

Concept Title: Develop Wichita Transit Express Routes Connecting

- Derby
- Park City & Valley Center
- Andover
- Goddard & Garden Plain

Description:

For communities sharing a significant amount of **developed border with transit supportive (based on development intensity) areas of Wichita**, initiate express service routes to provide morning and evening commute routes to the downtown transit center and other large job centers. Service would be limited stop between the suburban community listed and the transit center and arrival time to the transit center would be coordinated with the pulse time for other routes. Routes would likely be limited to two or three trips in the morning commute period and in the afternoon/evening period.

Limited stop service is assumed, which would reflect one to three locations in the adjacent/focus community and the primary stop in Wichita would be the downtown transit center. There may be an opportunity for one intermediate stop in an employment center along the route, however, the number would be limited to keep the travel time more competitive with auto travel time.

The expectation is service would be operated by Wichita Transit; however, funding would include a share or all of the local match would be provided by the serviced jurisdictions. The logic is the concept provides more benefit to the adjacent community than to Wichita and financial support should reflect benefit.

Derby Express Service

- Two stops in Derby at shopping and potential park & ride locations. Intermediate stops at Spirit before non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Derby and Wichita.
- Three morning and three evening trips – Weekdays Only
- Coordinate Transit Center arrival with pulse for other routes.
- Ridership Method – 0.5% to 0.75% of commute flows from Derby to Spirit and Downtown Wichita.
- Cost – Wichita Transit per revenue hour cost to AM and PM trips.
- Requires new stop infrastructure and agreements for park & ride lots.



Evaluation Criterion

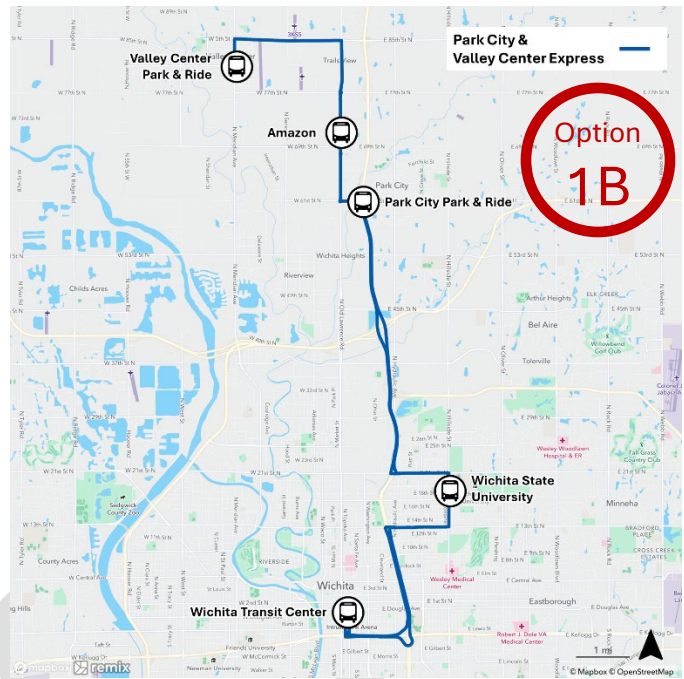
Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support Level
1, 3	9,000 to 14,000 annual riders	\$144k - \$224k total, \$23k - \$36k local	Mid to Long-term	

Improvement Themes:

- 1 - Enhancing the Commute (To Wichita) 2 - Increasing Fringe/Rural Access/Accessibility 3 - Supporting Fringe Employment

Park City & Valley Center Express

- One stop each in Valley Center and Park City at potential park & ride locations. Intermediate stops at Amazon distribution facility and WSU before non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Valley Center and Park City.
- Two morning and two evening trips – Weekdays Only
- Coordinate Transit Center arrival with pulse for other routes.
- Ridership Method – 0.5% to 0.75% of commute flows from Valley Center and Park City to WSU and Downtown Wichita.
- Cost – Wichita Transit per revenue hour cost to AM and PM trips.
- Requires new stop infrastructure and agreements for park & ride lots.



Evaluation Criterion

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support Level
1, 3	5,000 to 8,000 annual riders	\$150k - \$240k total, \$24k - \$38k local	Mid to Long-term	

Andover Express Service

- One stop in Andover at potential park & ride location. Potential intermediate stops at Kellogg Place and VA Medical Centre before non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Andover.
- Two morning and two evening trips – Weekdays Only
- Coordinate Transit Center arrival with pulse for other routes.
- Ridership Method – 0.5% to 0.75% of commute flows from Andover to Downtown Wichita.
- Cost – Wichita Transit per revenue hour cost to AM and PM trips.
- Requires new stop infrastructure and agreements for park & ride lots.



Improvement Themes:

1 - Enhancing the Commute (To Wichita)

2 - Increasing Fringe/Rural Access/Accessibility

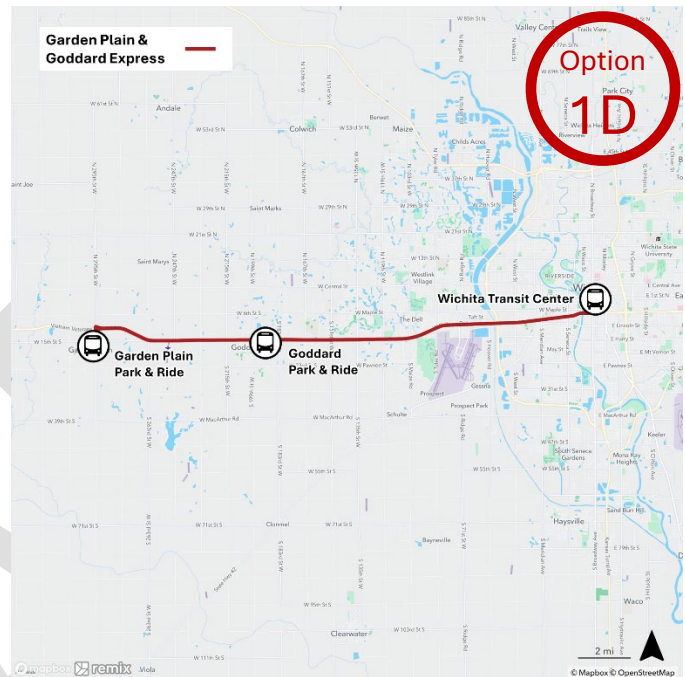
3 - Supporting Fringe Employment

Evaluation Criterion

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support Level
1, 3	4,000 to 6,000 annual riders	\$140k - \$210k total, \$22k - \$34k local	Mid to Long-term	

Garden Plain & Goddard Express Service

- One stop in Garden Plain and one in Goddard at potential park & ride locations with non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Garden Plain and Goddard.
- Two morning and two evening trips – Weekdays Only
- Coordinate Transit Center arrival with pulse for other routes.
- Ridership Method – 0.5% to 0.75% of commute flows from Garden Plain and Goddard to Downtown Wichita.
- Cost – Wichita Transit per revenue hour cost to AM and PM trips.
- Requires new stop infrastructure and agreements for park & ride lots.



Evaluation Criterion

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support Level
1, 3	2,000 to 3,500 annual riders	\$105k - \$184k total, \$17k - \$29k local	Mid to Long-term	

Improvement Themes:

1 - Enhancing the Commute (To Wichita)

2 - Increasing Fringe/Rural Access/Accessibility

3 - Supporting Fringe Employment

**Ridership and Annual Cost Estimates – Express Routes and Wichita Transit
Local Fixed Route Extensions**

Route	Annual Ridership Estimates	Annual total cost	Annual local cost
Derby (Express)	9,000 - 14,000	\$144,000 - \$224,000	\$23,040 - \$35,840
Park City and Valley Center (Express)	5,000 - 8,000	\$150,000 - \$240,000	\$24,000 - \$38,400
Andover (Express)	4,000 - 6,000	\$140,000 - \$210,000	\$22,400 - \$33,600
Garden Plain and Goddard (Express)	2,000 - 2,500	\$105,000 - \$183,750	\$16,800 - \$29,400
Derby (Local Extension)	50,000 - 75,000	\$625,000 - \$937,500	\$100,000 - \$150,000
Haysville (Local Extension)	25,000 - 40,000	\$275,000 - \$440,000	\$44,000 - \$70,400
Bel Aire (Local Extension)	20,000 - 25,000	\$300,000 - \$375,000	\$48,000 - \$60,000

DRAFT

Concept Title: Extend Wichita Transit Routes to:

- Derby
- Haysville
- Bel Aire

Description:

For communities sharing a significant amount of **developed border with transit supportive (based on development intensity) areas of Wichita**, extend local Wichita Transit routes to provide weekday and Saturday services to the local community connections and transfers to other Wichita Transit services. Routes would be an extension of a Wichita Transit route and provide similar hours of operation and frequencies.

Instead of focusing on service to large employment areas, these local routes would provide more access to local neighborhoods in adjacent communities to local services either in those communities or the City of Wichita. The expectation is service would be operated by Wichita Transit; however, funding for the expansion of the route would require all of the local match to be provided by the serviced jurisdictions. Overall travel flows from adjacent communities and regional major destinations were used to determine potential routing and connection points.

Extension to Derby

- Stops at major activity centers in Derby and stops along route for local access. Map shows potential locations of major activity centers and local stops.
- Funding – Local match from Derby.
- Service every 45 minutes from 5:00am – 7pm on weekdays and 6am – 6pm on Saturdays.
- Provide additional connections at 47th St & Broadway to other Wichita Transit services.
- Ridership Method – 0.5% to 0.75% of all travel flows within Derby and to southern Wichita zip codes.
- Cost – Wichita Transit per revenue hour cost to all day service.
- Requires new stop infrastructure along route.



Evaluation Criterion

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support Level
1, 2, 3	50,000 to 75,000 annual trips	\$625k - \$938k total, \$100k - \$150k local	Long-term	

Improvement Themes:

- 1 - Enhancing the Commute (To Wichita) 2 - Increasing Fringe/Rural Access/Accessibility 3 - Supporting Fringe Employment

Extension to Haysville

- Stops at major activity centers in Haysville and stops along route for local access. Map shows potential locations of major activity centers and local stops.
- Funding – Local match from Haysville.
- Service every 45 minutes from 5:00am – 7pm on weekdays and 6am – 6pm on Saturdays.
- Provide additional connections at 47th St & Broadway to other Wichita Transit services.
- Ridership Method – 0.5% to 0.75% of all travel flows within Haysville and to southern Wichita zip codes.
- Cost – Wichita Transit per revenue hour cost to all day service.
- Requires new stop infrastructure along route.

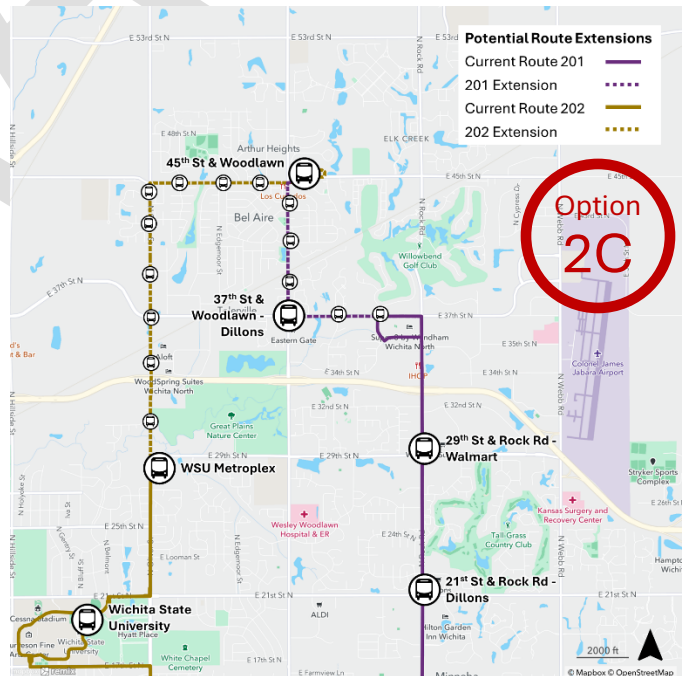


Evaluation Criterion

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support Level
1, 2, 3	25,000 to 40,000 annual riders	\$275k - \$440k total, \$44k - \$70k local	Long-term	

Extension to Bel Aire

- Stops at major activity centers in Bel Aire and stops along route for local access. Map shows options for extending the current Wichita Transit 201 or 202.
- Funding – Local match from Bel Aire.
- Service every 60 minutes from 5:00am – 7pm on weekdays and 6am – 6pm on Saturdays.
- Provide additional connections at WSU.
- Ridership Method – 0.5% of all travel flows within Bel Aire and to northern Wichita zip codes.
- Cost – Wichita Transit per revenue hour cost to all day service.
- Requires new stop infrastructure along route.



Improvement Themes:

1 - Enhancing the Commute (To Wichita)

2 - Increasing Fringe/Rural Access/Accessibility

3 - Supporting Fringe Employment

Evaluation Criterion

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support Level
1, 2, 3	20,000 to 25,000 annual riders	\$300k - \$375k total, \$48k - \$60k local	Long-term	

DRAFT

Improvement Themes:

1 - Enhancing the Commute (To Wichita)

2 - Increasing Fringe/Rural Access/Accessibility

3 - Supporting Fringe Employment

Concept Title: Develop Park-and-Ride Lots on Wichita Fringe

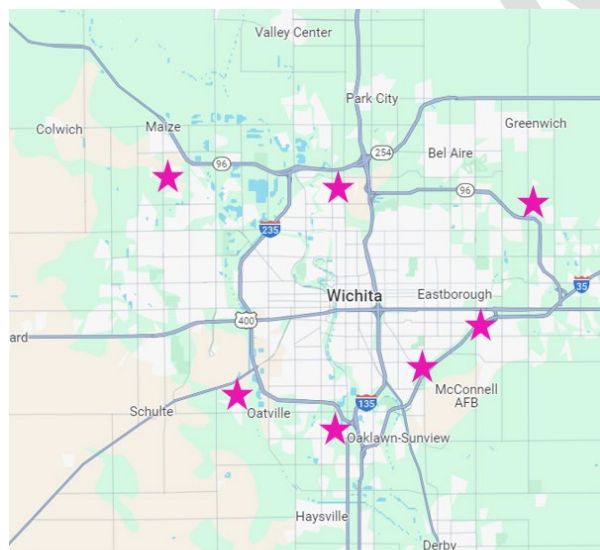


Description:

This concept involves creating park-and-ride lots in locations near the end of current Wichita Transit bus routes **along the fringes of the City of Wichita**. The goal would be to improve the ease of using transit for people commuting into Wichita from outlying areas. Commuters would have the option to park their car near the end of a bus route and ride the bus toward the downtown Wichita transit center, where they could transfer to another route if needed. On their way home, commuters would then ride the bus in the reverse direction toward the park-and-ride lot and complete their journey by driving home from the lot.

Park-and-ride lots could be standalone facilities owned and maintained by Wichita Transit, or the transit agency could enter into an agreement with a property containing a large, underutilized parking lot (e.g. shopping center, place of worship, etc.) to allow a portion of an existing parking lot to be used by bus commuters.

This alternative would involve no addition of transit service to the Wichita region. The logic is the concept has the potential to increase ridership on existing routes by increasing fixed route transit accessibility for suburban commuters who work in Wichita.



★ Example park-and-ride location

Key Assumptions

- Existing Wichita Transit fixed route service has spare capacity to accommodate commuters who might choose to use park-and-ride lots
- Funding from Wichita Transit (lots would be located within city limits and benefit the agency through additional ridership)
- Ridership method – additional five to ten percent of existing ridership
- Cost – Minimal (construction costs or lease costs, operations and maintenance)

Summary by Evaluation Criterion

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Community Leader Support
1, 2	Approx. 2,780 to 5,560 annual trips	\$150 to \$300 per space total; minimal local cost	Medium-term	

Improvement Themes:

1 - Enhancing the Commute (To Wichita)

2 - Increasing Fringe/Rural Access/Accessibility

3 - Supporting Fringe Employment

Concept Title: Add to Sedgwick County Transit Hours



Description:

For Sedgwick County residents living **outside Wichita city limits**, Sedgwick County Transportation (SCT) is typically the only transit option available to the general public (except in Derby and Haysville, which each operate their own intra-community transit service). SCT currently provides inter-community services for people living in outlying areas of Sedgwick County, including service to destinations in Wichita. The service operates from about 6:00 am to 6:00 p.m. on weekdays.

Adding to SCT’s hours would expand service availability earlier into the morning and/or later into the evening, potentially making transit more useful for people working non-standard schedules. This alternative would not involve adding new vehicles, but it would likely require hiring an additional driver(s) to help provide expanded hours of service.



1

Key Assumptions

- Sedgwick County Transportation is unable to fully meet some of its demand for transportation due to limited hours
- Service characteristics remain generally the same as they are today, except operating hours are extended by 2 hours in the morning or two hours in the evening
- Funding: Sedgwick County allocates additional funding for local match; grants may be available help purchase vehicles and/or fund operations
- Ridership method: extend current first and last hour ridership in either direction
- Cost – SCT’s most recently reported cost per passenger in the NTD

Summary by Evaluation Criterion

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support
1, 2, 3	Up to 430 trips per additional daily service hour, annually	\$16,000 total, \$2,200 local (per additional hour)	Short-term	

¹ “Bus” icon by Matt Berggren from [Noun Project](#)

Concept Title: Add to Sedgwick County Transit Capacity



Description:

For Sedgwick County residents living **outside Wichita city limits**, Sedgwick County Transportation (SCT) is typically the only transit option available to the general public (except in Derby and Haysville, which each operate their own intra-community transit service). SCT currently provides inter-community services for people living in outlying areas, including service to destinations in Wichita. The service operates from about 6:00 am to 6:00 p.m. on weekdays.

Adding to SCT’s capacity would likely require purchasing an additional transit vehicle(s) and hiring an additional driver(s) to operate them, with the goal being to allow more buses to circulate during service hours. Current service characteristics, such as hours of operation and service area, would not necessarily change under this alternative. One significant benefit of this alternative would be an increase in SCT’s ability to accommodate additional ride requests, particularly during high demand periods during which rides may be declined currently.



1

Key Assumptions

- Sedgwick County Transportation is unable to fully meet some of its demand due to limited vehicles and drivers
- Service characteristics remain generally the same as they are today
- Funding: Sedgwick County allocates additional funding for local match; grants may be available help purchase vehicles and/or fund operations
- Ridership method: estimate that adding 1 vehicle to daily service could increase ridership by 10 to 20 percent of current levels
- Cost – use SCT’s most recently reported cost per passenger

Summary by Evaluation Criterion

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support
1, 2	Approx. 275 to 550 trips annually for each additional vehicle	Up to \$68,000 total, \$9,200 local (per additional vehicle)	Short-term	

¹ “Bus” icon by Matt Berggren from [Noun Project](#)

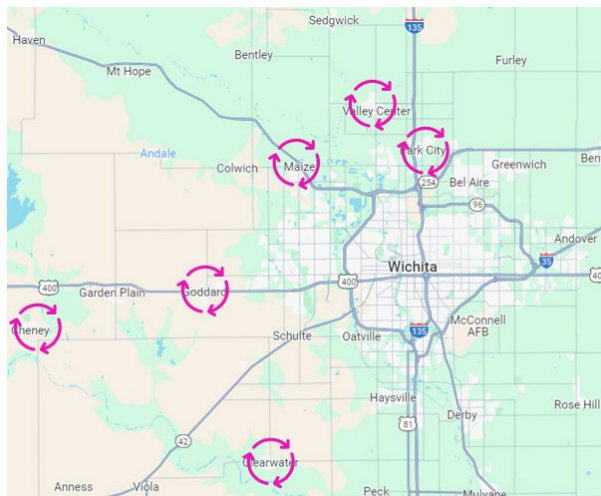
Concept Title: Establish New Community-Based Demand Response Service (Intra-Community Trips Only)

Option
6A

Description:

Two communities within Sedgwick County (Derby and Haysville) currently operate their own demand response transit service separately from Sedgwick County Transportation (SCT). These services currently supplement SCT’s service to a degree, as these communities’ transit agencies serve primarily in-town trips versus SCT’s model of providing inter-community service.

This service alternative would operate nearly identically to the services currently provided by Derby and Haysville and could be a sensible alternative in **rural communities** or **communities on the Wichita fringe** willing to allocate funding for it. Because the service would offer in-town trips only, this concept would potentially serve demand that is currently unmet by existing SCT demand response transit.



Intra-community trips

Key Assumptions

- Service model would best support communities on the Wichita fringe and in outlying rural areas
- Service characteristics similar to Derby Dash and Haysville Hustle
- Funding – Local match from the community operating the service; grants may be available to help purchase vehicles and/or fund operations
- Ridership method – average of Derby Dash and Haysville Hustle riders per capita
- Cost – Cost per passenger and annual operating costs per vehicle for Derby Dash

Summary by Evaluation Criterion

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support
2	See Sup. Tables ‘A’ and ‘B’	See Sup. Tables ‘A’ and ‘B’	Medium to long-term	

Improvement Themes:

1 - Enhancing the Commute (To Wichita)

2 - Increasing Fringe/Rural Access/Accessibility

3 - Supporting Fringe Employment

TABLE A:**Supplemental Table: Annual Ridership and Cost Estimates – Service Hours Based Cost Method**

City	Population (2022)	Community Based Intercity DR (No Separate Intercity Vehicle)			Community Based Intercity DR (Separate Intercity Vehicle)			Community Based Intra-city DR		
		Ridership (est.)	Annual Total Cost (est.)	Annual Local Cost (est.)	Ridership (est.)	Annual Total Cost (est.)	Annual Local Cost (est.)	Ridership (est.)	Annual Total Cost (est.)	Annual Local Cost (est.)
Andale	1,169	339	\$119,408	\$68,062	386	\$238,815	\$136,125	362	\$119,408	\$68,062
Andover	15,460	4,483	\$238,815	\$136,125	5,102	\$238,815	\$136,125	4,793	\$119,408	\$68,062
Bel Aire	8,341	2,419	\$119,408	\$68,062	2,753	\$238,815	\$136,125	2,586	\$119,408	\$68,062
Bentley	452	131	\$119,408	\$68,062	149	\$238,815	\$136,125	140	\$119,408	\$68,062
Cheney	2,380	690	\$119,408	\$68,062	785	\$238,815	\$136,125	738	\$119,408	\$68,062
Clearwater	2,544	738	\$119,408	\$68,062	840	\$238,815	\$136,125	789	\$119,408	\$68,062
Colwich	1,513	439	\$119,408	\$68,062	499	\$238,815	\$136,125	469	\$119,408	\$68,062
Derby	25,551	7,410	\$358,223	\$204,187	8,432	\$358,223	\$204,187	7,921	\$119,408	\$68,062
Eastborough	712	206	\$119,408	\$68,062	235	\$238,815	\$136,125	221	\$119,408	\$68,062
Garden Plain	1,059	307	\$119,408	\$68,062	349	\$238,815	\$136,125	328	\$119,408	\$68,062
Goddard	5,119	1,485	\$119,408	\$68,062	1,689	\$238,815	\$136,125	1,587	\$119,408	\$68,062
Haysville	10,891	3,158	\$119,408	\$68,062	3,594	\$238,815	\$136,125	3,376	\$119,408	\$68,062
Kechi	2,949	855	\$119,408	\$68,062	973	\$238,815	\$136,125	914	\$119,408	\$68,062
Maize	6,071	1,761	\$119,408	\$68,062	2,003	\$238,815	\$136,125	1,882	\$119,408	\$68,062
Mount Hope	818	237	\$119,408	\$68,062	270	\$238,815	\$136,125	254	\$119,408	\$68,062
Mulvane	6,003	1,741	\$119,408	\$68,062	1,981	\$238,815	\$136,125	1,861	\$119,408	\$68,062
Park City	7,703	2,234	\$119,408	\$68,062	2,542	\$238,815	\$136,125	2,388	\$119,408	\$68,062
Rose Hill	4,357	1,264	\$119,408	\$68,062	1,438	\$238,815	\$136,125	1,351	\$119,408	\$68,062
Sedgwick	1,465	425	\$119,408	\$68,062	483	\$238,815	\$136,125	454	\$119,408	\$68,062
Valley Center	8,448	2,450	\$119,408	\$68,062	2,788	\$238,815	\$136,125	2,619	\$119,408	\$68,062
Viola	203	59	\$119,408	\$68,062	67	\$238,815	\$136,125	63	\$119,408	\$68,062

Key:

One Vehicle
Two Vehicles
Three Vehicles

TABLE B**Supplemental Table: Annual Ridership and Cost Estimates – Ridership Based Cost Method**

City	Population (2022)	Community Based Intercity DR (No Separate Intercity Vehicle)			Community Based Intercity DR (Separate Intercity Vehicle)			Community Based Intra-city DR		
		Ridership (est.)	Annual Total Cost (est.)	Annual Local Cost (est.)	Ridership (est.)	Annual Total Cost (est.)	Annual Local Cost (est.)	Ridership (est.)	Annual Total Cost (est.)	Annual Local Cost (est.)
Andale	1,169	339	\$6,073	\$3,462	386	\$6,822	\$3,888	362	\$5,802	\$3,307
Andover	15,460	4,483	\$80,316	\$45,780	5,102	\$90,217	\$51,424	4,793	\$76,730	\$43,736
Bel Aire	8,341	2,419	\$43,332	\$24,699	2,753	\$48,674	\$27,744	2,586	\$41,397	\$23,596
Bentley	452	131	\$2,348	\$1,338	149	\$2,638	\$1,503	140	\$2,243	\$1,279
Cheney	2,380	690	\$12,364	\$7,048	785	\$13,888	\$7,916	738	\$11,812	\$6,733
Clearwater	2,544	738	\$13,216	\$7,533	840	\$14,846	\$8,462	789	\$12,626	\$7,197
Colwich	1,513	439	\$7,860	\$4,480	499	\$8,829	\$5,033	469	\$7,509	\$4,280
Derby	25,551	7,410	\$132,740	\$75,662	8,432	\$149,103	\$84,989	7,921	\$126,812	\$72,283
Eastborough	712	206	\$3,699	\$2,108	235	\$4,155	\$2,368	221	\$3,534	\$2,014
Garden Plain	1,059	307	\$5,502	\$3,136	349	\$6,180	\$3,522	328	\$5,256	\$2,996
Goddard	5,119	1,485	\$26,594	\$15,158	1,689	\$29,872	\$17,027	1,587	\$25,406	\$14,481
Haysville	10,891	3,158	\$56,580	\$32,251	3,594	\$63,554	\$36,226	3,376	\$54,053	\$30,810
Kechi	2,949	855	\$15,320	\$8,733	973	\$17,209	\$9,809	914	\$14,636	\$8,343
Maize	6,071	1,761	\$31,539	\$17,977	2,003	\$35,427	\$20,194	1,882	\$30,131	\$17,175
Mount Hope	818	237	\$4,250	\$2,422	270	\$4,773	\$2,721	254	\$4,060	\$2,314
Mulvane	6,003	1,741	\$31,186	\$17,776	1,981	\$35,031	\$19,967	1,861	\$29,793	\$16,982
Park City	7,703	2,234	\$40,018	\$22,810	2,542	\$44,951	\$25,622	2,388	\$38,231	\$21,792
Rose Hill	4,357	1,264	\$22,635	\$12,902	1,438	\$25,425	\$14,492	1,351	\$21,624	\$12,326
Sedgwick	1,465	425	\$7,611	\$4,338	483	\$8,549	\$4,873	454	\$7,271	\$4,144
Valley Center	8,448	2,450	\$43,888	\$25,016	2,788	\$49,298	\$28,100	2,619	\$41,928	\$23,899
Viola	203	59	\$1,055	\$601	67	\$1,185	\$675	63	\$1,008	\$574

Key:

One Vehicle
Two Vehicles
Three Vehicles

Concept Title: Establish New Community-Based Demand Response Service (With Inter-City Travel Options)



Description:

Two communities within Sedgwick County (Derby and Haysville) currently operate their own demand response transit service separately from Sedgwick County Transportation (SCT). These services currently supplement SCT’s service to a degree, as these communities offer serve primarily in-town trips versus SCT’s model of providing inter-community service.

This service alternative would operate similarly to the existing services provided by Derby and Haysville, except that it would also serve trips **from the home community to other communities**. This alternative may be most sensible to operate in **suburban communities contiguous with Wichita**. Such a service could also be provided by a **rural or non-contiguous community**, frequent long-distance trips between isolated communities could be difficult with limited resources. For any new service, a limited service area or service distance from the home community may be defined to maximize resources.



Sample Trip Routes

Key Assumptions

- Suburban communities may be most feasible to serve with this type of service, though it could support outlying rural communities as well
- Service characteristics similar to Derby Dash and Haysville Hustle, except inter-community trips would be offered
- Funding – Local match from the community operating the service; grants may be available to help purchase vehicles and/or fund operations
- Ridership method – average of Derby Dash, Haysville, Hustle, and SCT riders per capita (combined service) and average of Derby and Haysville *plus* SCT riders per capita (separate service)
- Cost – Cost per passenger and annual operating costs per vehicle for Derby Dash

Summary by Evaluation Criterion

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support
1, 2	See Sup. Tables ‘A’ and ‘B’	See Sup. Tables ‘A’ and ‘B’	Medium to long-term	

Improvement Themes:

1 - Enhancing the Commute (To Wichita)

2 - Increasing Fringe/Rural Access/Accessibility

3 - Supporting Fringe Employment

Concept Title: Collaboration with TNCs (Uber/Lyft)



Description:

For areas around the **Wichita fringe** and in **outlying rural areas of Sedgwick County**, this alternative involves establishing a relationship with a transportation network company (TNC) such as Uber or Lyft to provide subsidized rides within a specified service area. Service would be point to point in nature and would operate similar to a demand response service, with rides being reserved through a central dispatcher and the passenger paying a fixed rate subsidized by the agency sponsoring the TNC program.

The key difference between TNC rides and traditional demand response service is that TNC programs serve one passenger party at a time, providing rides in the same manner as if they were requested directly through the TNC’s app at market rate. Rides can be requested when needed or reserved in advance.

Such a service would likely be provided by a municipality (similar to a temporary grant-funded Lyft Concierge program formerly operated in Park City) or it could be provided as an additional service from Sedgwick County. The agency offering the program would be responsible for providing the funding to subsidize rides made through the program. Flat rates for certain ride types can be pre-determined with the TNC.



1

Key Assumptions

- Service available whenever TNC drivers are available
- Most useful in rural Sedgwick County and areas on the Wichita fringe where fixed route transit is not feasible
- Funding – subsidies provided by the agency that coordinates the service
- Rides reserved through a central dispatcher employed by the agency coordinating the program
- Ridership method – ridership to population ratio from a portion of Park City’s Lyft Concierge program
- Cost – based on prices for Lyft Concierge trips in Park City

Summary by Evaluation Criterion

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support
2, 3	Approx. 0.086 trips per capita in service area (see Sup. Table ‘C’)	See Sup. Table ‘C’	Short-term	

¹ “transport app” icon by Ehtisham Abid from [Noun Project](#)

Supplemental Table: Ridership and Annual Cost Estimates – TNC Program

City	Population (2022)	TNC Program	
		Ridership (est.)	Annual Cost (est.)
Andale	1,169	101	\$2,312
Andover	15,460	1,330	\$30,580
Bel Aire	8,341	717	\$16,498
Bentley	452	39	\$894
Cheney	2,380	205	\$4,708
Clearwater	2,544	219	\$5,032
Colwich	1,513	130	\$2,993
Derby	25,551	2,197	\$50,540
Eastborough	712	61	\$1,408
Garden Plain	1,059	91	\$2,095
Goddard	5,119	440	\$10,125
Haysville	10,891	937	\$21,542
Kechi	2,949	254	\$5,833
Maize	6,071	522	\$12,008
Mount Hope	818	70	\$1,618
Mulvane	6,003	516	\$11,874
Park City	7,703	662	\$15,237
Rose Hill	4,357	375	\$8,618
Sedgwick	1,465	126	\$2,898
Valley Center	8,448	727	\$16,710
Viola	203	17	\$402
Sedgwick County	522,700	44,952	\$1,033,901
Sedgwick County (minus Wichita)	126,749	10,900	\$250,710

Concept Title: Establish Vanpool Program



Description:

Vanpool programs allow for groups of people who **work in the same location** and have **similar commuting schedules** to share a ride in a van, similar to carpooling. Participants in a vanpool typically live near one another or agree to meet at a certain location, at which point a designated member of the vanpool drives everyone to their work location(s). Vanpools may be especially useful for employees who live outside the service area of other types of transit options (fixed route, demand response, etc.) and/or employees whose work schedules fall outside the local transit agency’s operating hours.

Vanpool programs can be operated by a public transit agency with eligibility open to anyone with interest. Alternatively, individual employers may establish vanpool programs that they offer as a benefit to their employees. In either case, the cost of a vanpool is typically subsidized by the organization running the program, with participants often paying a small amount per month relative to the actual cost of vanpool operations.

Although a transit agency may operate its own vanpool program internally, private vanpool companies also offer a turnkey service that can be implemented essentially as soon as an agency or employer has allocated funding and signs a contract with a vanpool company.



1

Key Assumptions

- Enough people with common commute destinations live near each other or have the ability to transport themselves to a common meeting point
- Funding – Interested employers and/or Sedgwick County subsidize a portion of monthly costs
- Ridership method – range of annual vanpool trips per capita for comparable programs in the Des Moines and Kansas City areas
- Cost – Minimal (employers likely bear the cost)

Summary by Evaluation Criterion

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support
1, 3	Approx. 0.061 to 0.211 trips per capita in service area	\$19,200 per pool total; minimal local cost	Short-term	

¹ “vanpool” icon by Ruth Miller from [Noun Project](#)

Concept Title: Regional Service Route to El Dorado and Butler Community College

Description:

To create inter-regional connections for long distance commutes and Butler Community College, initiate a regional service route to provide hourly service from downtown Wichita transit center to Andover and El Dorado. Service would be limited stop between El Dorado, Andover, and the transit center. Operating hours would be coordinated with class schedules and the pulse time for Wichita routes.

Limited stop service is assumed, which would reflect one to three locations in the adjacent/focus community and the primary stop in Wichita would be the downtown transit center. There may be an opportunity for a few intermediate stops at employment centers along the route, however, the number would be limited to keep the travel time more competitive with auto travel time. The expectation is service would be operated by Wichita Transit; however, funding would include a share or all of the local match would be provided by the serviced jurisdictions.

Andover and El Dorado Service

- One stop in Andover at potential park & ride location with potential for second stop. Stops in El Dorado at Butler Community College and in downtown El Dorado. Potential intermediate stops at Kellogg Place and VA Medical Centre before non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Andover and El Dorado. Potential funding from Butler Community College.
- Hourly service from 6:00am to 8:00pm to cover most class times – Weekdays Only
- Ridership Method – 0.5% to 0.75% of commute flows between El Dorado, Andover, and Downtown Wichita.
- Cost – Wichita Transit per revenue hour cost for 14 hours of hourly service. Requires two vehicles to operate.
- Requires new stop infrastructure and agreements for park & ride lots.



Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Support Level
5	7,000 to 10,000 annual riders	\$525k - \$750k (total), \$84k - \$120k (local)	Mid to Long-term	