more early and late hours

23. the route should accommodate students in jr and sr h.s. being able to get there in time for 'zero' hour
24. They are geared to the higher demand times and then service falls of substantially
25. would help a lot if later so could go out for dinner, attend events, etc
26. I would like to see buses running until 10pm, allowing for evening activities, but that may not be feasible.
27. start running 6AM til 10PM
28. I can't take the bus downtown for dinner.
29. increase hours of service
30. need to add evening hours to support social life - dinner, concerts, movies, the night scene
31. 6AM - 9PM daily would be great, some people probably need more time to get to work!
32. KU should run a night bus after 5pm -- 5 to 10:30pm with no bus is too long to wait! The T could run a little later as well, at least until 9pm
33. Fixed should go later. During the day isn't as important as the "after-school" hours.
34. need to run until at least 10pm
35. no later service than 8pm cuts out persons working 2nd or 3rd shift, especially 2nd shift, 2pm-11pm
36. Both systems need to run later. SafeBus needs to run Sun-Thurs.
37. T should run until 11pm M-F, 10pm Sat-Sun. KUOW should run until midnight and off campus!
38. Perhaps offer a few late runs from where people congregate at night.
39. There needs to be an effective night campus express. Too many foreign students are stranded at Eaton hall until Safe Ride picks up which is far more expensive. Also, the last night campus express was very inefficient to the students needs.
40. Many classes go until 6 pm, after buses stop.
41. Both LTF and KUW should run til 10 pm 7 day a week plus midnight fri. and sat.
42. I believe KU on Wheels runs a late night express bus. There should be late night and early morning service so more people could depend on transit as their primary form of transportation.

Routes

1. too many routes with very few passengers
2. don't make every bus go thru downtown.
3. The routes are perfect where I live (by Hyvee on 6th) and where I usually go. (downtown, south lawrence)
4. Lawrence buses roam all over creation. Need to follow main streets and if people want to ride, they may have to walk a little way
5. North and west Lawrence and parts of Brook Creek Neighborhood have limited or no service.
6. better service thru Downtown/South Iowa to residential areas
7. more grid-like please with easy transfer points
8. need more!
9. too many areas are poorly served or not served at all, routes are complicated, trips are hard to plan

10. para doesn't have routes
11. go grid system
12. They work for me
13. Beef up existing routes before adding new routes
14. More stops on already existing routes would be nice.
15. There is no route for KU on Wheels out to East Lawrence. With the combination of the systems, this problem is fixed though.
16. again, park and ride options
17. see park & ride comment
18. The 'T' should use more direct routes along major/minor arterials
19. the more the better. we could get more with better coordination with KU on Wheels by eliminating redundant routes.
20. Lawrence system could expand its routes in the west and south part of city
21. Not convenient
22. There need to be more transfer points, especially along major roads.
23. need N/S routes on west side
24. city routes very inconvenient for me! need a 19th St route
25. The T should service both high schools, not just Free State, even if the bus transits through the LHS parking lot.
26. more routes
27. needs to be a grid more than centrally focused
28. more of a grid routes - less time going to major hub at 9th & Mass, more direct as in driving a car, using major east/west and north/south streets
29. Downtown access is great. Better access to Jr. Highs (as Jr. High students cannot drive and makes going to the movies or downtown much easier).
30. need adjustments, especially if combining with KU
31. Keep routes 1,2, and 8. Should go to/from KU, 23rd & Ousdahl, downtown. KUOW - have a night off campus bus!
32. Combining routes should help with this
33. Not enough connecting routes between KUW and LTF

Other

1. The drivers. I love them! I also love the community on wheels phenomenon that happens with the regulars. This isn't something you are in control over, but you must know it happens and this is something useful when it comes time to promote the T.
2. I have heard that route 3 does not stop in the Lakeview Industrial Park before and after shifts at those manufacturers.
3. Shelters - put clocks displaying time in shelters
4. General operations and perception by outside is that KUOW has it together and the T is a failing system.

Additional Comments and Suggestions:

1. Most significant weakness for the T is operating costs per rider. Current costs are \$10/rider when state and federal dollars (\$1.8 million) plus City of Lawrence budget (\$2.4 million) are considered. Lawrence needs to publicly acknowledge this and set a target for less than \$5/rider.
2. The Park and Ride service has been a great help to me. I currently carpool into work at The University of Kansas from Baldwin City. I have work responsibilities on both the West and East campuses. Without Park and Ride I would have to drive myself into work to complete my work responsibilities. By timing the rides, I have seen that taking the Park and Ride between campuses takes only a little longer than walking to my car, riding to the other campus and finding another parking spot. The drivers perform well and are knowledgeable about the route and times. Again, it is a great service.
3. Match the size of the bus to the current need. Different times and routes require different sizes. Run smaller buses until the demand requires bigger buses.
4. I've never ridden the bus city bus, but voted to support the tax increase. I feel it's a valuable service. Both systems (and later a combined system) should consider selling signage as a revenue stream. When the city system was started, concerns about regulations and potential free speech issues quashed signage then. The new campus buses don't have any. I don't know why, but I guess its for esthetic reasons. Bus systems across the world have solved the signage problem. Disclosure: I'm not a bus signage salesman but a potential advertiser. I hope the system makes a go of it. To do that, you'll need all the money you can get.
5. The biggest complaint I hear about the T is that it's impractical. I think longer hours with more frequent runs, even if this means shorter or cheaper busses, would send the signal that the bus system is a great way to get around town. Convenience is important to turning supporters into actual riders.
6. I work on campus with international students and scholars, most of whom do NOT have cars. Their (and my) greatest difficulties with using the T system are the infrequency of buses, complicated nature of the routes, no bus on Sundays (big problem), and lack of service to many residential areas. In fact, lack of service to many areas is also a problem with the KU bus, which so heavily favors going to certain apartment complexes but ignores the east side of Lawrence.
7. In order to reduce cost you look at what it cost to have MVT manage the overall operation of the T. Combine the service is the desire of the public. MVT would not be in Lawrence if they are not raking in the dough. Sent them back to California, and have the city be responsible, and manage our bus system.
8. By KU on Wheels I am evaluating the Park & Ride bus. Why does this bus take rests at stop 1, rather than driving down to stop 3 or 4. Then people can get off along the way and not have to sit on the bus for 5 - 10 minutes, or get on the bus and wait out of the cold/rain/heat..
9. My family has lived on 9th and Missouri, and on 23rd and Louisiana. We have found it necessary to rely on public transit at points during both of these periods in order to reach school. Neither time did the system work well for us. The buses did not run at appropriate school times, and there were 20 to 40 minute layovers. Recreation and shopping are also a problem, with bus schedules that do not work with movie times and do not run

frequently enough for shopping in any reasonable amount of time. For a bus system to be viable, it must address the needs of its community. My son and I ended up walking or biking or just not doing whatever it was if the weather was too bad. When I did ride the bus, drivers often did not stop at designated stops if there was no one waiting, thereby causing me to miss my stop. They also sometimes left the stop early, with me chasing the bus as they pulled away.

10. Work with local employers to offer incentives for employees using public transit to encourage ridership. SafeBus is a great idea for obvious reasons. This is a very difficult task, and please consider any criticism to be constructive. Thanks for all of your hard work!
11. As a person living in Baldwin City, I would appreciate riding the transit system to work and back, using park and ride system, with stops on K-10 at Eudora or Desoto or both, and extending the end point in Johnson Co. to Metcalf at least.
12. Feature those personal stories of T -users on the website and in promotional material. There are some very sweet stories out there that only T- users and the drivers hear about. These stories are wonderful promotional material. Collect them and Use them! Thanks to all those wonderful volunteers who help the T
13. There is only one bus that goes to west campus from downtown and it doesn't run very often. This is hard for me to get to work and home. I have to wait 25 minutes between buses to/from N Lawrence to west campus. It's too cold outside to do this now. I think you could have smaller buses in N Lawrence, and time them better with the Ku buses.
14. The T is an embarrassment of a transit system compared to many other university communities. It should run longer and more frequently on weekdays and have decent weekend service. Lawrence is firmly committed to automobile transportation and should wake up that they have to have a decent bus system to attract and keep people in town.
15. Integrate both bus systems
16. I also really appreciated this forum - I learned a lot and the format allowed people to spend as much or little time as they wanted and actually get hands on in brainstorming.
17. This was a wonderful, informative event - great information, very effective staff. I learned a lot.
18. There should be a variety of size of buses to serve the different route needs.
19. Need a continuous circle route or square route: 6th -> Wakarusa -> Clinton Pkwy -> Park & Ride -> Haskell -> Downtown/Library/Senior Center -> LMH -> 6th -> Wakarusa
20. Keep the conversation going.
21. How about allowing advertising on the outside and inside of the buses to help pay the costs? Also, more efficient transfer options should be investigated. I never transfer because there is typically a 20-minute or more wait time.
22. "Hubbing" through 9th & Mass should give way to 1/2 hr routes.
23. add 2nd bus to routes 7 and 8
24. Information about the route should be available at businesses on the route. Several times I have asked where the nearest stop is located and the business located nearby could not answer. Car rental agent, drug store, bus station, etc.
25. Could paratransit run longer on the extra days -- Sundays and holidays, even if the fixed route doesn't run!
26. Please look at MUCH higher frequencies as well as limited Sunday service. Add more places to buy passes - vending machines to buy passes.

27. Think of those who CAN'T drive, even with the fixed routes. It matters! It's vital!
28. The bus drivers serve as additional sets of eyes and make Lawrence's streets safer.
29. Continuing on Night Campus Express. No one ever used family housing because it did not go there until heading all the way out to redbud lane (most people need a way -home- at this time, and it was very common for drivers to skip this part of the route). The majority of students late at night need to go to and from the recreation center to daisy hill, or from Eaton Hall to Campus Court or 24th and Ridge court. The campus circulator at night as it is right now is a total waste. It is 5 minutes off of Park and Ride so it does not provide much additional safety on the shared portions of the route. The fact that it gets hardly any passengers cannot be understated. There is no service to GSP after 5:50 which is certainly unsafe for the many women who walk it. Also, the yellow route on safe bus does not account for the additional time with construction detours and an enormous increase in passenger volume. It is was a very fast route before it was reversed and passengers hardly rode it, particularly before 12:00 or so when the lights change. The drivers are either constantly late, going at least 5 over, or cutting corners (no GSP) to make up for lost time on their routes. To make matters worse the drunk students are especially irate to an already sleep deprived driver and will jump out in front of the buses for laughs. This scenario is asking for a fatality. Please make Safe Bus yellow safe.
30. It is important to change the public's perception of transit. It does serve as transportation for those who can't afford vehicles, but it is also a preferred alternative to individual vehicular travel. It would reduce congestion, parking needs, and result in reduced vehicular emissions. I love transit and only have stopped riding because of the fare increase. I can afford to pay it, but I think it is out of proportion to the route frequency, and hours of service. I can walk or ride my bike to my locations. The size of Lawrence doesn't build in that much elasticity into the fare. I strongly support alternative means of financing the bus system. I would gladly pay more sales tax, and would like to see exterior advertising (wraps) used. 'Friends of the T' might be established for donations for those who would like to support the system. If fares would eliminated, more people would use the bus and it would be more of a public service. We don't charge everyone every time they drive down the road...transit should not be discouraged over vehicular travel.

STRENGTHS AND WEAKNESS, OPPORTUNITIES FOR IMPROVEMENTS

Each system has many strengths and weaknesses. Identifying the strengths and weaknesses of each system will allow us to focus on areas where further coordination could yield benefits to both systems.

Please provide rate and comment on how transit in Lawrence could improve each of the following category areas.

Accessibility

Lawrence Transit (Fixed)		Lawrence Transit Paratransit		KU on Wheels	
Strength	Weakness	Strength	Weakness	Strength	Weakness
Suggestions: _____					

Comfort of bus ride

Lawrence Transit (Fixed)		Lawrence Transit Paratransit		KU on Wheels	
S	W	S	W	S	W
Suggestions: _____					

Comfort of bus stops

Lawrence Transit (Fixed)		Lawrence Transit Paratransit		KU on Wheels	
S	W	S	W	S	W
Suggestions: _____					

Providing commuter transit

Lawrence Transit (Fixed)		Lawrence Transit Paratransit		KU on Wheels	
S	W	S	W	S	W
Suggestions: _____					

Connections to other modes of transit

Lawrence Transit (Fixed)		Lawrence Transit Paratransit		KU on Wheels	
S	W	S	W	S	W
Suggestions: _____					

Customer assistance provided via phone

Lawrence Transit (Fixed)		Lawrence Transit Paratransit		KU on Wheels	
S	W	S	W	S	W
Suggestions: _____					

Customer assistance provided by drivers

Lawrence Transit (Fixed)		Lawrence Transit Paratransit		KU on Wheels	
S	W	S	W	S	W
Suggestions: _____					

Route map

Lawrence Transit (Fixed)		Lawrence Transit Paratransit		KU on Wheels	
S	W	S	W	S	W
Suggestions: _____					

Web site

Lawrence Transit (Fixed)
Strength Weakness

Lawrence Transit Paratransit
Strength Weakness

KU on Wheels
Strength Weakness

Suggestions: _____

Days of Service

Lawrence Transit (Fixed)
S W

Lawrence Transit Paratransit
S W

KU on Wheels
S W

Suggestions: _____

Environmental Friendliness

Lawrence Transit (Fixed)
S W

Lawrence Transit Paratransit
S W

KU on Wheels
S W

Suggestions: _____

Fares

Lawrence Transit (Fixed)
S W

Lawrence Transit Paratransit
S W

KU on Wheels
S W

Suggestions: _____

Frequency of buses

Lawrence Transit (Fixed)
S W

Lawrence Transit Paratransit
S W

KU on Wheels
S W

Suggestions: _____

Hours of service

Lawrence Transit (Fixed)
S W

Lawrence Transit Paratransit
S W

KU on Wheels
S W

Suggestions: _____

Routes

Lawrence Transit (Fixed)
S W

Lawrence Transit Paratransit
S W

KU on Wheels
S W

Suggestions: _____

Other: _____

Lawrence Transit (Fixed)
S W

Lawrence Transit Paratransit
S W

KU on Wheels
S W

Suggestions: _____

Additional Suggestions: _____