

Connecting Communities



WICHITA AREA TRANSIT FEASIBILITY STUDY

FINAL REPORT

OCTOBER 2018



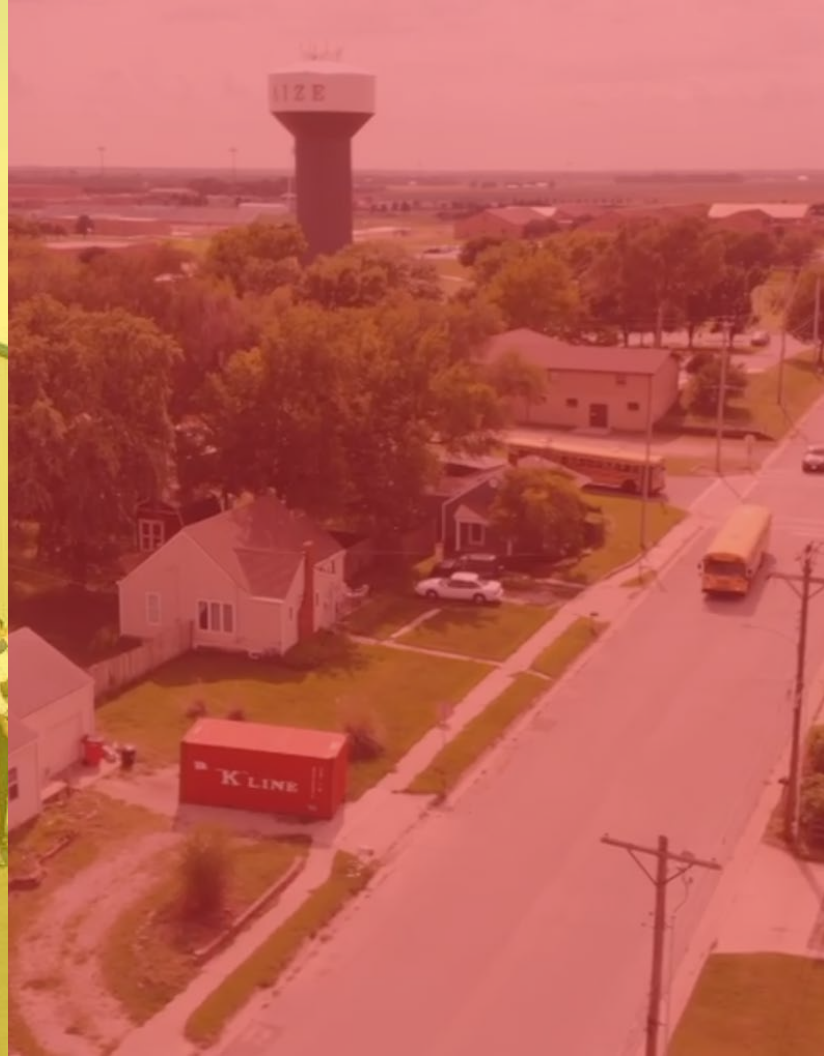


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01 EXECUTIVE SUMMARY

INTRODUCTION

The Wichita Area Transit Feasibility Study is a regional evaluation of the demand and support for transit service in the cities of Andover, Derby, Haysville, and Maize. The study is sponsored by the communities and Wichita Transit (a department of the City of Wichita) and funded by the Wichita Area Metropolitan Planning Organization (WAMPO).

The study consisted of four primary objectives:

- Reviewing existing transportation options, gaps and barriers
- Evaluating population and employment characteristics along with travel patterns
- Identifying transit needs and opportunities
- Engaging citizens and stakeholders throughout the project

ANDOVER YMCA



SOURCE: Greater Wichita YMCA

DERBY FIELD STATION DINOSAUR PARK



SOURCE: Wichita Eagle

HAYSVILLE GAS STATION



SOURCE: Mike Mattal

MAIZE WATER TOWER



SOURCE: J.P. Weigand

The Wichita Transit Feasibility Study consisted of the following phases:

Executive Summary

Key takeaways from the Study, including a summary of existing conditions, community engagement, and implementation.

Existing Conditions

An overview of the analysis used to determine where there is a current demand for transit in each community.

Community Engagement

Transit needs and feedback on service concepts gathered from various outreach efforts.

Implementation

Recommended transit solutions for the cities of Andover, Derby, Haysville and Maize.

EXISTING CONDITIONS

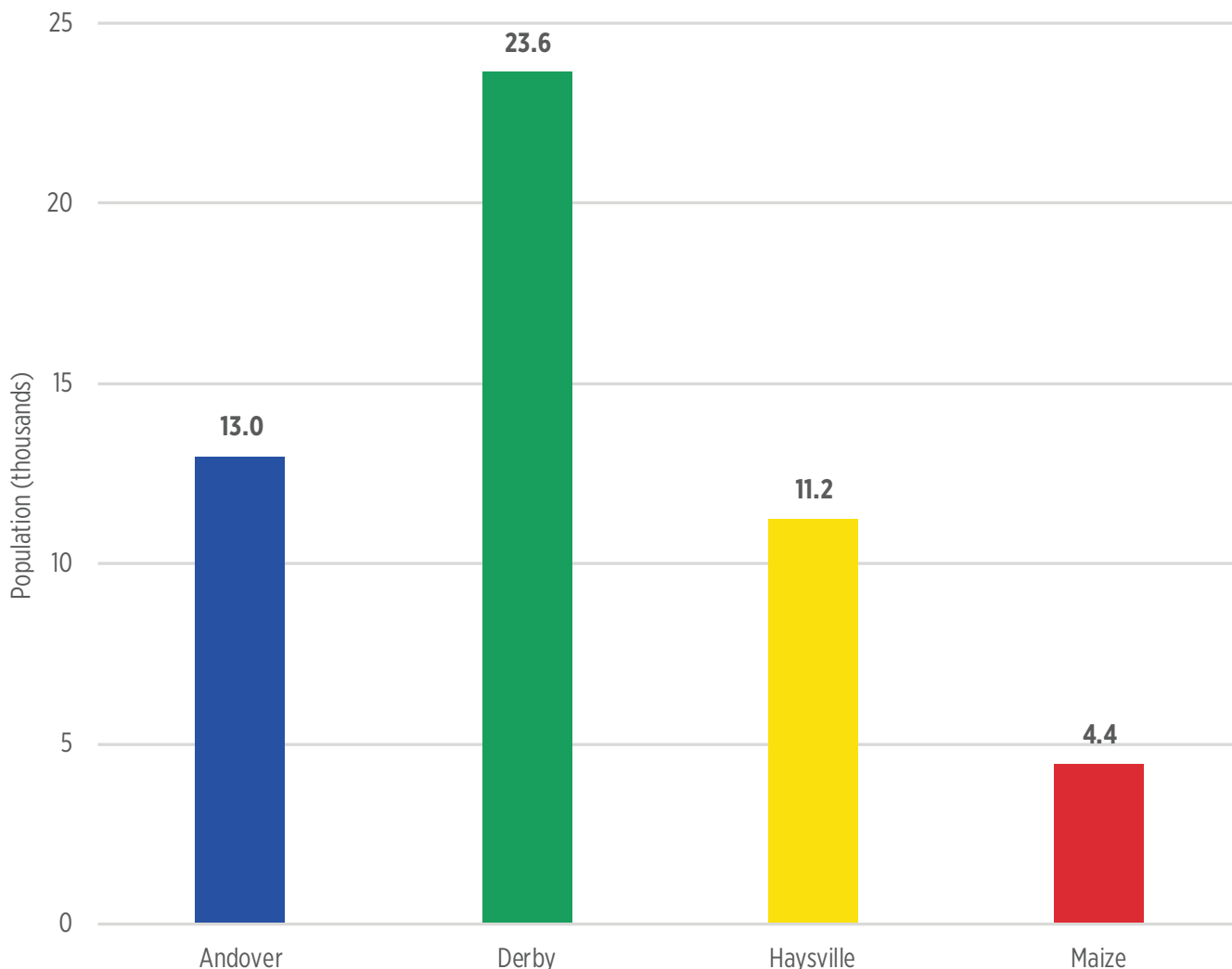
The current population and employment distributions, along with the locations of travel destinations, give insight into the current and potential demand for transit in each of the four cities.

REGIONAL POPULATION AND EMPLOYMENT

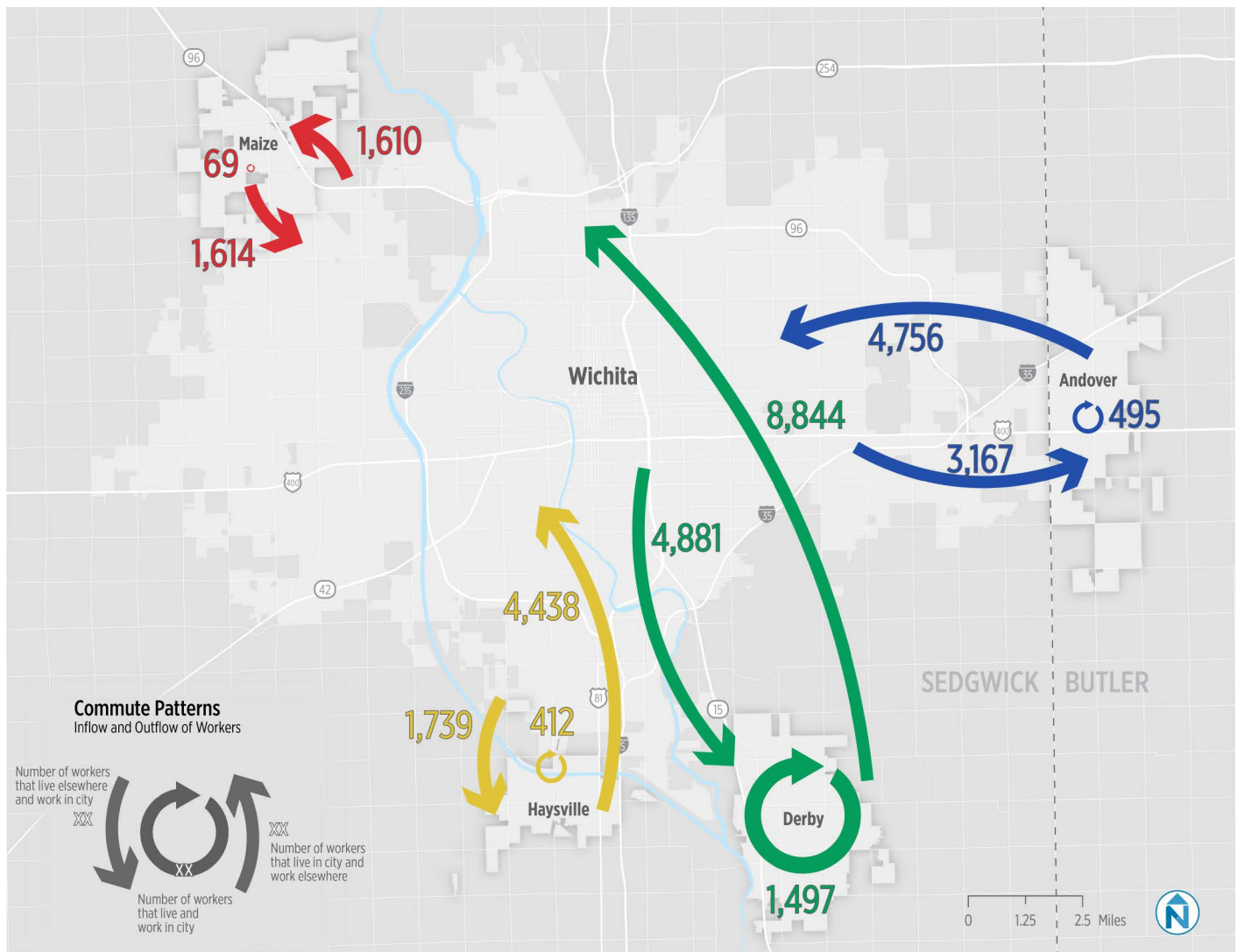
Population and employment information provides insight into a community's demand for transit. Of the four cities, Derby has the largest population with almost 24,000 residents, while Maize is the smallest with 4,400 residents.

The maps to the right show residential commute patterns in and out of the four cities. All four cities have large proportions of residents that commute outside of their communities. Derby has the largest proportion of residents that work within the City.

POPULATION



REGIONAL COMMUTE PATTERNS



RESIDENT COMMUTE PATTERNS

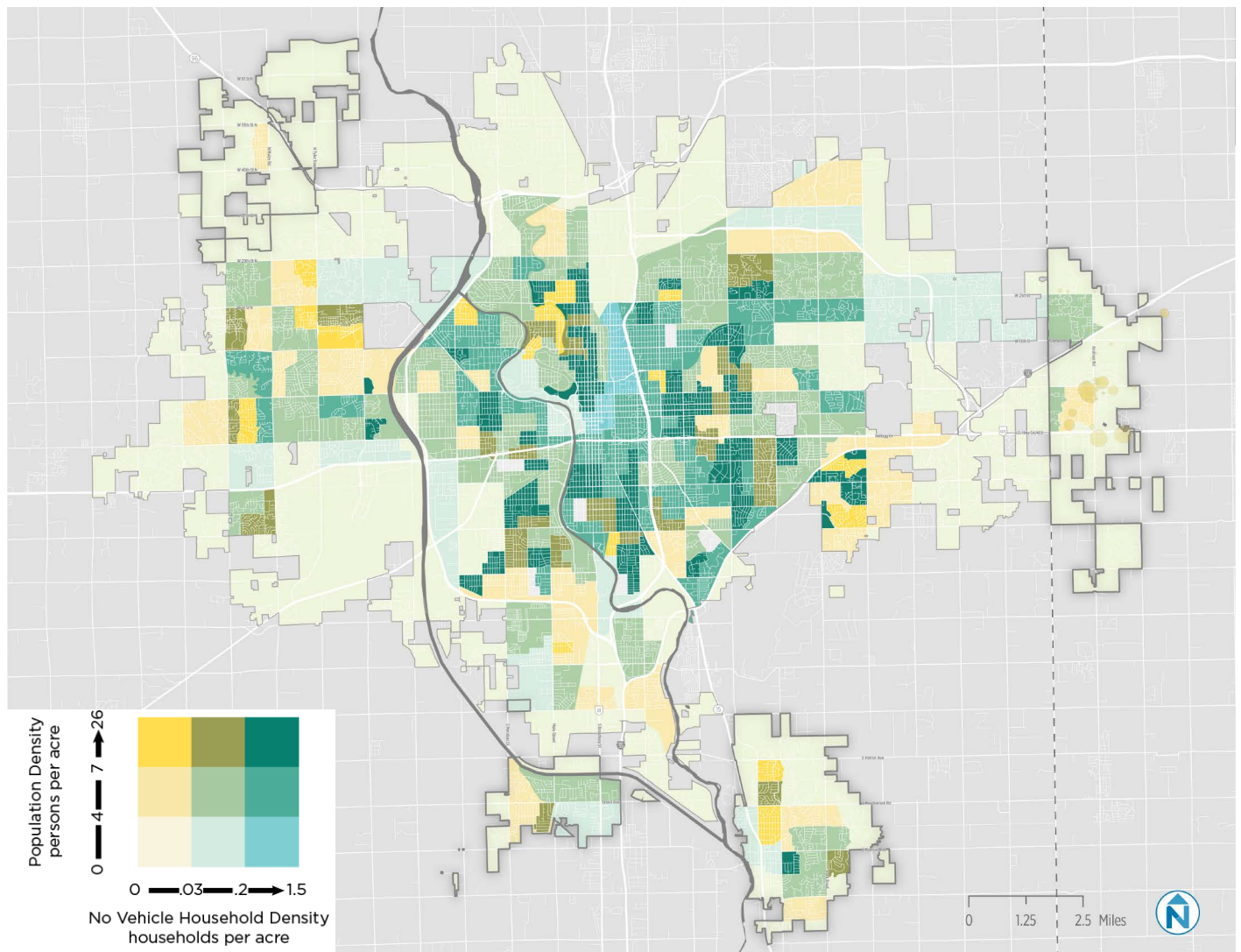
	Andover	Derby	Haysville	Maize
Residents working outside of their community	91%	86%	92%	96%
Residents working within their community	9%	14%	8%	4%

TRANSIT SUPPORTIVE POPULATION

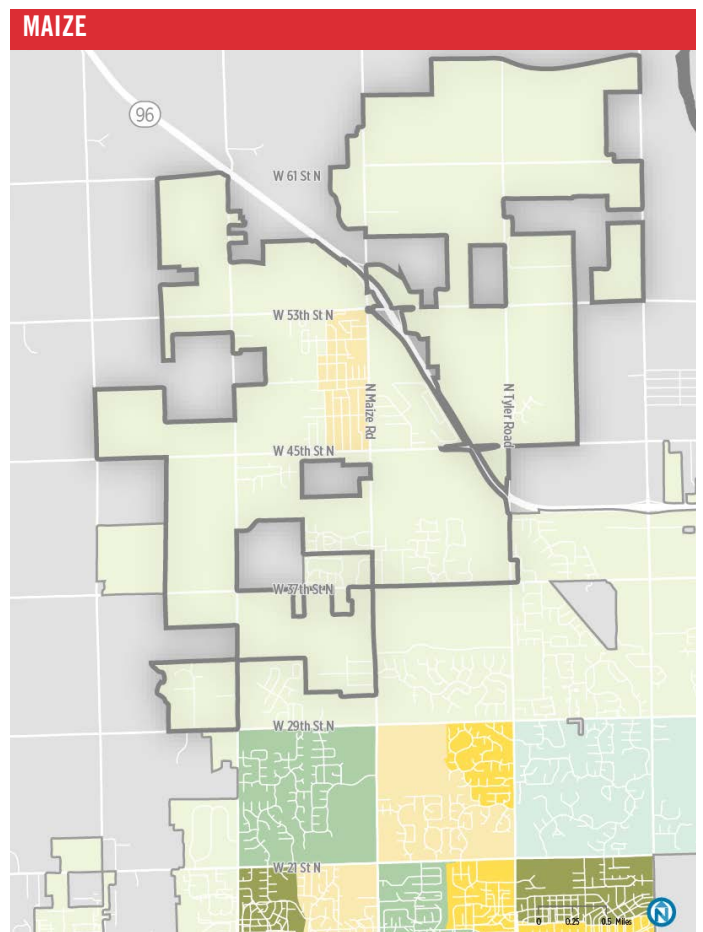
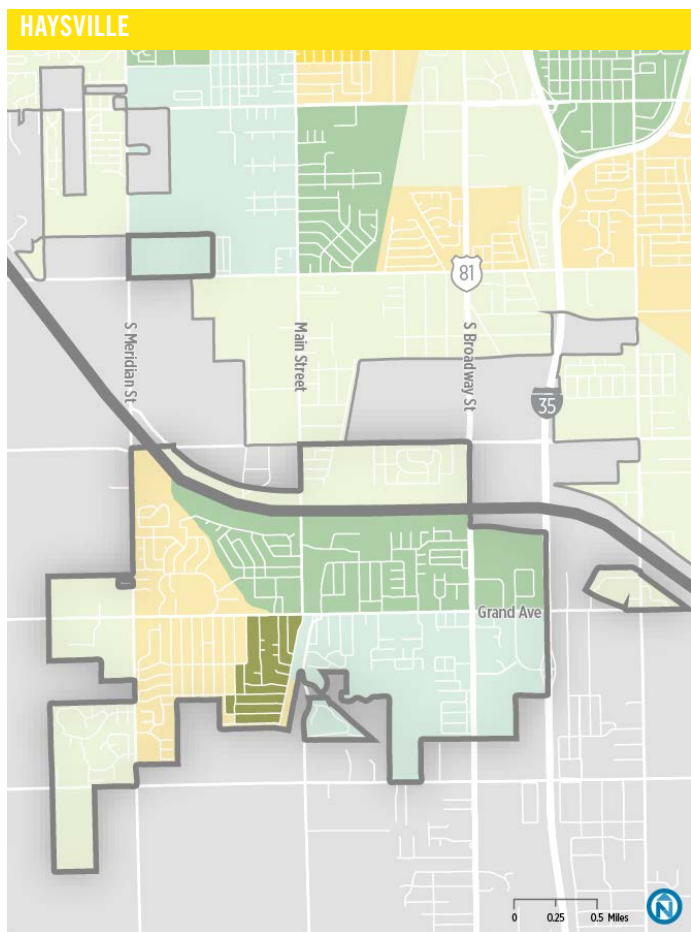
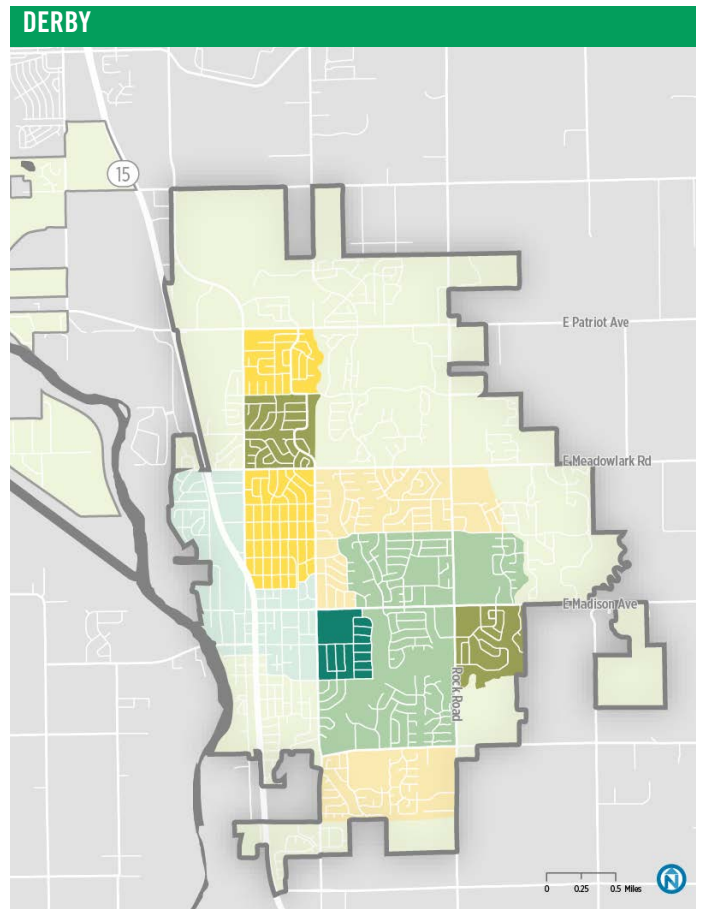
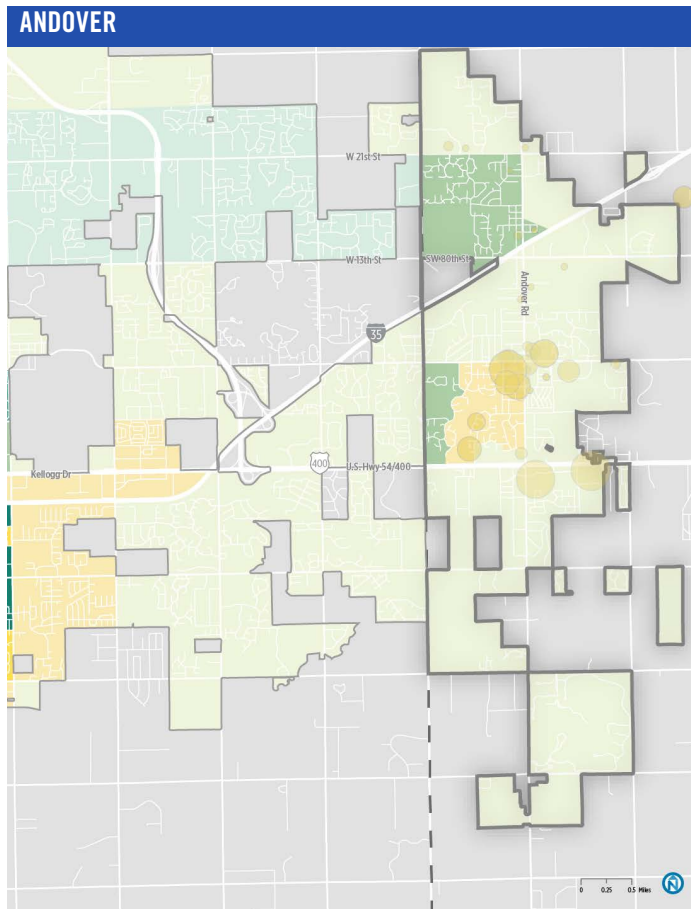
The map below shows where in each city there is an intersection between high population density and no vehicle household density, two major transit ridership predictors. The darker teal block groups are areas with moderate population density and moderate density of no vehicle households.

Of the four cities, Derby has the greatest concentration of both predictors. While Maize shows the lowest concentration of both predictors.

REGIONAL POPULATION AND NO VEHICLE HOUSEHOLD DENSITY INDEX



POPULATION AND NO VEHICLE HOUSEHOLD DENSITY INDEX

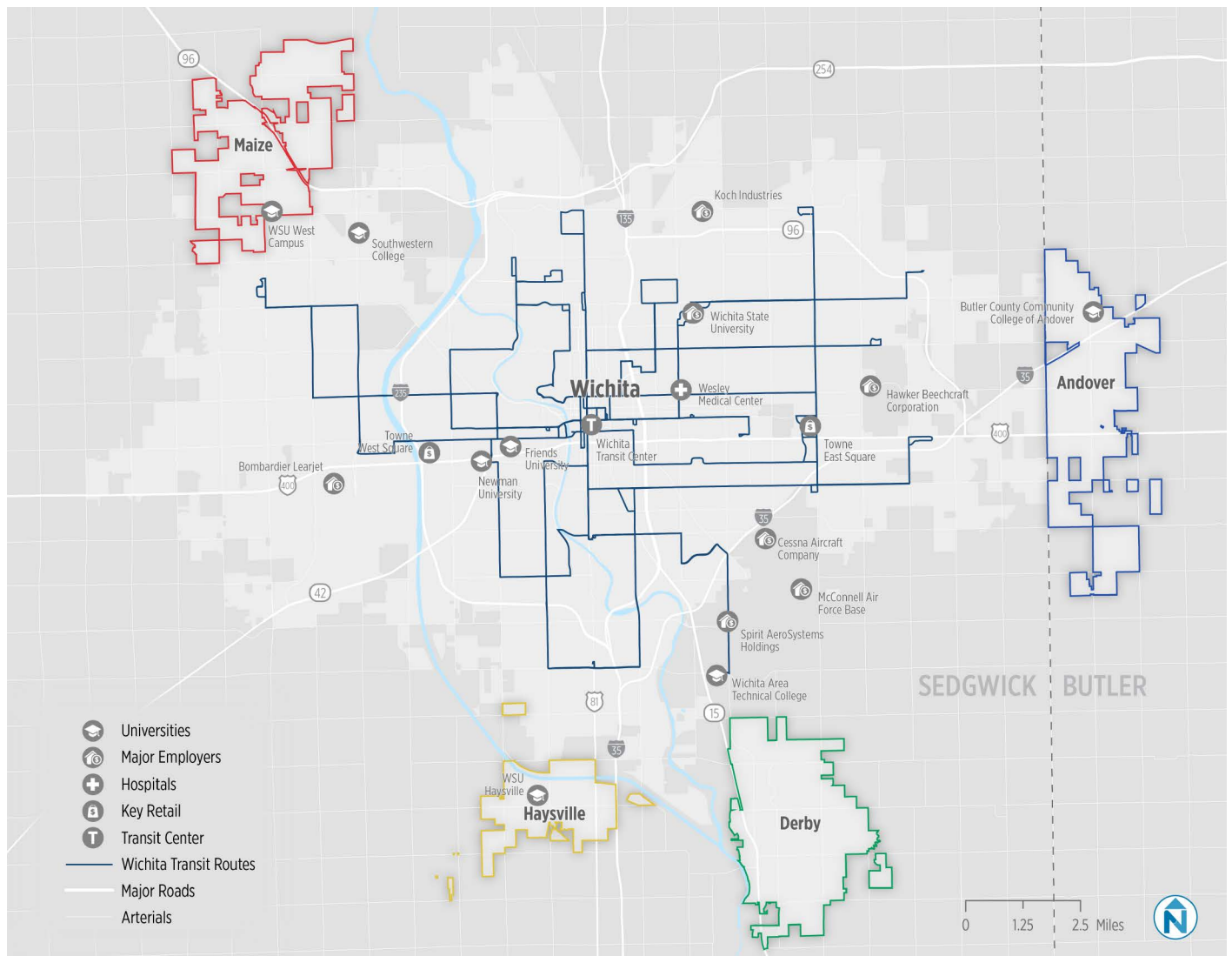


TRAVEL DESTINATIONS

The regional map below shows the major travel destinations, including employers and universities, across the region.

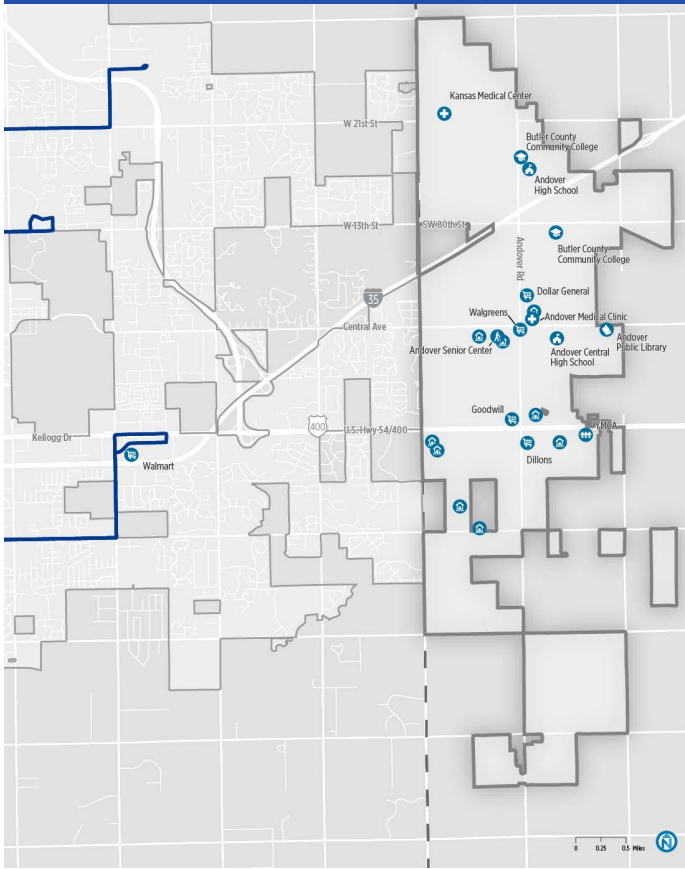
The four maps to the right show the local travel destinations for each city. When routing potential service alternatives, the study considered which alignments would serve the most destinations in each community.

REGIONAL TRAVEL DESTINATIONS

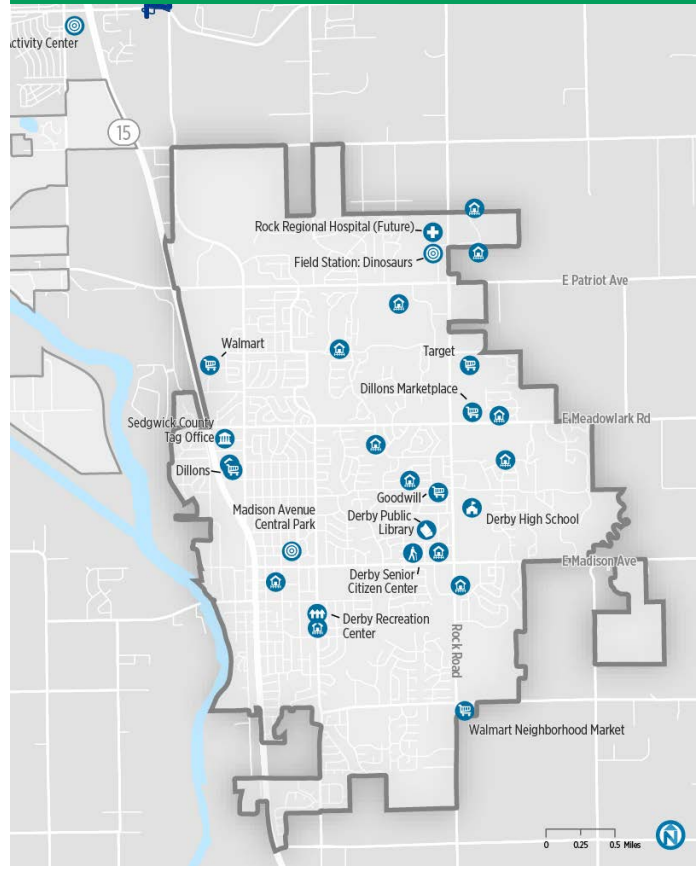


LOCAL TRAVEL DESTINATIONS

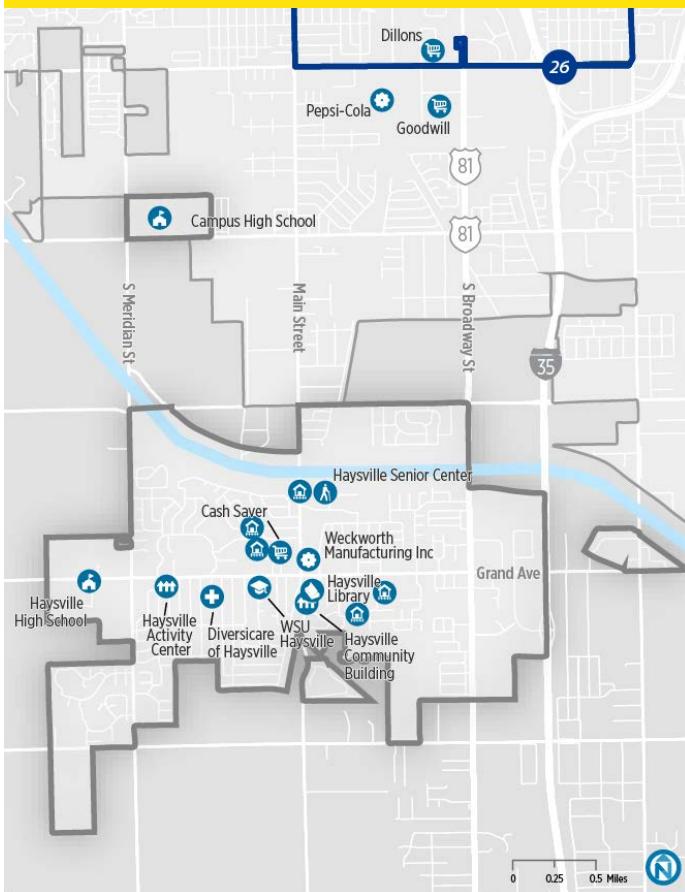
ANDOVER



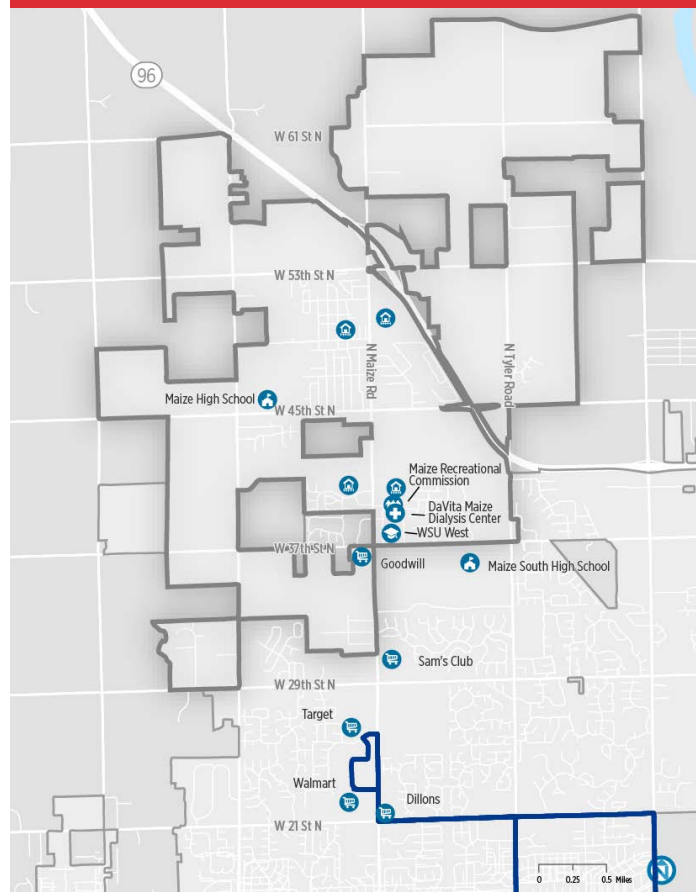
DERBY



HAYSVILLE



MAIZE



COMMUNITY ENGAGEMENT

Community input was gathered through a variety of outreach efforts between May and July 2018. Existing conditions analysis and service alternatives were presented to the public through a series of online surveys, public outreach meetings, and stakeholder meetings. Additionally, the residents and stakeholders were given the opportunity to complete two online surveys to learn more about the Study and share their thoughts on the proposed recommendations.

SUPPORT FOR TRANSIT

Residents of the four communities and the City of Wichita were given the opportunity to participate in an online survey in order to evaluate interest and support for transit in the four communities.

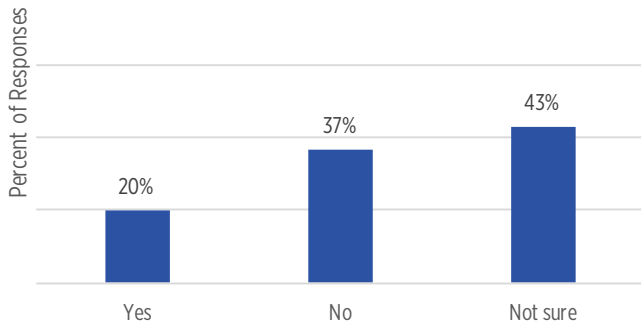
Residents of Derby, Haysville, and Maize all expressed majority interest for transit in their cities. Andover was the one city where residents were unsure of how they felt about transit or against transit in their city.

Derby and Haysville residents were particularly interested in seeing an inter-city transit route. Haysville residents were looking for a connection to shopping and medical services in Derby, while Derby residents were interested in local circulation and connections to Wichita.

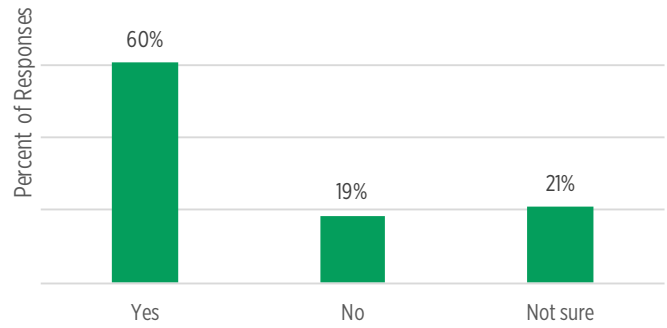
Of the Wichita residents, the majority (37%) were interested in seeing transit extended into Maize. This large proportion can be attributed to the significant number of dialysis patients who completed the survey and are interested in transit service to and from the Davita Dialysis location in Maize. This interest may be better served by demand response or private shuttle services that transport clients to and from Wichita and DaVita, as opposed to regular fixed-route service.

RESIDENT SUPPORT IN FIXED-ROUTE TRANSIT

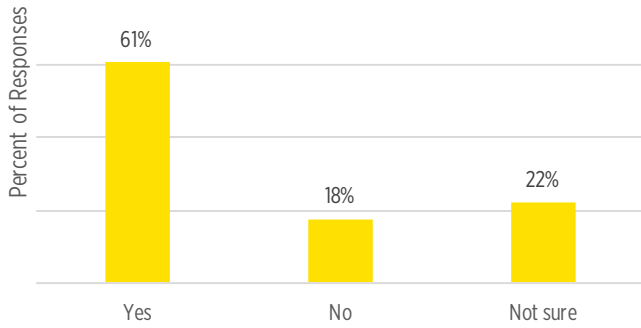
Andover



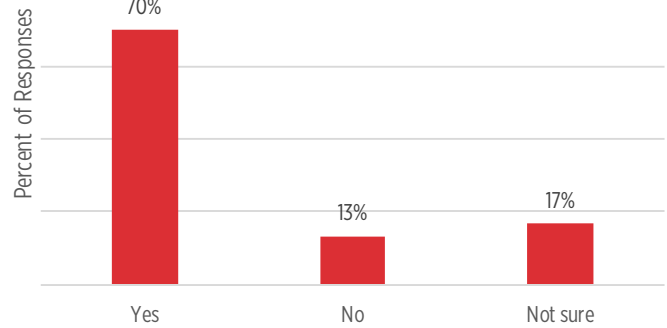
Derby



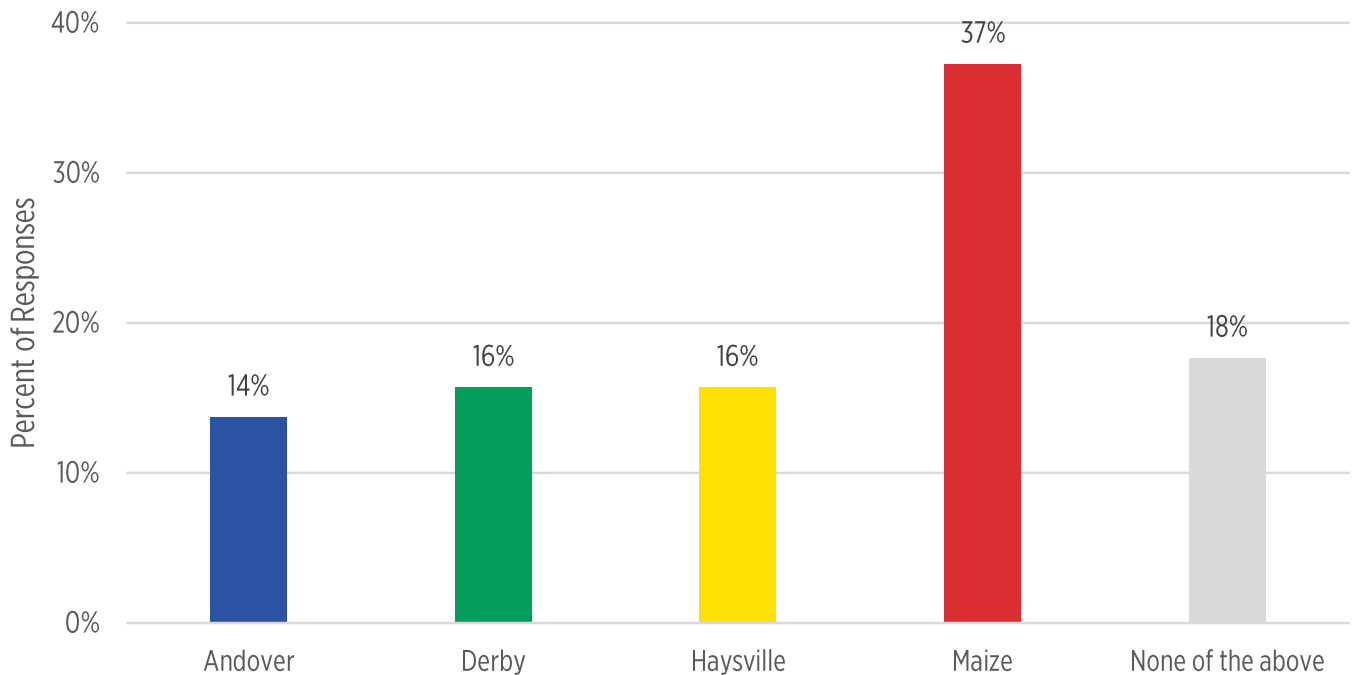
Haysville



Maize



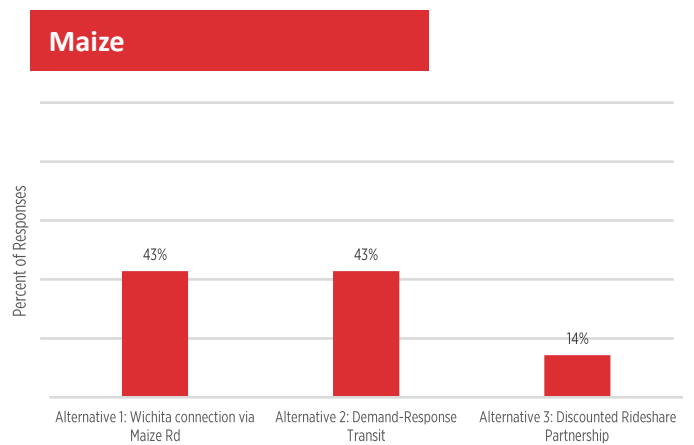
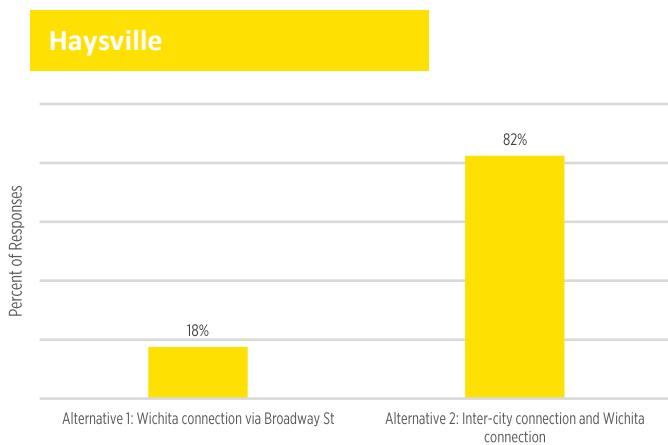
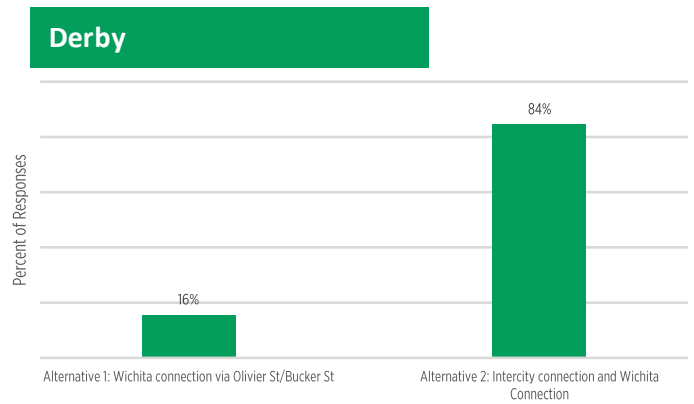
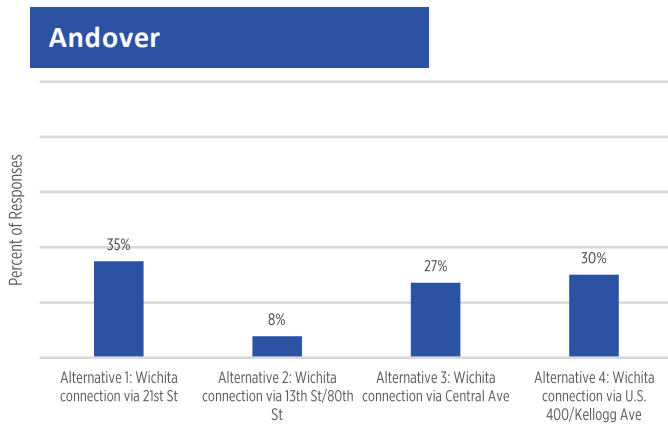
WICHITA RESIDENT SUPPORT IN WICHITA TRANSIT EXTENSION



TRANSIT ALTERNATIVES

The charts below show the preferences of survey respondents for transit alignment alternatives in each of the four cities. In Andover, respondents were nearly evenly split between Alternatives 1, 3, and 4. In Derby and Haysville, the majority preference was for Alternative 2, the intercity connection between the two cities and Wichita. In Maize, respondents preferred either Alternative 1, a fixed route connection to Wichita, or Alternative 2, demand-response transit service.

TRANSIT ALTERNATIVE PREFERENCES



IMPLEMENTATION

Together, the analysis of existing conditions and public and stakeholder feedback informed the recommendations for potential transit service in the four cities. The recommendations are divided into three terms, ranging from short to long, based on the level of demand for transit and public support:

SHORT-TERM: 0-2 YEARS

Haysville-Wichita-Derby Connection

The purpose of this route would be to provide a connection between Derby, Wichita, and Haysville, as well as provide a connection to Wichita Transit.

Wichita Transit Connection	Route 16, 23, & 26
Type of Service	Intercity Connector
Frequency	60-120 minutes
Vehicle Type	14-seat van or 32-seat bus

MID-TERM: 2-5 YEARS

Andover-Wichita Connection

The purpose of this route would be to serve major Andover travel destinations and provide a connection to Wichita Transit. One of four route options would be selected through future public outreach.

Type of Service	Feeder
Frequency	60 minutes
Vehicle Type	14-seat van or 32-seat bus

LONG-TERM: 5+ YEARS

Maize-Wichita Connection (Fixed Route or Demand Response Service)

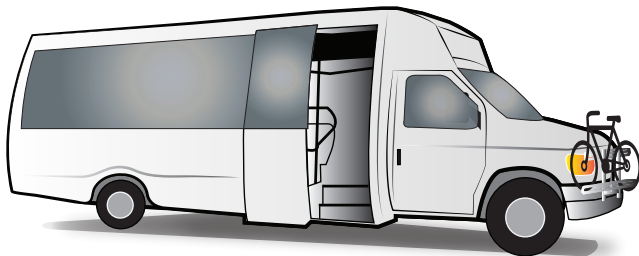
The purpose of a fixed route would be to serve many of Maize's travel destinations and provide a connection to Wichita Transit.

The purpose of demand response service would be to provide Maize residents with a general purpose and medical transportation option that connect them to travel destinations in Maize and Wichita, as well as Wichita Transit.

Wichita Transit Connection	Route 21 & 22
Type of Service	Feeder
Frequency	30 minutes
Vehicle Type	14-seat van

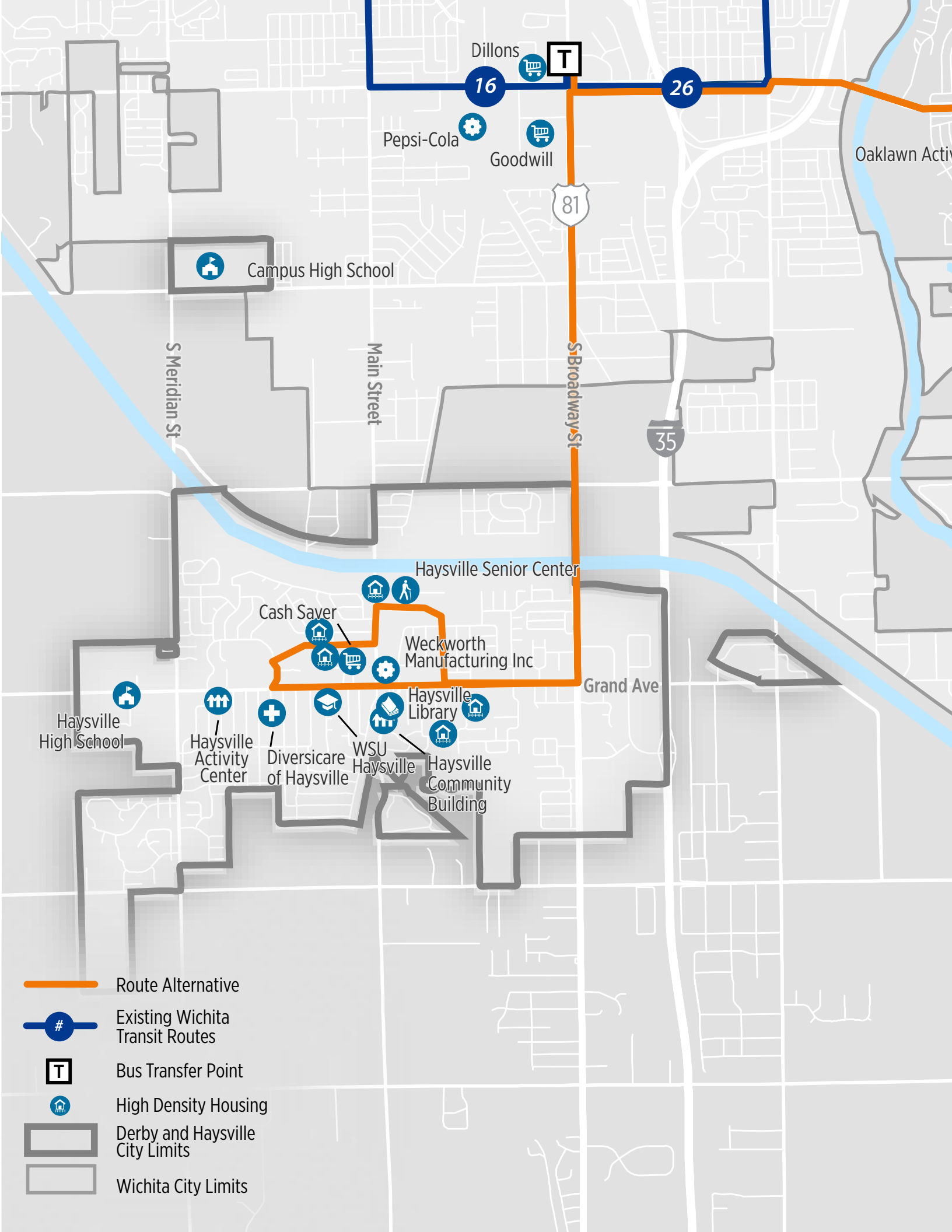
Type of Service	On-Demand
Vehicle Type	14-seat van





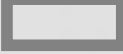
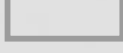
14-SEAT VAN



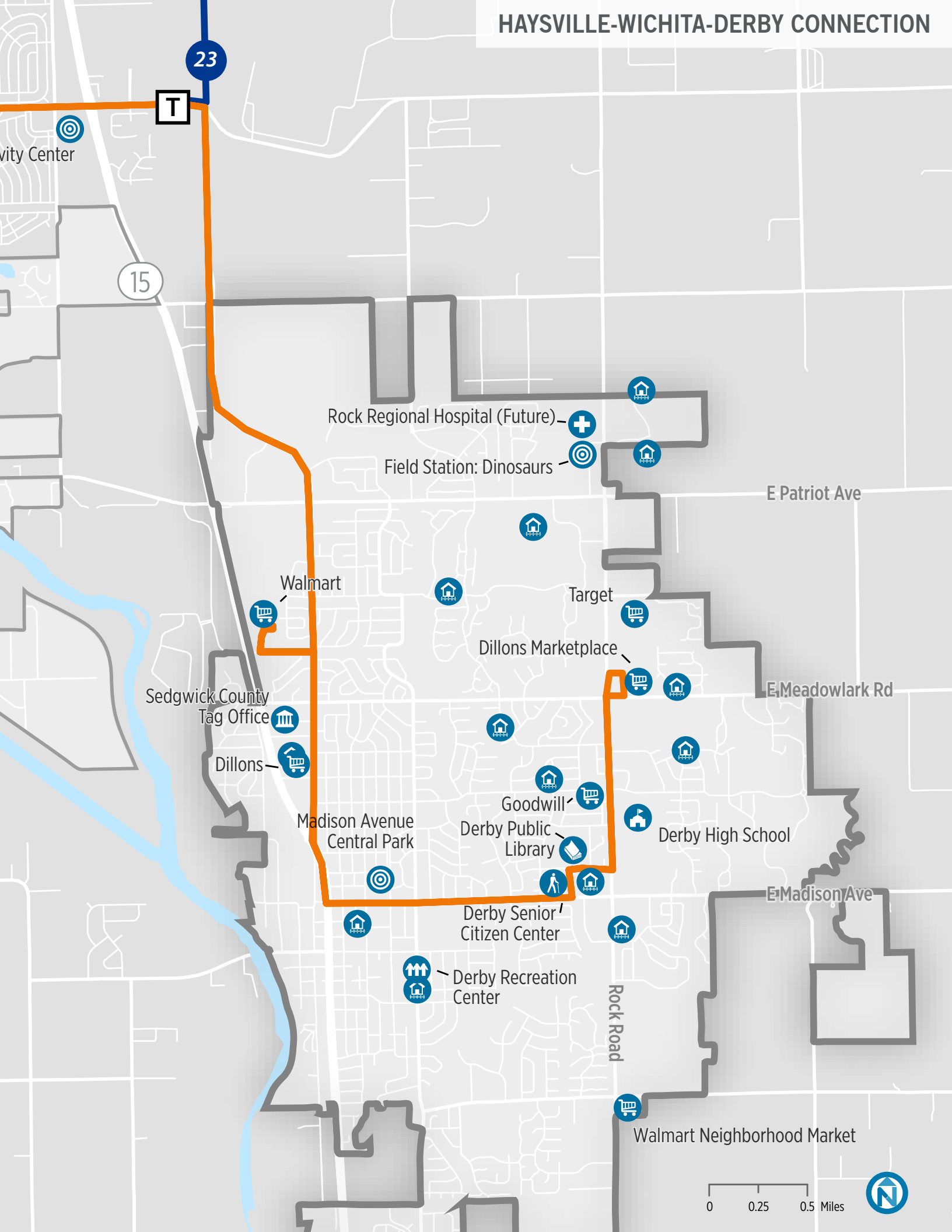
32-SEAT BUS





-  Route Alternative
-  Existing Wichita Transit Routes
-  Bus Transfer Point
-  High Density Housing
-  Derby and Haysville City Limits
-  Wichita City Limits

HAYSVILLE-WICHITA-DERBY CONNECTION



23

T

15

Rock Regional Hospital (Future)

Field Station: Dinosaurs

E Patriot Ave

Walmart

Target

Dillons Marketplace

E Meadowlark Rd

Sedgwick County Tag Office

Dillons

Madison Avenue Central Park

Derby Public Library

Goodwill

Derby High School

E Madison Ave

Derby Senior Citizen Center

Derby Recreation Center

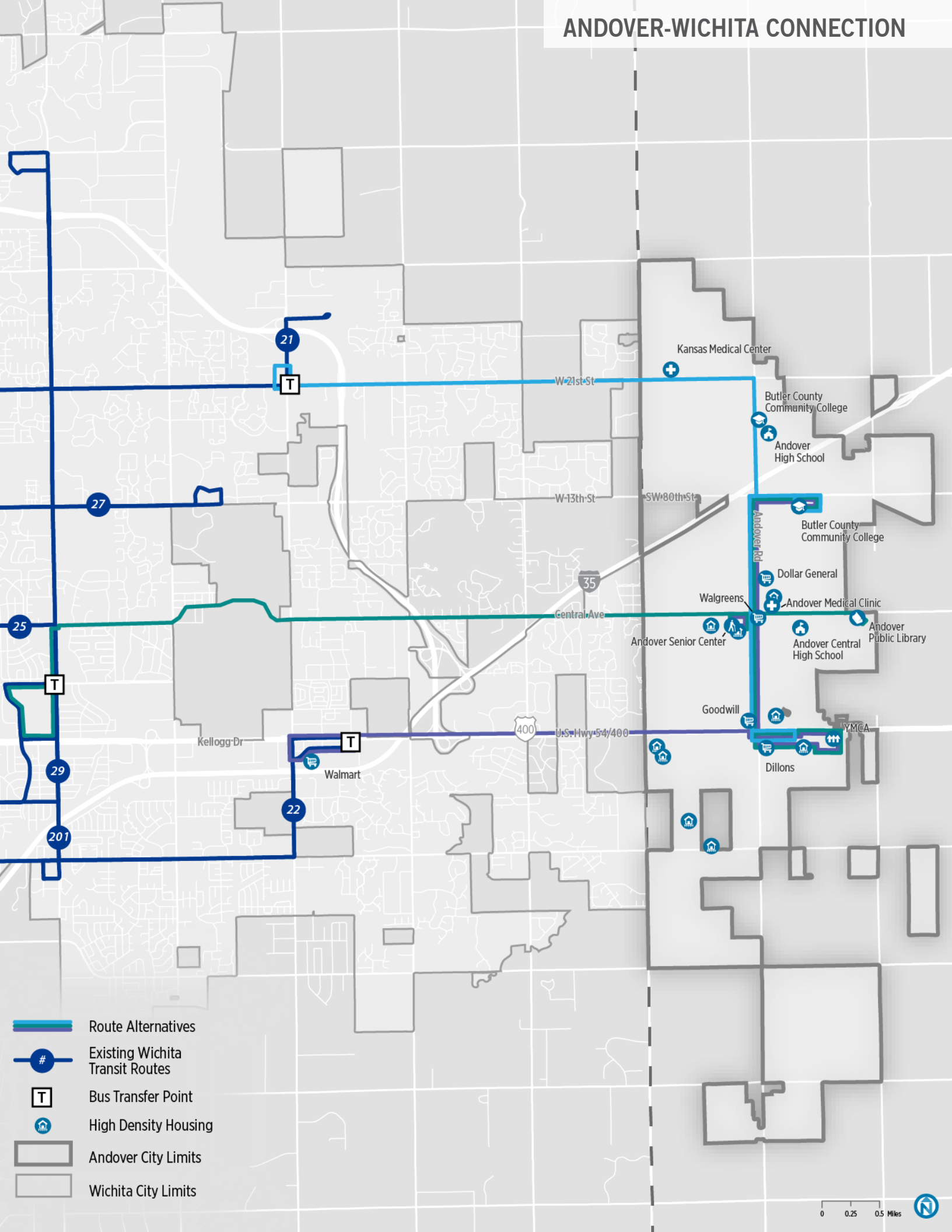
Rock Road





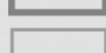

Walmart Neighborhood Market

0 0.25 0.5 Miles



ANDOVER-WICHITA CONNECTION



-  Route Alternatives
-  Existing Wichita Transit Routes
-  Bus Transfer Point
-  High Density Housing
-  Andover City Limits
-  Wichita City Limits

MAIZE-WICHITA CONNECTION

96

W 61 St N

W 53th St N

Maize High School
W 45th St N

W 37th St N

W 29th St N

Target

Walmart

W 21 St N

N Maize Rd

N Tyler Road

Maize Recreational Commission
DaVita Maize Dialysis Center
WSU West

Goodwill

Maize South High School

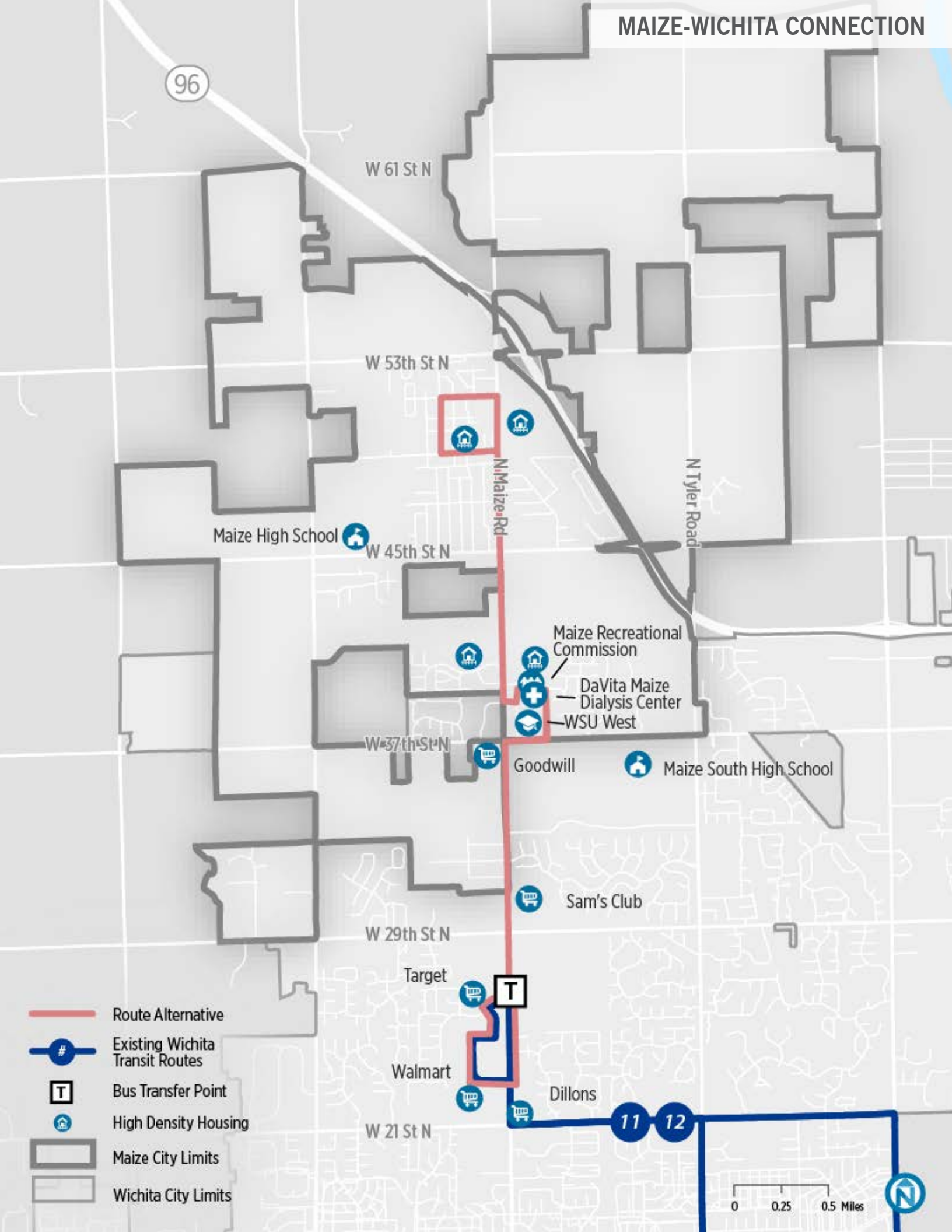
Sam's Club

Dillons

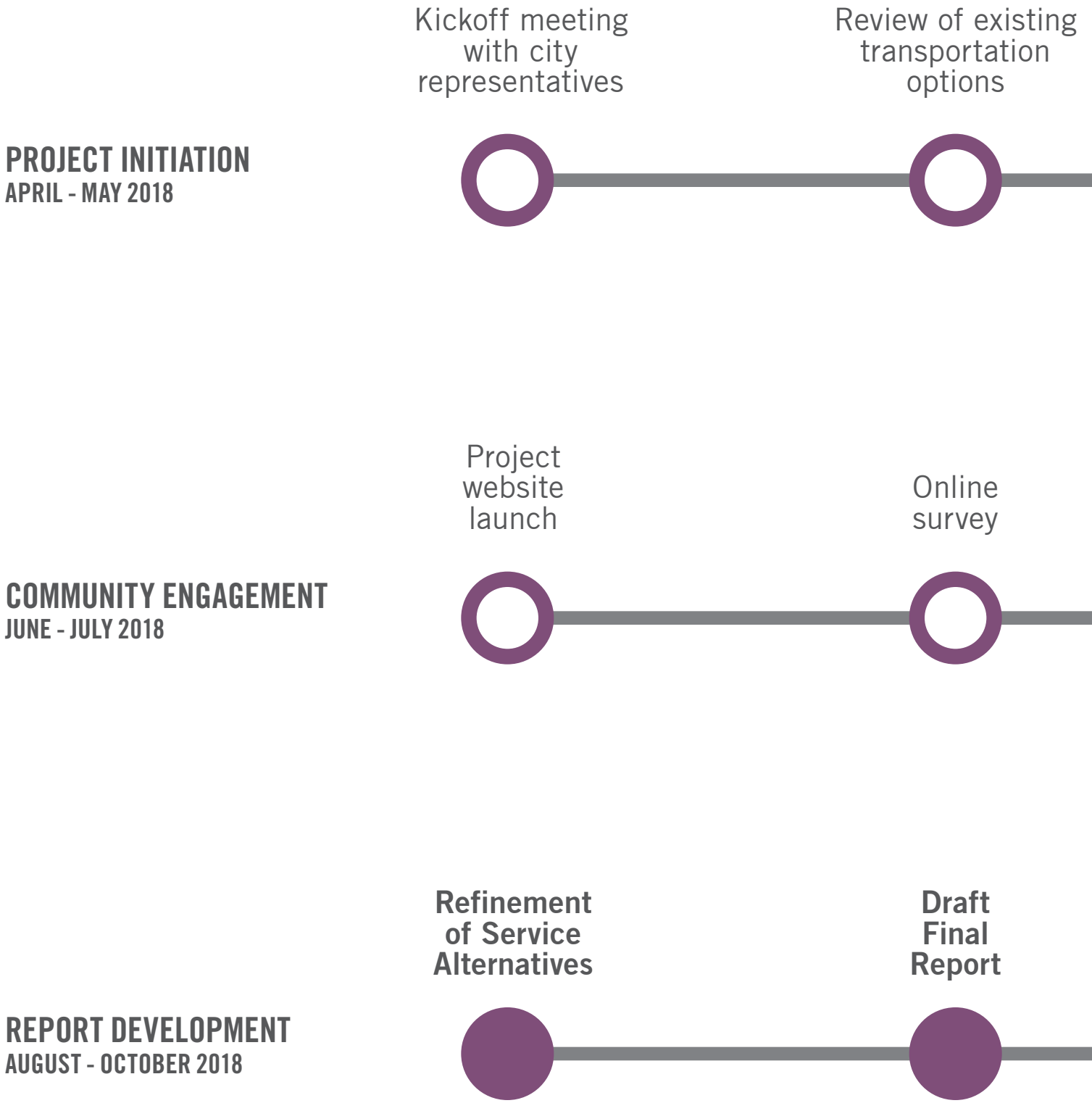
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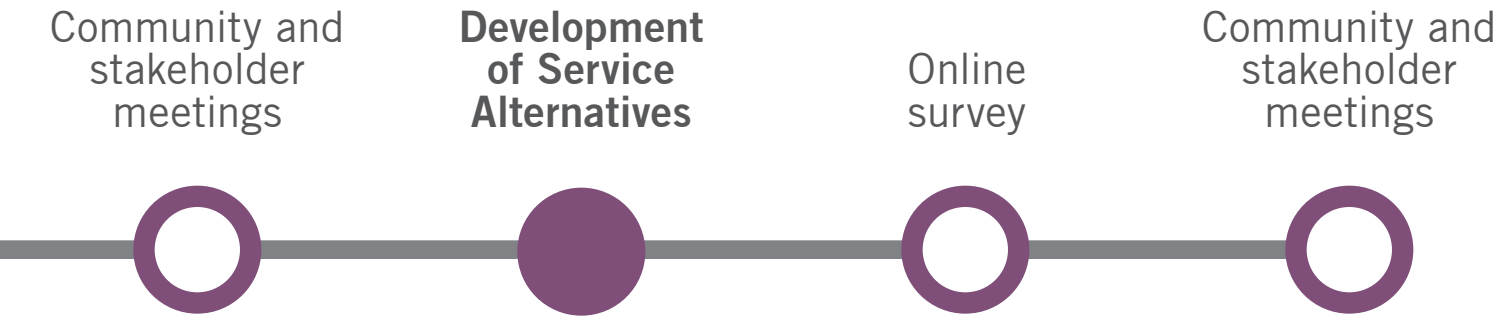
- Route Alternative
- Existing Wichita Transit Routes
- Bus Transfer Point
- High Density Housing
- Maize City Limits
- Wichita City Limits

0 0.25 0.5 Miles



PROJECT TIMELINE







02 EXISTING CONDITIONS

DERBY DASH

The City of Derby operates demand-response service within its city limits on weekdays between the hours of 7:30 a.m. and 3:30 p.m. The service is available to residents of all ages. Fare options include a one-way trip for \$2 and a round-trip for \$4.

BUTLER COUNTY TRANSIT

Butler County operates demand-response service within the City of Andover on weekdays between the hours of 8:30 a.m. and 12:00 p.m. Butler County also operates a round-trip between Andover and Wichita on Wednesday and Thursday. The trip arrives in Wichita at 10:30 a.m. and leaves at 2:00 p.m. Trips within city limits cost \$0.50 per stop while trips to Wichita cost \$4 each way.

DERBY DASH VEHICLE



SOURCE: City of Derby

BUTLER COUNTY TRANSIT VAN



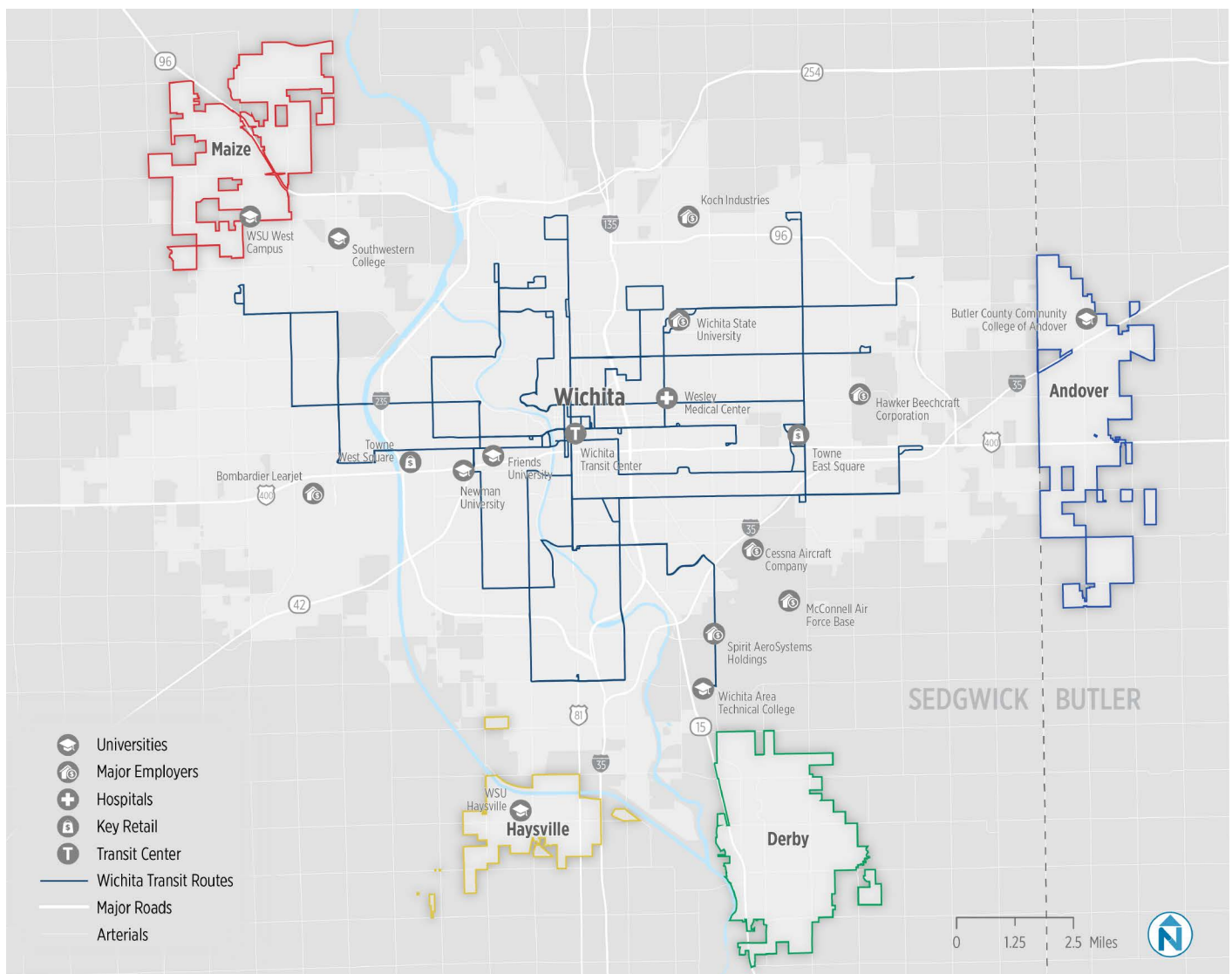
SOURCE: City of Derby

REGIONAL TRAVEL DESTINATIONS

The regional map below shows Wichita Transit routes and select major regional destinations, including major universities, major employers, key retail hubs, medical centers, and transit centers. The Wichita Transit network has lines that extend towards the four communities but end out of reach of the community boundaries. With the opening of Wichita State University Haysville Campus in late 2018, Andover, Haysville, and Maize will have at least one university or college campus within its city limits, none of which will be reached by Wichita Transit.

This section provides a summary of regional demographic, socio-economic, and employment characteristics. Subsequent sections detail key destinations within each community, transit supportive population and employment indicators, and current transportation facilities.

REGIONAL MAP WITH MAJOR TRAVEL DESTINATIONS



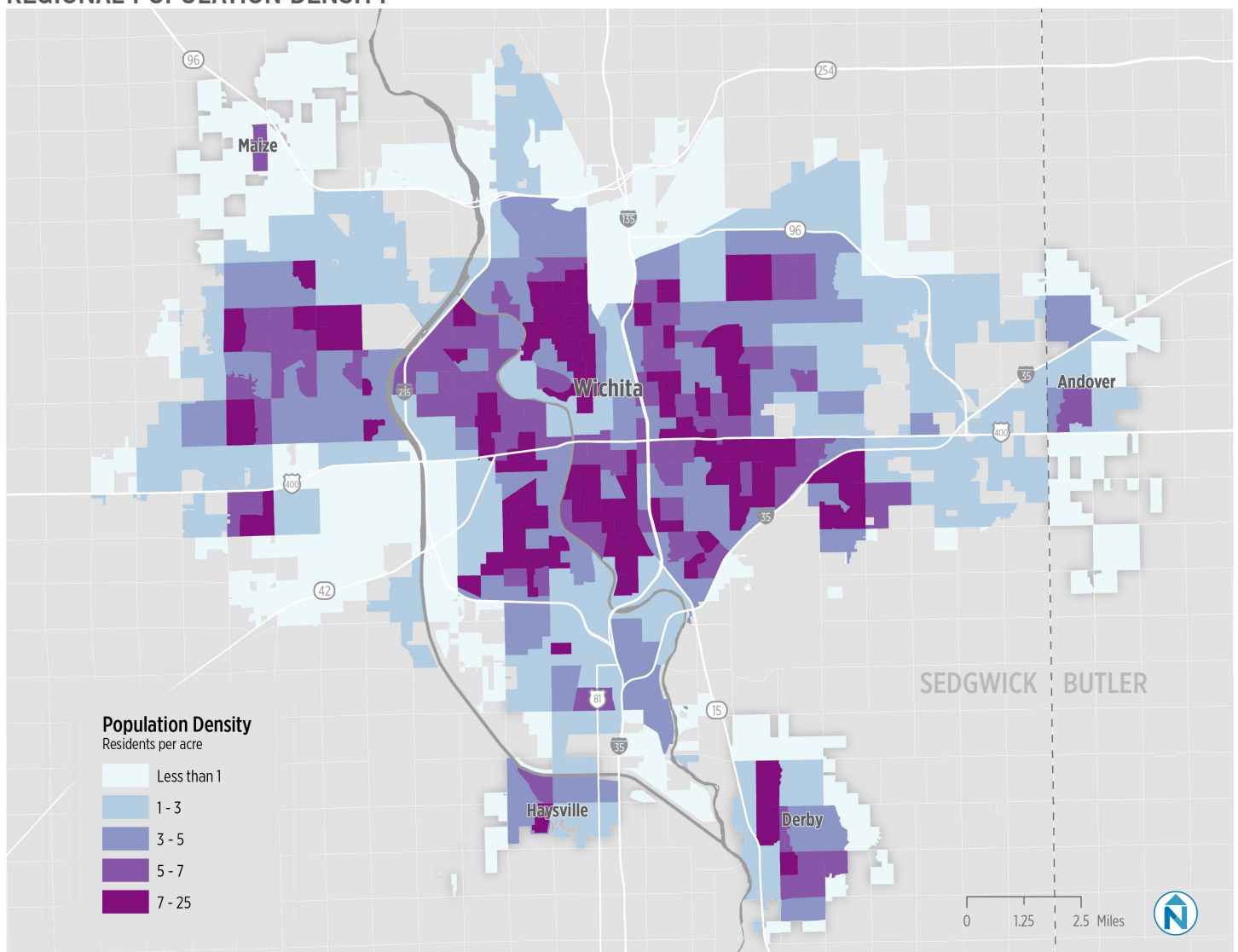
SOURCE: Wichita Transit and Google Maps

REGIONAL POPULATION AND EMPLOYMENT

POPULATION DENSITY

Population density in the region is primarily centered in the residential areas surrounding downtown Wichita with pockets extending into the suburban communities. The cities of Andover, Derby, Haysville, and Maize, are separated from Wichita by adjacent lower-density neighborhoods or unincorporated farmland. Of the four study areas, Derby has the broadest areas of moderate population density, with a few block groups of at least 5-25 residents per acre. Andover and Haysville have similar levels of low population density, primarily with densities of 1-5 residents per acre, while Maize has the lowest overall density with only one relatively dense Census block group of more than five residents per acre.

REGIONAL POPULATION DENSITY

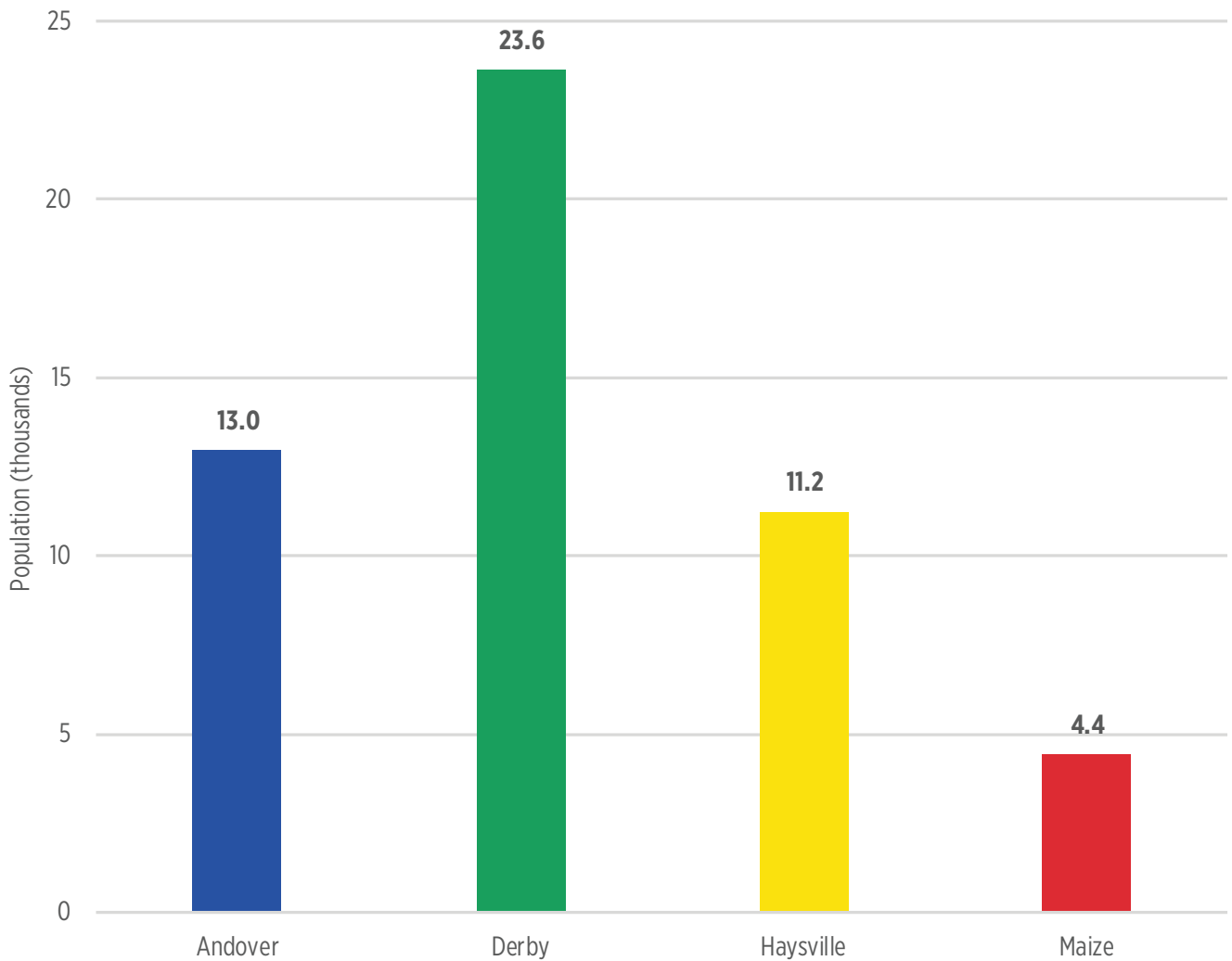


SOURCE: 2010 Decennial Census

POPULATION

Of the four cities, Derby is the most populous community with 23,600 residents, followed by Andover with 13,000, Haysville with 11,200, and Maize with 4,400. In addition to population size, the composition of each community differs across age, rates of vehicle ownership, commute patterns, and residential and workforce income levels, as described in the following sections.

POPULATION BY COMMUNITY



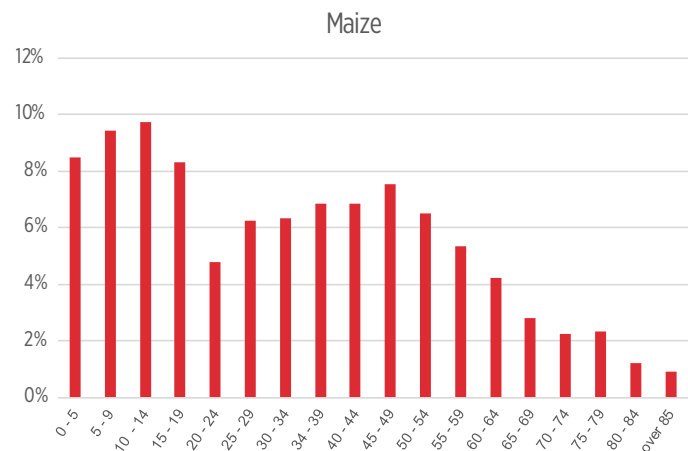
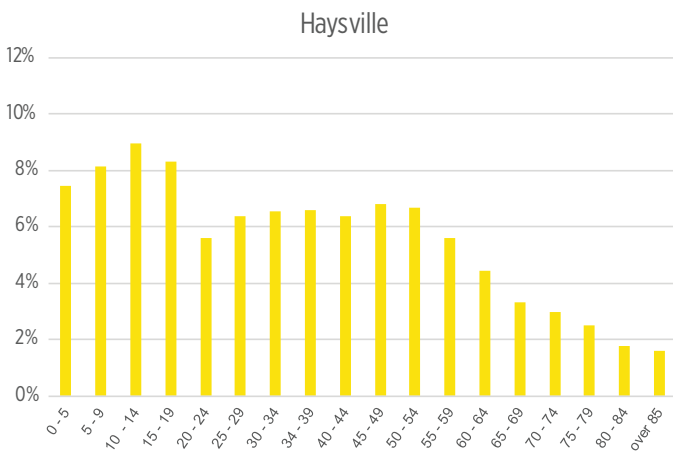
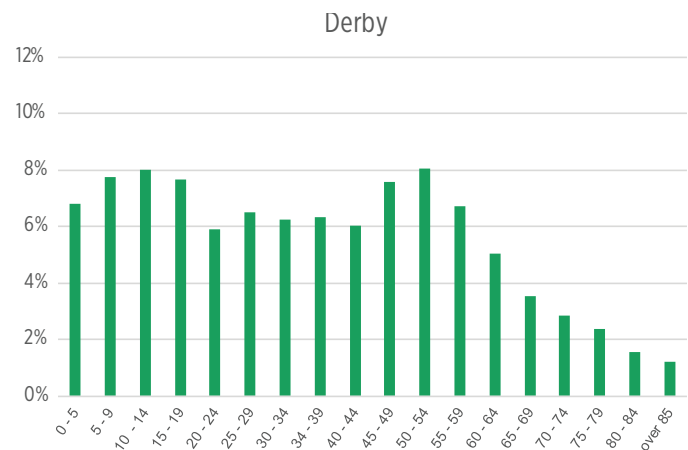
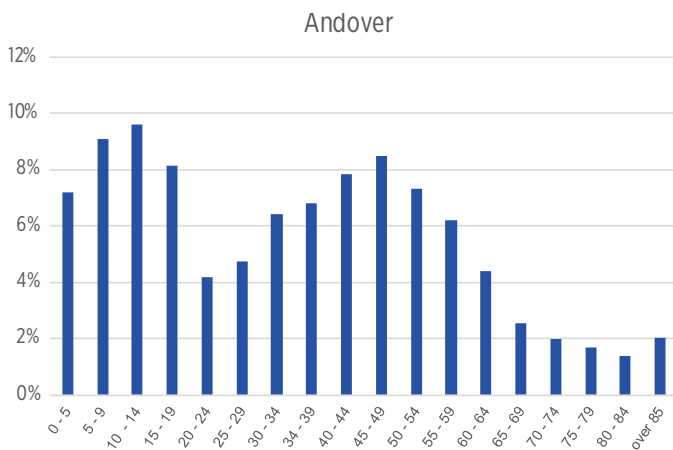
SOURCE: 2010 Decennial Census

AGE OF RESIDENTS

The age distribution of each community varies in terms of the percentage of youth, young adult, working age, and senior population. Of the four cities, Maize has the highest proportion of youth population, with 36% of residents under the age of 19, with the remaining communities between 30-34%. Both Haysville and Derby have the highest proportions of seniors aged 65 or older, with about 12%. Derby has the highest proportion of young adults, between 20-29, and Andover has the highest proportion of working age residents, between 30-64.

Each age cohort has different transportation needs and characteristics. Youth and seniors tend to have more mobility constraints and depend on others for transportation, young adults tend to be more willing to use transportation alternatives to driving alone, and working age residents tend to have more regular travel patterns that center around travel to a major employment center.

AGE DISTRIBUTION BY COMMUNITY

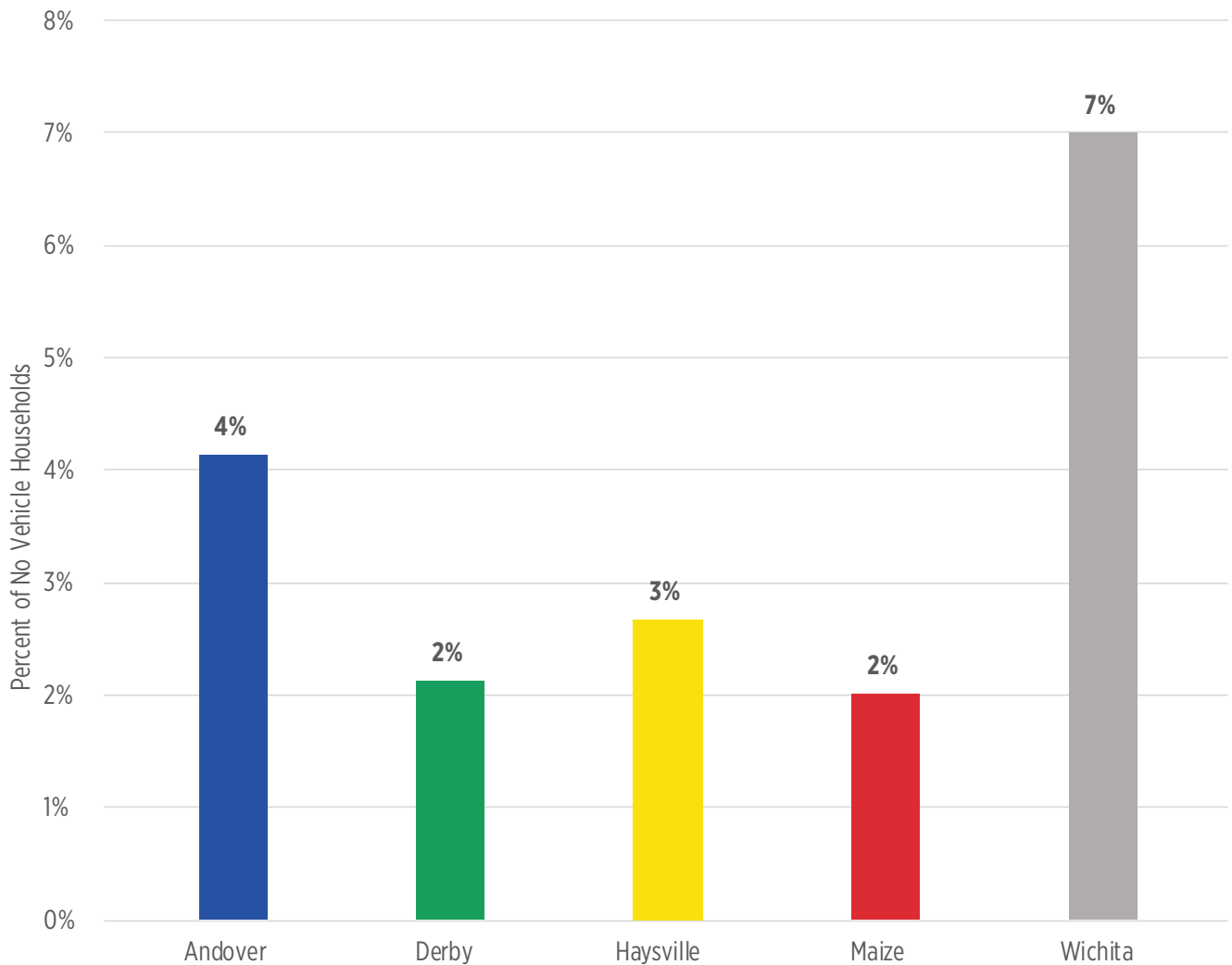


SOURCE: 2010 Decennial Census

VEHICLE OWNERSHIP

Overall, vehicle ownership is relatively high in the four communities. Of the four, Andover has the highest proportion of no vehicle households, with 4% of households not owning a vehicle. Derby and Maize each have nearly half that rate with 2%. In comparison, approximately 7% of households in Wichita do not own a vehicle.

NO VEHICLE OWNERSHIP BY COMMUNITY

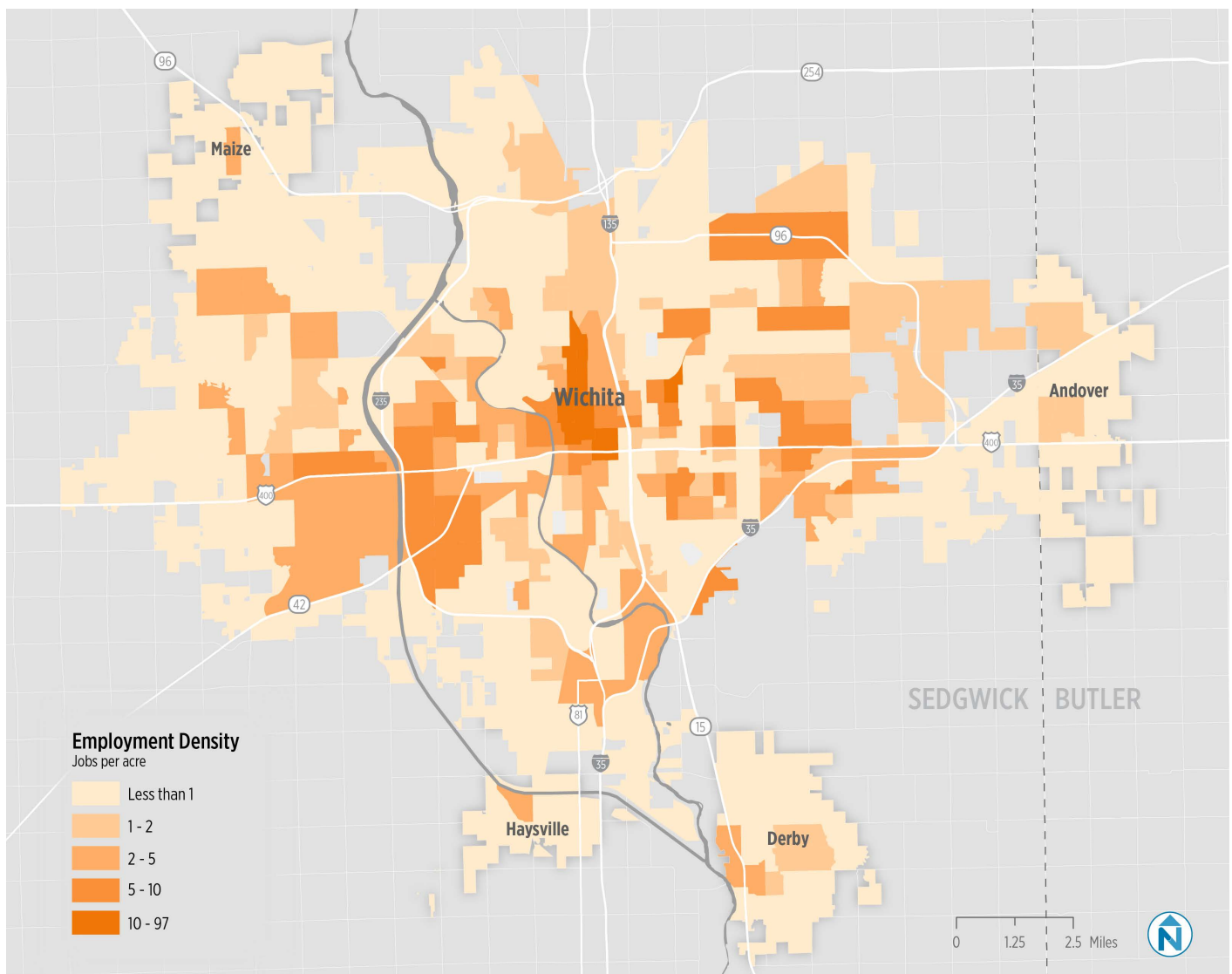


SOURCE: 2010 Decennial Census

EMPLOYMENT DENSITY

The map below shows the density of employment in the Greater Wichita Region. At its center, downtown Wichita is the primary employment center in the region. Additional employment centers are spread throughout the region, including northeast and southwest of downtown. These employment centers include a number of aircraft manufacturers, airports, McConnell Air Force Base, some major shopping centers, and a variety of other industrial uses. Within the four communities, employment density is relatively low, with no block groups showing more than five jobs per acre.

REGIONAL EMPLOYMENT DENSITY



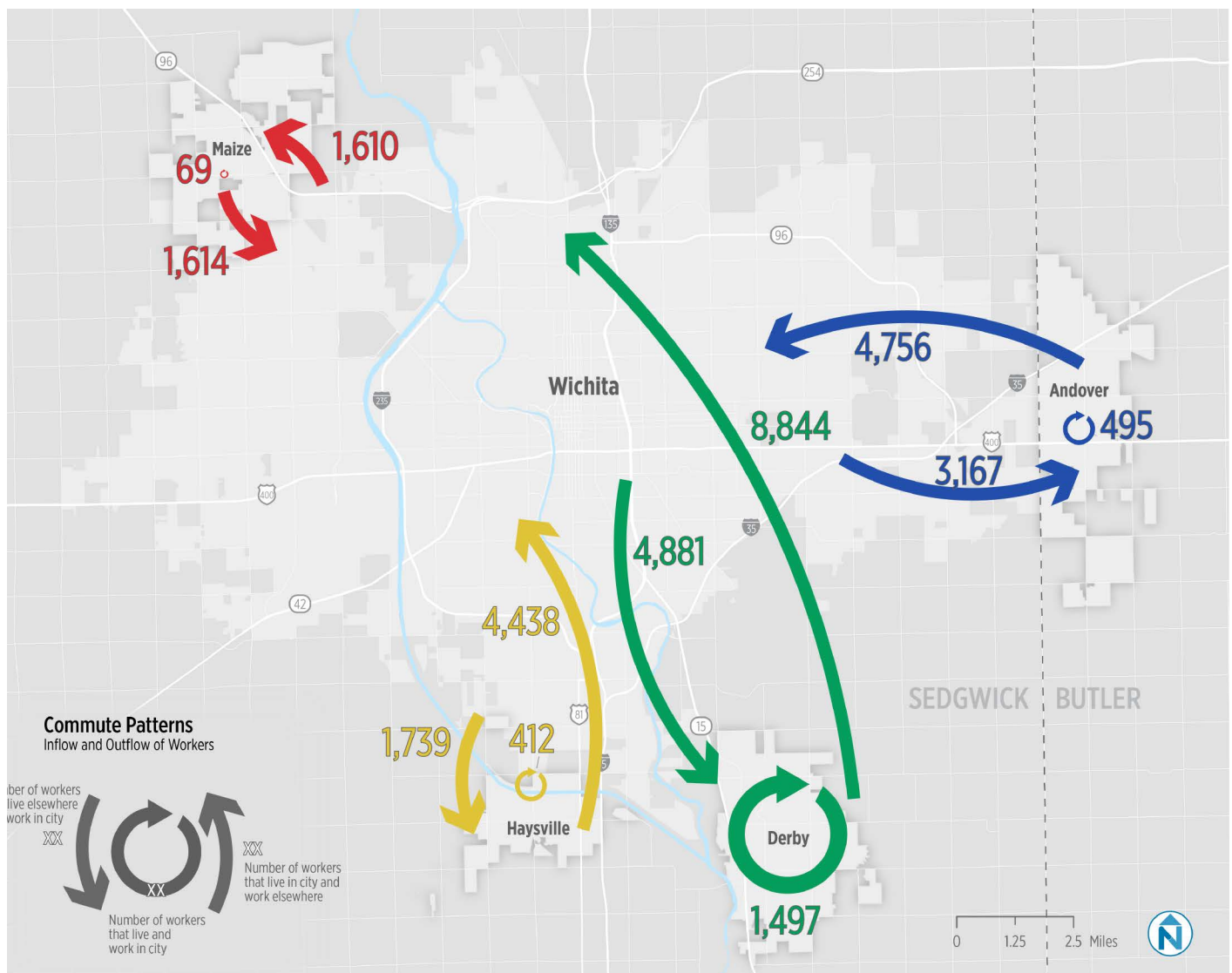
SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)

TRAVEL PATTERNS

Each of the four cities can be classified as bedroom communities, with 86-96% of residents commuting outside of their community for work. Derby is the largest employment attractor of the four, with nearly 5,000 workers commuting to the community and another 1,500 workers that also live in the community. Maize has a nearly even ratio of inflow workers to outflow residents.

COMMUTE INFLOW AND OUTFLOW PATTERNS BY COMMUNITY

	Andover	Derby	Haysville	Maize
Residents working outside of their community	91%	86%	92%	96%
Residents working within their community	9%	14%	8%	4%

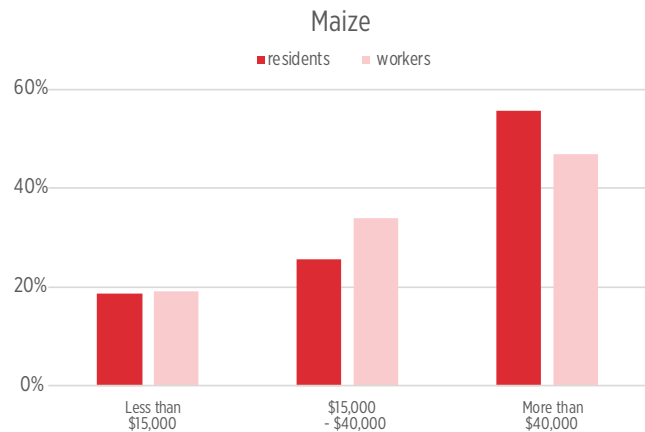
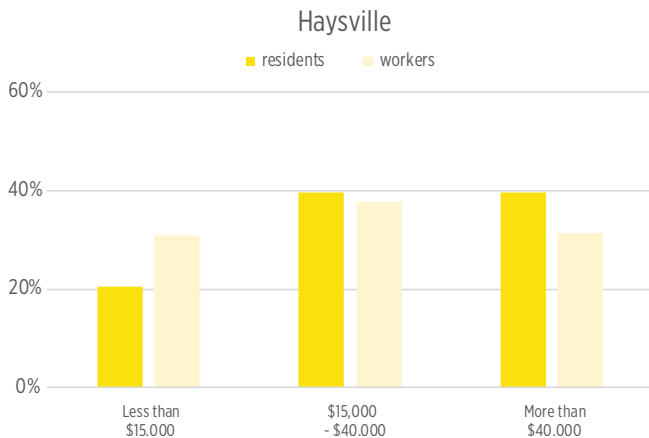
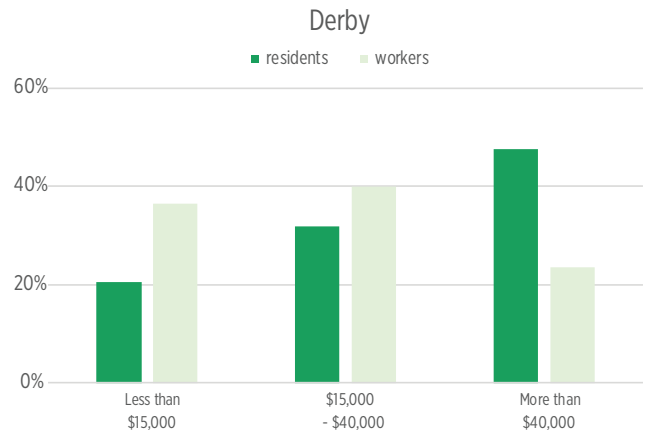
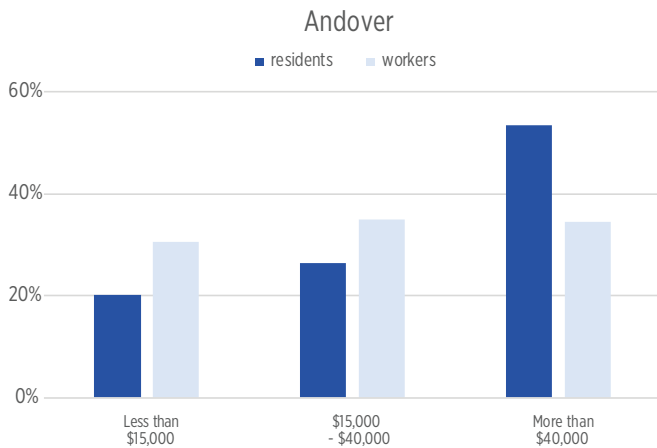


SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)

COMMUTER INCOME

The charts below provide information about the earnings of the commuters from and to each community. For each of the four communities, more higher income workers, earning more than \$40,000 per year, are commuting out of their communities than are commuting in. Maize has the highest proportion of higher earning residents and workers, with 56% and 47% making more than \$40,000 per year. Derby has the highest proportion of low income workers commuting in, with 76% of workers earning less than \$40,000 per year, 36% of whom make less than \$15,000 per year.

COMMUTER INCOME BY COMMUNITY



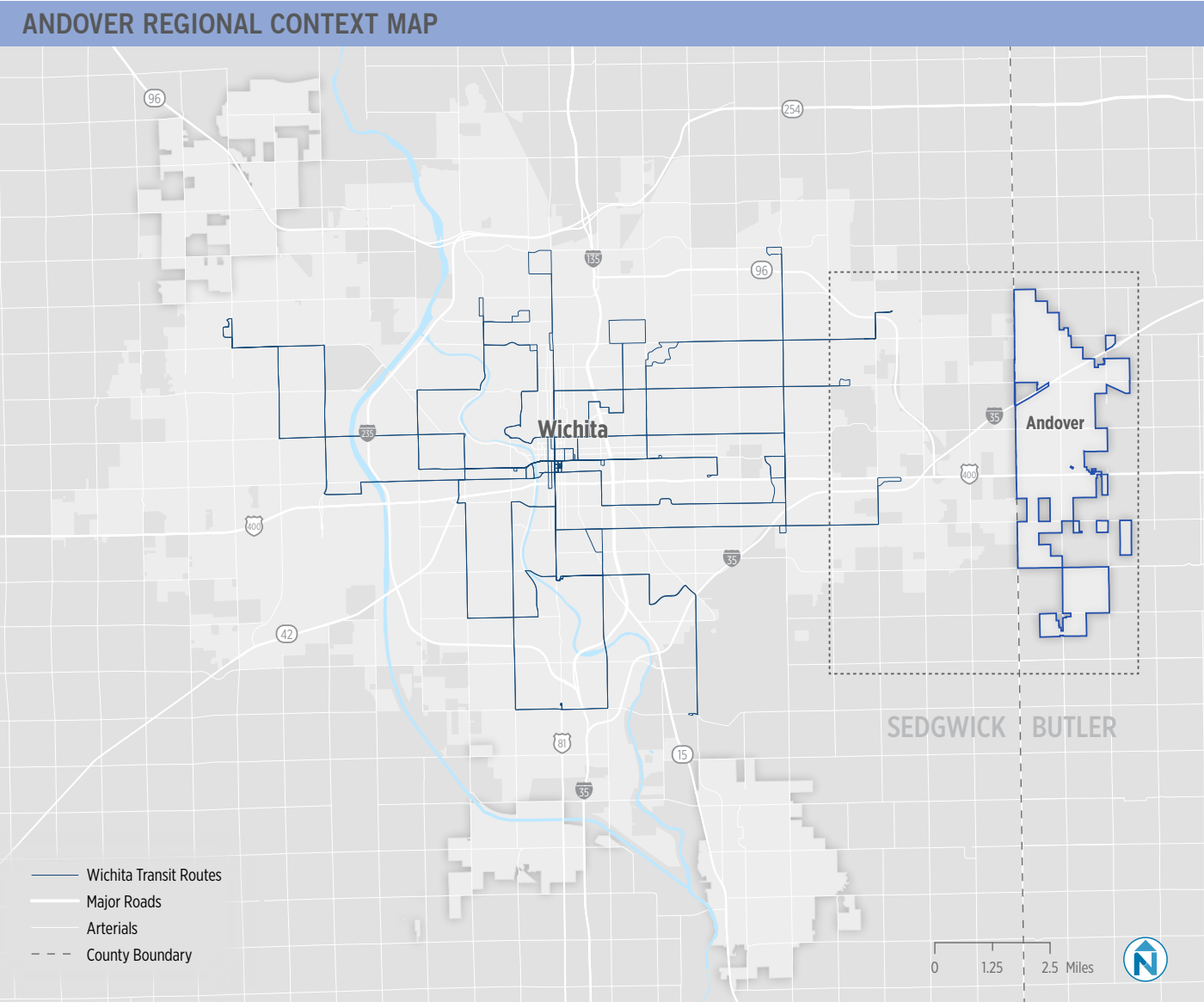
SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)

CITY OF ANDOVER

The City of Andover falls directly to the east of Wichita, across the county boundary into Butler County. It is the only of the four communities that is not in Sedgwick County. Andover was founded by homesteaders in the 1870s and developed into a trading post for the passenger railroad through town. The population grew slowly until a land annexation in 1968 and the population has grown steadily since. The City was hit by a major tornado in 1991, displacing many residents and businesses, but rebuilt and now has a population of nearly 13,000.¹

Andover is about 12 miles east of downtown Wichita and has close access to Interstate 35 and U.S. Highway 400. The boundary is about four miles from the termini of Wichita Transit’s Routes 21, 22, and 27, which all serve downtown Wichita and Wichita Transit Center.

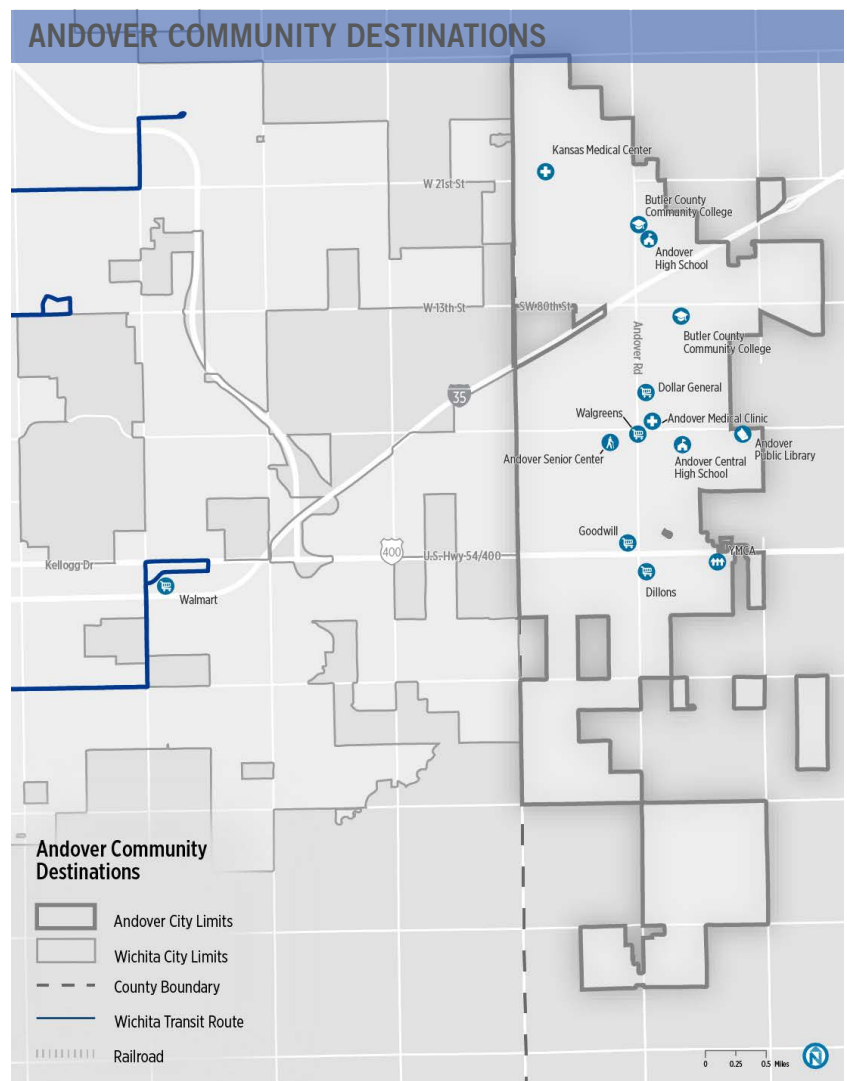
¹ Andover, Kansas: Convention and Visitors Bureau



SOURCE: WAMPO

ANDOVER TRAVEL DESTINATIONS

The map below shows the community destinations and facilities within the City of Andover, including medical facilities, senior centers, community centers and services, key shopping, and higher education and high school campuses. Of the two major medical facilities, Kansas Medical Center, is in northern portion of the City and may be difficult to reach by senior or disabled residents. The other facility, Andover Medical Clinic, along with the Andover Senior Center, are more centrally located and may be easier to access by residents without a car as long as safe and complete pedestrian infrastructure is in place. Key retail locations, such as Dillons and YMCA are located south of U.S. Highway 400, which acts as a major pedestrian barrier. Walmart in eastern Wichita may be a travel destination for residents. Butler Community College (Butler CC) has over 4,000 students enrolled at its Andover campus. Butler CC also offers classes at Andover High School. In addition, a number of Butler CC students are dually enrolled in Wichita State University (WSU) and commute between the two campuses.

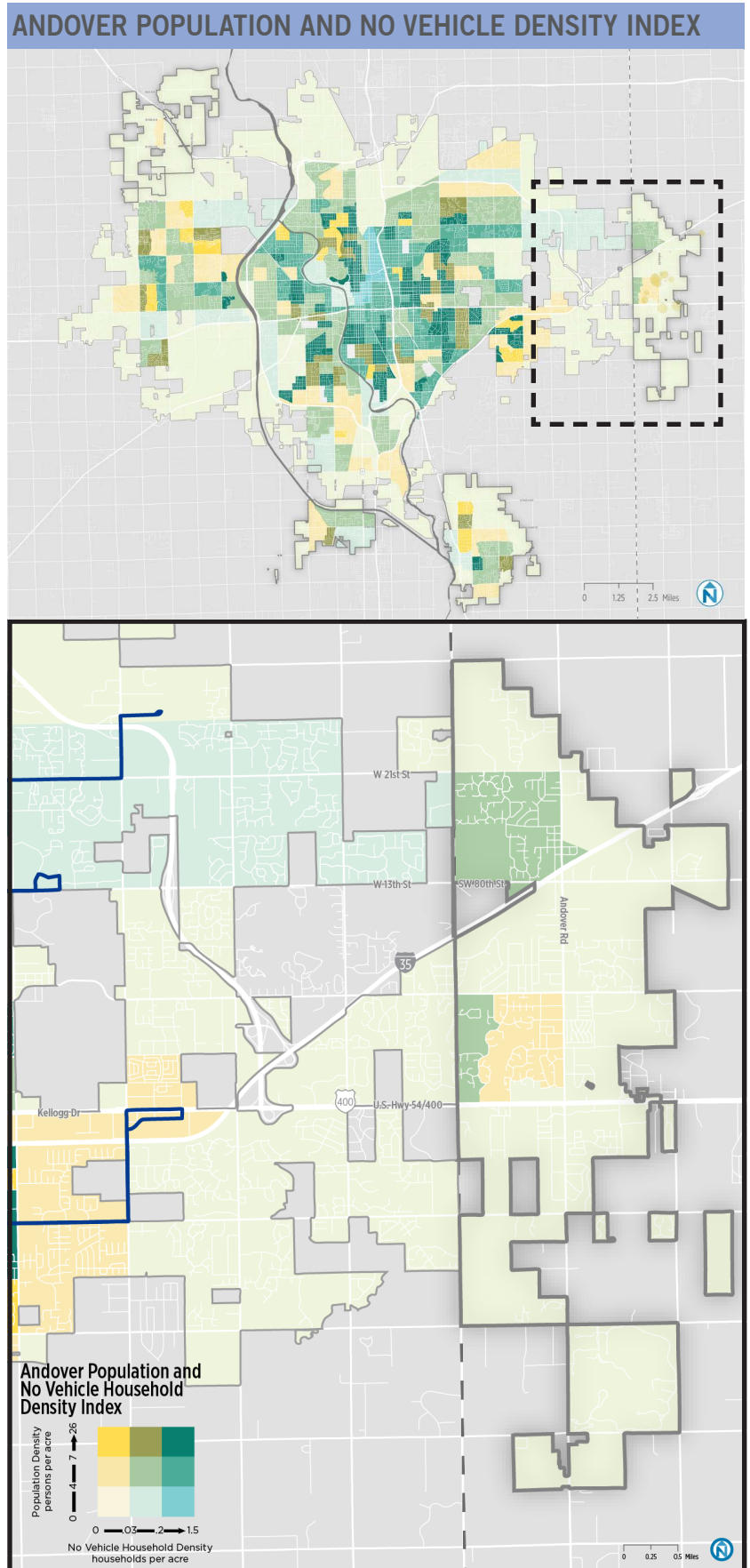


SOURCE: WAMPO

ANDOVER POPULATION AND EMPLOYMENT

POPULATION DENSITY AND NO VEHICLE HOUSEHOLDS

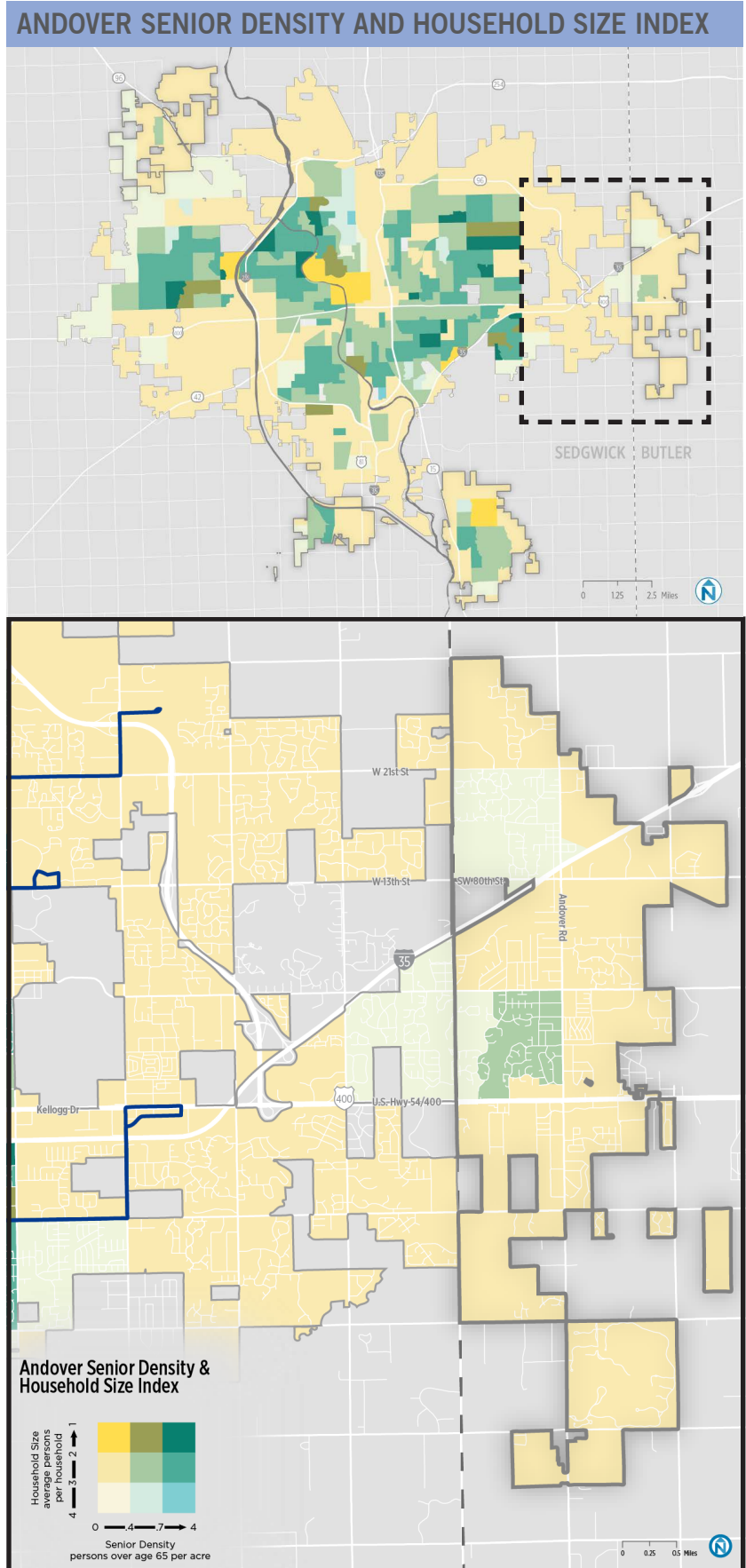
The maps to the right show a regional and local view of the intersection between population density and no vehicle household density, two major transit ridership predictors. The darker teal block groups are areas with moderate population density and moderate density of no vehicle households. No areas in Andover stand out as areas with high concentrators of both. One northern block group shows moderate levels of population density and no vehicle households.



SOURCE: 2010 Decennial Census and 2016 American Community Survey (ACS) 5-Year Estimates*
 Note: No Vehicle Household ACS Data showed high margins of error for some block groups

SENIOR DENSITY AND HOUSEHOLD SIZE

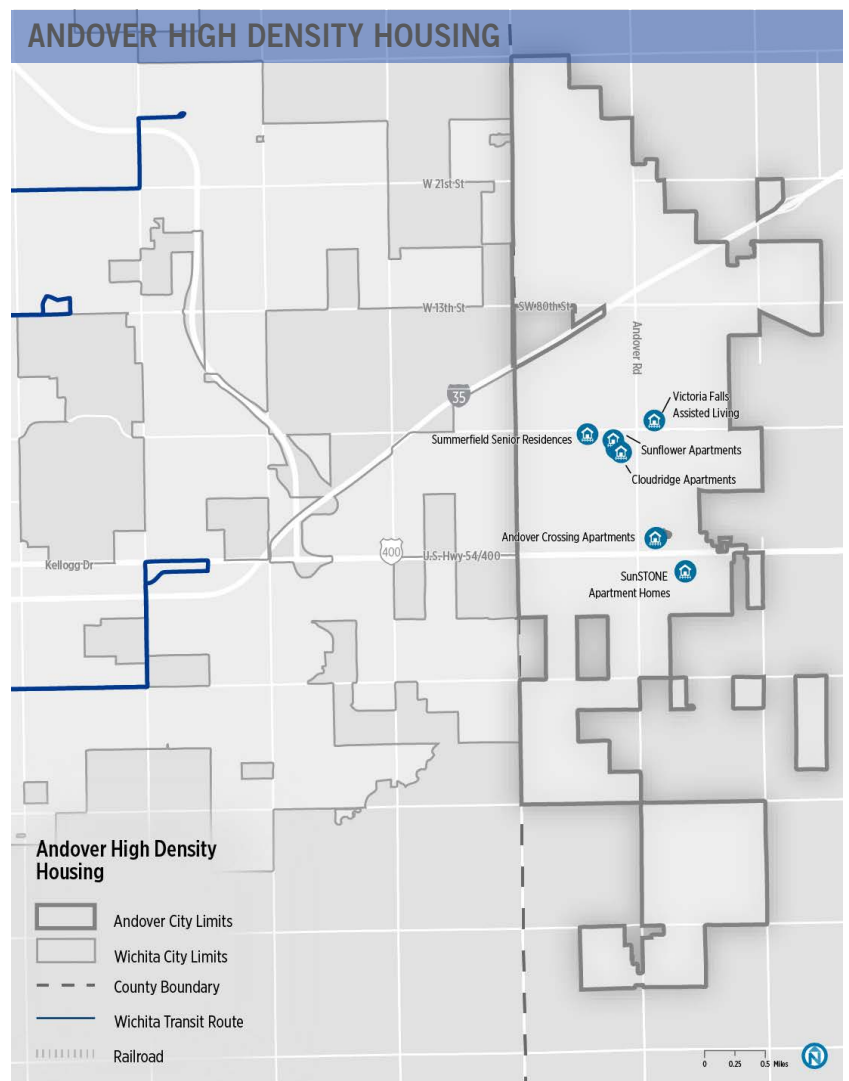
The maps to the right show an index of density of senior residents and small household sizes. This indicator shows areas of Andover where there are seniors who either live alone or in smaller households without support to help them get around. This population could benefit from better access to transportation to access community facilities and services. Similarly to the other population index, no areas in Andover stand out as areas with high concentrators of both. One central block group shows moderate levels of senior density and medium average household size.



SOURCE: 2010 Decennial Census

HIGH DENSITY HOUSING

The City of Andover has a number of high density housing communities, primarily located in the center of the City. Many of the communities are located within reasonable walking distance to the centralized travel destinations but may be out of reach of the more northern destinations, such as Butler CC, Andover High School, and Kansas Medical Center. Victoria Falls Assisted Living and Summerfield Senior Residences are specifically senior communities. The location of these communities allows for relatively easy access of the medical facilities at Andover Medical Clinic, Andover Senior Center, and Walgreens.

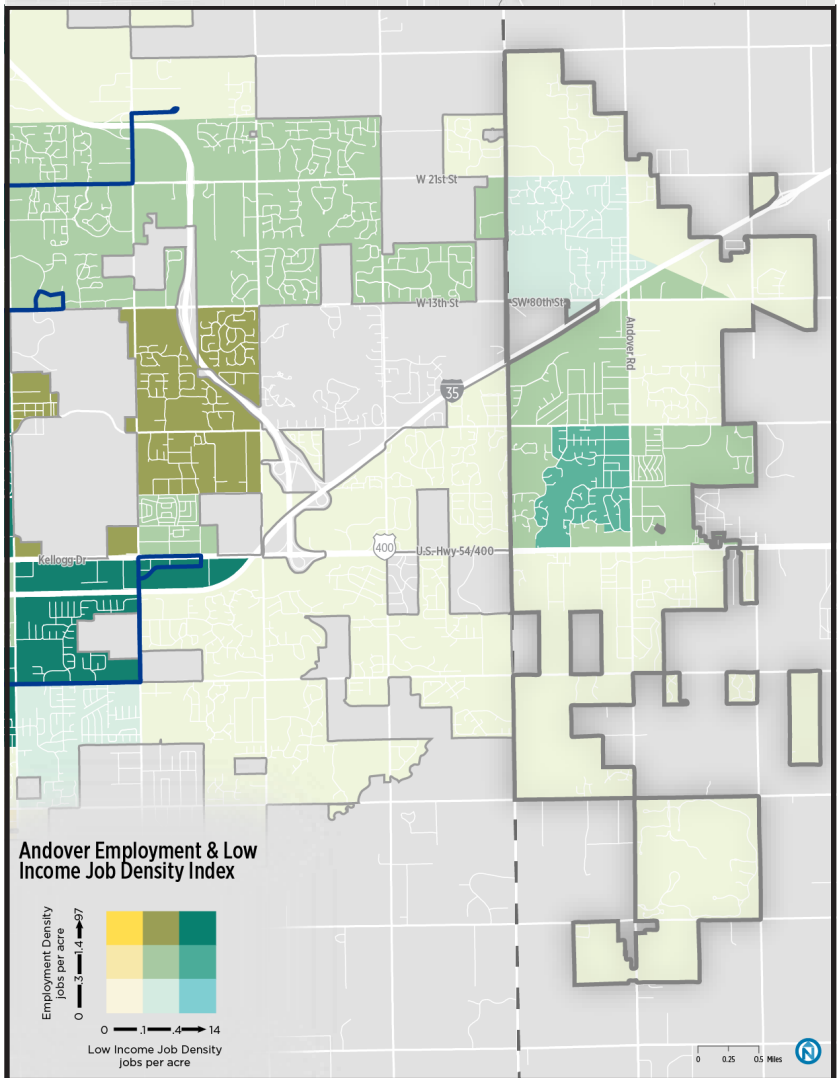
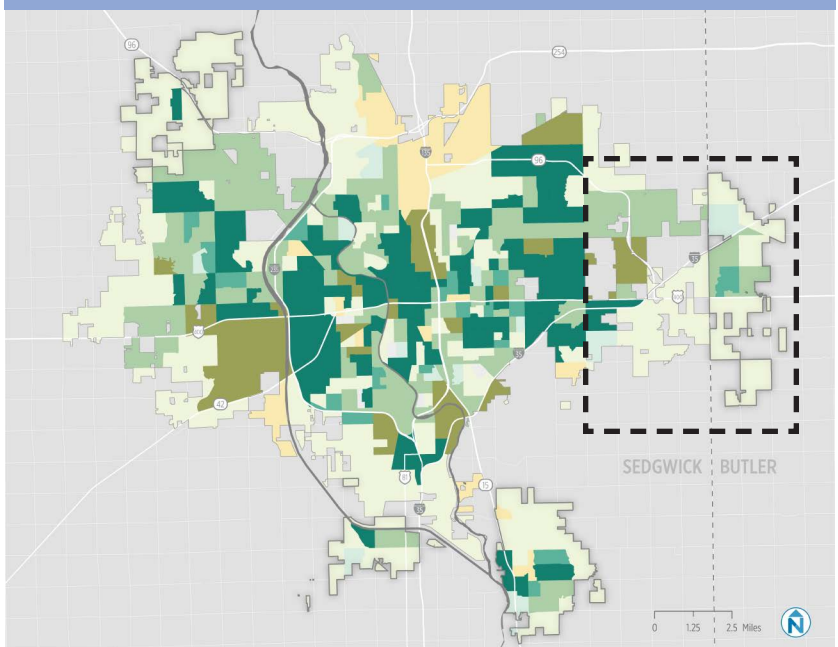


SOURCE: Google Maps

TRANSIT SUPPORTIVE EMPLOYMENT

The maps to the right show the concentrations within Andover of overall employment and low income job density. This index explores not only where there is a market for transportation to jobs, but also where lower earning workers are traveling. In Andover, the block groups in the northern half of the City show the highest market demand for transit, where both overall job density and low income job density is high. These areas may benefit from a commuter focused transportation network to help provide workers with a cost effective way to access jobs.

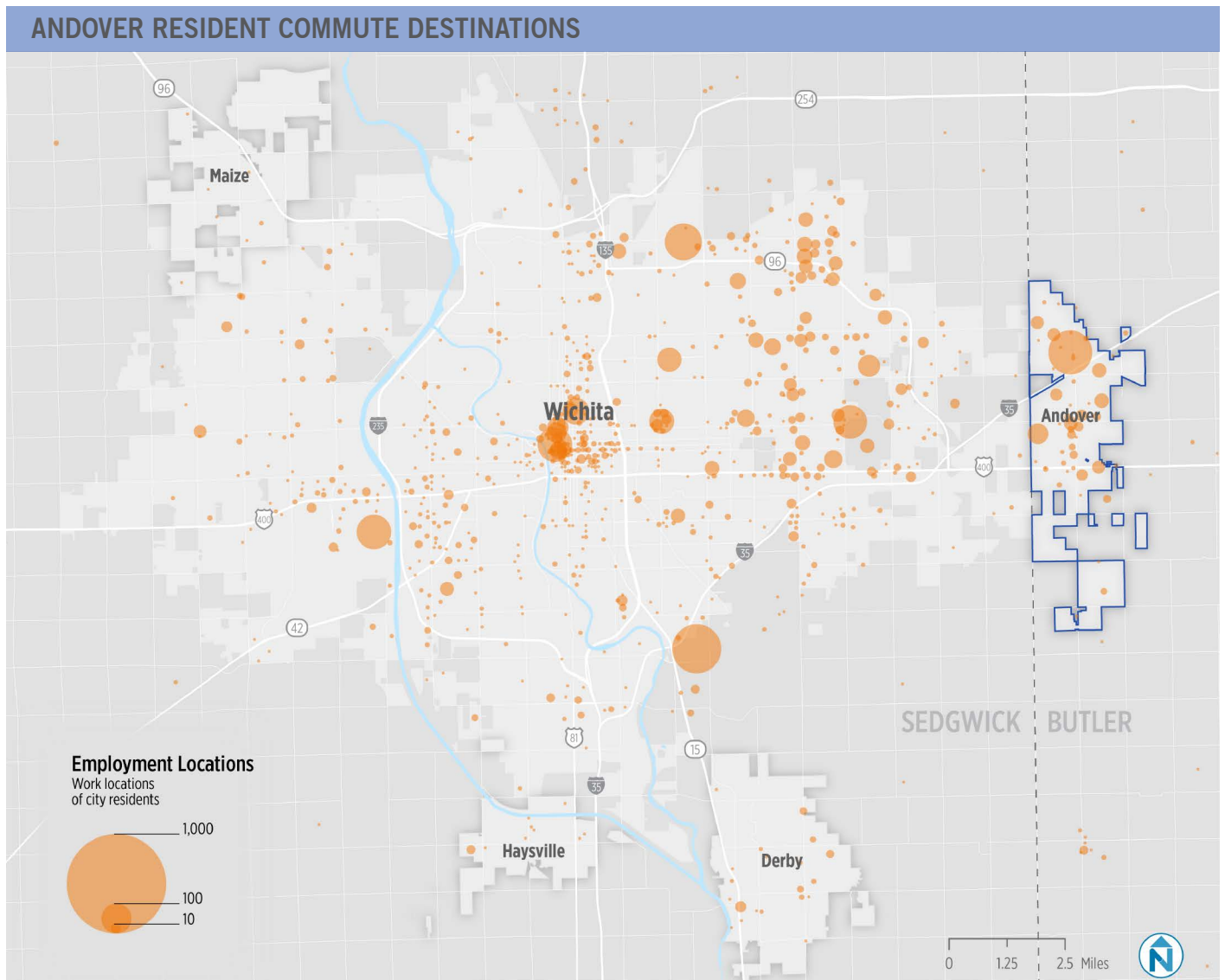
ANDOVER EMPLOYMENT AND LOW INCOME JOB DENSITY INDEX



SOURCE: 2010 Decennial Census

COMMUTE TRAVEL: FROM ANDOVER

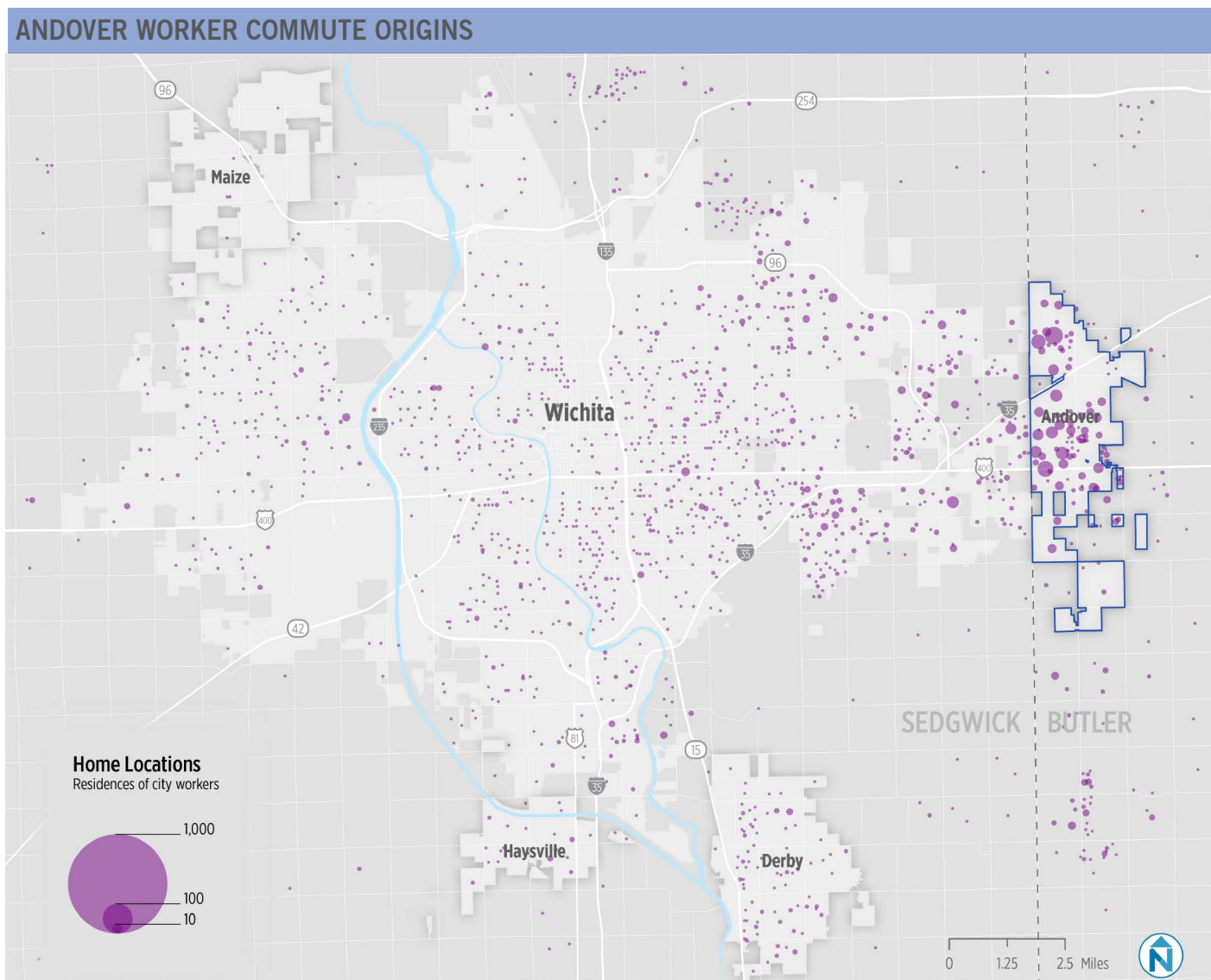
Residents of Andover travel across the Greater Wichita Region for their commute. The map below shows the spatial distribution of their work location. Some major employment destinations include downtown Wichita, the aircraft manufacturers near Eisenhower National Airport and McConnell Air Force Base, Andover Public Schools, and Koch Industries in northeast Wichita. Most of the travel is focused towards the eastern portion of Sedgwick County.



SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)

COMMUTE TRAVEL: TO ANDOVER

The map below shows the residential locations of the people who commute to Andover for work. Compared to the map of Andover commute destinations, these locations are more widely spread throughout the region, particularly in the eastern portion of Wichita. Many of these commuters live within the Wichita Transit network, specifically along the eastern routes that come close to the Andover boundary.

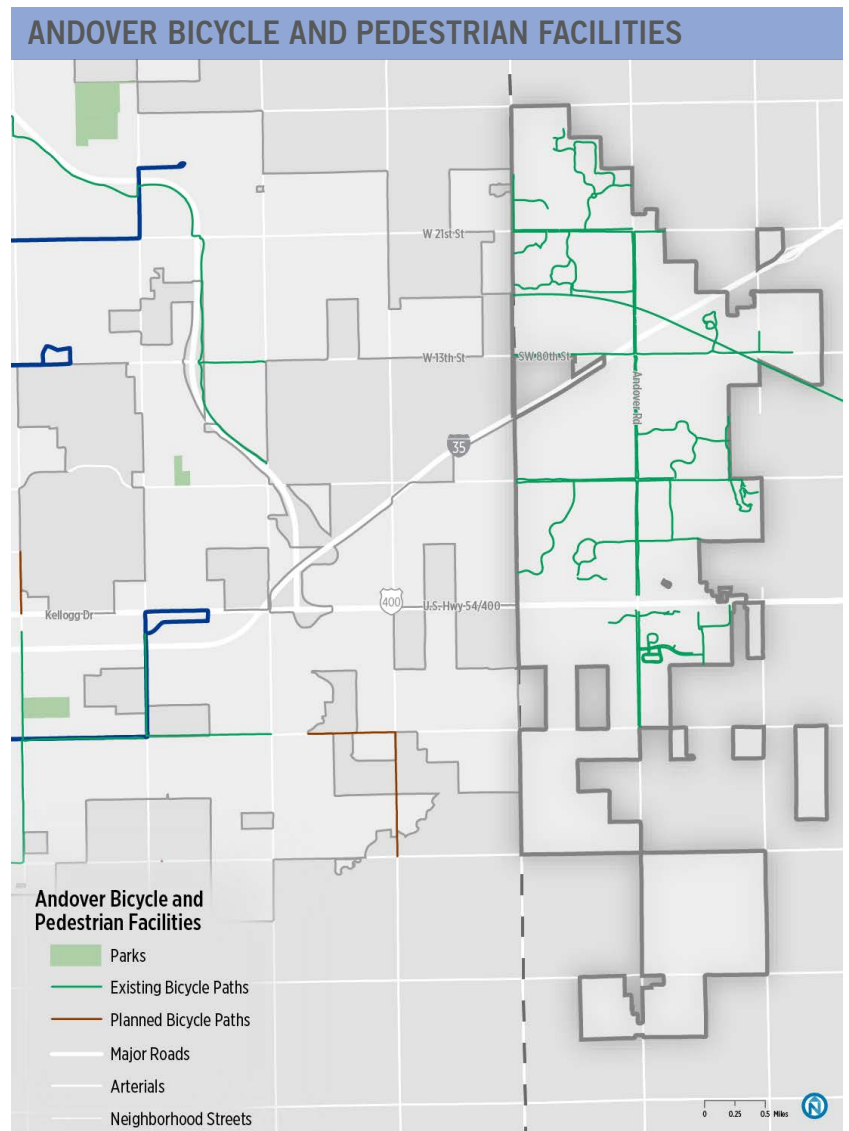


SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)

ANDOVER PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Andover has a significant amount of bicycle infrastructure within the City, including a 1.75 mile paved segment of the Redbud Trail, which uses the right-of-way of the legacy rail tracks that bisect the City. The trail continues unpaved to downtown Wichita and is accessible to pedestrians and bicyclists. If paved, the Redbud Trail could provide a safe bicycle connection to Wichita Transit Route 21 and downtown Wichita.

The gridded major arterials in Andover provide direct pedestrian access to many of the travel destinations within the City, but are also the major thoroughfares for automobiles, allowing for conflicts between modes.

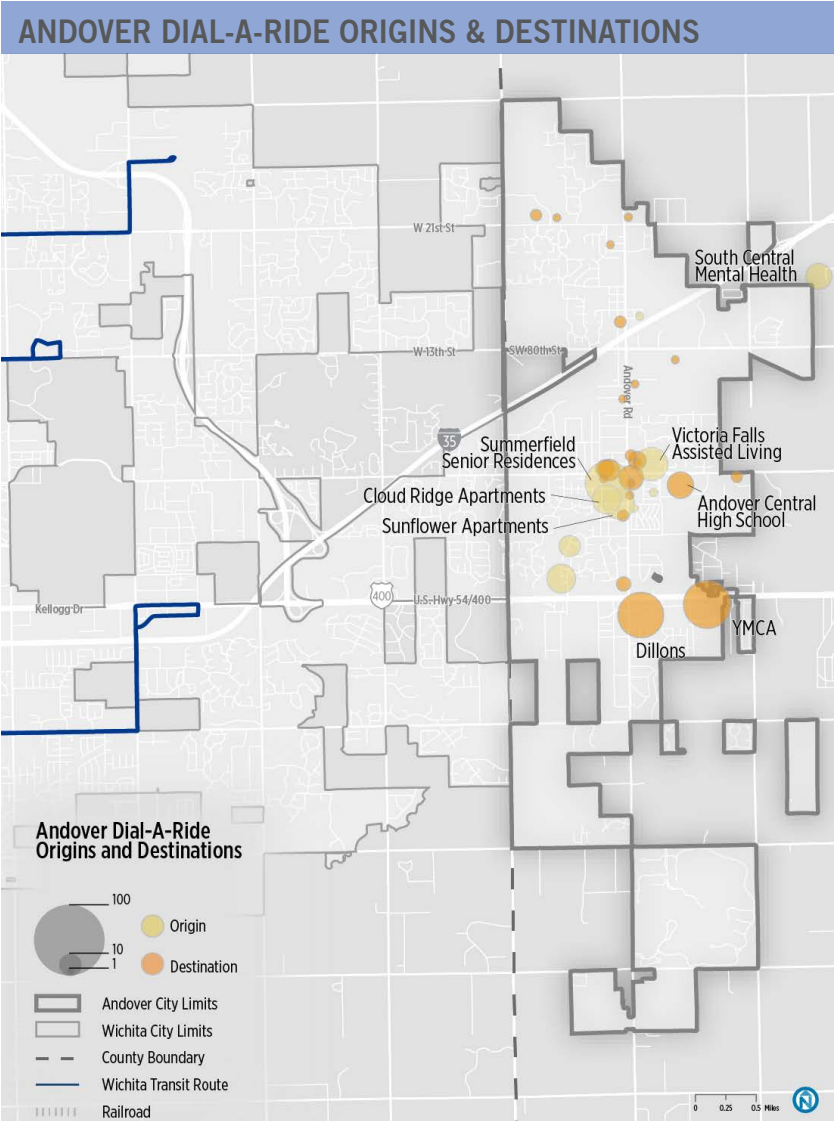
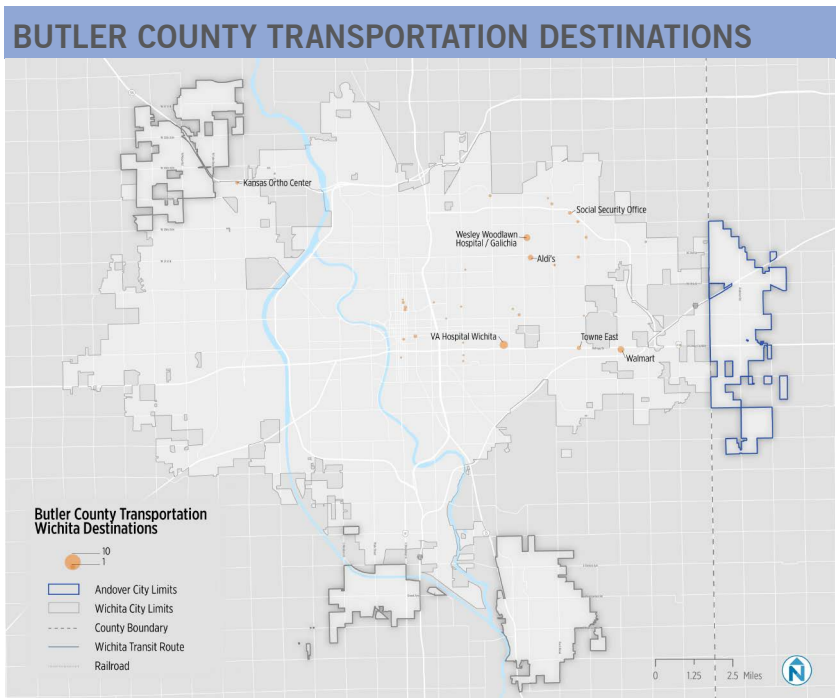


SOURCE: WAMPO

ANDOVER (BUTLER COUNTY) DEMAND-RESPONSE RIDERSHIP

Butler County Transportation provides bi-weekly trips to Wichita, as well as weekday dial-a-ride service within Andover to the general public. The top map shows the Wichita Butler County Transit destinations for October 2017. The majority of trips were for medical purposes, visiting the VA Hospital in Wichita and Wesley Galichia Hospital. Another major trip purpose was shopping, with trips to Towne East, Walmart, and Aldi grocery store.

Dial-a-ride reservations can be made same day, but trips must fall within the weekday morning service hours. The bottom map shows the dial-a-ride origins and destinations for October 2017. Two of the major destinations include Dillons and YMCA, both of which are south of U.S. Highway 400 and therefore, inaccessible without a vehicle.



SOURCE: Butler County

CITY OF DERBY

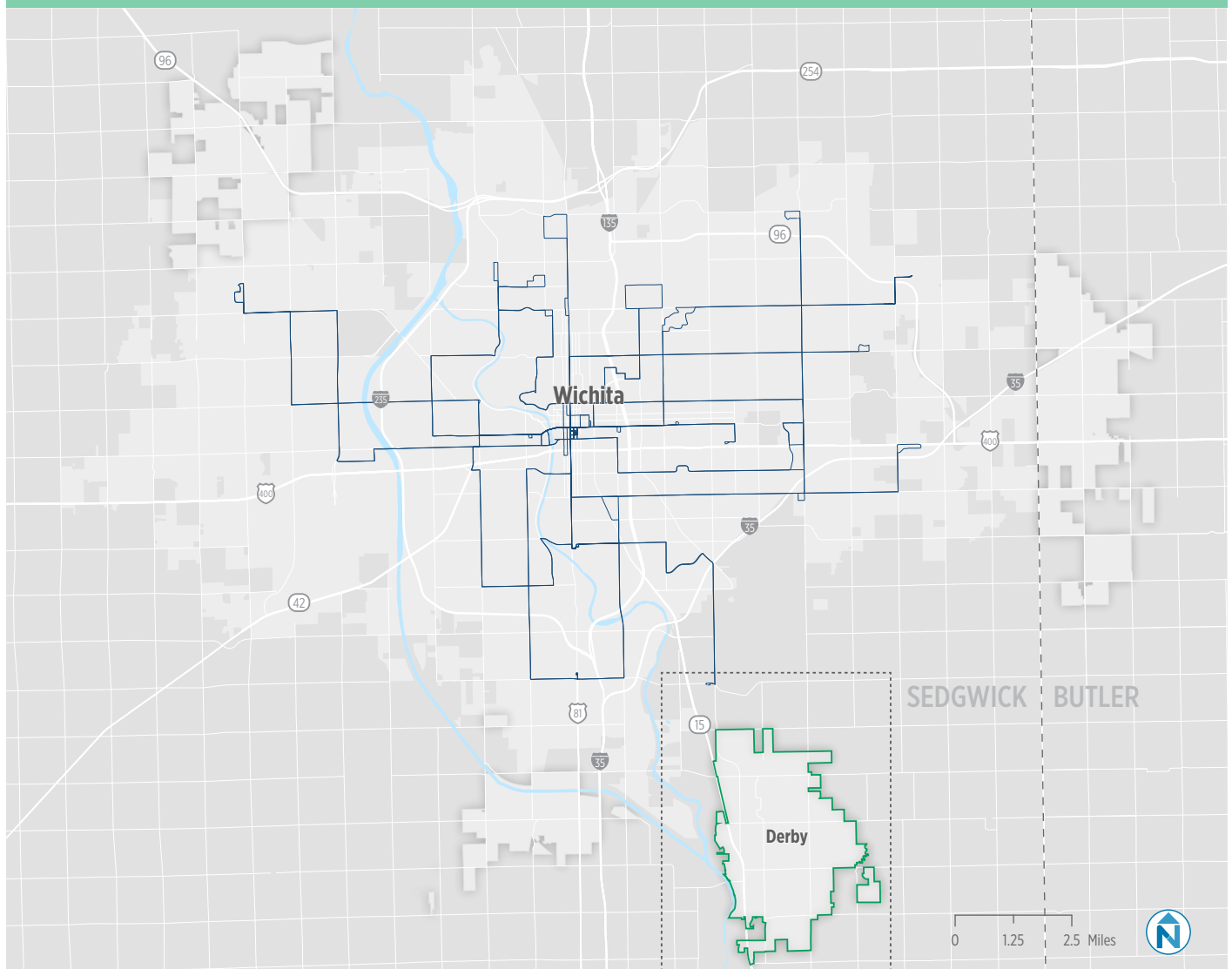
The City of Derby is a community in Sedgwick County to the southeast of Wichita. Derby was founded by settlers in the 1870s and, like Andover, developed as a railroad town in the late 19th century. The farming community incorporated in 1903 and experienced population rise along with the expansion of the aviation industry around Wichita from the 1920s to 1950s.² In 1952, the opening of McConnell Air Force Base to the north led to a surge of growth and the City has seen consistent growth since due to its proximity to the regional industrial centers and downtown Wichita.³

Derby is about 11 miles southeast of downtown Wichita and has close access to Interstate 35 and Highway K-15. The boundary is about five miles from the terminus of Wichita Transit's Route 23 towards the south end of McConnell Air Force Base, which serves downtown Wichita and Wichita Transit Center.

² City of Derby, Kansas. Comprehensive Plan. http://www.derbyks.com/DocumentCenter/View/142/Chapter-1_-The-Plan-and-its-Role

³ Robertson, Margaret (2001). Derby, Kansas; Cold War Boom Town. Kansas State University. <http://krex.k-state.edu/dspace/bitstream/handle/2097/4120/MargaretRobertson2010.pdf?sequence=3>

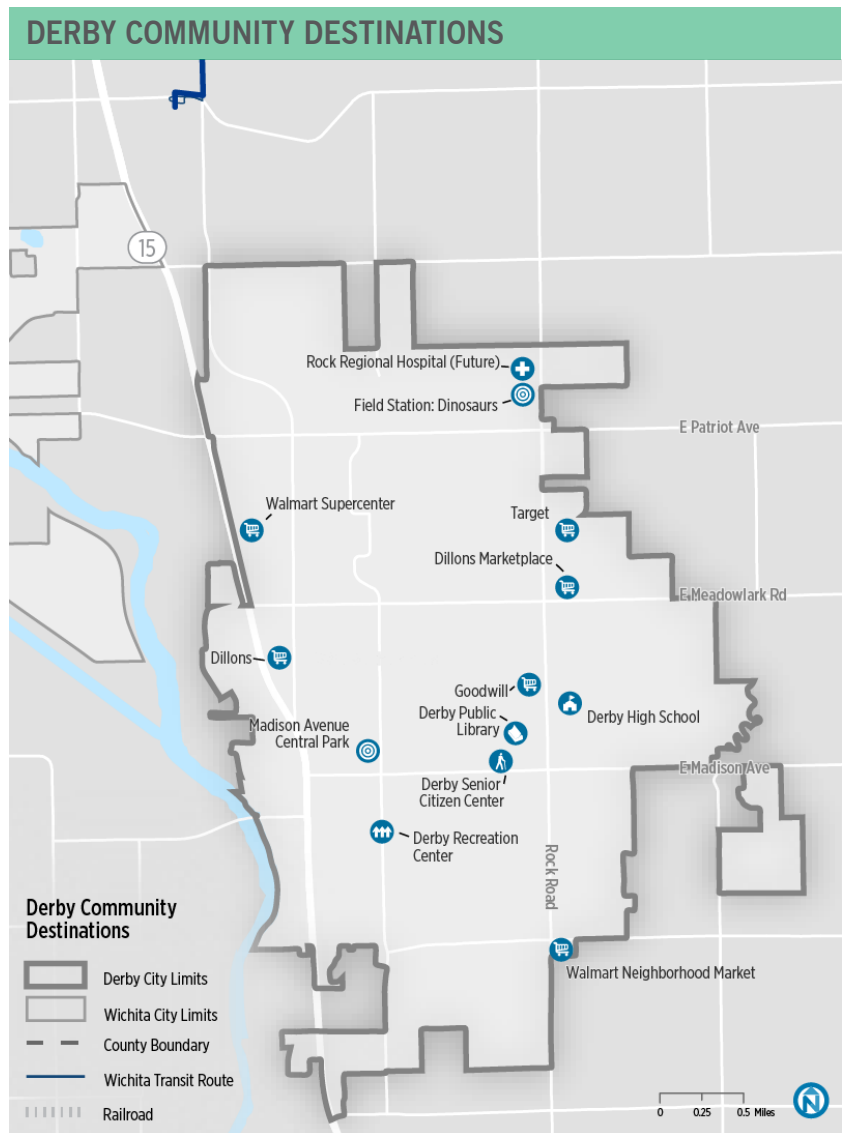
DERBY REGIONAL CONTEXT MAP



SOURCE: WAMPO

DERBY TRAVEL DESTINATIONS

The map below shows the community destinations and facilities within the City of Derby, including medical facilities, senior centers, community centers and services, key shopping, recreational destinations, and higher education and high school campuses. Overall, the major destinations are spread throughout the City. There are a number of key retail locations on the outside edges of the city, including Walmart, Dillons, and Target. The Derby Senior Citizen Center and Derby Public Library are both centrally located. Rock Regional Hospital is planned to open in 2018 and will be a major medical facility in the northeast corner of the City.

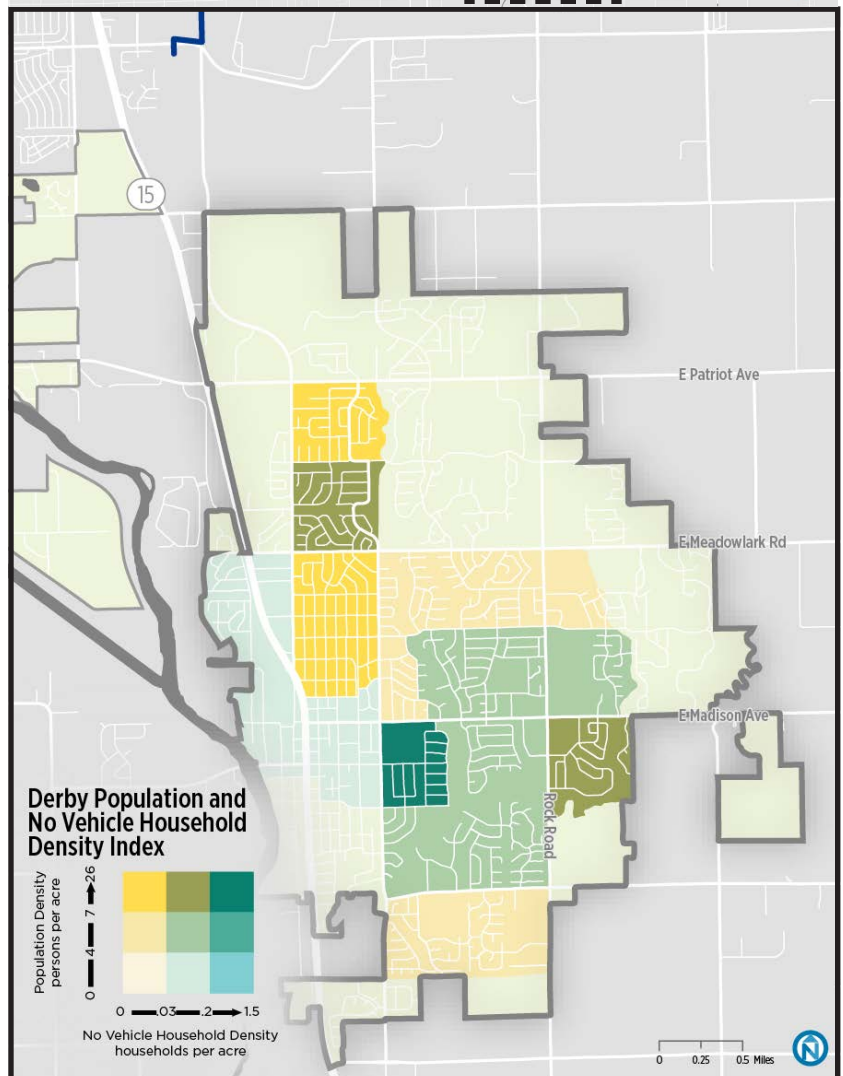
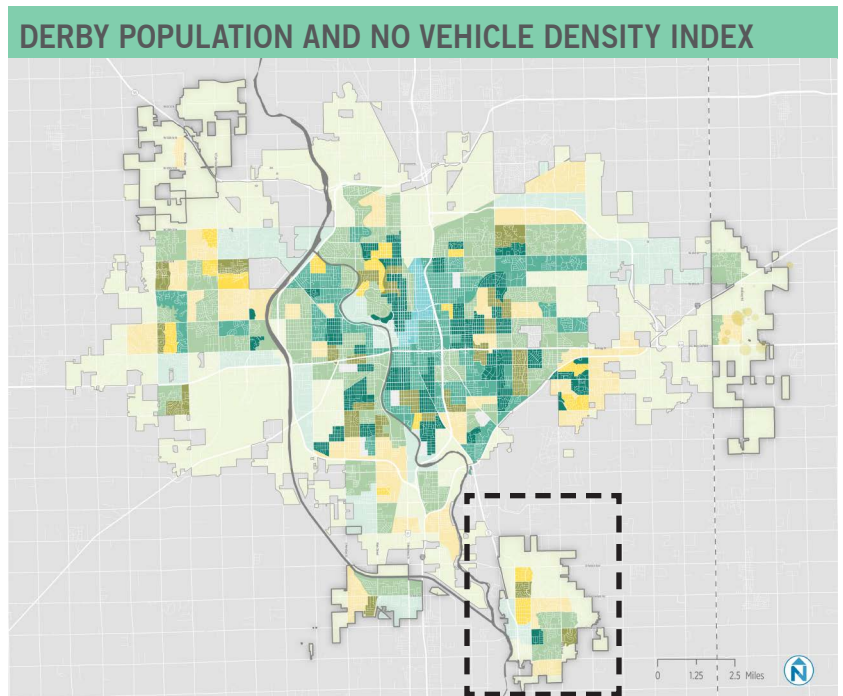


SOURCE: WAMPO

DERBY POPULATION AND EMPLOYMENT

POPULATION DENSITY AND NO VEHICLE HOUSEHOLDS

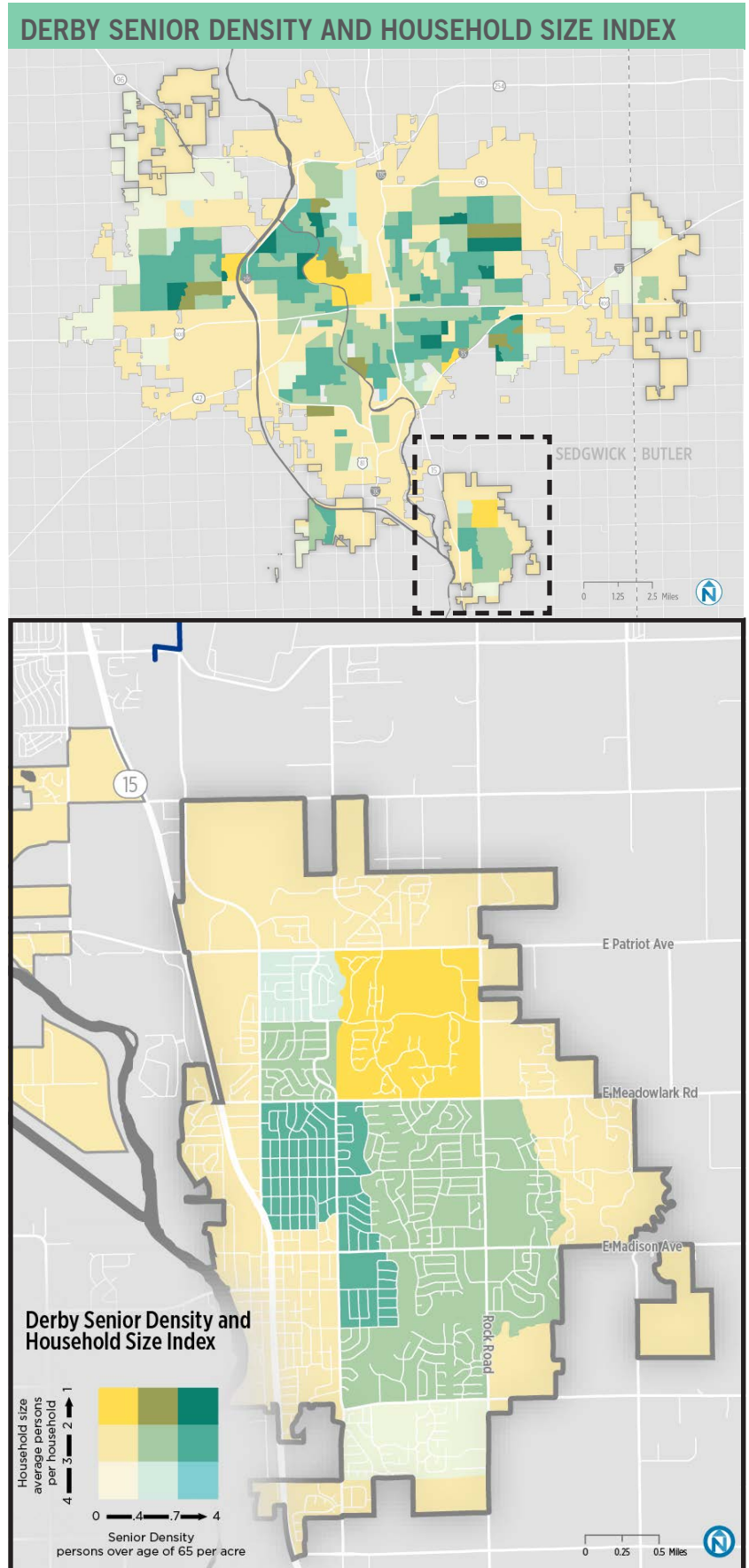
The maps to the right show areas of Derby where there is an intersection between high population density and no vehicle household density, two major transit ridership predictors. The block groups in the southern portion of the City show moderate to high levels of both characteristics, indicating that these areas may be likely to support transit. A high density housing expansion northeast of the intersection of Meadowlark Road and Rock Road may increase the population density of that block group and increase the likelihood of transit ridership in the future.



SOURCE: 2010 Decennial Census and 2016 American Community Survey (ACS) 5-Year Estimates*
 Note: No Vehicle Household ACS Data showed high margins of error for some block groups

SENIOR DENSITY AND HOUSEHOLD SIZE

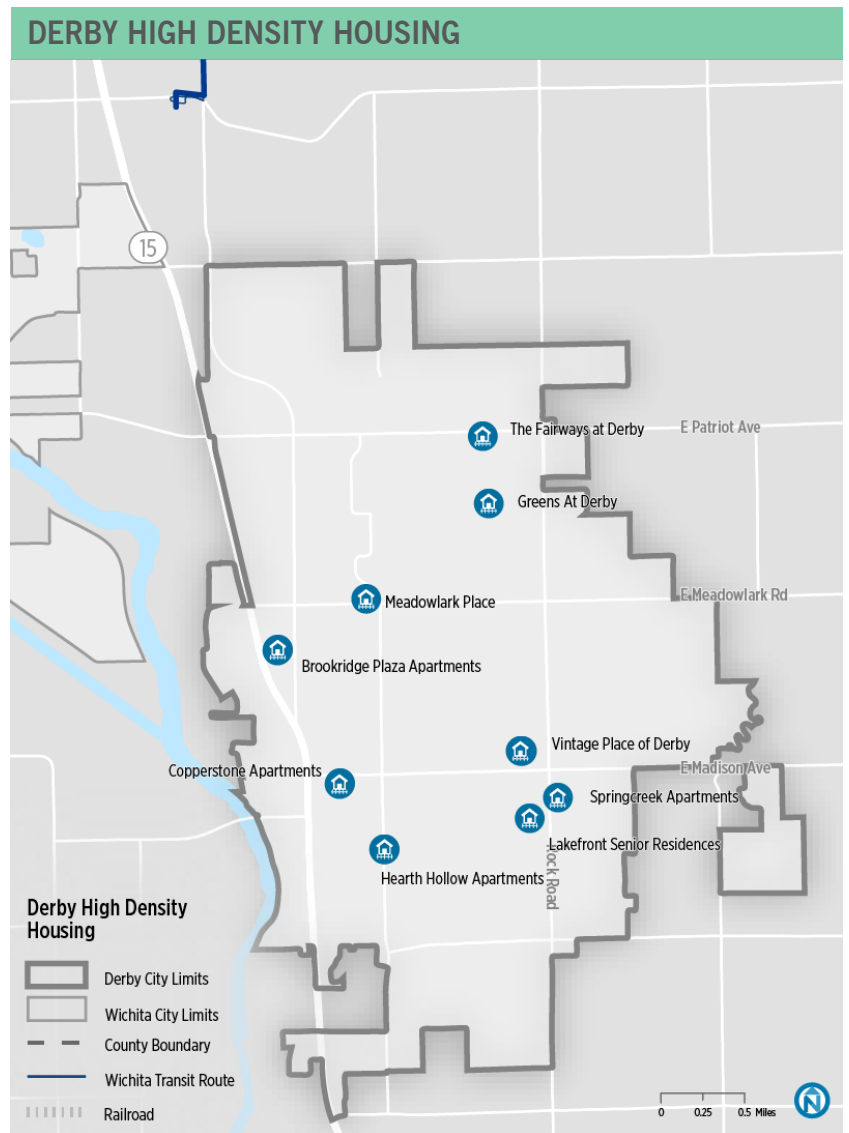
The maps to the right show an index of density of senior residents and small household sizes. This indicator shows areas of Derby where there are seniors who either live alone or in smaller households without support to help them get around. This population could benefit from better access to transportation to access community facilities and services. Older neighborhoods in the southwestern block groups have higher senior densities than the rest of the community.



SOURCE: 2010 Decennial Census

HIGH DENSITY HOUSING

The City of Derby has a number of high density housing communities throughout its boundaries. There is a cluster of communities in the southeastern portion of the City, proximate to Derby Senior Citizen Center, Derby Public Library, Goodwill, and Derby High School. Despite the presence of multiple grocery stores within Derby, many residents would have a difficult time reaching a grocery store without access to a private vehicle.

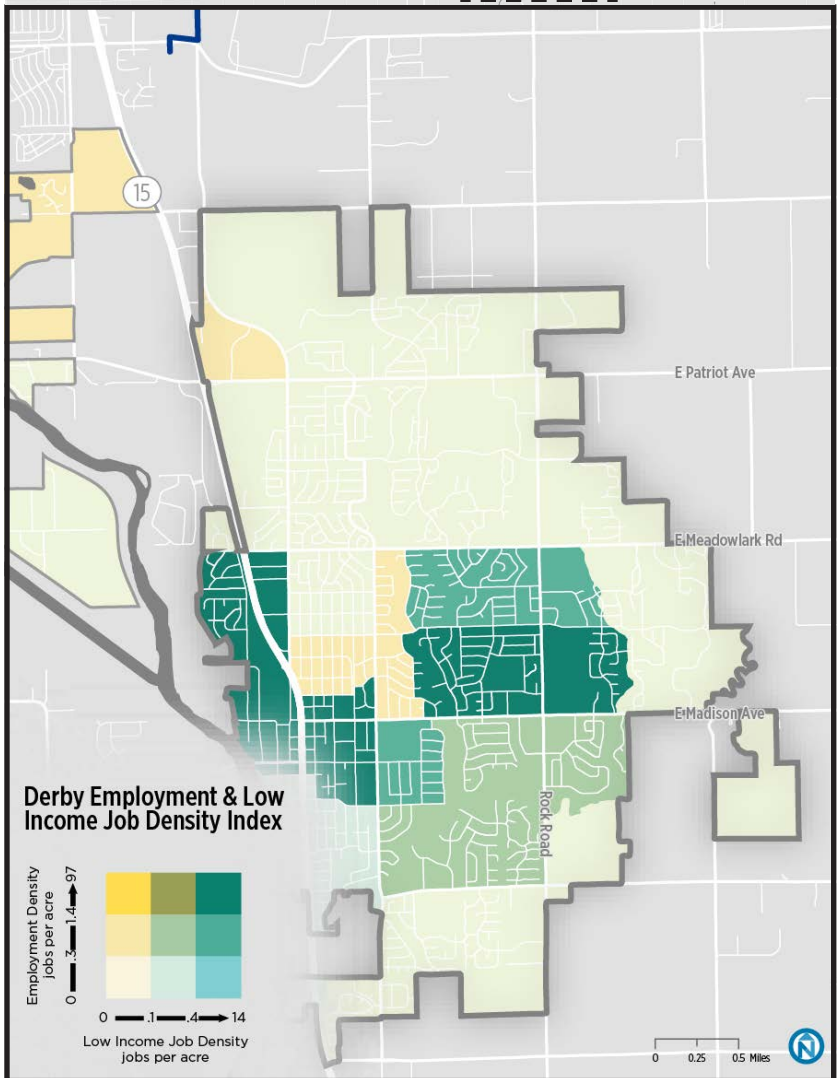
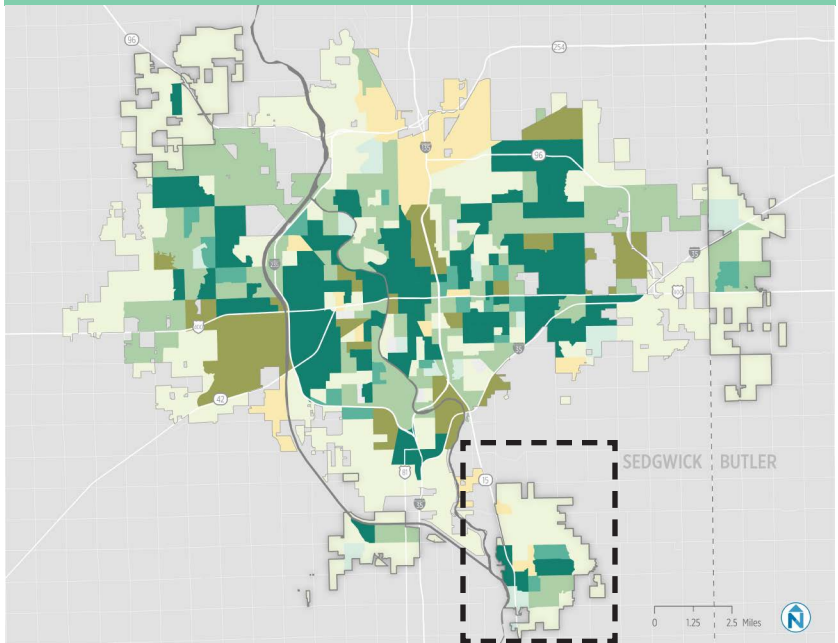


SOURCE: Google Maps

TRANSIT SUPPORTIVE EMPLOYMENT

The maps to the right show the concentrations of overall employment and low income job density. This index explores not only where there is a market for transportation to jobs, but also where lower earning workers are traveling. Derby's highest concentrations of both characteristics can be found in the central portions of the city between Madison Ave and James St, and western areas along Highway K-15. These areas may benefit from a commuter focused transportation network to help provide workers with a cost effective way to access jobs.

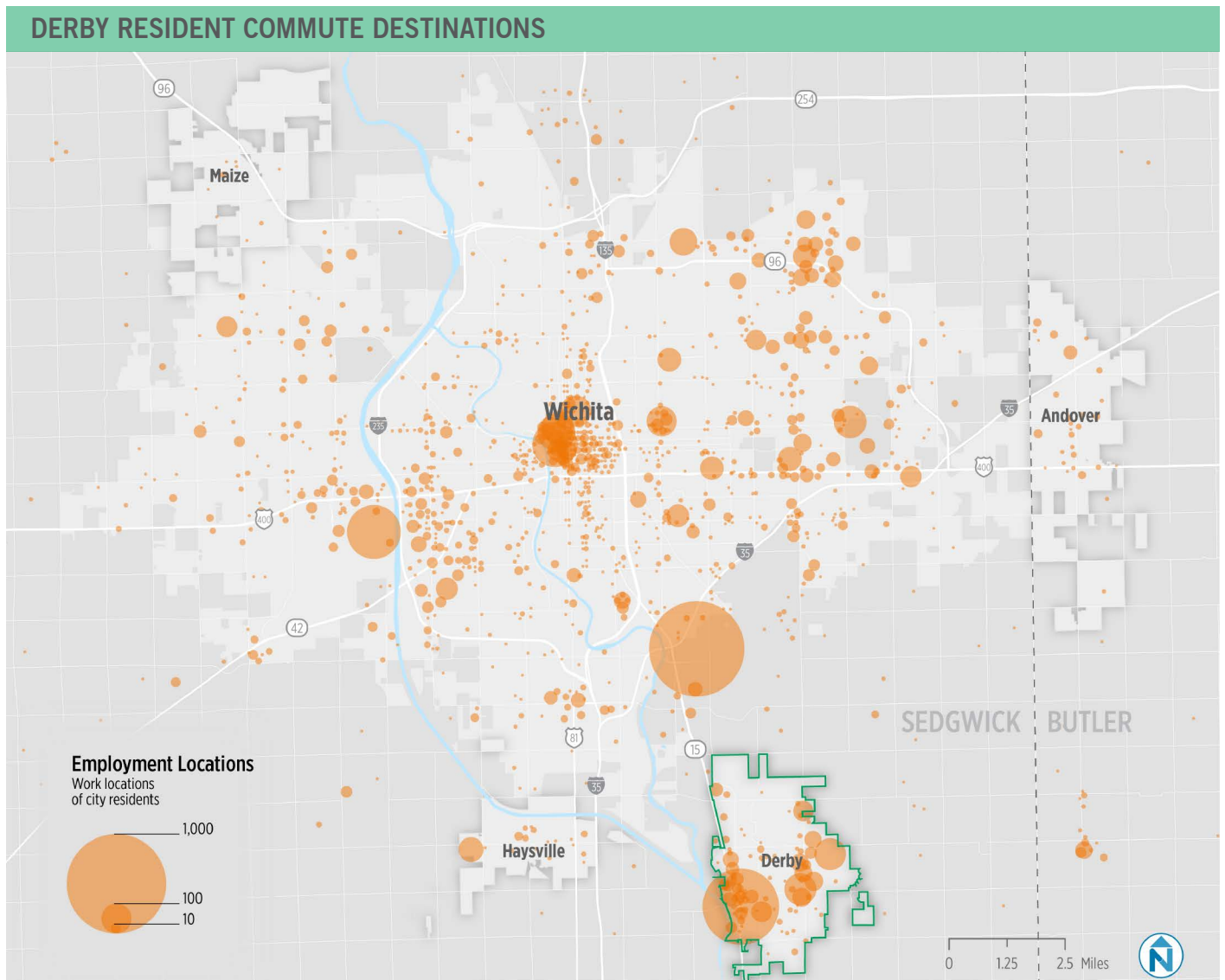
DERBY EMPLOYMENT AND LOW INCOME JOB DENSITY INDEX



SOURCE: 2010 Decennial Census

COMMUTE TRAVEL: FROM DERBY

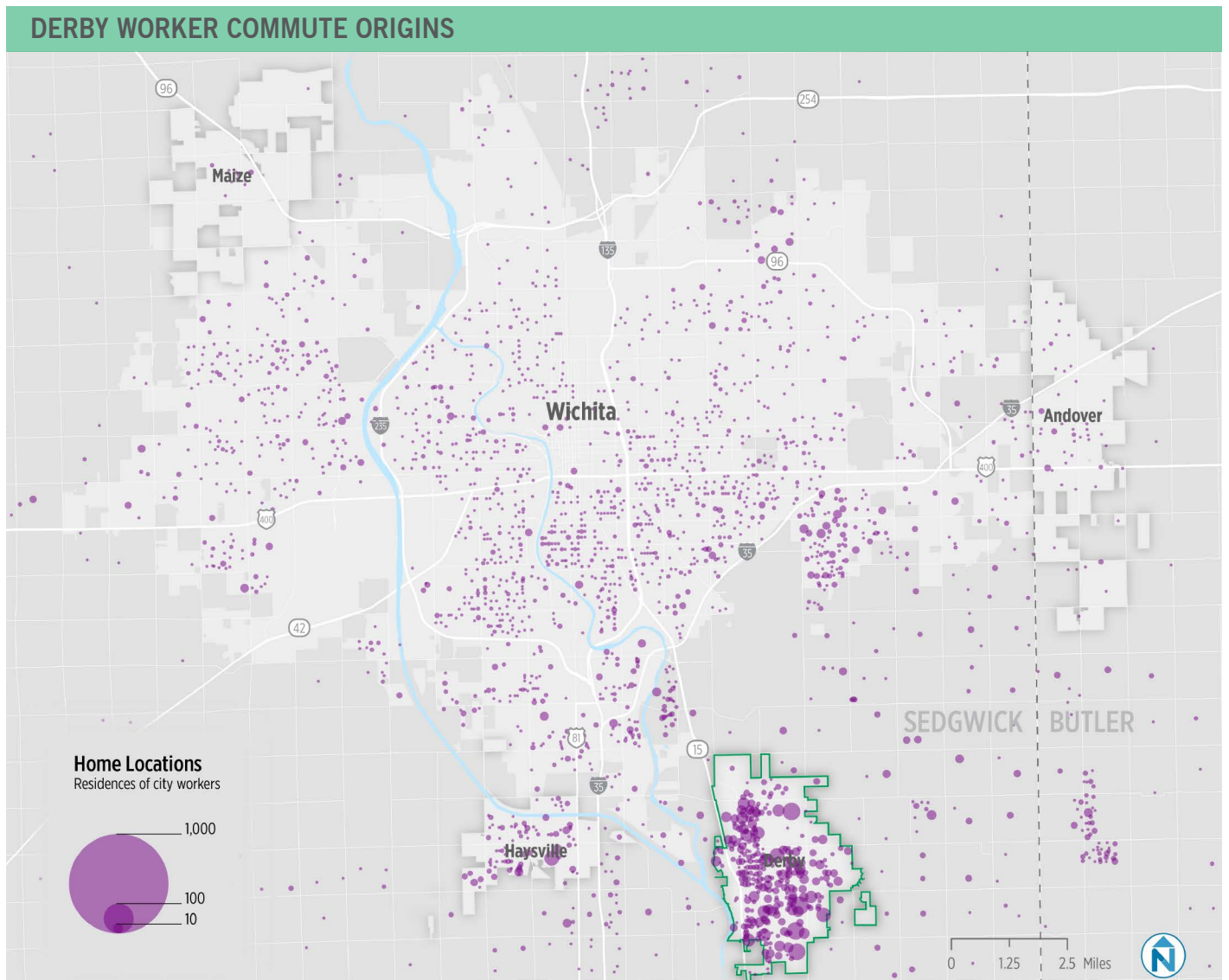
Residents of Derby commute across the Greater Wichita Region for work. Large concentrations of jobs can be found at aircraft manufacturers near McConnell Air Force Base and Eisenhower National Airport, downtown Wichita, and the southwestern portions of Derby.



SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)

COMMUTE TRAVEL: TO DERBY

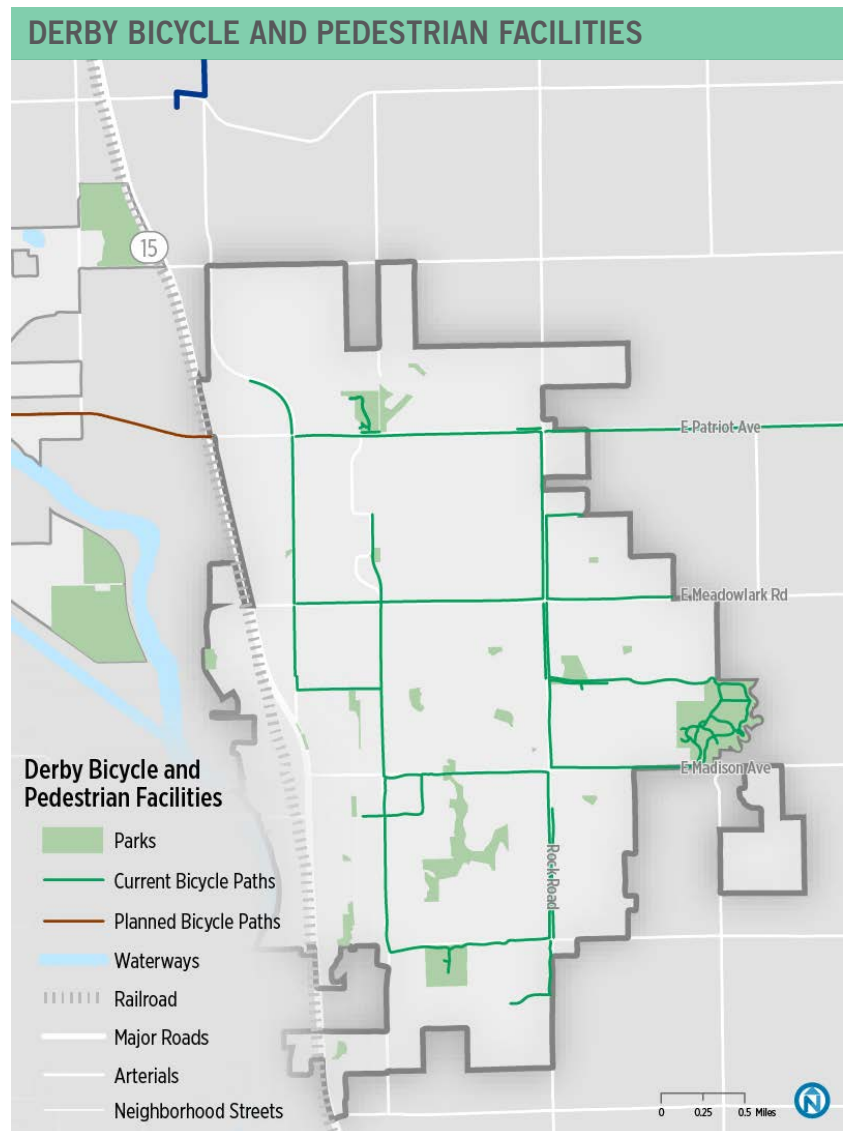
The homes of employees who work in Derby are also distributed throughout the region, with a concentration of employees who commute within Derby. Many commuters live within the Wichita Transit network and may benefit from a direct connection to Derby. There are also a number of employees who live in Haysville to the west and commute into Derby.



SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)

DERBY PEDESTRIAN AND BICYCLE INFRASTRUCTURE

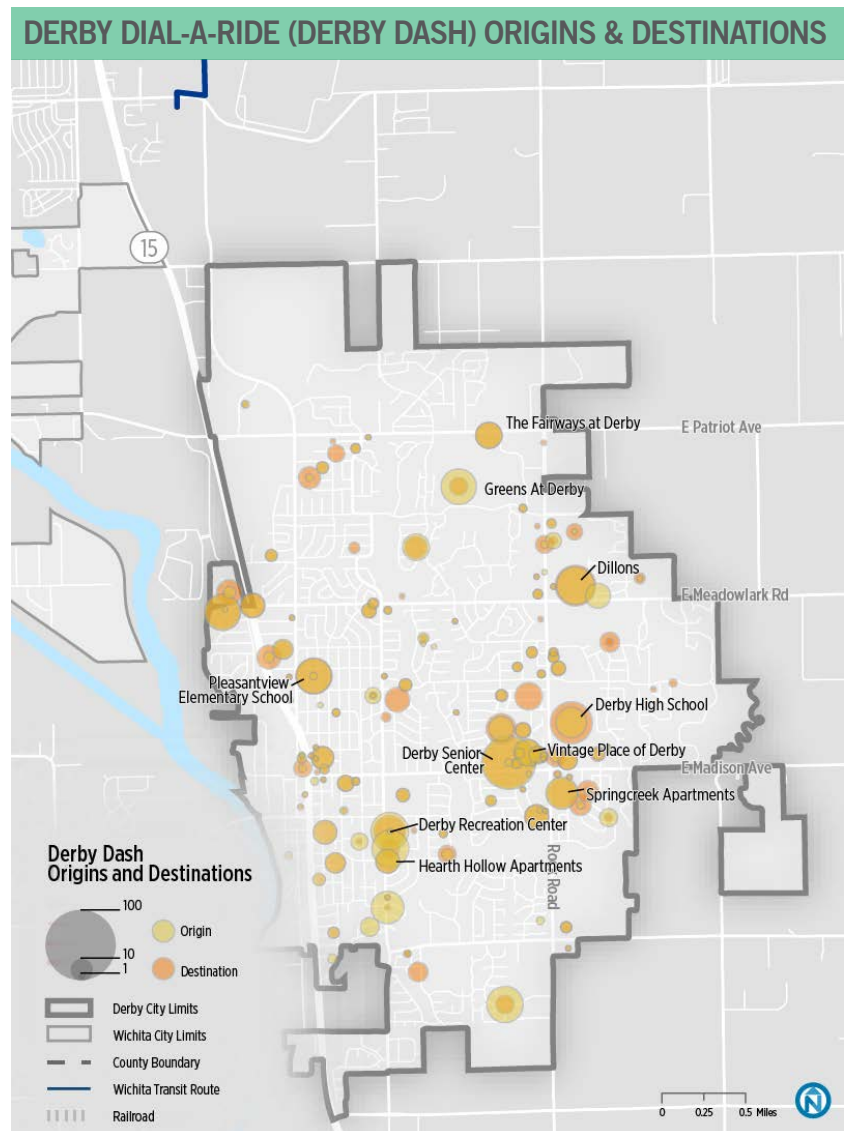
The City of Derby has bicycle infrastructure throughout the City, with many bike lanes along arterial streets. Similarly to Andover, Derby’s bicycle network is not connected to the transit route closest to the City boundaries. There is a bicycle path planned along East Patriot Avenue/East 63rd Street South, which would provide bicyclists with safe access to the west across the Arkansas River towards Haysville. Currently, 63rd Street does not have sidewalks and the only pedestrian access across the river is East 83rd Street to the south. In addition to the river, a barrier to the west is the at-grade rail track along Highway K-15, which has limited crossings in the southern portions of the city.



SOURCE: WAMPO

DERBY DASH DEMAND-RESPONSE RIDERSHIP

Derby Dash, the City of Derby's demand-response transit service, provides rides within the City boundaries to the general public. The service operates on weekdays during business hours with one vehicle. The map below shows origins and destinations of Derby Dash trips from October 2017. Frequent locations include Derby Senior Center, Derby High School, Dillons, Derby Recreation Center, Pleasantview Elementary School, and many of the multifamily housing communities.



SOURCE: City of Derby

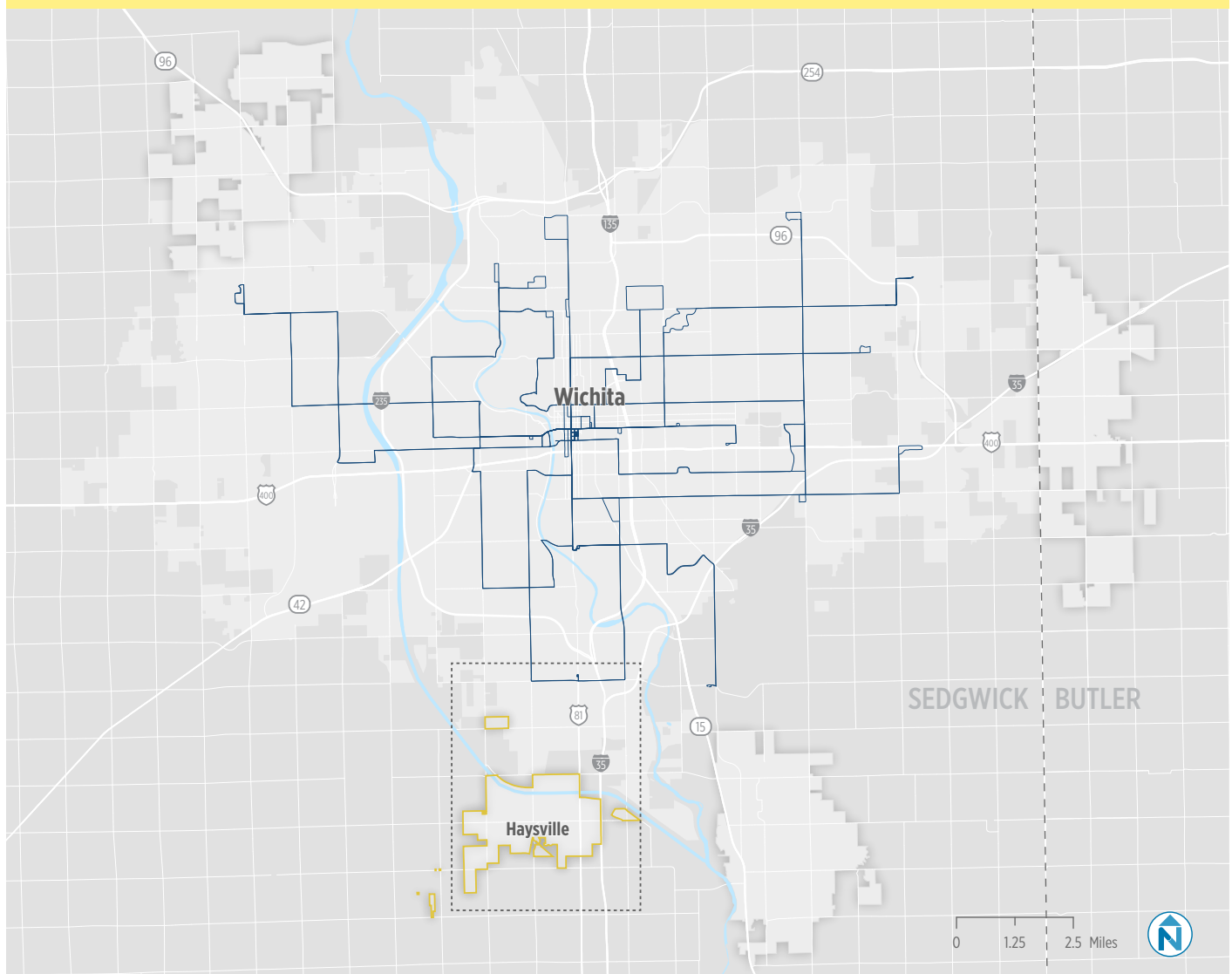
CITY OF HAYSVILLE

The City of Haysville was founded by William Wallace Hays in the early 1870s and became a farming and mill town. A railroad was built through the town in the 1880s and a depot opened at the turn of the 20th century which shuttled passengers to and from Wichita. The town grew as a farming and railroad community, experiencing population growth along with the regional growth seen in Andover and Derby. In 1999, Haysville was struck by a tornado, damaging a significant number of homes and businesses, including its historic district.⁴ The town has since rebuilt and continues to grow in population.

Haysville is about 10 miles south of downtown Wichita and has close access to Interstate 35 and U.S. Route 81. The boundary is about 4 miles from the terminus of Wichita Transit’s Routes 16 and 26, which serve downtown Wichita and Wichita Transit Center.

⁴ Haysville Online (2016). Brief History of Haysville Kansas. <http://haysvilleonline.com/hol/2016/03/16/brief-history-of-haysville-kansas/>

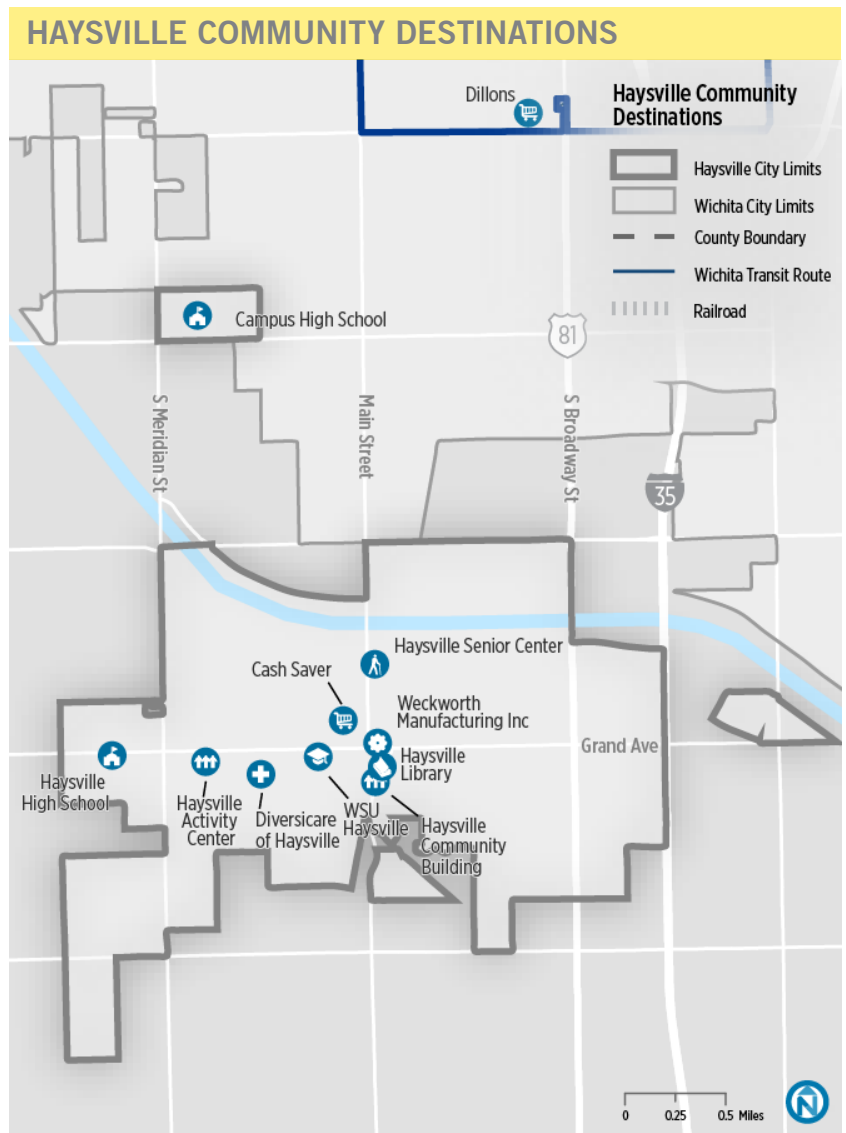
HAYSVILLE REGIONAL CONTEXT MAP



SOURCE: WAMPO

HAYSVILLE TRAVEL DESTINATIONS

The map below shows the community destinations and facilities within and proximate to the City of Haysville, including senior centers, community centers and services, key shopping, manufacturing facilities, and higher education and high school campuses. Haysville has the smallest land area of all the communities, and as a result, has more centralized community destinations. In the location of the historic downtown, the City rebuilt a central business district. The central district is home to a number of community facilities, including the Haysville Library, Haysville Community Building, and Haysville Senior Center. Weckworth Manufacturing and the future campus of WSU Haysville are both located in the central district. There is only one major grocery store within Haysville, Cash Saver, and many residents may travel to Wichita and Derby for additional shopping.

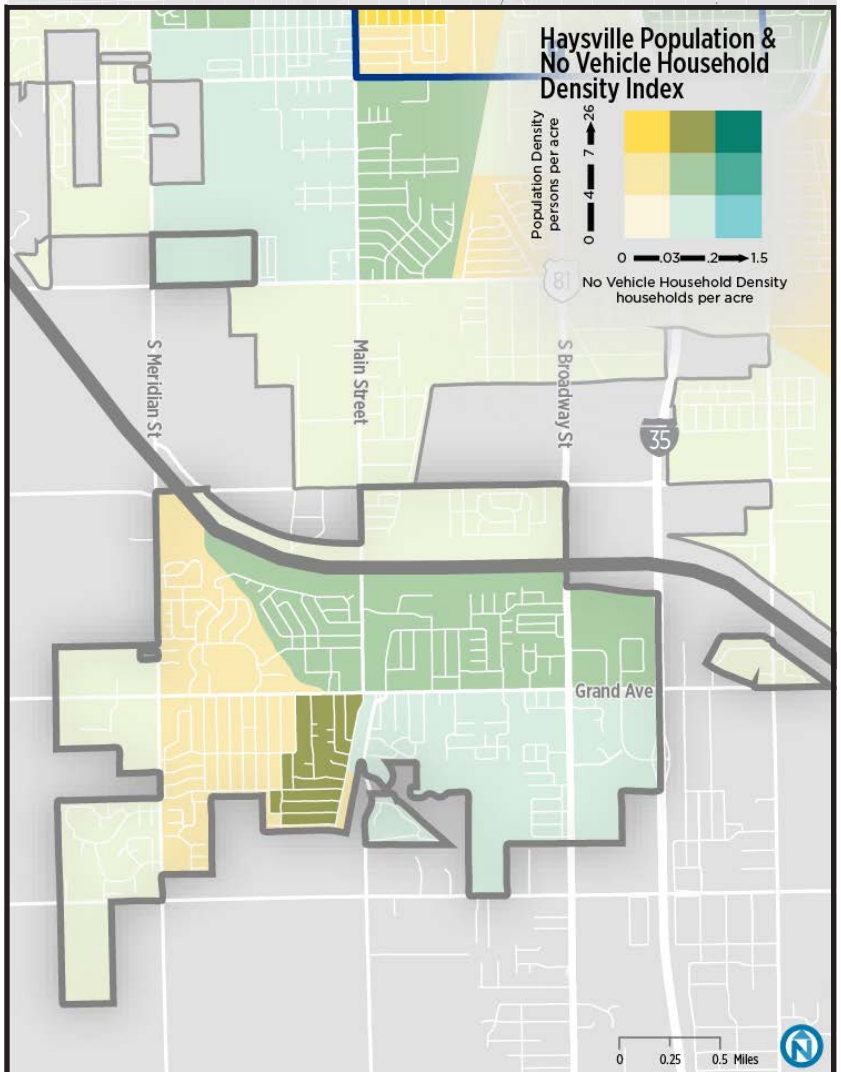
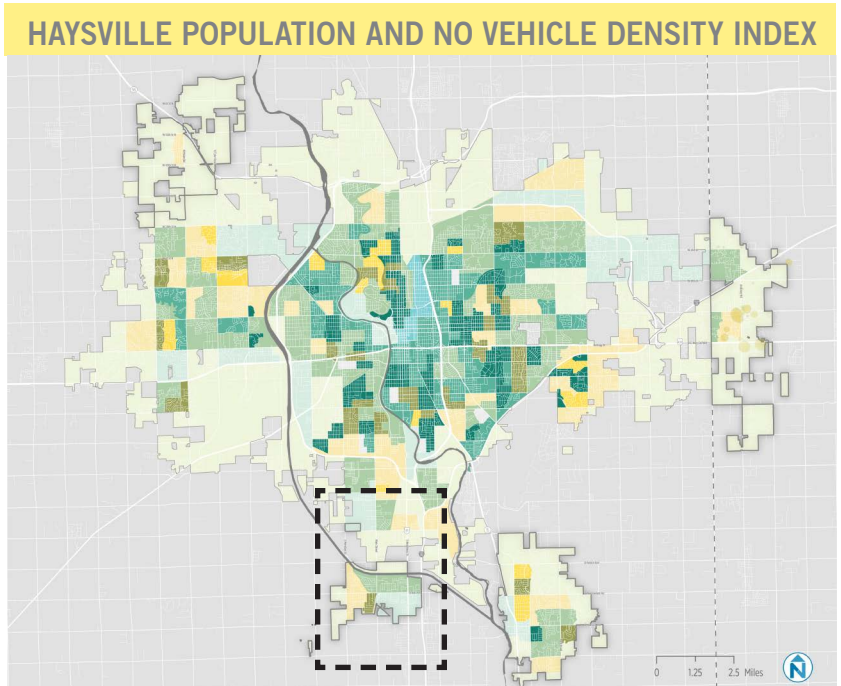


SOURCE: WAMPO and Google Maps

HAYSVILLE POPULATION AND EMPLOYMENT

POPULATION DENSITY AND NO VEHICLE HOUSEHOLDS

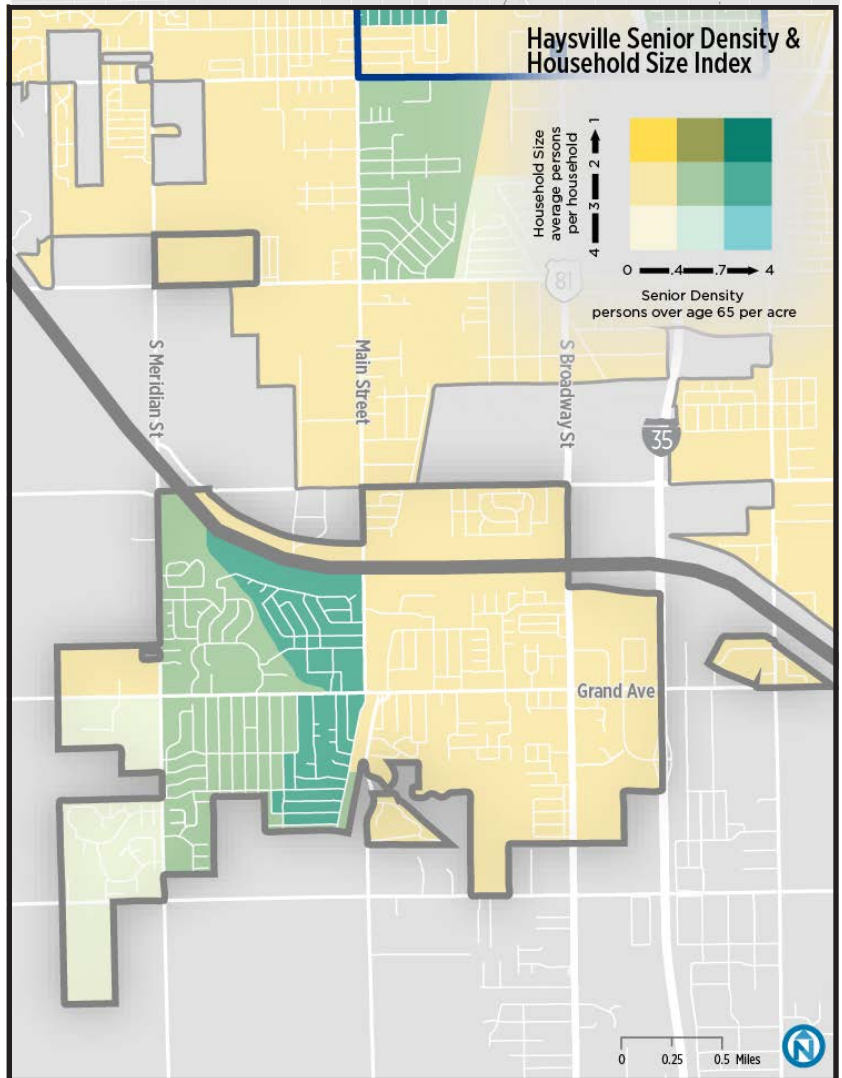
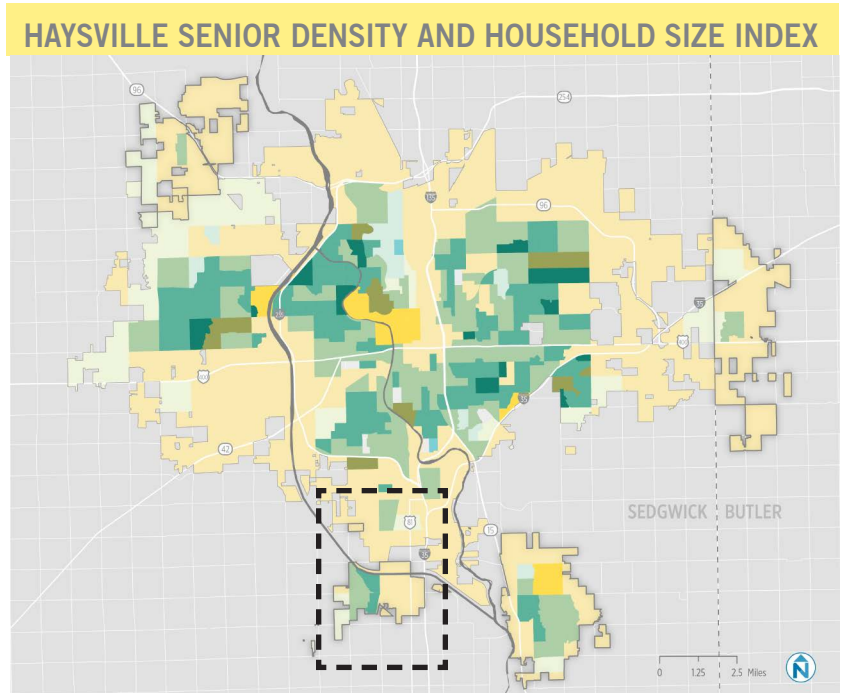
The maps to the right show areas of Haysville where there is an intersection between high population density and no vehicle household density, two major transit ridership predictors. The central portion of the city south of Grand Ave and west of the Union Pacific Railroad has relatively high population density and a medium density of no vehicle households.



SOURCE: 2010 Decennial Census and 2016 American Community Survey (ACS) 5-Year Estimates*
 Note: No Vehicle Household ACS Data showed high margins of error for some block groups

SENIOR DENSITY AND HOUSEHOLD SIZE

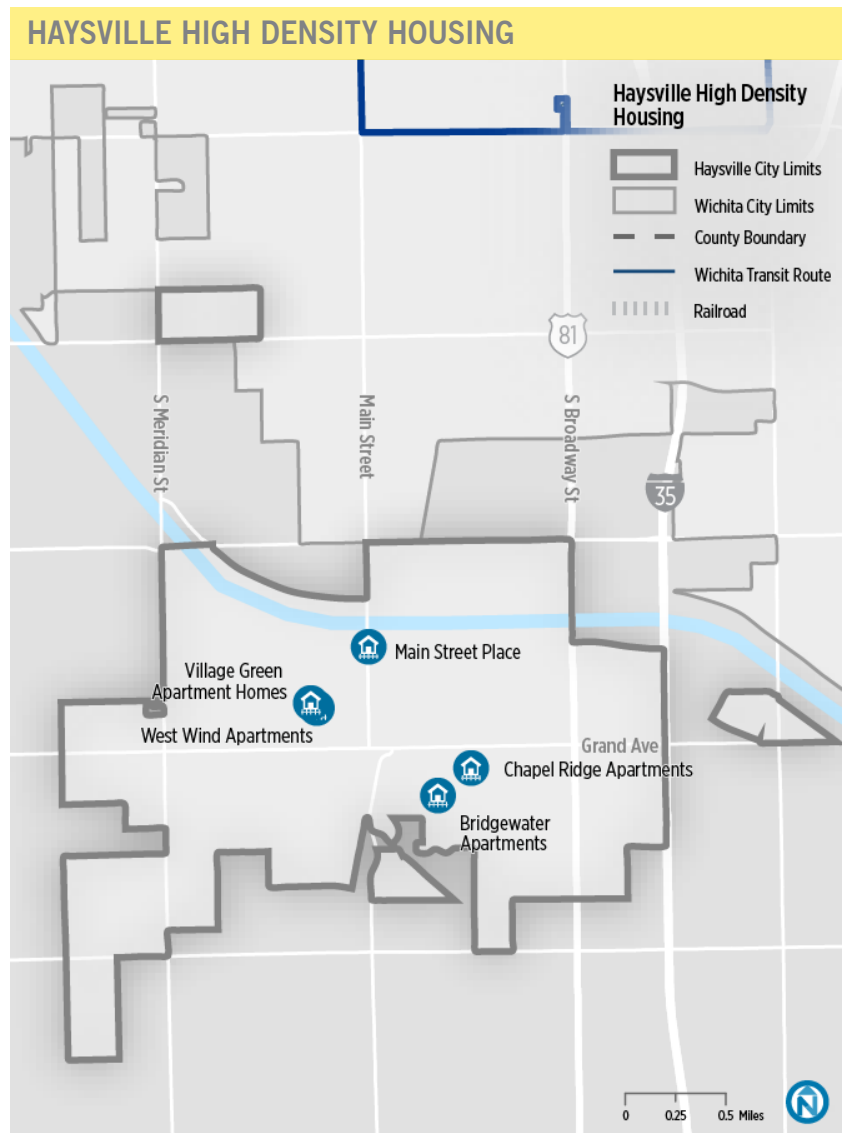
The maps to the right show an index of density of senior residents and small household sizes. This indicator shows areas of Haysville where there are seniors who either live alone or in smaller households without support to help them get around. This population could benefit from better access to transportation to access community facilities and services. Areas with higher rates of both characteristics are west of the Union Pacific Railroad and east of Cowskin Creek.



SOURCE: 2010 Decennial Census

HIGH DENSITY HOUSING

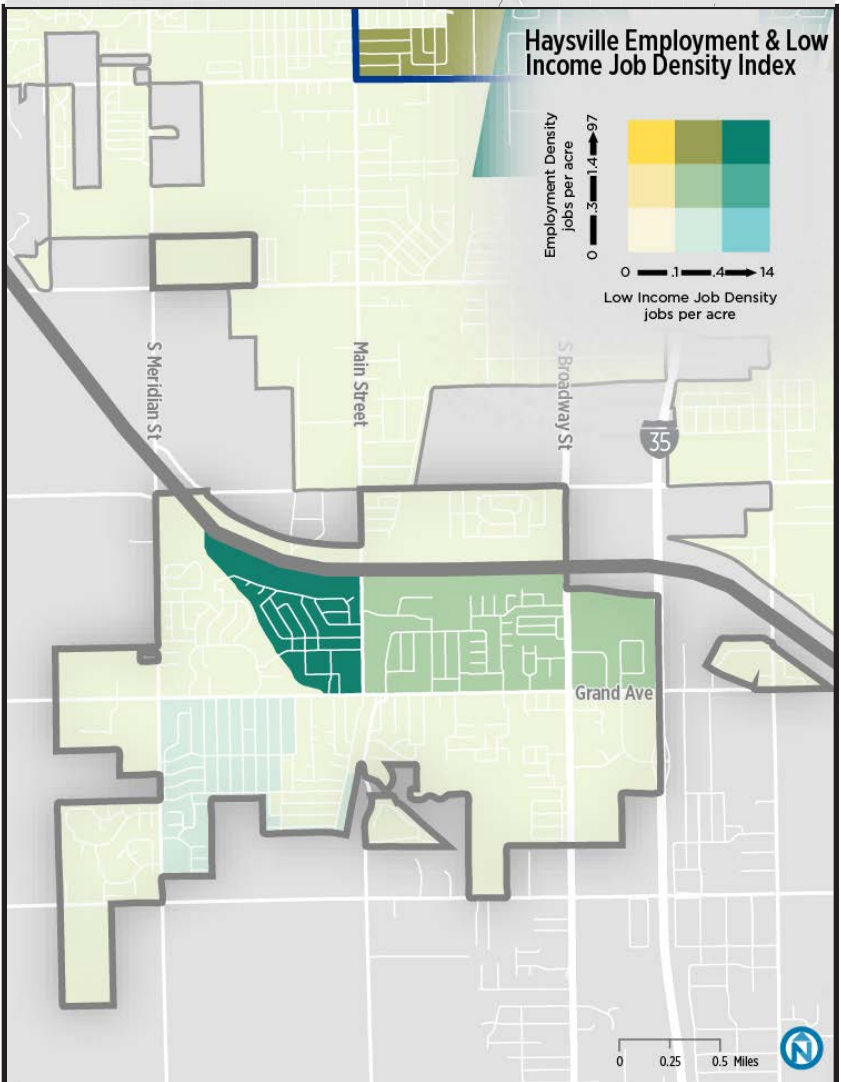
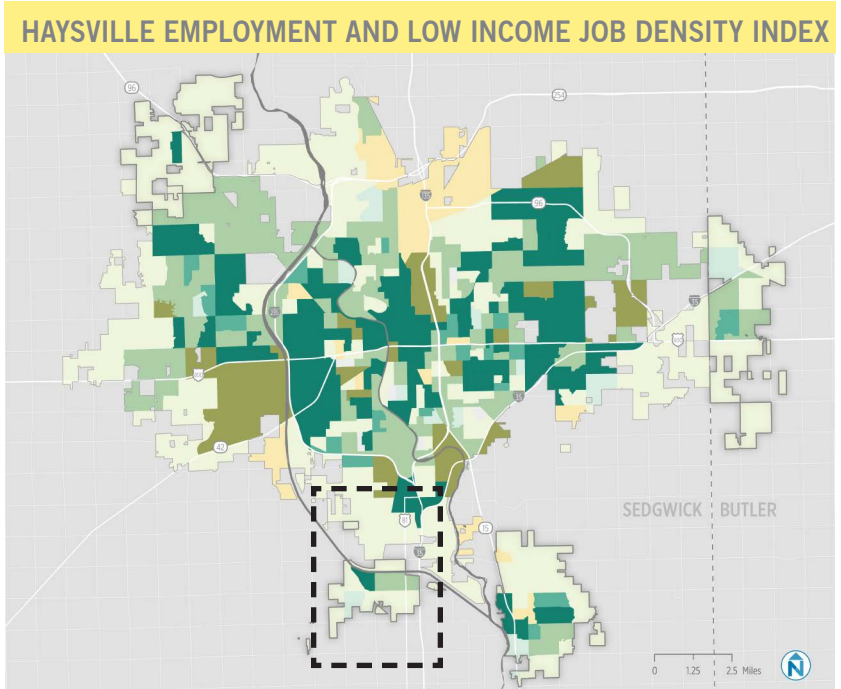
Haysville has five multi-family housing developments, located around the City's central district and its community facilities. Those to the west of the railroad track have closer access to retail, such as Cash Saver. The residents of the other housing communities may have more difficulty reaching businesses and facilities on the other side of the City, particularly if they do not have access to a personal vehicle.



SOURCE: Google Maps

TRANSIT SUPPORTIVE EMPLOYMENT

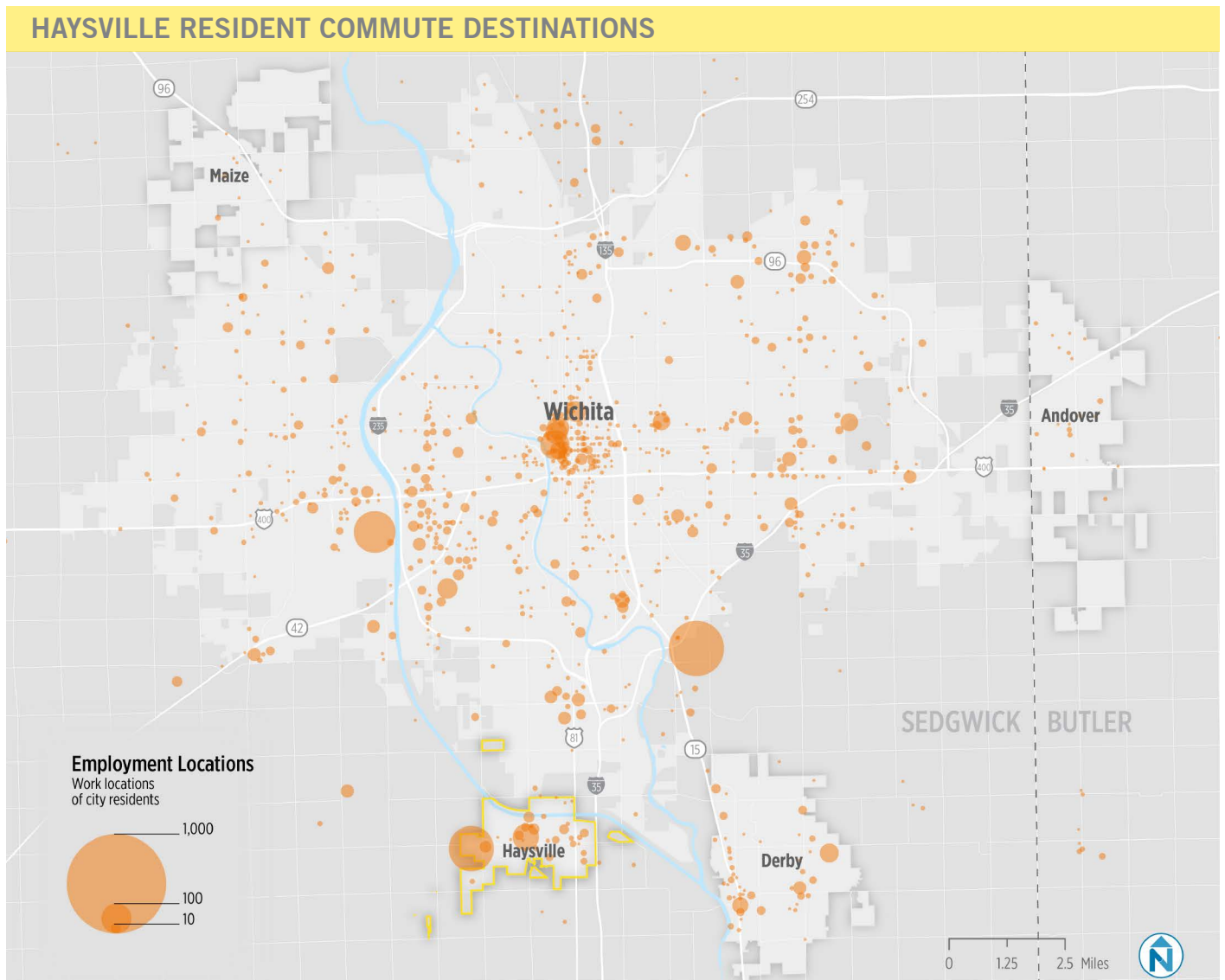
The maps to the right show the concentrations of overall employment and low income job density. This index explores not only where there is a market for transportation to jobs, but also where lower earning workers are traveling. Haysville's highest concentrations of both characteristics can be found north of Grand Ave along Main St.



SOURCE: 2010 Decennial Census

COMMUTE TRAVEL: FROM HAYSVILLE

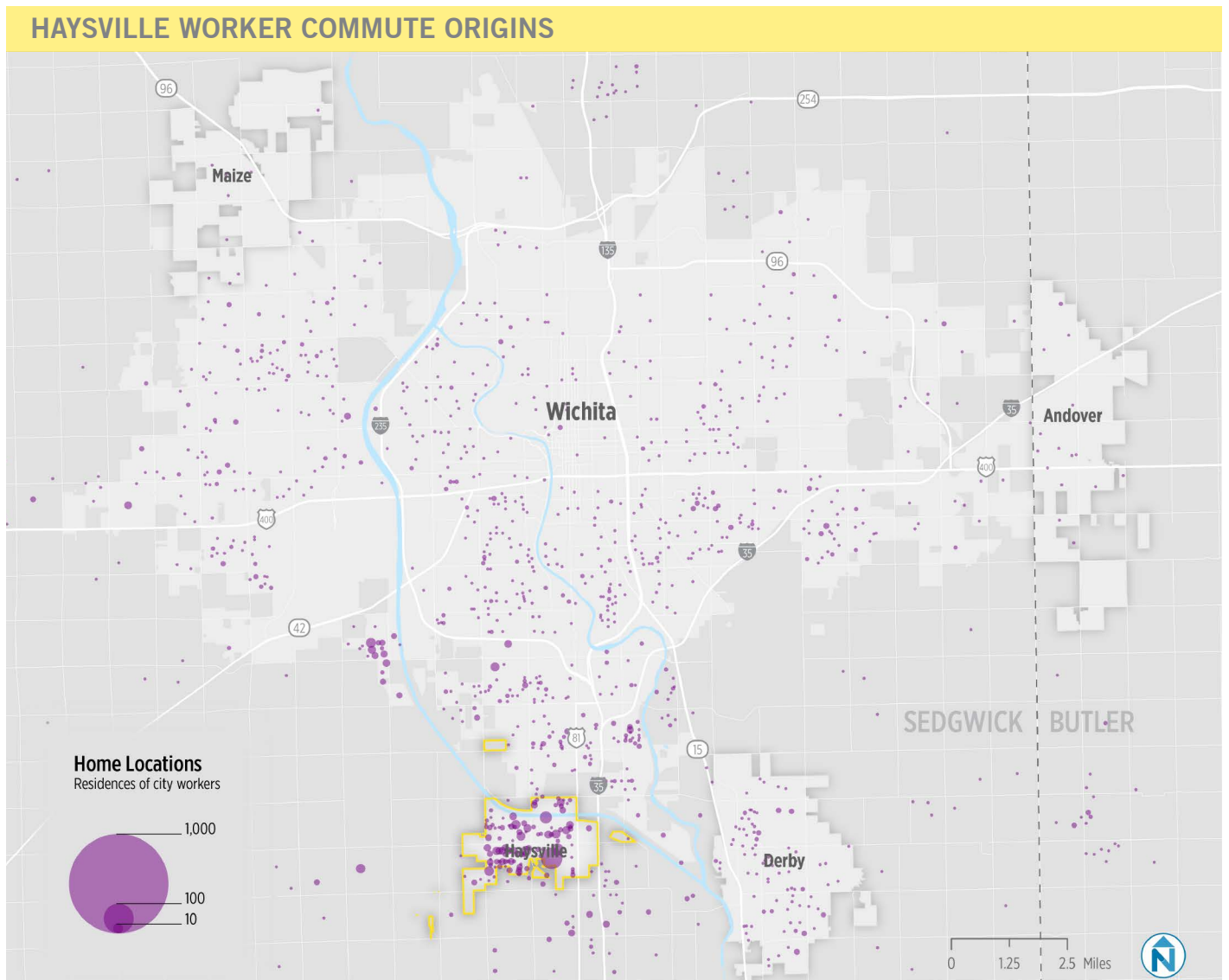
The residents of Haysville are employed across the Greater Wichita Region. Major commuter destinations include downtown Wichita, aircraft manufacturers near McConnell Air Force Base and Eisenhower National Airport, and downtown Haysville.



SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)

COMMUTE TRAVEL: TO HAYSVILLE

The residences of employees who work in Haysville are distributed throughout the region, with a significant number of employees commuting within Haysville.

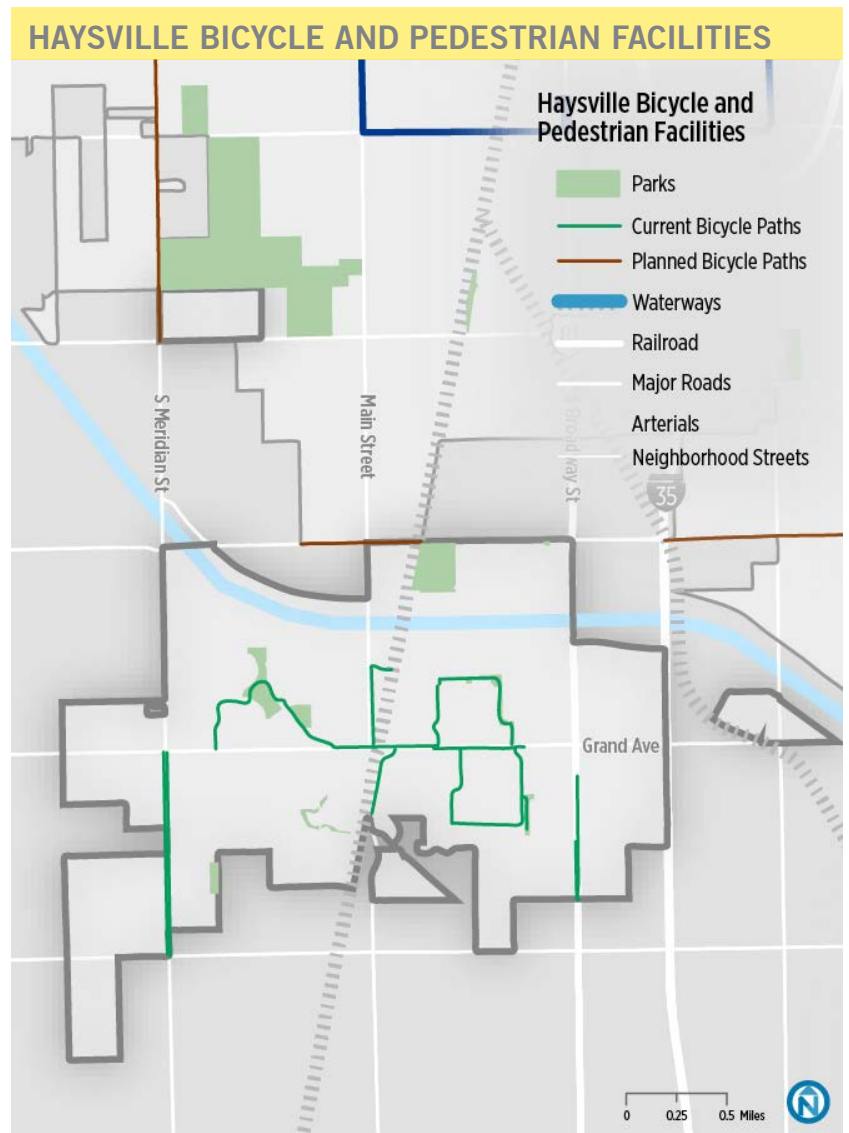


SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)

HAYSVILLE PEDESTRIAN AND BICYCLE INFRASTRUCTURE

The City of Haysville has a number of designated bicycle lanes on both arterial and neighborhood streets. The bicycle lanes connect many of the community's travel destinations with some gaps in the network. Like the other communities, the bicycle network does not provide a connection to the Wichita Transit network.

Haysville has two major barriers to pedestrian and bicycle travel that may make it difficult to travel around or outside of the City without a personal vehicle. The railroad on which the City was founded splits the city in half with only two grade-separated crossings. Wichita-Valley Center Floodway has only two crossings, only one of which (Main St) has sidewalks. In contrast, pedestrians and cyclists crossing the S Meridian St bridge must do so in the general traffic lane.



SOURCE: WAMPO

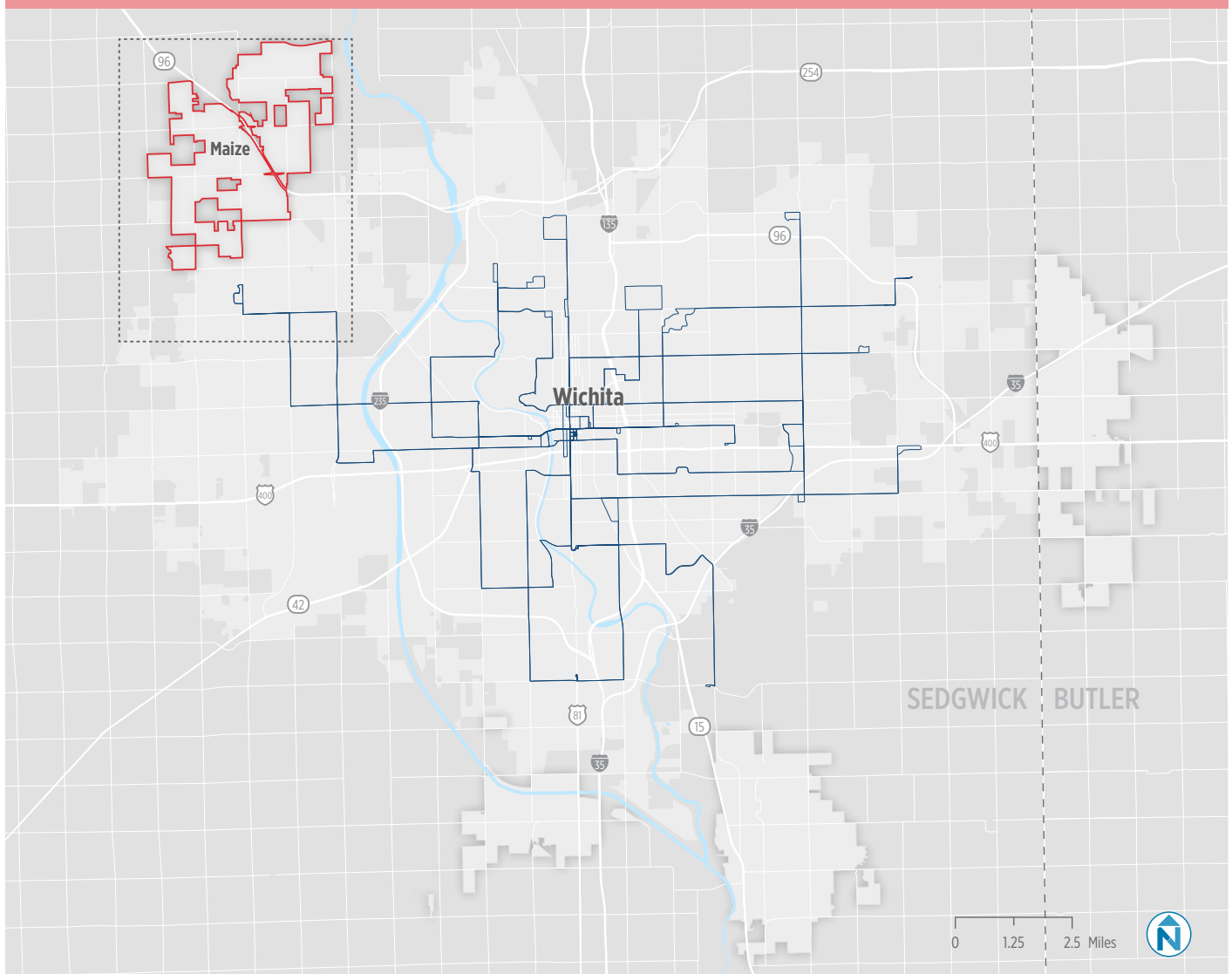
CITY OF MAIZE

The City of Maize was first settled by pioneers in the 1870s. In the 1880s, a town was formed around the Colorado Railway, with passenger rail to downtown Wichita. The City was incorporated in 1915. Through its history, Maize has been hit by a number of catastrophes, from grasshopper plague, to the Dust Bowl, followed by flood. Despite these hard hits, the City has seen population growth since the 1950s.⁵

Maize is about 12 miles northwest of downtown Wichita and has close access to Highway K-96. The southern boundary is about one mile from the terminus of Wichita Transit's Routes 11 and 12, which serve downtown Wichita and Wichita Transit Center.

⁵ City of Maize (1986). History. <http://www.cityofmaize.org/history.php>

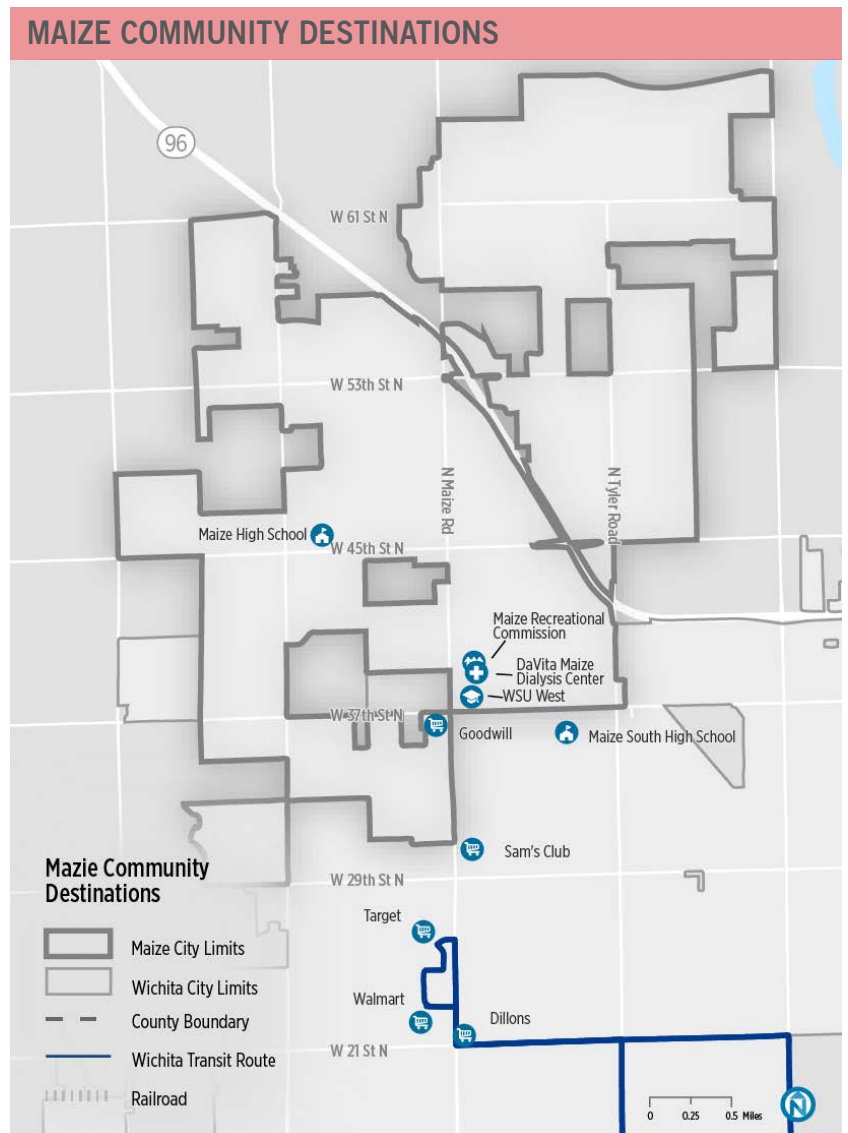
MAIZE REGIONAL CONTEXT MAP



SOURCE: WAMPO

MAIZE TRAVEL DESTINATIONS

The map below shows the community destinations and facilities within and immediately to the south of the City of Maize, including medical facilities, community centers and services, key shopping, and higher education and high school campuses. The majority of destinations are located in the southeastern portion of the City, towards the border of Maize and Wichita. The City does not have a major grocery store within the limits, but has reasonable access to Sam's Club, Target, Walmart, and Dillons to the south, particularly for residents that have access to a private vehicle.

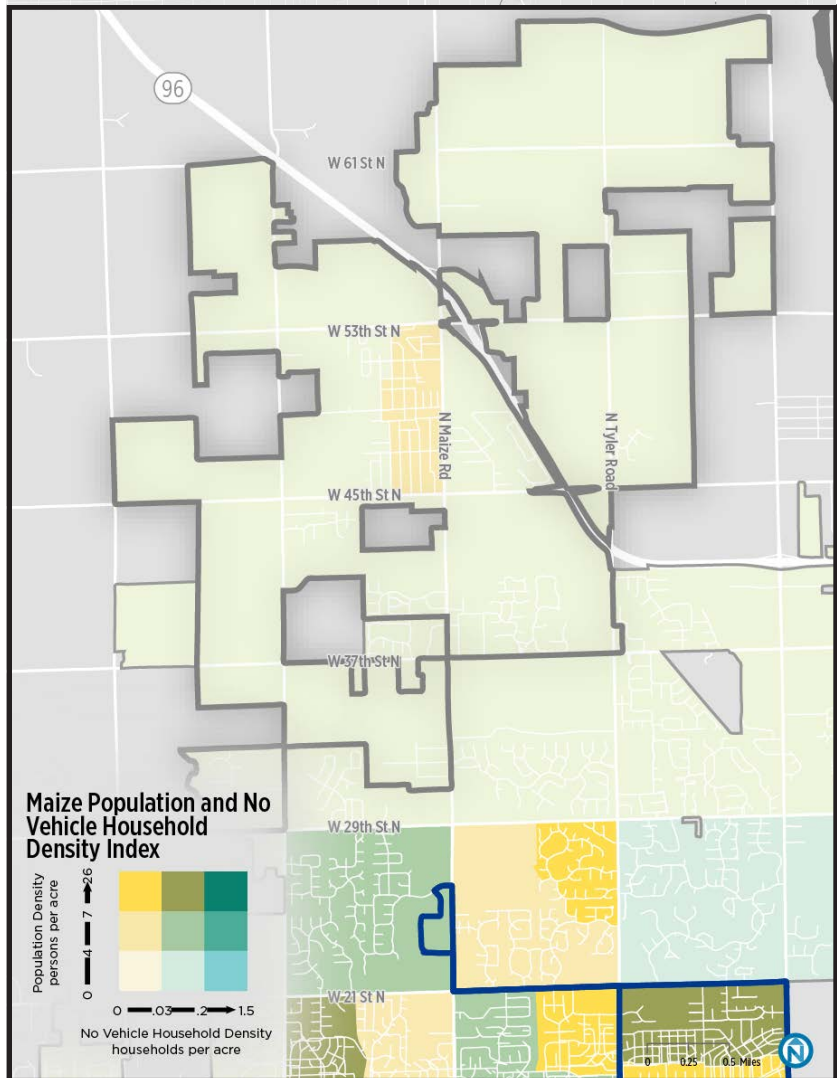
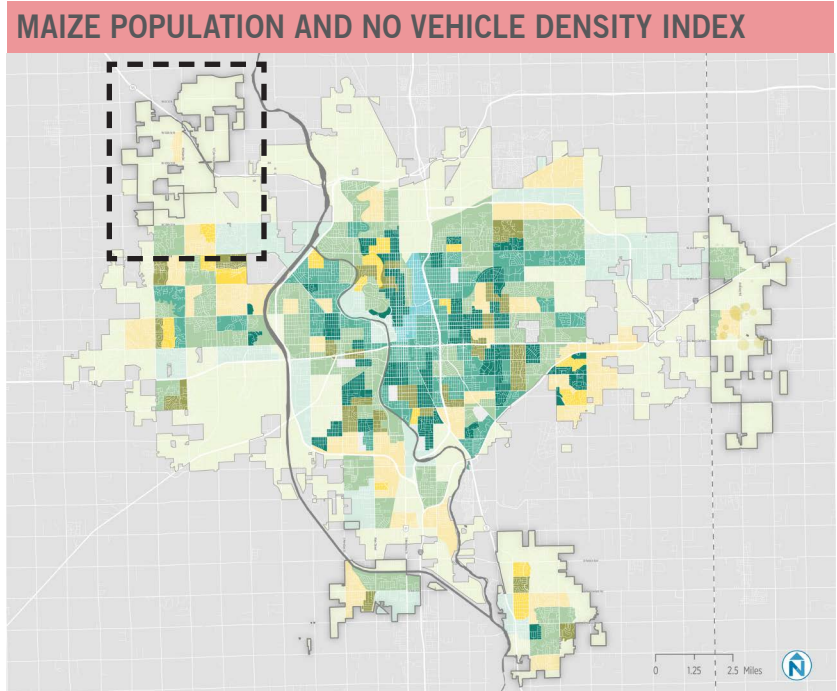


SOURCE: WAMPO and Google Maps

MAIZE POPULATION AND EMPLOYMENT

POPULATION DENSITY AND NO VEHICLE HOUSEHOLDS

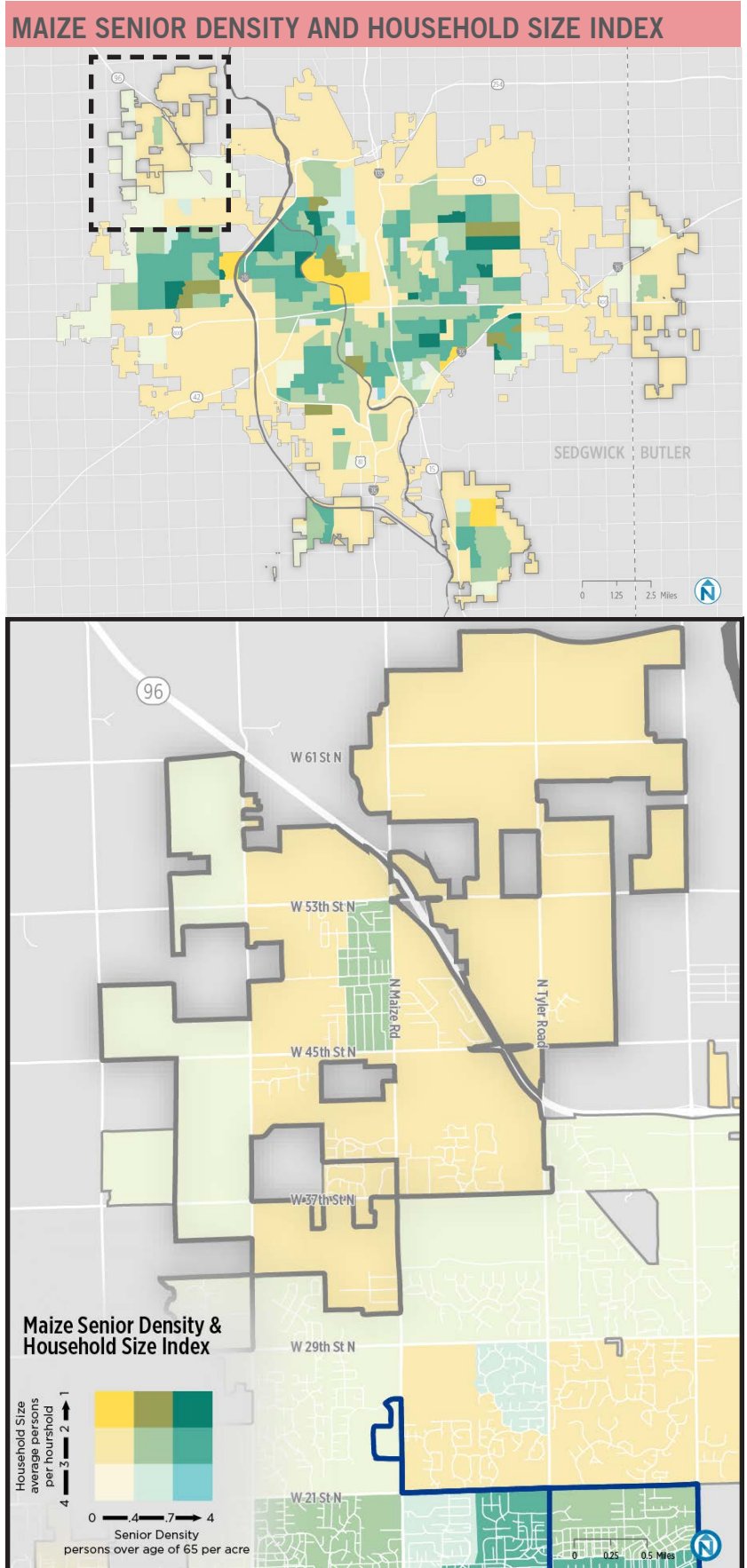
The maps to the right show the areas of Maize where there is an intersection between population density and no vehicle household density, two major transit ridership predictors. Overall, Maize does not have high levels of either predictor as compared to the rest of the region. The City's block groups have low to moderate levels of population density or no vehicle households.



SOURCE: 2010 Decennial Census and 2016 American Community Survey (ACS) 5-Year Estimates*
 Note: No Vehicle Household ACS Data showed high margins of error for some block groups

SENIOR DENSITY AND HOUSEHOLD SIZE

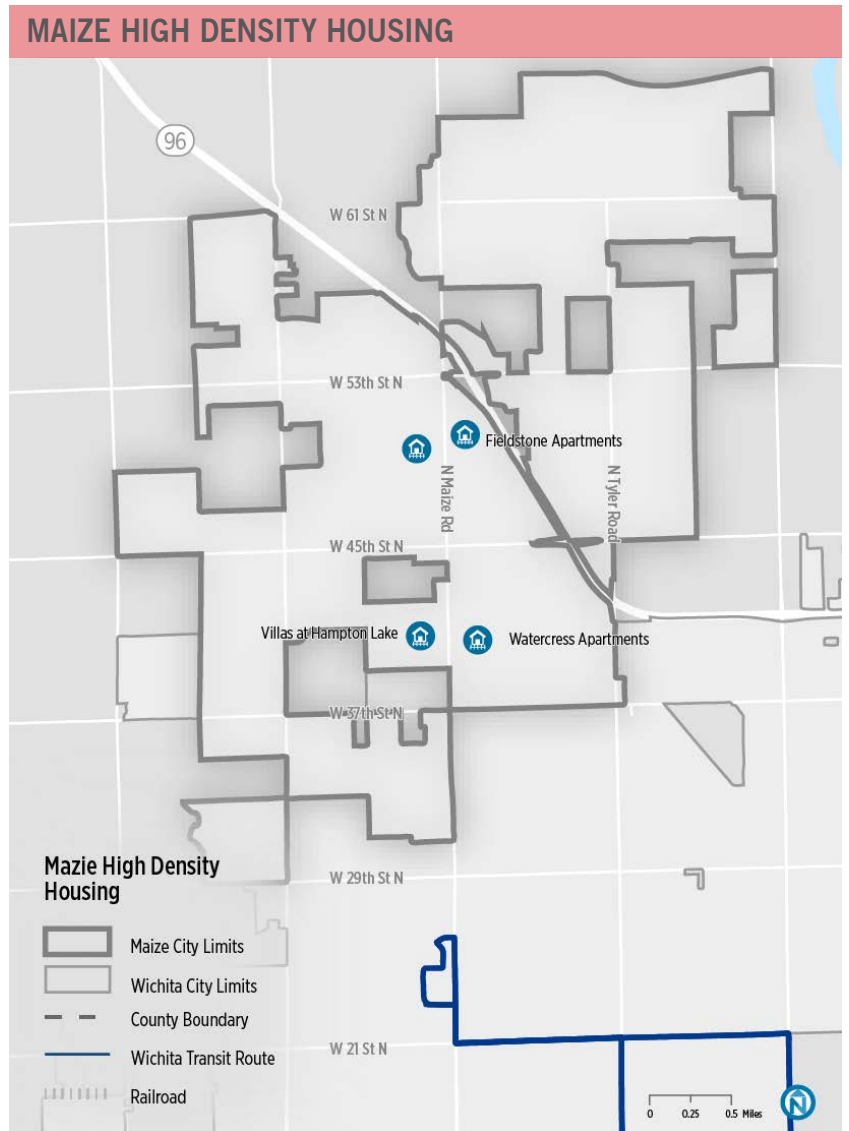
The maps to the right an index of density of senior residents and small household sizes. This indicator shows areas of Maize where there are concentrations of seniors who either live alone or in smaller households without support to help them get around. This population could benefit from better access to transportation to access community facilities and services. Like the previous indicator, there are no areas of the City that have a high concentrations of both characteristics. However, the central most block group shows moderate levels of both density of seniors and small households.



SOURCE: 2010 Decennial Census

HIGH DENSITY HOUSING

There are a limited number of high density housing communities within the boundaries of Maize, most of which are situated along Maize Rd and relatively new.

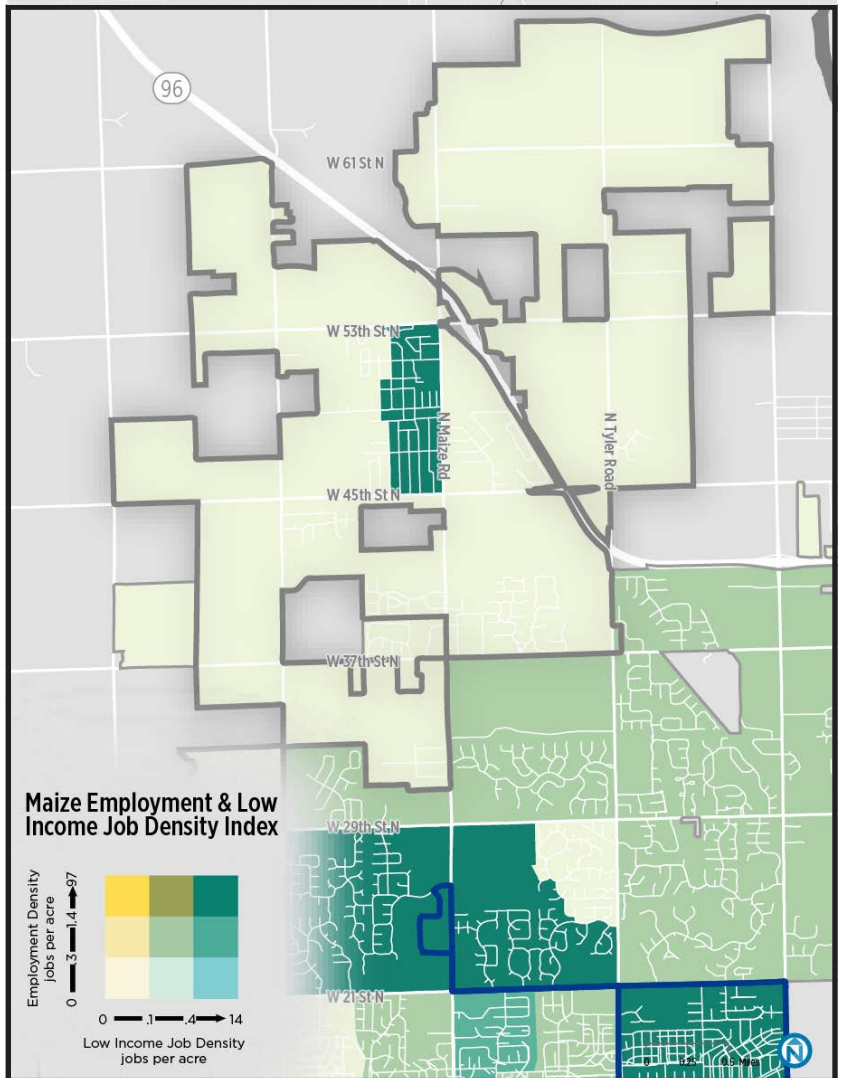
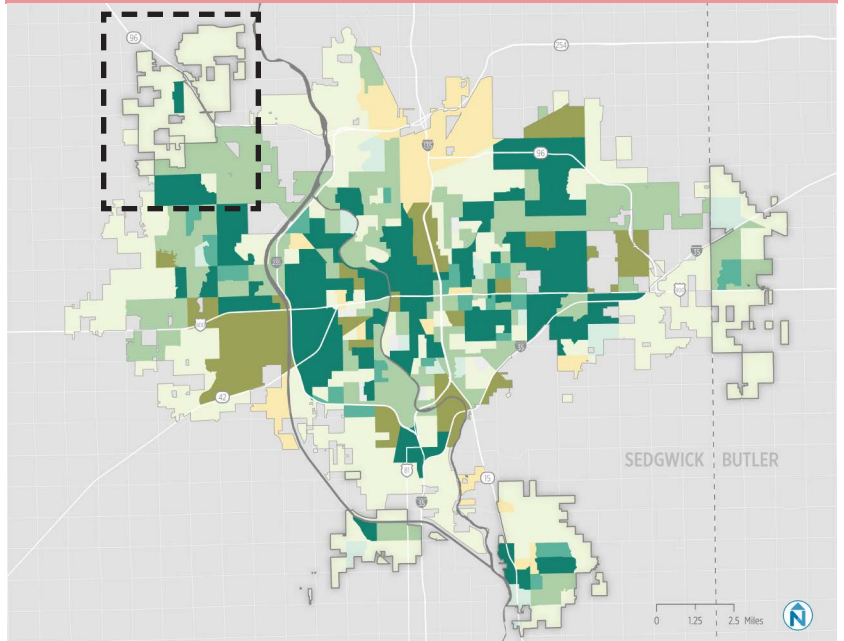


SOURCE: Google Maps

TRANSIT SUPPORTIVE EMPLOYMENT

The maps to the right show the concentrations of overall employment and low income job density. This index explores not only where there is a market for transportation to jobs, but also where lower earning workers are traveling. Maize's highest concentrations of both characteristics can be found along Maize Rd.

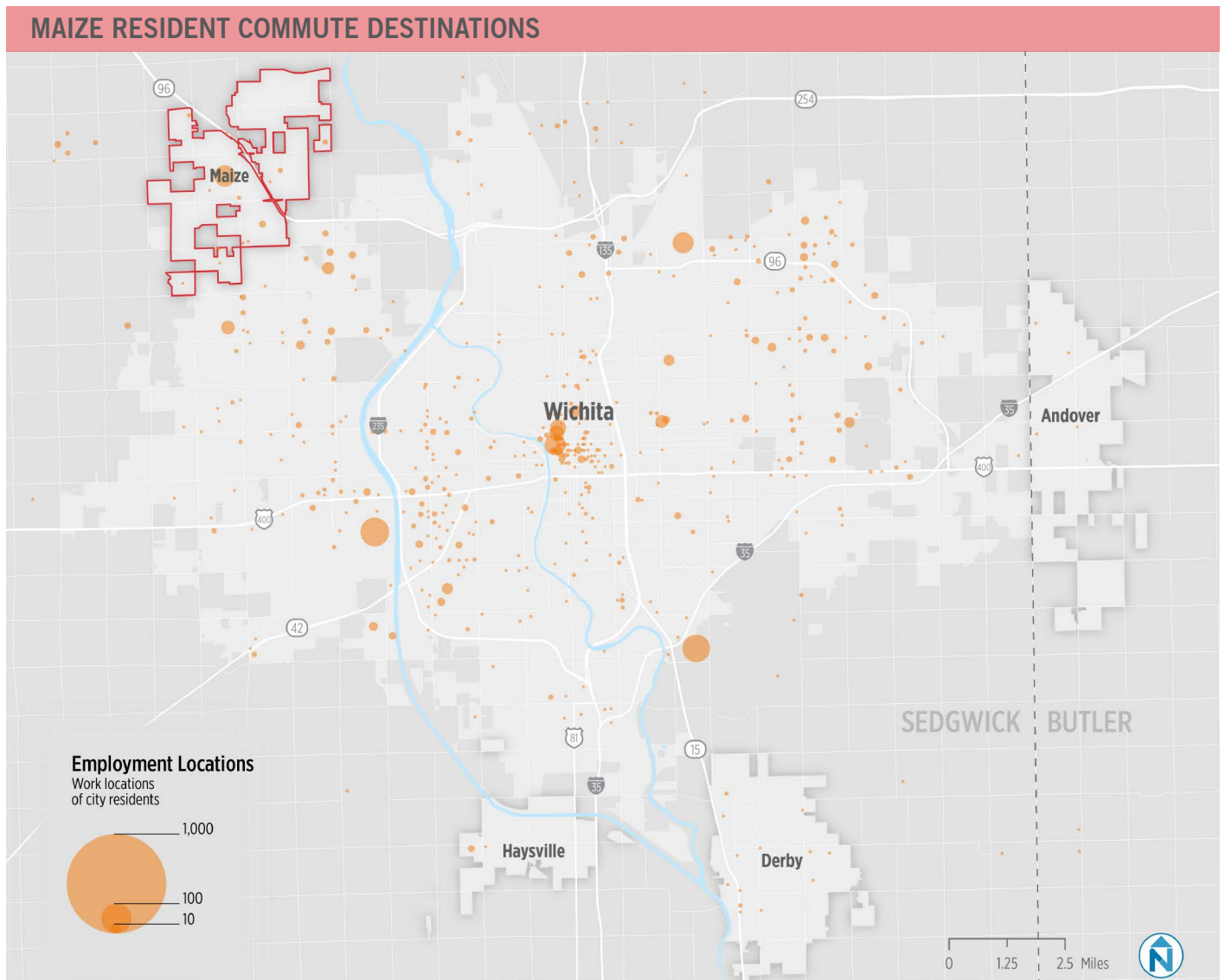
MAIZE EMPLOYMENT AND LOW INCOME JOB DENSITY INDEX



SOURCE: 2010 Decennial Census

COMMUTE TRAVEL: FROM MAIZE

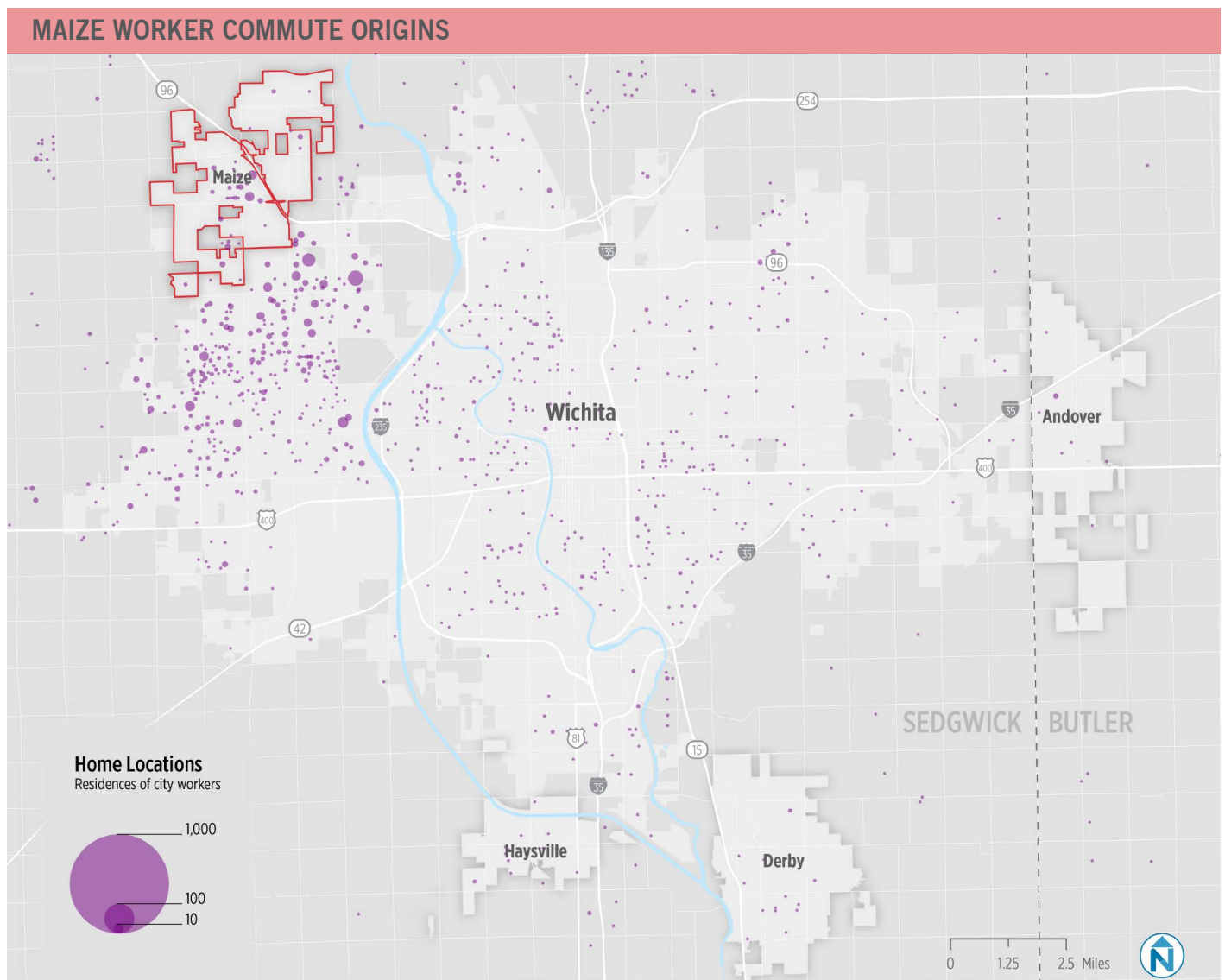
The commutes of Maize residents are spread throughout the region, with concentrations in downtown Wichita, aircraft manufacturers near Eisenhower National Airport and McConnell Air Force Base, and Koch Industries in the northeast of the region.



SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)

COMMUTE TRAVEL: TO MAIZE

Workers travel from all parts of the region to work in Maize, with the majority traveling from the northwestern portion of the region.

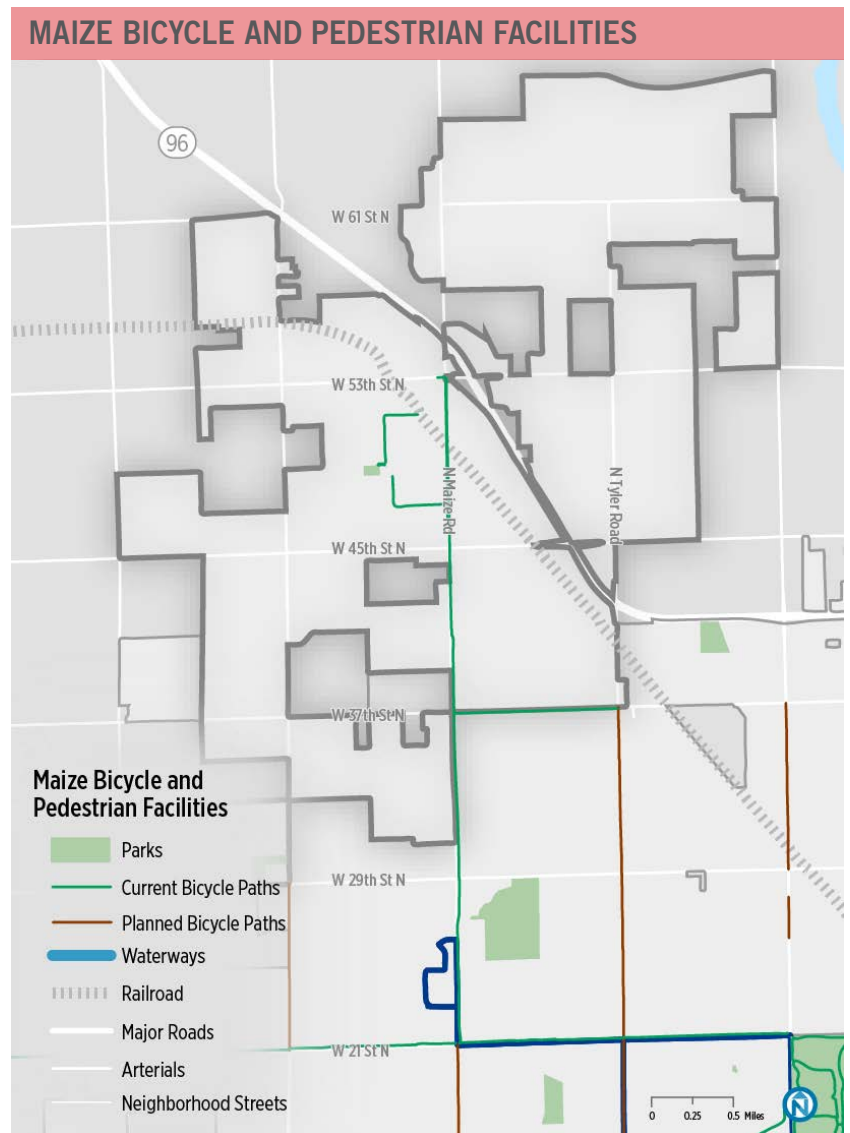


SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)

MAIZE PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Maize is the only of the four communities that has a continuously paved and safe bicycle connection to the City of Wichita. This enables safer connections across City boundaries and faster connections by bicycle to the shopping centers and transit termini to the south.

The City is divided diagonally by a rail track that has limited pedestrian crossings. The rail also splits the northeastern portion of the City from the residential and commercial areas to the southwest.



SOURCE: WAMPO

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03 COMMUNITY ENGAGEMENT



Community input was gathered through a variety of outreach efforts between May and July 2018. Analysis and service alternatives were presented to the public through a series of online surveys, public outreach meetings, and stakeholder meetings.

ONLINE SURVEYS

Two interactive surveys were shared with the Wichita area community in order to understand the needs of residents and support for transit in the four cities of Andover, Derby, Haysville, and Maize. This memo summarizes the results from the two surveys.

The first Wichita Area Transit Feasibility Study interactive survey went live on May 24, 2018 and closed on July 5, 2018. A total of 316 unique survey responses were received, 66 of which included open-ended comments.

The second survey presented service alternatives and went live on July 10, 2018 and closed on August 1, 2018. A total of 348 unique survey responses were received, 64 of which included open-ended comments.

KEY TAKEAWAYS

- The majority of survey respondents expressed interest and support for expansion of transit into one of the four communities. Transit support was highest in Derby, Haysville, and Maize, and low in Andover.
- Survey respondents tended to be employed in Wichita, making over \$40,000, and between the ages of 40-64.
- An overarching sentiment throughout the open-ended comments was that transit would be beneficial to marginalized groups within the four communities and would be a good addition to each city's transportation system. Some respondents shared concerns of the cost of implementing the transit expansion.

SURVEY DESIGN

Feasibility Study

The initial survey evaluated the interest and support for transit service in Andover, Derby, Haysville, and Maize. Participants were presented with a summary of potential transit options and asked a series of questions about their travel patterns, interest in transit, and demographics. Residents of each city were asked if they were interested in transit in their city and Wichita residents were asked if they were interested in seeing Wichita Transit service extended into any of the cities.

Service Alternatives

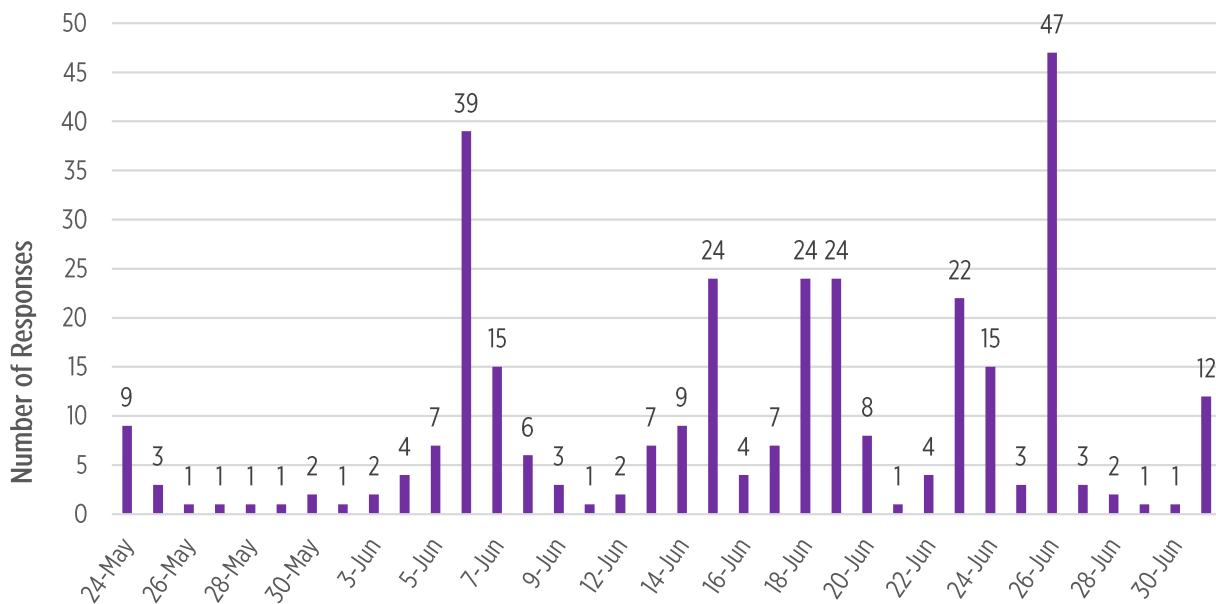
The service alternatives survey presented a variable number of service alternatives for each of the four cities and asked respondents to choose which alternative they preferred. At the end of the survey respondents were asked to share any comments or questions about the service alternatives in any of the cities.

FEASIBILITY STUDY SURVEY RESULTS

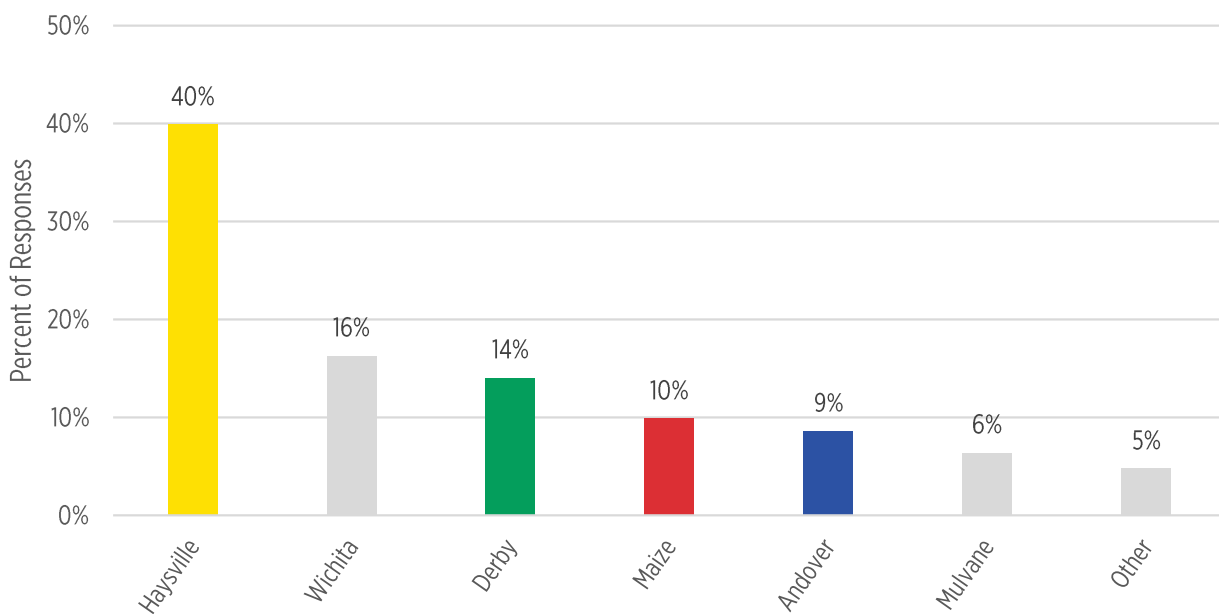
RESPONSES

Survey participation was distributed between late May and early July, with the majority of responses taking place during June 2018. Residents of the City of Haysville were the most represented in the survey, followed by residents of Wichita and Derby. Maize and Andover had relatively low participation as compared to the other cities. Current or former residents of the City of Mulvane were also represented, with 20 responses.

SURVEY RESPONSES BY DAY



CITY OF RESIDENCE (N = 314)

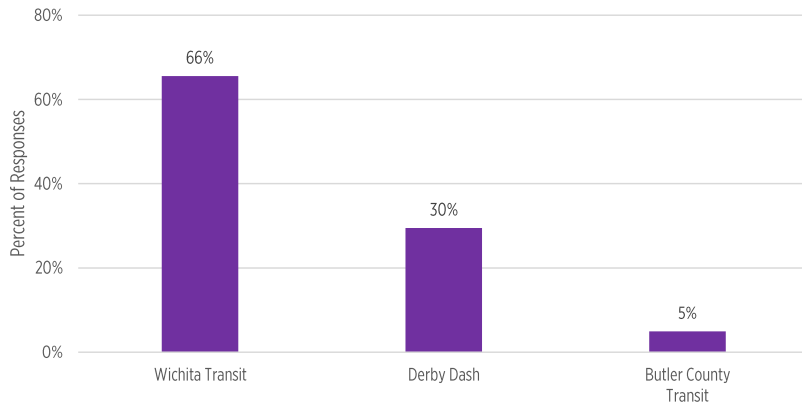


TRAVEL PATTERNS

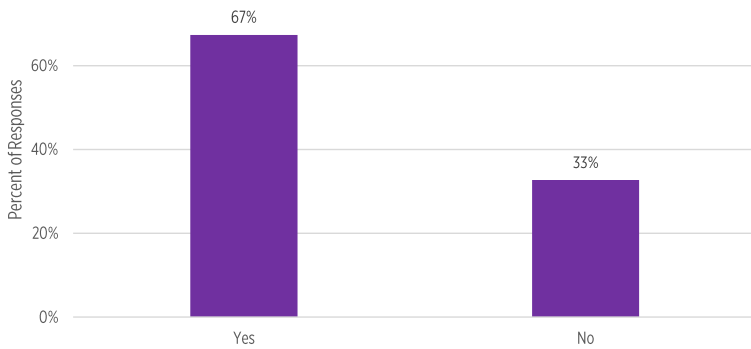
About 20 percent of survey respondents had used transit in the past 60 days. Of the recent transit riders, 66 percent had taken Wichita Transit and 30 percent had used Derby Dash.

Seventy percent of respondents reported that they were employed, with the majority (40%) working in Wichita.

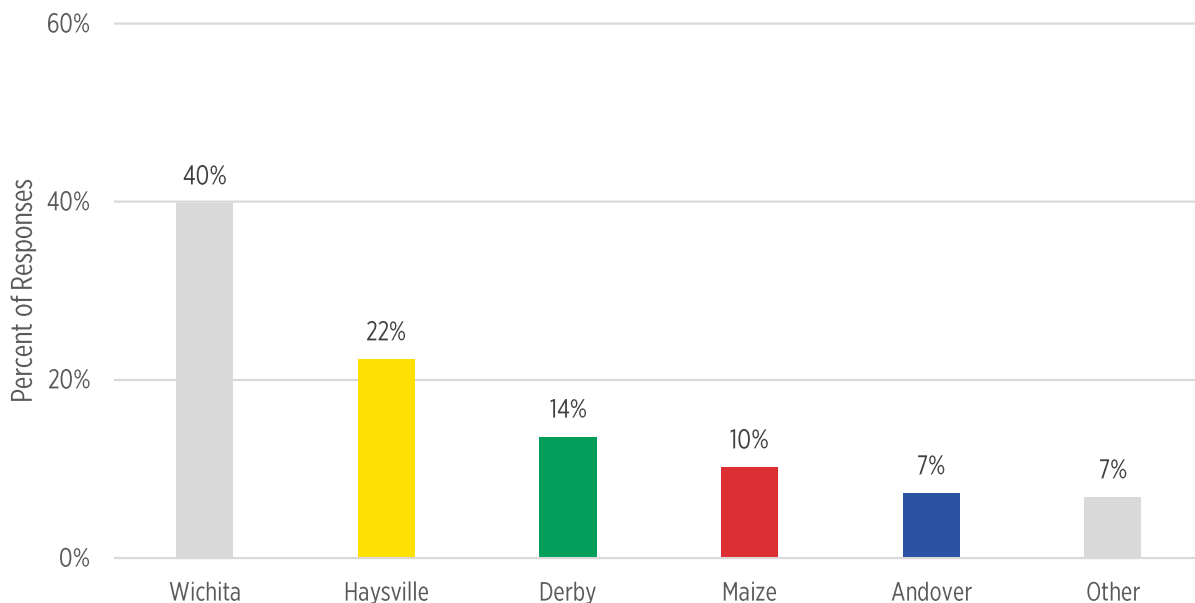
RECENT TRANSIT USE (N = 61)



EMPLOYMENT STATUS (N = 312)



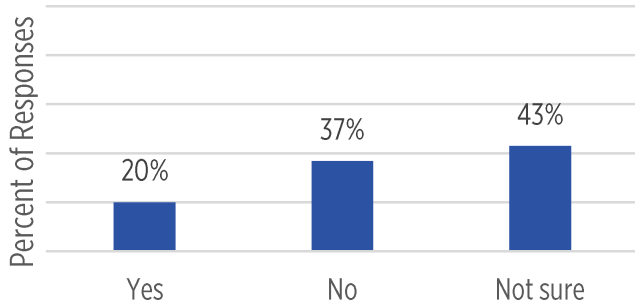
CITY OF EMPLOYMENT (N = 206)



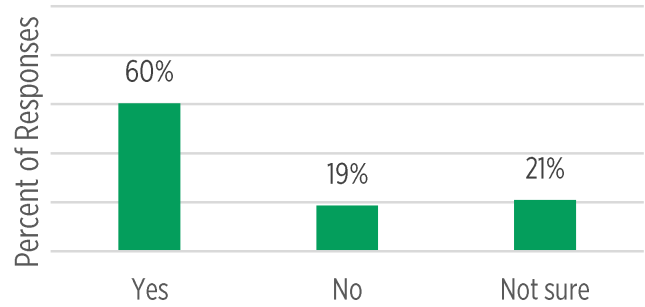
TRANSIT SUPPORT

Residents of Derby, Haysville, and Maize all expressed majority interest for transit in their cities. Andover was the one city where residents were unsure of how they felt about transit or against transit in their city. Of the Wichita residents, the majority (37%) were interested in seeing transit extended into Maize.

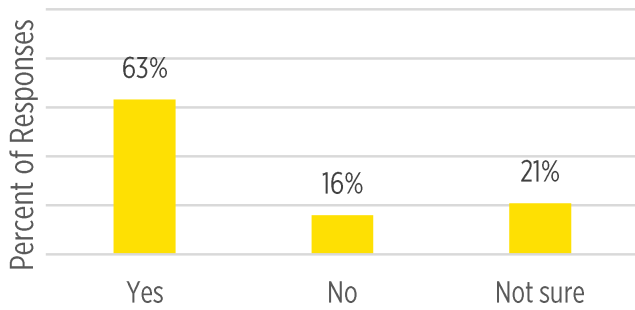
SUPPORT FOR TRANSIT IN ANDOVER (N = 65)



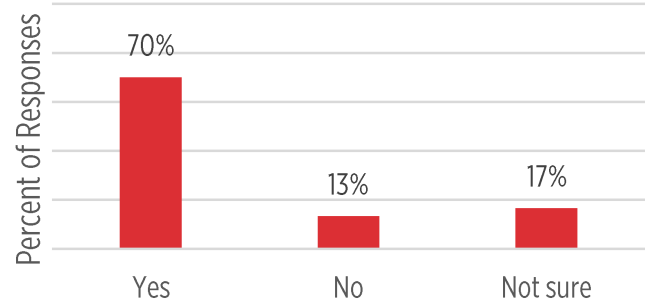
SUPPORT FOR TRANSIT IN DERBY (N = 43)



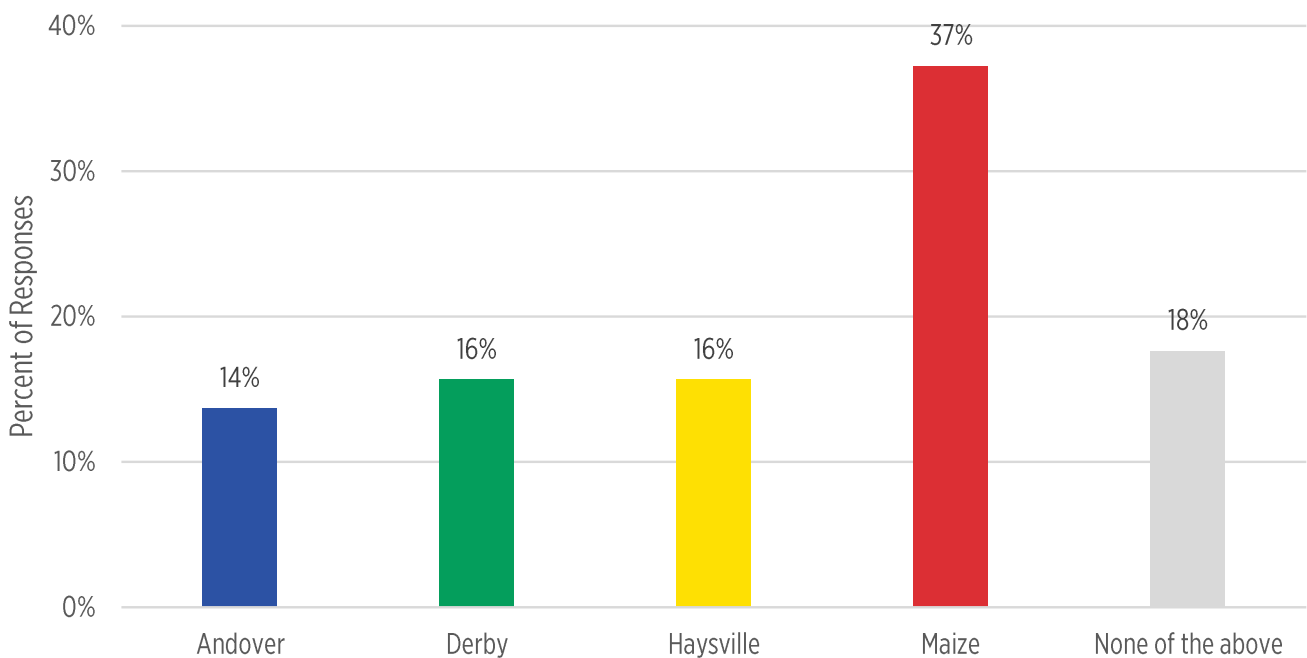
SUPPORT FOR TRANSIT IN HAYSVILLE (N = 125)



SUPPORT FOR TRANSIT IN MAIZE (N = 30)



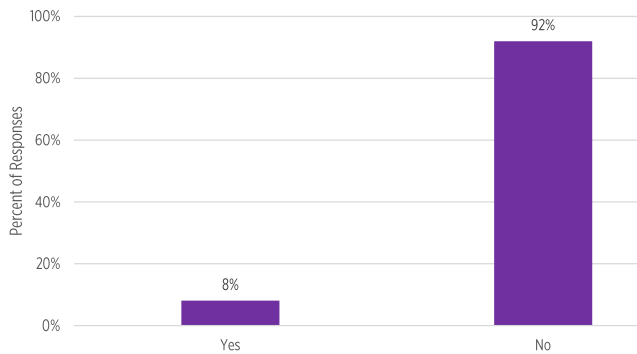
WICHITA RESIDENT PREFERENCE FOR WICHITA TRANSIT EXTENSION (N = 51)



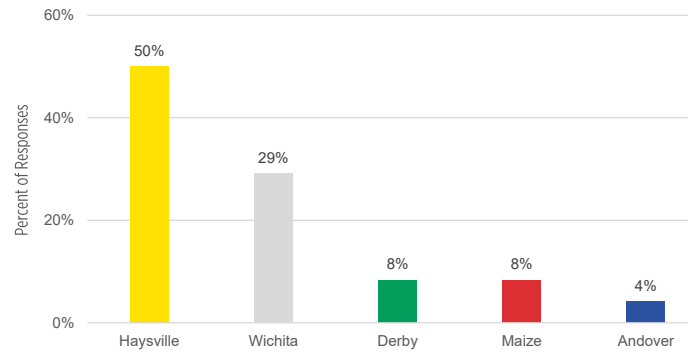
STUDENT PREFERENCE

Less than 10 percent of survey respondents reported that they were a student. Of those students, the majority live in Haysville (50%) followed by Wichita. Most of the students are currently enrolled in either high school, Wichita State University (WSU), or Butler County Community College. The students expressed a high level of interest for transit, with the majority of students interested in seeing transit in Haysville.

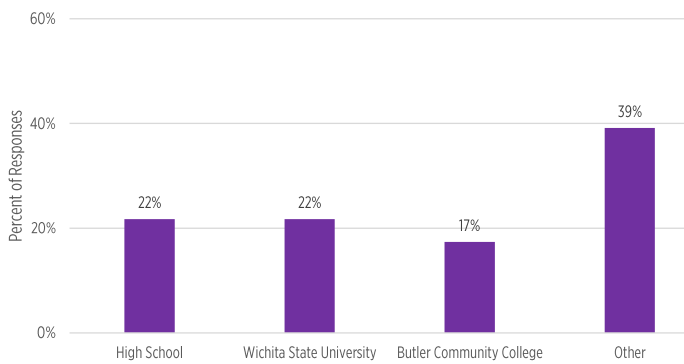
STUDENT STATUS (N = 309)



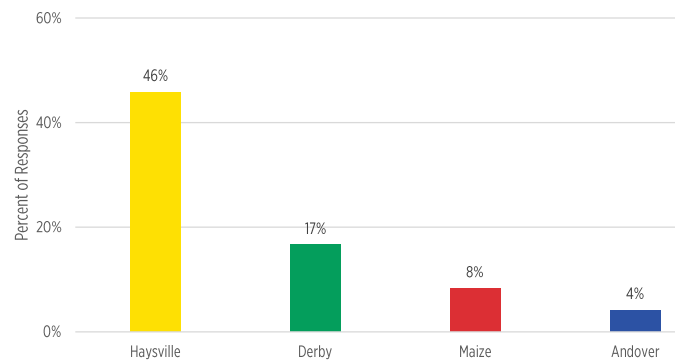
STUDENT CITY OF RESIDENCE (N = 24)



STUDENT ENROLLMENT (N = 23)



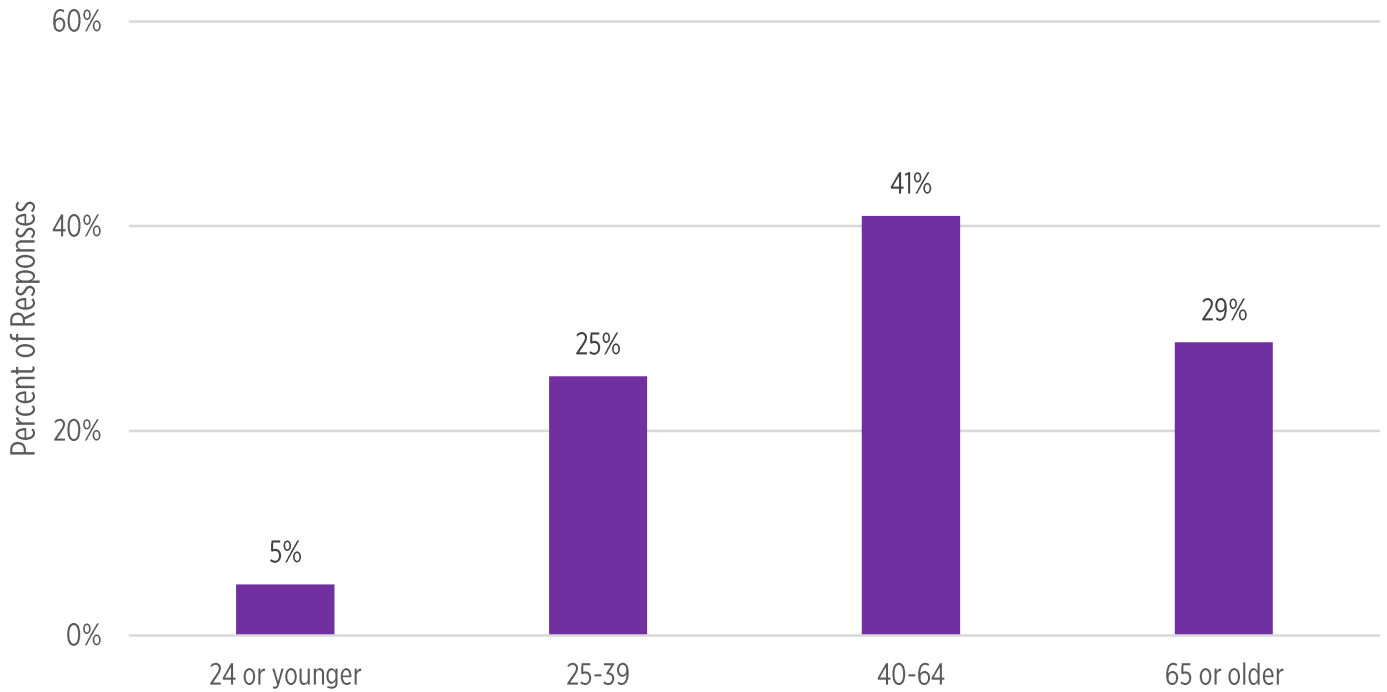
STUDENT TRANSIT PREFERENCE (N = 24)



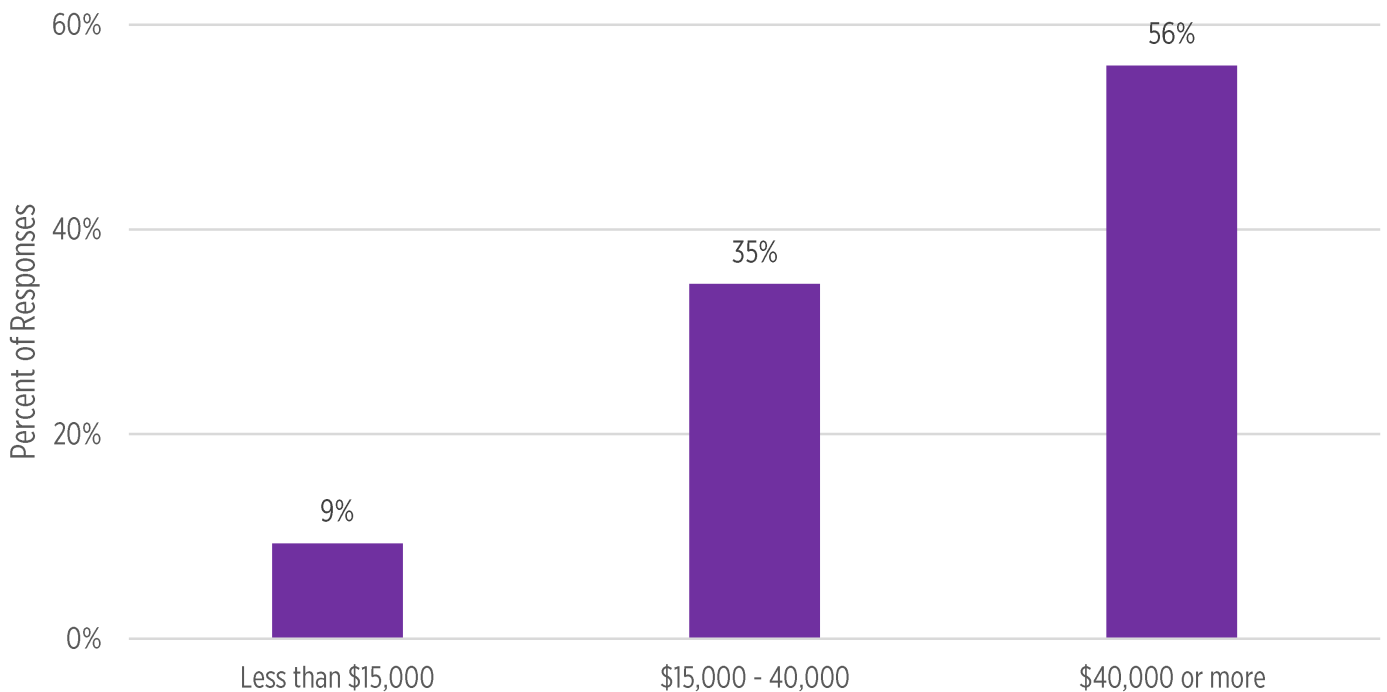
DEMOGRAPHICS

The survey respondents represent a range of ages and income levels. The majority of survey respondents were between the ages of 40 and 64 and made an annual income of \$40,000 or more.

AGE (N = 300)



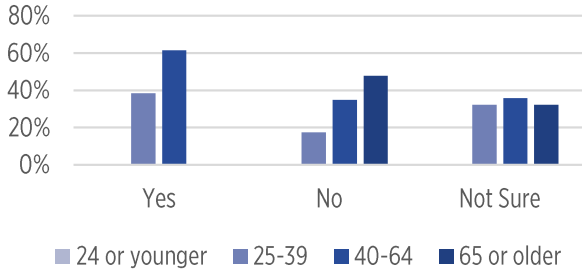
ANNUAL INCOME (N = 225)



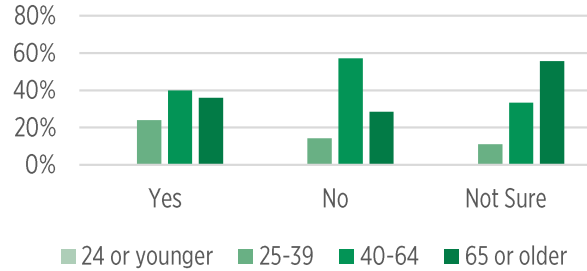
TRANSIT SUPPORT BY AGE

The charts below show support for transit in each of the four cities by age. In Andover, seniors aged 65 or older were the largest proportion of respondents who did not support or were unsure of transit in Andover. In Derby, Haysville, and Maize, a range of ages showed support for Derby, while respondents aged 40-64 were less supportive.

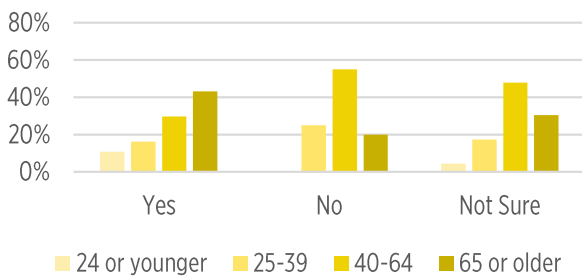
TRANSIT SUPPORT IN ANDOVER BY AGE



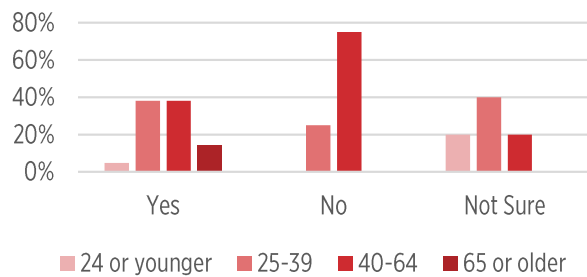
TRANSIT SUPPORT IN DERBY BY AGE



TRANSIT SUPPORT IN HAYSVILLE BY AGE



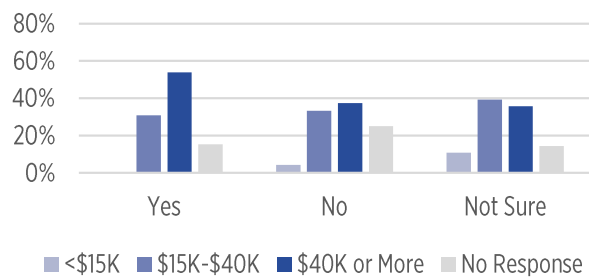
TRANSIT SUPPORT IN MAIZE BY AGE



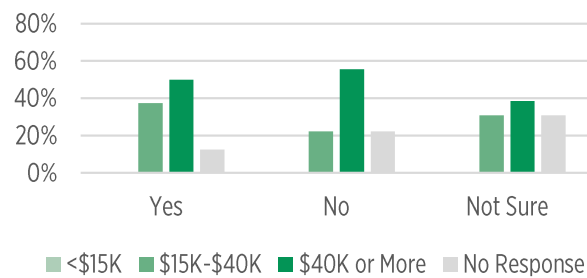
TRANSIT SUPPORT BY INCOME

In Andover, respondents of all incomes expressed no support for transit. Of those who expressed support, the majority earned an annual income of \$40,000 or more.

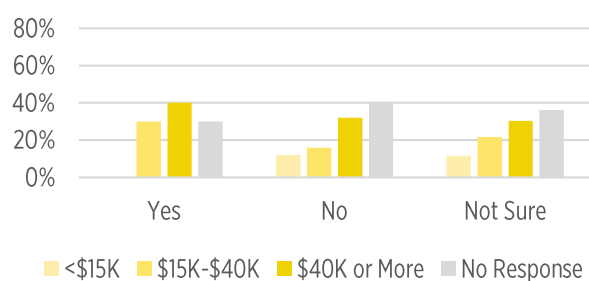
TRANSIT SUPPORT IN ANDOVER BY INCOME



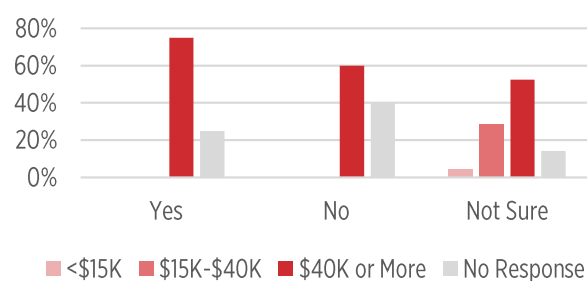
TRANSIT SUPPORT IN DERBY BY INCOME



TRANSIT SUPPORT IN HAYSVILLE BY INCOME



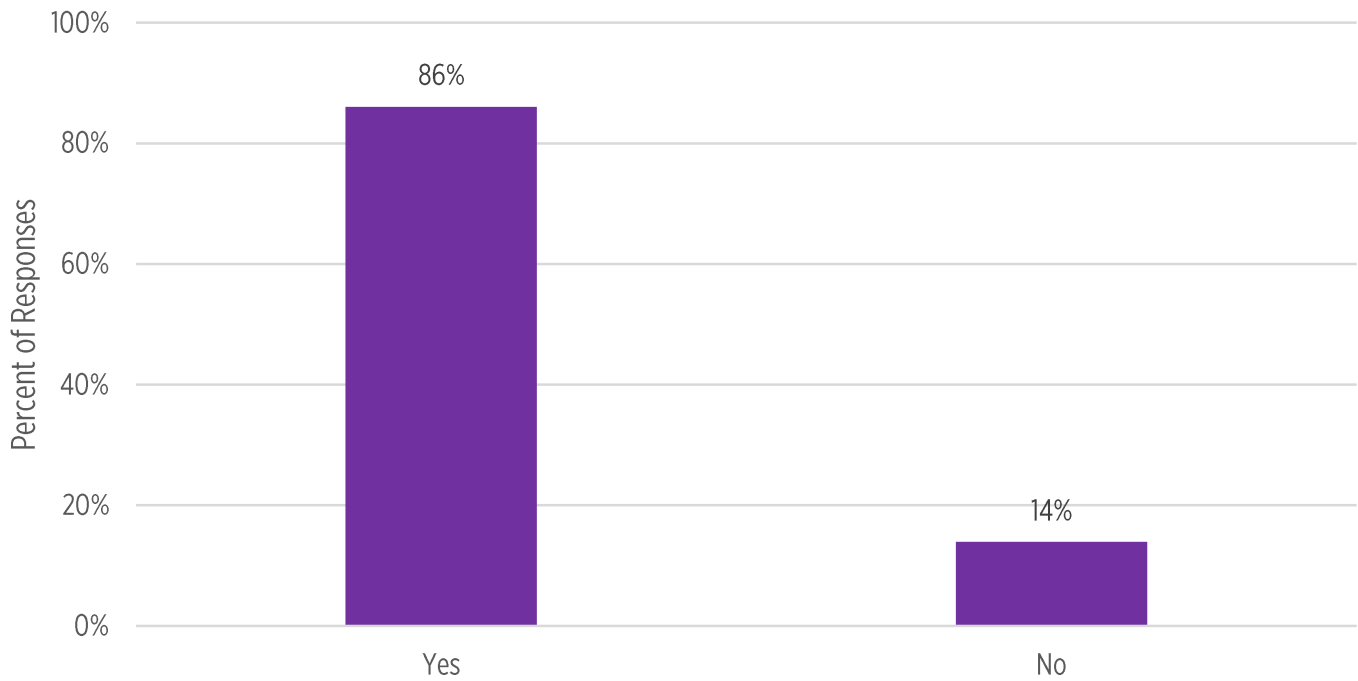
TRANSIT SUPPORT IN MAIZE BY INCOME



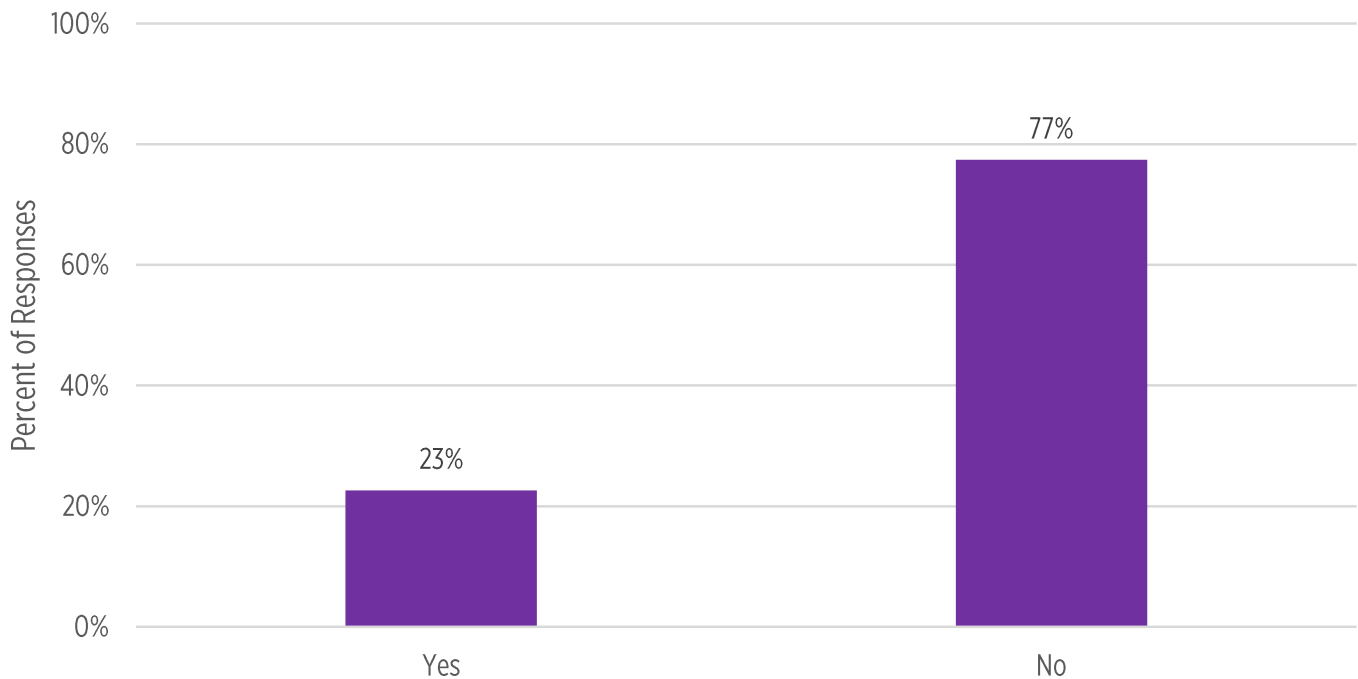
TECHNOLOGY AND RIDESHARING USAGE

A large majority (88%) own a smartphone. About three-quarters of respondents reported they have not recently used a ridesharing service, such as Uber or Lyft.

SMARTPHONE OWNERSHIP (N = 301)



LYFT OR UBER USAGE (N = 301)



OPEN-ENDED COMMENTS

Some survey respondents provided open-ended feedback at the conclusion of the survey. This feedback has been divided into four categories:

- 1. Support for Transit.** The majority of the open-ended comments elaborated on interest in transit expansion to one of the four cities.
- 2. Limited Support for Transit.** Many respondents expressed that they did not need transit service themselves, but it would be good for other residents of their communities.
- 3. Against Transit.** Some respondents expressed limited interest for transit, with questions for how transit would function and how it would be paid for. A few respondents expressed opposition to transit.
- 4. Request for Improvement.** The final category of open-ended comments included comments and questions about how proposed and current transportation services could be improved to benefit the communities.

SUPPORT FOR TRANSIT

<p>A daughter with epilepsy would eventually benefit greatly from regular transit routes</p>
<p>A fixed route from Haysville to locations in Wichita would be great (i.e., downtown) where parking is a pain or traffic can be heavy. Concerns include: where cost would come from to cover the added routes, drivers, etc. How often these fixed routes would come to Haysville and what days.</p>
<p>As I age and eyesight present a challenge with driving or weather is bad I would like another option. I am an older female and not really comfortable with Uber.</p>
<p>At this time I don't have a need for alternative transportation, but I believe there may be a need in our community.</p>
<p>Comments- people with disabilities who can't drive would bus routes from maize to New Market square that would be thoughtful and considerate.</p>
<p>Even though I have a vehicle and am able to drive, I would be interested in using regularly scheduled bus service to go to Derby for shopping, doctor appointments, etc.; and to Wichita for shopping, concerts and other cultural events where I wouldn't need to worry about parking.</p>
<p>Fixed-route service in Mulvane.</p>
<p>Gas goes up, fixed income recipients will ride more</p>
<p>Having public transportation in Haysville would be a great boost to our little Ville!</p>
<p>I am an epilepsy patient. I would like to have reliable transportation so I can get a better job. I live at home with my parents but would like to move out on my own. I think if I had a way to get around that could be possible.</p>
<p>I can't get a job because the bus won't go past city limits</p>
<p>I have teenage children and that work in Wichita due to limited jobs available in Haysville. Having public transportation to get back and forth to Wichita helps relieve excessive wear and tear on the one vehicle I have to get all of us to our jobs.</p>
<p>I have thought about using uber but I am still a little uncomfortable and anxious about using it. I would love to have the option to ride public transport to my job in Haysville. My son is 21 years old and has epilepsy so he does not drive so I am all for a fixed schedule transport system to help him get a better job in another city possibly.</p>
<p>I just recently moved from Haysville and I see the benefits of providing public transit for the less unfortunate. This would be great to have in a small community.</p>
<p>I need to call a cab to go to physical therapy after my knee replacement. They charge a fortune because it's "out of town." Someday I won't be able to drive. I would like to age in place but with the transportation situation; I'm afraid that a nursing home is my only option.</p>
<p>I rely on paratransit but can't get job because it won't go to Andover</p>
<p>I think bus service for Derby and Haysville would be a great addition for those without transportation.</p>
<p>I think expanding current Wichita bus routes up Maize Rd to 53rd St would be a good starting point, regardless of which other options are ultimately adopted.</p>
<p>I think it would be a great idea.</p>
<p>I think our community would greatly benefit from public transport. Not too long ago I was in a situation that would have greatly benefited from this I was having seizures witch didn't allow me to drive finding employment was difficult as was going to the grocery store of kids activities at school and such we should have something in place</p>

<p>I work with clients trying to become independent and work a real job. But they have had to turn jobs down due to no transportation. \$8 to 14 an hour and they can't even accept the job. It's very frustrating to see their hopes go down the drain because they can never drive, have no family or transportation within certain areas. If we were in their shoes we would hope for a simple solution to help others get on their feet and be able to give back to the community!</p>
<p>I would likely use the on demand transport system, as getting to a city bus would be difficult, we have no sidewalks, and when it rains or we have freezing temps the lack of good drainage in this area would prevent me from walking to a bus. After a rain there is a lake at Sunflower and Pleasant, and in winter it is a frozen lake a lot of time. Lack of sidewalks is a major issue for me. Thanks</p>
<p>I'd like to take classes at WSU but I'd prefer to have bus service.</p>
<p>Improving options for these communities to connect is a must! Public transportation is absolutely essential.</p>
<p>Interested in reasonably priced door to door transportation for medical appointments. Thanks</p>
<p>It would be nice if there was a route that connected South Wichita, Haysville and Derby to bus stops into other parts of Wichita. Would save on ride use and would not have to deal with parking.</p>
<p>It would benefit the members of small town Kansas to have a means of public transportation to visit, shop and play, in the surrounding towns that provide more of each for the community.</p>
<p>Need connection from derby transit to Wichita, currently have to ride bike 3 miles to connect</p>
<p>Need for appointment based to and from medical appointments, shopping, etc. needed. I can see some (but not me personally) needing to get to and from work</p>
<p>Need this service for the disabled in all these areas.</p>
<p>Need to connect with Wichita and a Direct route to connect Haysville with Derby</p>
<p>Needs to extend to Andover, Derby, Park City and Maize</p>
<p>Only that I was born and raised in Austin and lived in a suburb called Westlake which is about the same distance to Austin as Haysville is to Wichita. We took the bus to downtown daily. Mostly when we were in high school. That was a long time ago but the busses now go to just about anywhere within an hour of town. My point being it surprised us when we moved here to see there was no way to get to Wichita without walking a very, very long way to a bus stop. Doesn't make sense when the bus can just go a few miles further to Grand St and pick people up there. Just my opinion. You also give the high school kids an option of being able to go places for work or fun as well.</p>
<p>My Mom had a stroke when she comes home to Maize after rehab she won't be able to drive and it would be nice if there was some sort of bus or van transportation she could take to Dillons, Walmart; or New Market or even to doctors' appointments. I know several elderly that would use this service as well.</p>
<p>Some form of public transportation is needed here in Haysville to take citizens into Wichita or Derby.</p>
<p>The Derby Dash is a good start but their schedule caters more to school kids than to seniors. Me and my friends need transportation to the center, to shopping, Dr. appointments, hair salon etc. Thank you.</p>
<p>There are a lot of people in Haysville that would benefit from assistance and services.</p>
<p>There is a great need for transportation into Wichita from Derby for elderly, disabled elderly and disabled people for appointments for medical and government services.</p>
<p>Think this would be wonderful for our students at Campus High School. It would also be good for all of the Haysville community.</p>
<p>This service would benefit students and families with only one vehicle who work in Wichita, but reside in Haysville.</p>
<p>Transportation into and out of Haysville would fill a great need</p>

We desperately need transportation options for those who have none of their own as well as those who wish to save our environment by reducing pollution from automobiles.
We need public transportation to take us to places around town and into Wichita or Derby! This need is so great! We need it to get to work and home as well as to doctors appointments and shopping. Please help us with safe reliable transportation.
While this transit between Wichita and its burbs is not something I need because I own a vehicle, I think it is a tremendous need for others and would be a great thing!
Would be interested in a fixed route in Mulvane.
Would be interested in a fixed route service in Mulvane
Would be interested in Wichita Transit Service being extended to Derby.
Would like a fixed route in Mulvane. Would be interested in Wichita Transit being extended to Mulvane.
Would like to see some form of public transportation for my teenagers who haven't saved enough to purchase a car yet
Vanpool or discounts for my teenagers
Would love a line that went further west (135th) and also Airport transportation Vanpool or discounts for my teenagers

LIMITED SUPPORT FOR TRANSIT

Is transit safe? How big of a savings is it versus driving a car to commute?
What is the benefit to taking a transport system, like a bus line, to a suburb? Will this cost tax payers? Will this cost the people that already depend on public transportation? People in Wichita NEED public transportation to be affordable more than people in suburbs need to reach them. We need a better transit system before we get a larger one. Go to D.C., NYC, even KC and copy theirs, THEN consider going larger.
I would not ride an Uber or Lyft because of safety fears.
Van Pool Demand Response Probably best for some "Special Events" "Fixed Routes"
Where it will go, how much \$ fare, how often

AGAINST TRANSIT

I do not want Wichita area transit to come through Maize, Kansas. I am against busses running through town.
Public Transit, bus, shuttles, or whatever would be a waste. There's a reason Wichita public transit is slowly pulling away from the outlying towns, no participation.

REQUEST FOR IMPROVEMENT

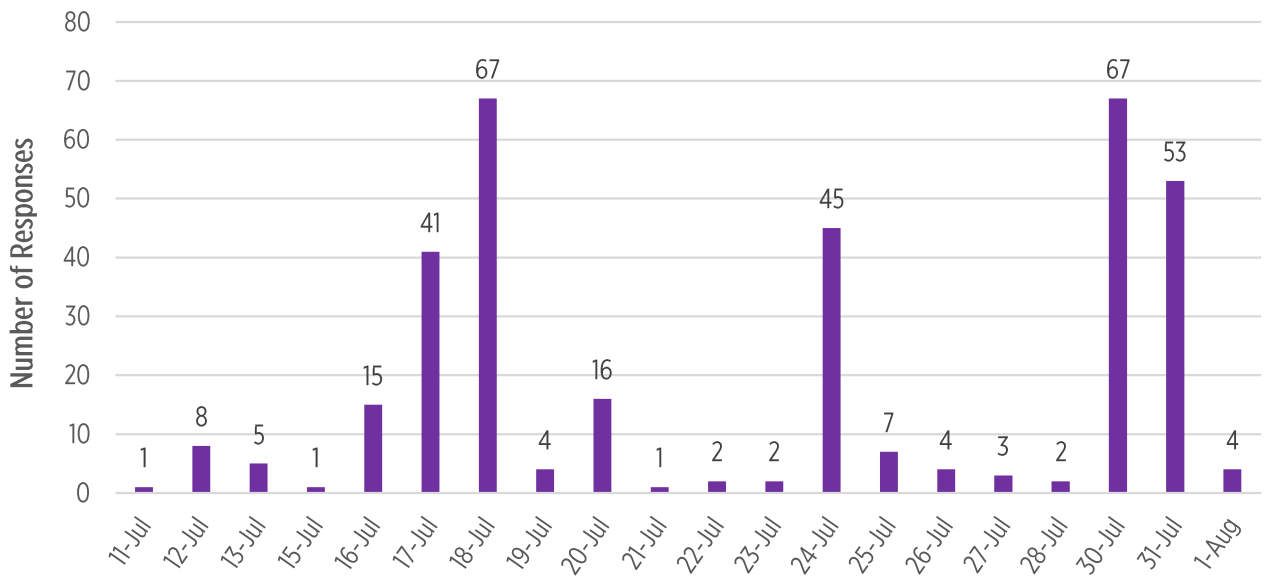
How can I and people like me, get to work without Sunday service. Our kind of jobs aren't M-F 9-5

SERVICE ALTERNATIVES SURVEY RESULTS

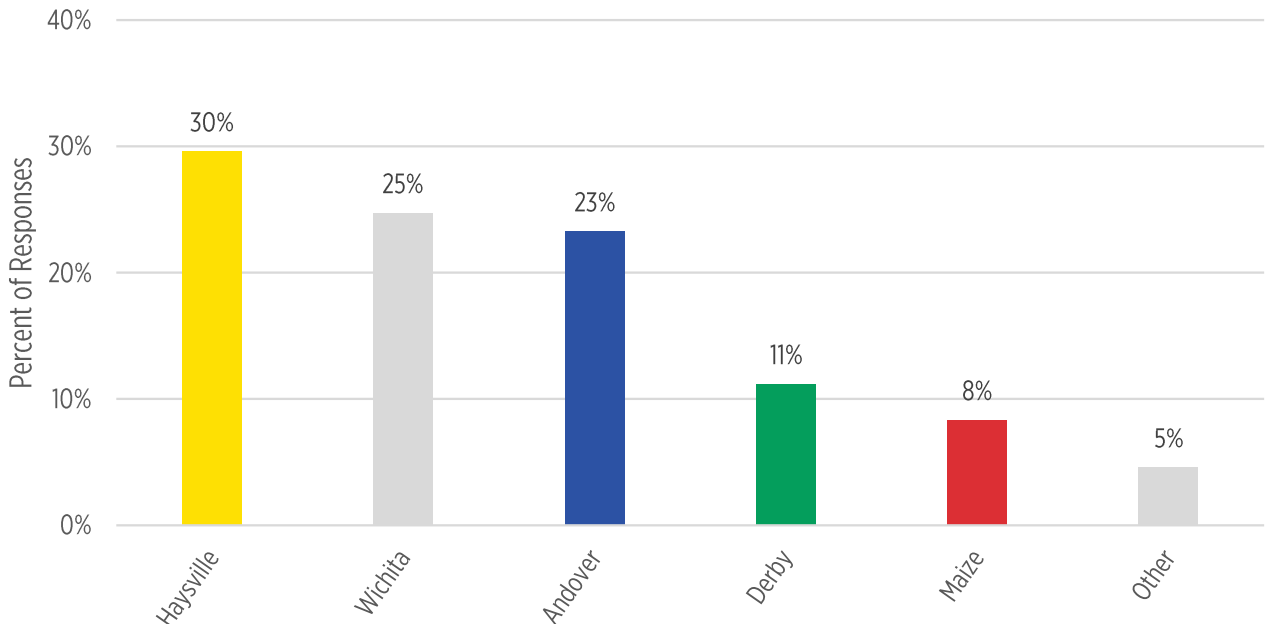
RESPONSES

Survey participation was distributed between July and early August. Residents of the City of Haysville were the most represented in the survey, followed by residents of Wichita and Andover. Derby and Maize had relatively low participation as compared to the other cities.

SURVEY RESPONSES BY DAY



CITY OF RESIDENCE (N = 348)

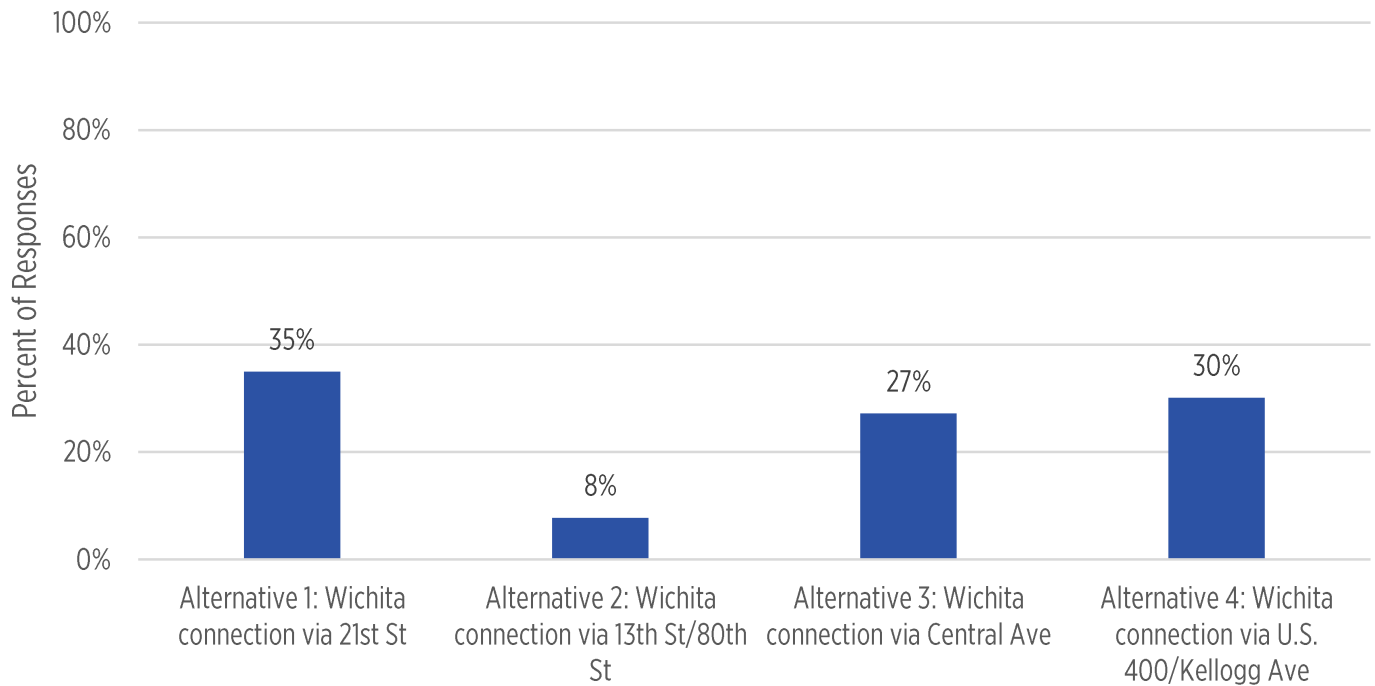


SERVICE PREFERENCES

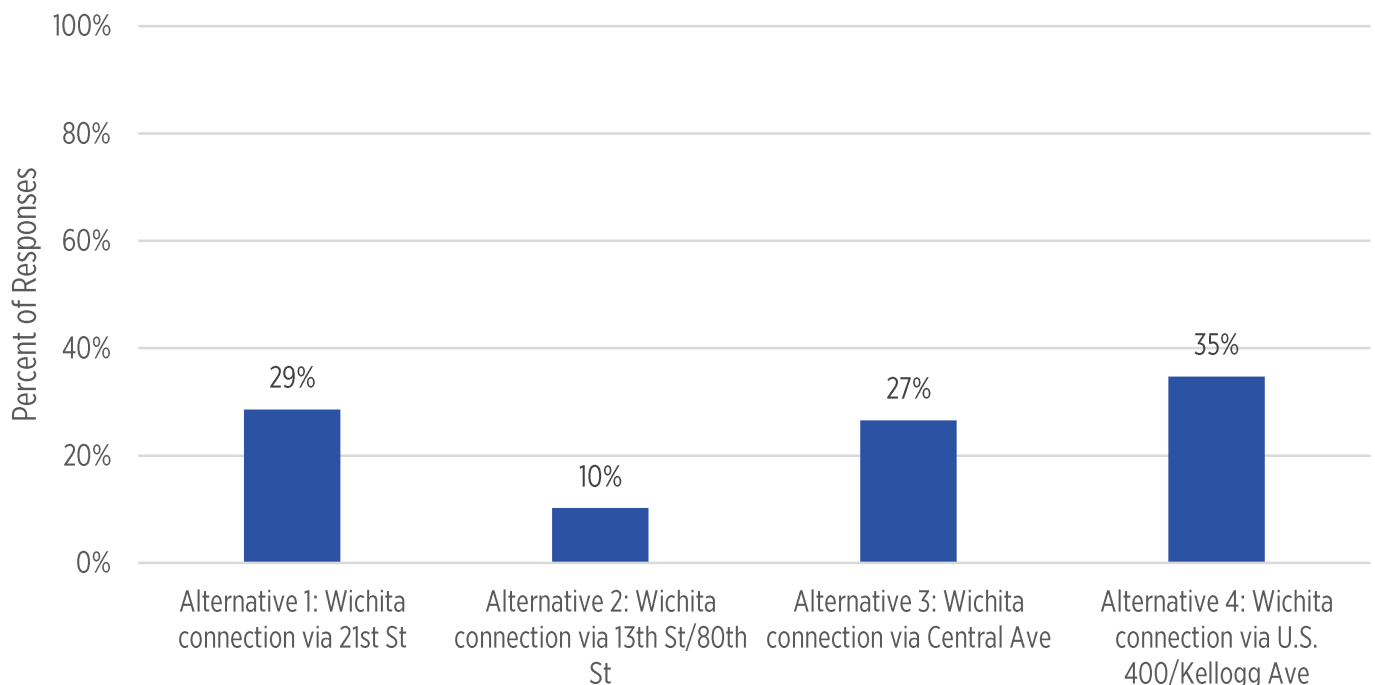
Andover

Four fixed-route alternatives were presented to survey respondents. Alternative 1 was the most preferred by all survey respondents with over one-third of responses, followed by Alternative 4 and Alternative 3. For the respondents who live in Andover, Alternative 4 was the most preferred, followed by Alternative 1. Alternative 2 was the least preferred by both groups.

PREFERENCE FOR ANDOVER ALTERNATIVES (N = 222)

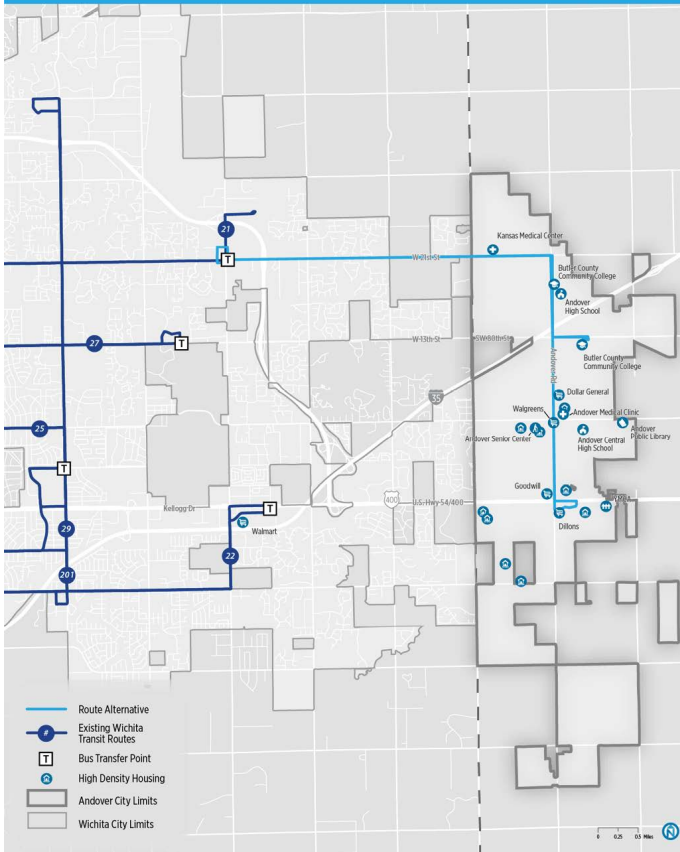


ANDOVER RESIDENTS PREFERENCE FOR ANDOVER ALTERNATIVES (N = 60)

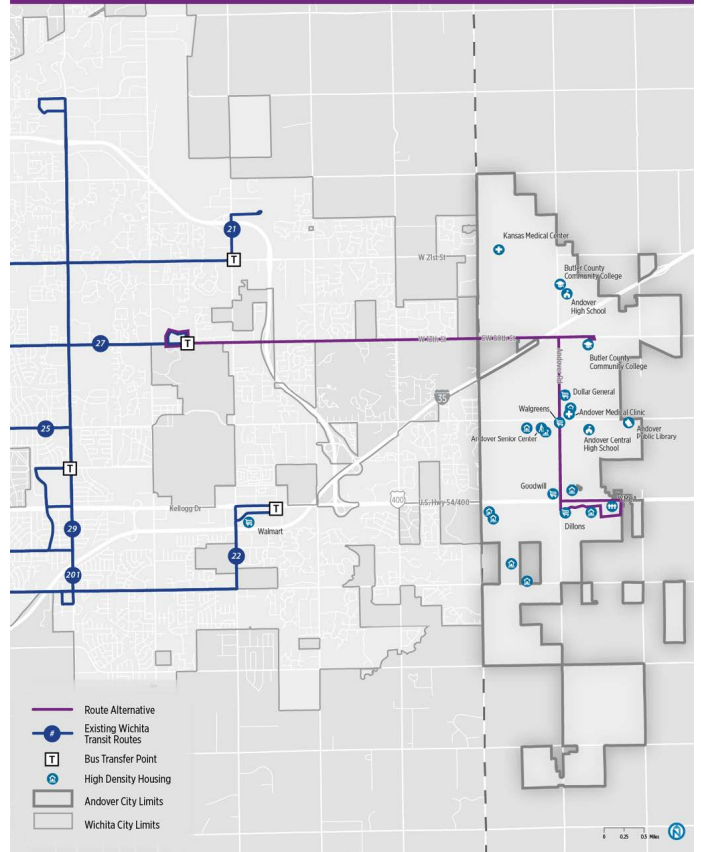


ANDOVER ALTERNATIVE MAPS

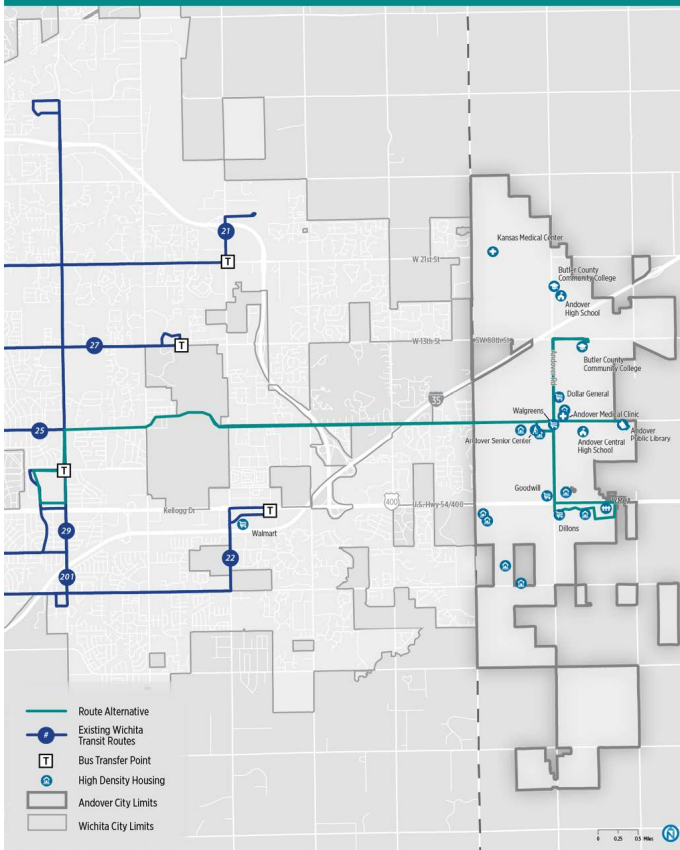
Andover Alternative 1: Wichita connection via 21st St



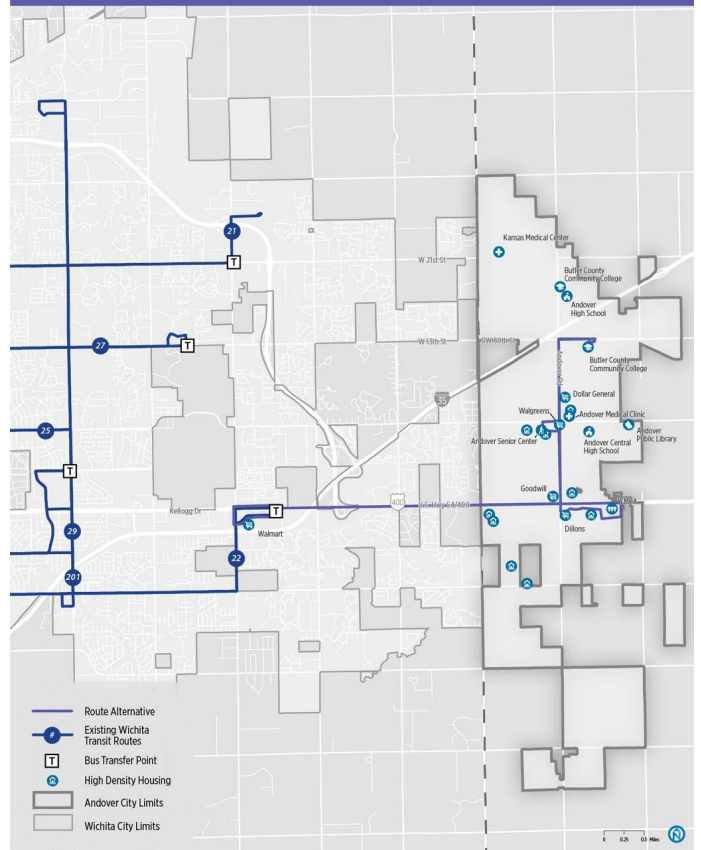
Andover Alternative 2: Wichita connection via 13th St/80th St



Andover Alternative 3: Circulator and Wichita connection via Central Ave



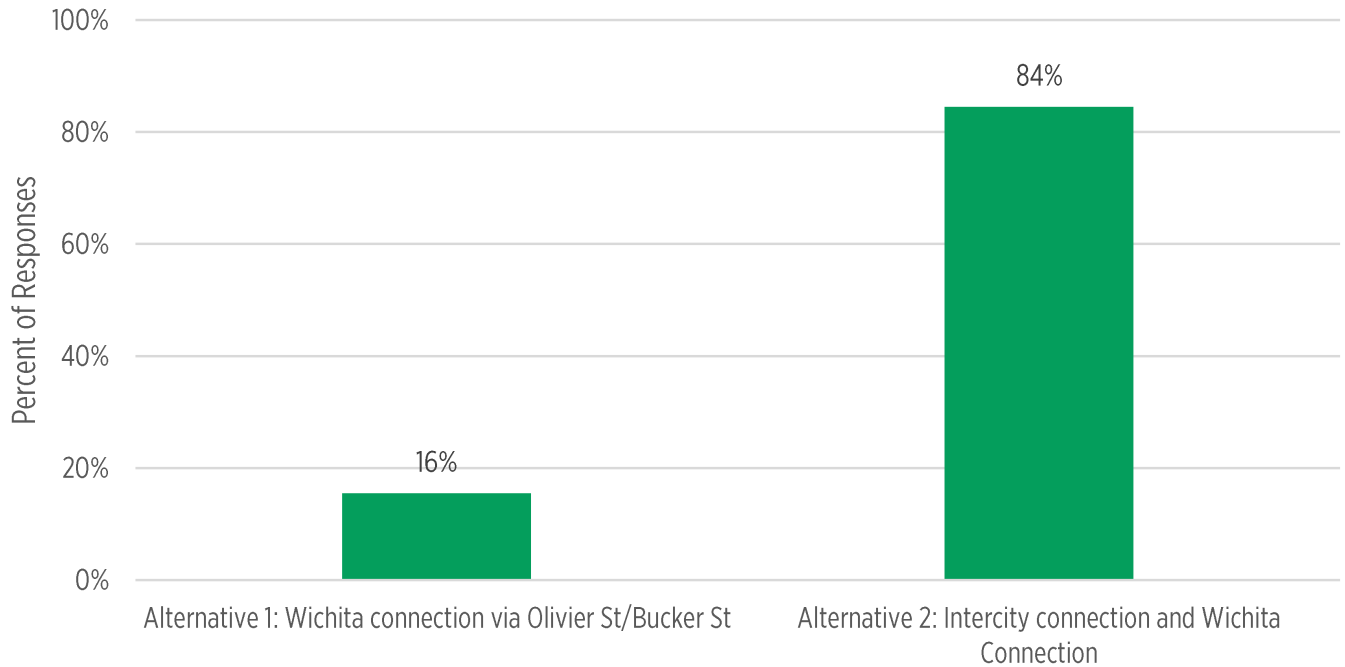
Andover Alternative 4: Wichita connection via U.S. 400/Kellogg Ave



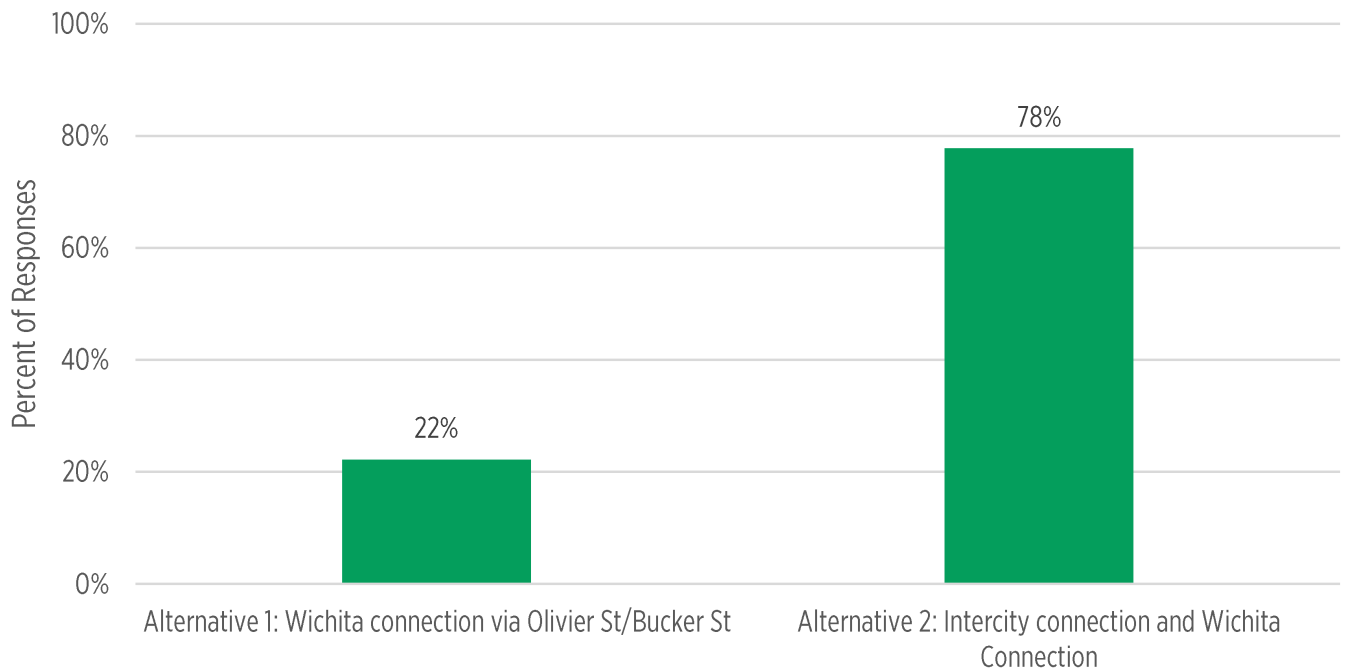
Derby

Two fixed-route alternatives were presented to respondents. The intercity connection between Derby and Haysville was the most preferred option for both all survey respondents and respondents who live in Derby, with 84% and 78%, respectively.

PREFERENCE FOR DERBY ALTERNATIVES (N = 222)



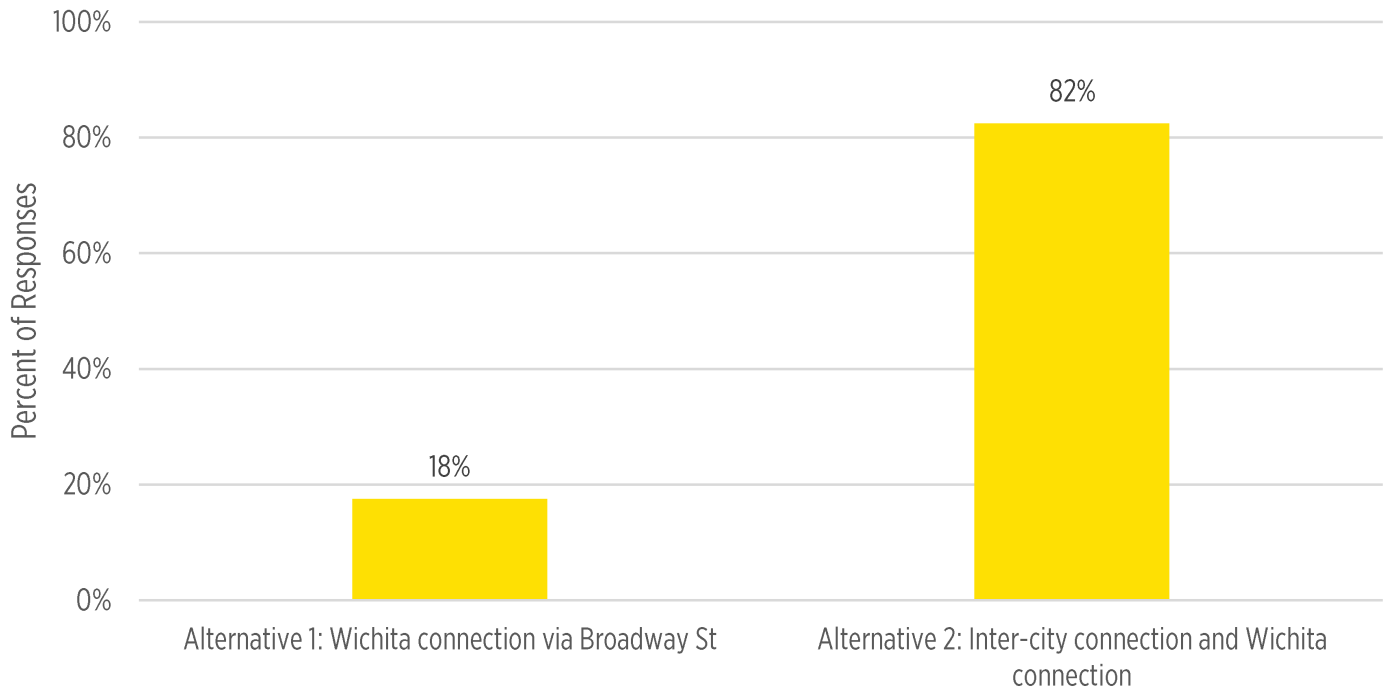
DERBY RESIDENTS PREFERENCE FOR DERBY ALTERNATIVES (N = 19)



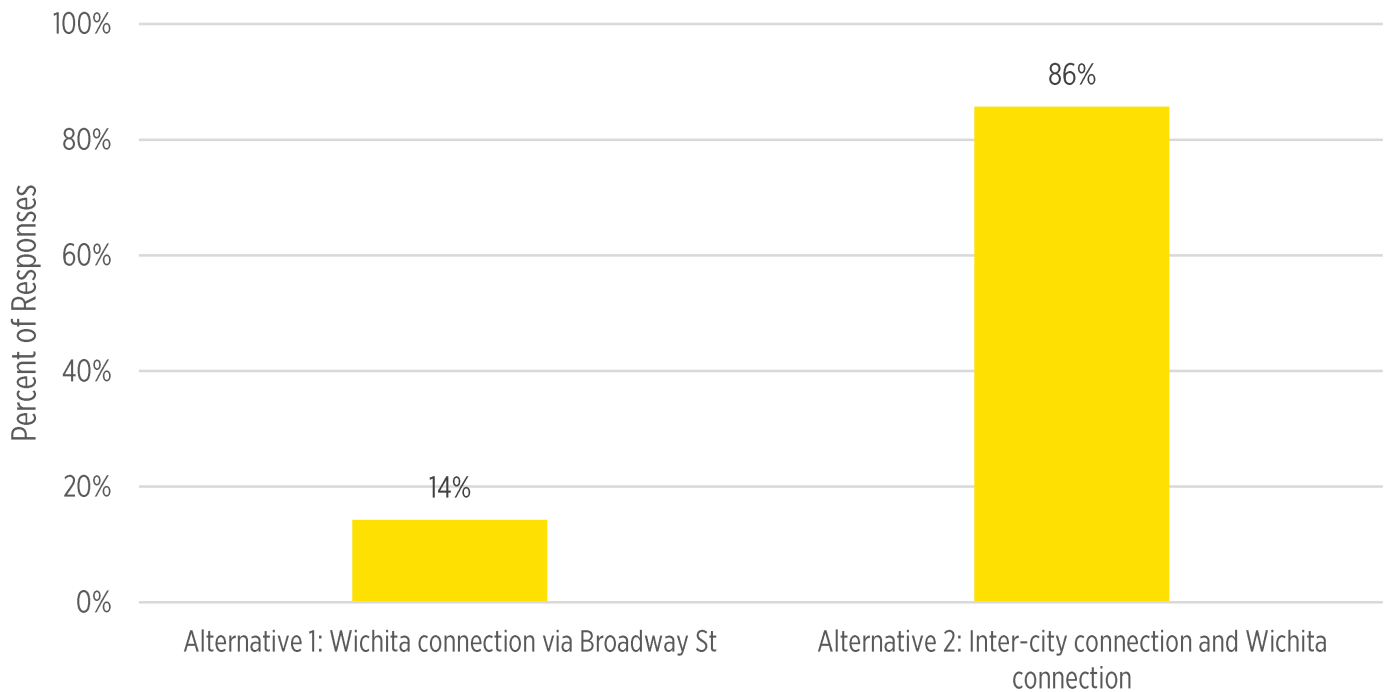
Haysville

Two fixed-route alternatives were presented to respondents. The intercity connection between Derby and Haysville was the most preferred option for both all survey respondents and respondents who live in Haysville, with 82% and 86%, respectively.

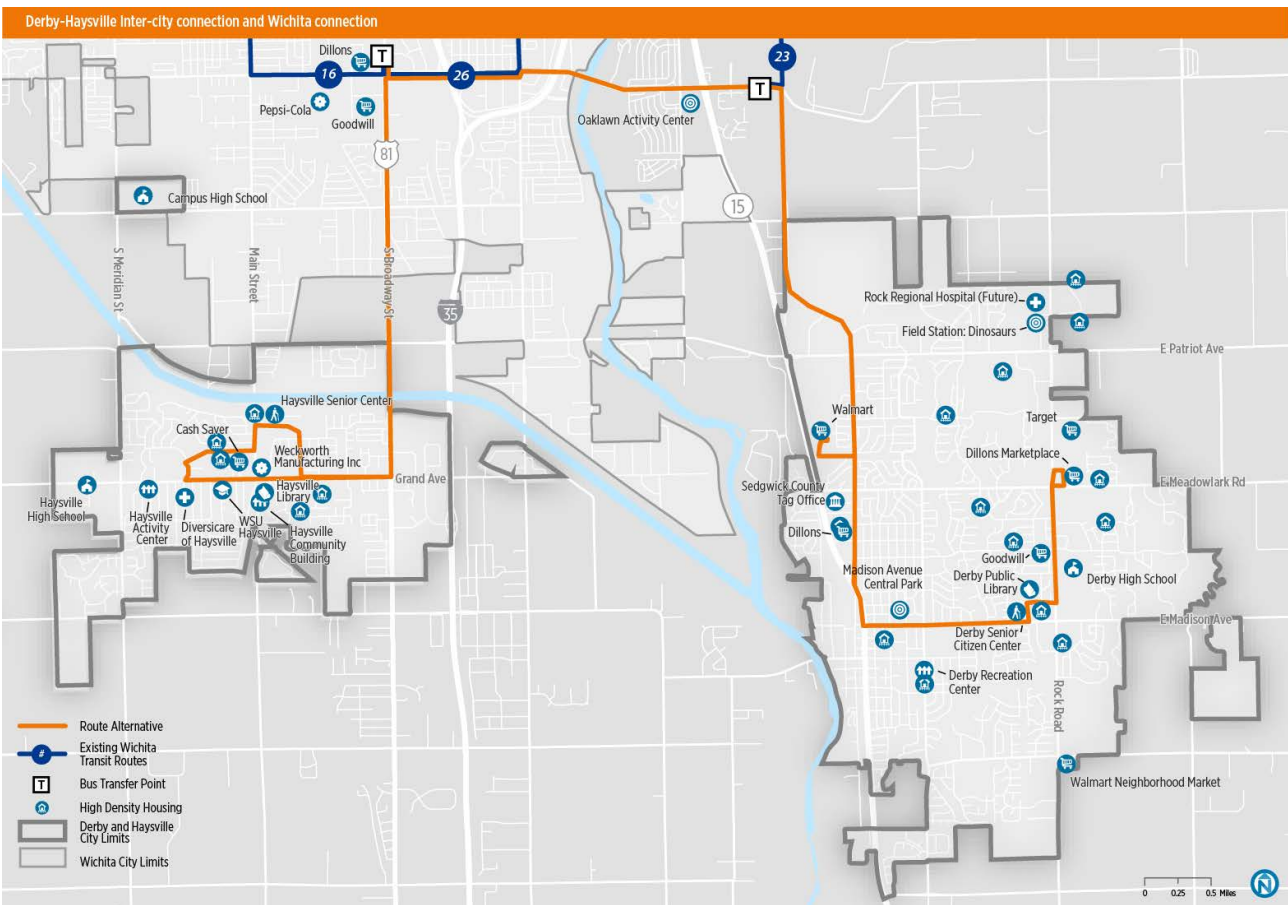
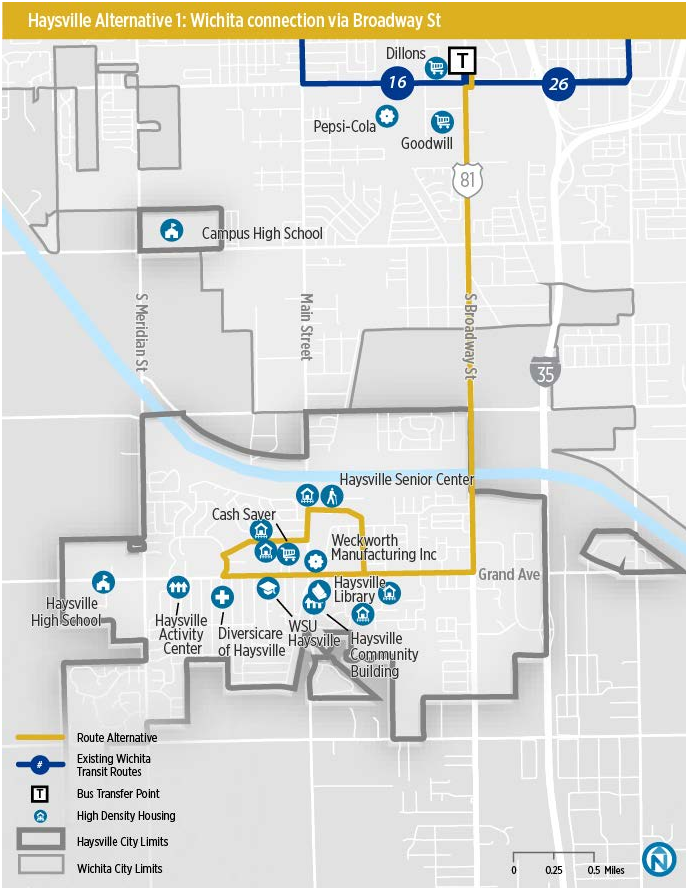
PREFERENCE FOR HAYSVILLE ALTERNATIVES (N = 218)



HAYSVILLE RESIDENT PREFERENCE FOR HAYSVILLE ALTERNATIVES (N = 63)



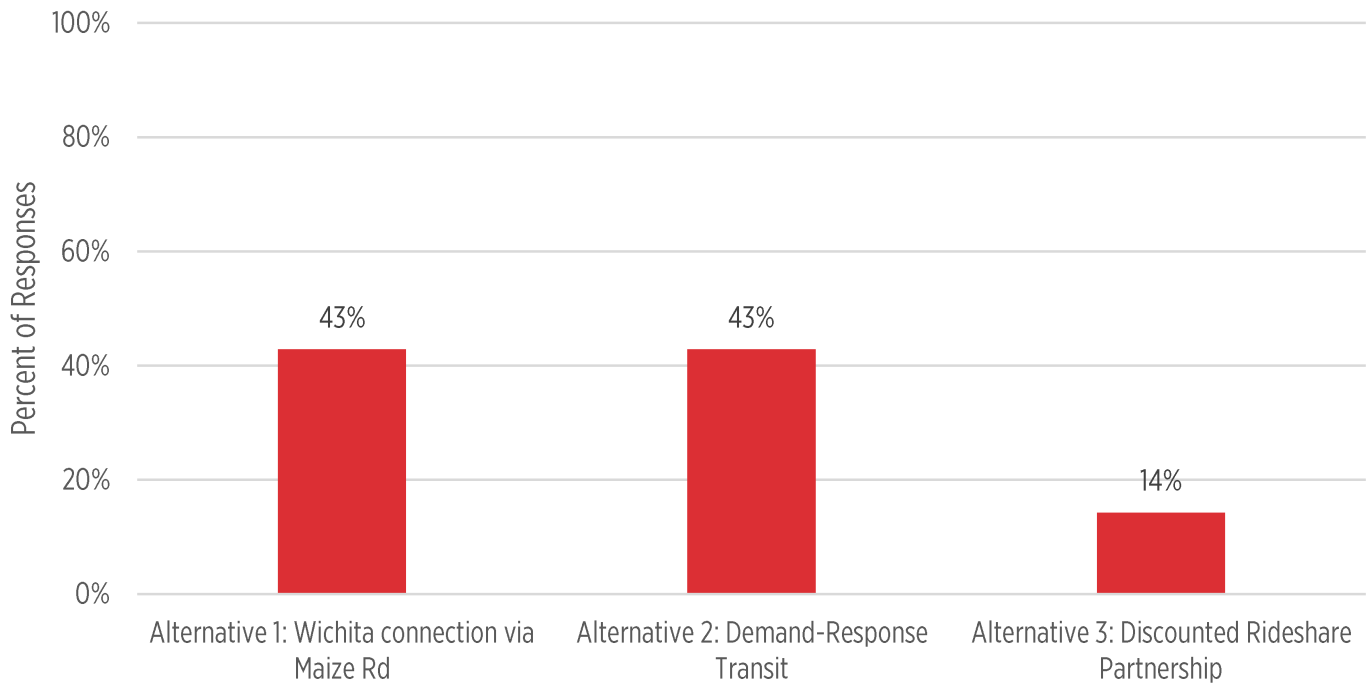
HAYSVILLE ALTERNATIVE MAPS



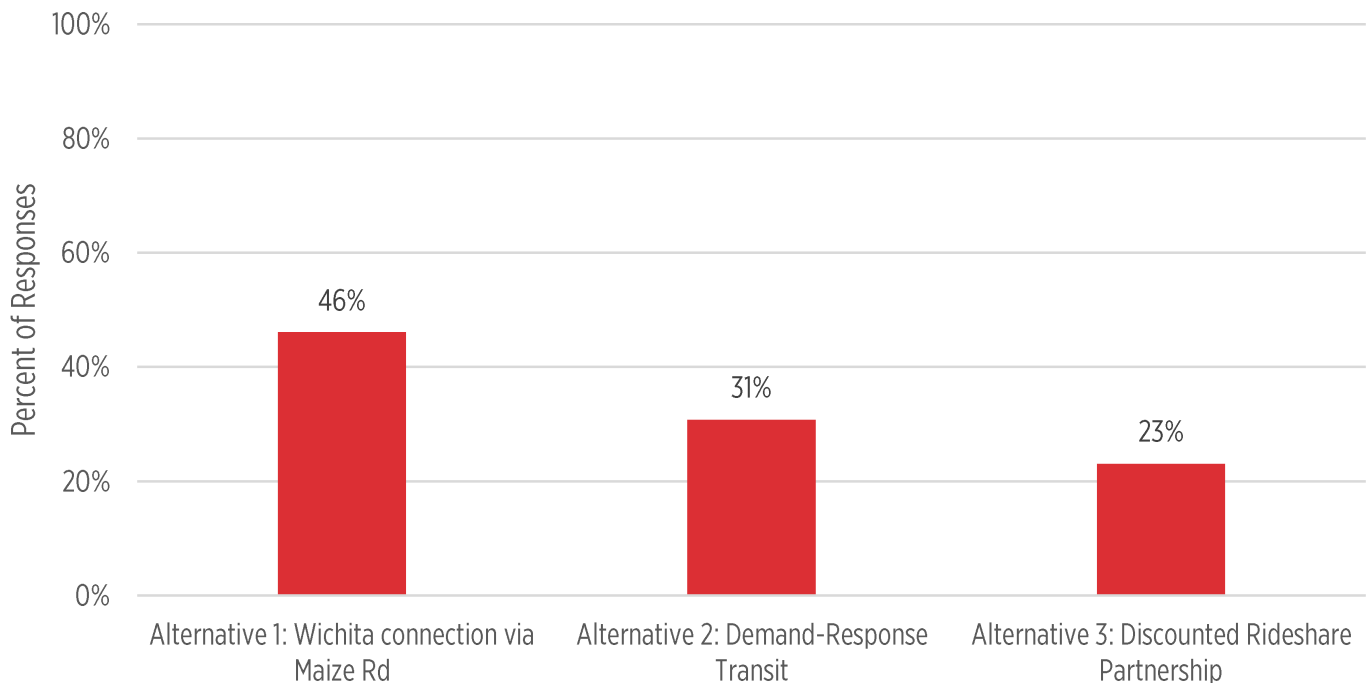
Maize

Three service alternatives were presented to respondents. Alternative 1, the fixed-route option, and Alternative 2, the demand-response option, were equally preferred by all survey respondents. For respondents who live in Maize, Alternative 1, the fixed-route option was the most preferred, with 46% of responses. For both groups, the discounted rideshare partnership was the least preferred alternative.

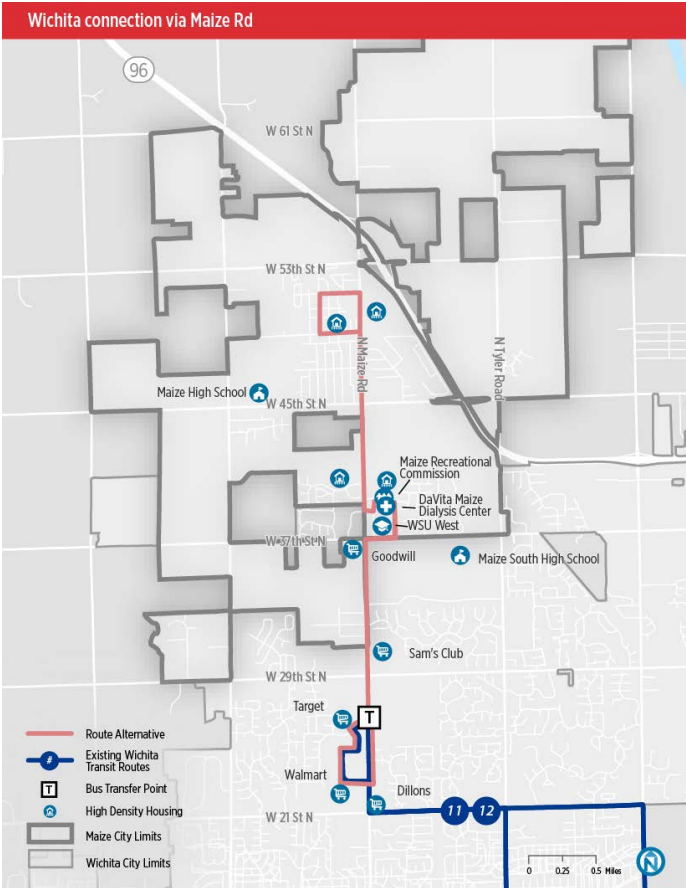
PREFERENCE FOR MAIZE ALTERNATIVES (N = 210)



MAIZE RESIDENT PREFERENCE FOR MAIZE ALTERNATIVES (N = 13)



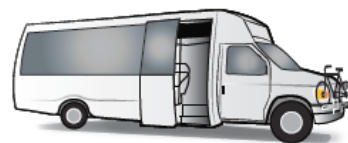
MAIZE ALTERNATIVES



Alternative 2: Demand-Response Transit

Purpose: To provide Maize residents with a general purpose and medical transportation option that connect them to travel destinations in Maize and Wichita, as well as connections to Wichita Transit.

Type of Service	On-Demand
Vehicle Type	14-seat van



Alternative 3: Discounted Rideshare Partnership

Purpose: To provide Maize residents with a flexible transportation option that connect them to travel destinations in Maize and Wichita, as well as connections to Wichita Transit.

Type of Service	Feeder
Vehicle Type	Varies



OPEN-ENDED COMMENTS

Some survey respondents provided open-ended feedback at the conclusion of the survey. This feedback has been divided into four categories:

1. **Support for Transit.** The majority of the open-ended comments elaborated on interest in transit expansion to one of the four cities.
2. **Limited Support for Transit.** Many respondents expressed that they did not need transit service themselves, but it would be good for other residents of their communities.
3. **Against Transit.** Some respondents expressed limited interest for transit, with questions for how transit would function and how it would be paid for. A few respondents expressed opposition to transit.
4. **Request for Improvement.** The final category of open-ended comments included comments and questions about how proposed and current transportation services could be improved to benefit the communities.

SUPPORT FOR TRANSIT

Alternative 2, bringing a connection between Wichita, Derby, and Haysville will help many people reach job opportunities within Wichita.
Am mainly interested in Haysville connection with Wichita.
As someone who lives in Haysville but goes to derby to shop, eat etc alternative number 2 is the best for me and Haysville as a whole. However, I'm sure Derby would rather do alternative 1 as they don't really come to Haysville to eat and shop. So I'm sure alternative number 2 will get most votes but doesn't serve Haysville residents as well. Thanks
dialysis
for dialysis at Maize dialysis
I am able to get to my dialysis treatment, but getting home is a challenge since my husband works during the day. He cannot afford to miss work.
I believe all of these options would be helpful. My sister has dialysis and having another option to get her to treatment in Maize would really help.
I bring my father to dialysis every day- it would be nice to have another option in case I am not able to.
I broke my foot and had to change units because I could no longer drive. I go to Maize dialysis usually, but I moved in with my son to be closer to Northeast dialysis
I have chronic kidney disease and will eventually need dialysis. I live in West Wichita and would prefer the Maize clinic. I do not own a car or have anyone who can get me to dialysis. I am very worried.
I love the idea of connectivity between Haysville, Derby, and Wichita. I can imagine my teen riding to Derby, doing some shopping, getting ice cream and heading home. Hopefully hours will be such as to make this possible. In the same way that the internet has made the world a smaller place, and brought people closer together than ever before, a farther reaching regional transit system can achieve this in a physical sense.
I love the idea of having transit service. It would ease the burden on my residents inside and outside Andover. It would really create a community
I need rides to dialysis in the winter
I think that it is great to connect the cities with bus service.
I would like this as an option to get to dialysis when family is not able to bring me
I would like to go to Maize dialysis but I am not able to get there due to transportation
I would prefer the maize dialysis unit but I cannot get there without public transportation. Private transportation is too much money.
I would use rides to dialysis if they were an option
I would use this to get to my dialysis treatments. It is hard for my family to bring me all of the time. This would be a big help.
Interested in WSU connection. Freedom for teens to travel independently.
Maize is the closest dialysis unit to my house but I cannot get there with transit so I go downtown.
many of my patients would utilize this service to Maize dialysis.
my dialysis clinic is outside of Wichita city limits and transportation is costly
This is really needed!!

This would help many of the dialysis patients at the unit I go to. I am fortunate to have a car, but others don't.
transportation to dialysis in Andover would help my family
Would like to be able to take transit to dialysis

LIMITED SUPPORT FOR TRANSIT

I hope that it doesn't lead to more crimes occurring in the small towns. It would make it easy for criminals to travel to the different towns surrounding Wichita and commit crimes.
Is there really a need for this?
It is unclear the cost of the various rides or if there would be transfer costs associated with connecting to the Wichita transit possibilities. These things would potentially greatly impact the results of your survey.
This is good idea for elderly. However I think it's a waste for others!

AGAINST TRANSIT

I am not comfortable with non-residential people entering the city of maize. I feel this could bring in offenders that could potentially hurt our children, senior citizens and any other resident of maize. I am very uncomfortable with this given i have child that love to ride their bikes to the park and waterpark to plan. This would have me rethinking allowing this.
I do not support any routes to any of the cities especially into Haysville.
I don't want any of it here if it's for the homeless crap take that somewhere else
I personally think it is a waste of money and do not think this service is needed.
If this is due to the homeless tiny house community then I am against this
If this is intended for the homeless community then I say No on this project
Looks like a lot of money will be wasted here.
This looks like a complete waste of money. How many people are going to really use this service.....???? NONE !!!!
Unneeded.
Who pays for this? Why is this needed? Nobody will use this.
Who will pay for these services and their wear and tear on the infrastructure?
Who will pay for these services?
Yes I do we need to forget about it Already been thru this remember Elma Broadfoot when she was mayor these people voted with Their feet and remember at one Time these people did not even Want to play city league teams You have no business even Considering this. You are a city Service meant to serve Wichita Citizens you are not a private Business so you do not need to Involved Wichita in there lives Rennet they voted with their Feet a long time ago
Would paratransit be offered across city limit lines?

REQUEST FOR IMPROVEMENT

<p>Andover Opt 1 could return via Kellogg and include at least 2 other dense housing areas.</p>
<p>Can we address , on-demand, call ins, for Seniors to get to Senior get to Sr. Ctrs in all these cities? Can we address, on demand, call ins, for medical appts?</p>
<p>consider including the new outdoor theatre in Andover and the Dinosaur park in Derby as destinations.</p>
<p>Derby already has a bus service in the city. Why not have them feed into the WT system. Also, fix your own house before adding more guests.</p>
<p>Electric train or trolleys should replace buses</p>
<p>I don't think the cities involved have done a good job of promoting the survey. I live in Andover and heard about it at work in Wichita. I don't think your responses are accurate of the population.</p>
<p>I think it is important to connect the outlying cities with Wichita and each other. Of the options the only ones that do that is to have connecting routes to Wichita and the broadest city-wide coverage in those cities. I saw that Senior Centers were on the routes, I hope that senior residences are as well. Plus, need to make sure there is assessable routes in the food desert areas that connect them to grocery stores. I'd hope the low-income areas of town has easy access to the bus routes.</p>
<p>In derby make a bus stop near 63rd and Rock because of the dinosaur park and hospital</p>
<p>Inter-city connectivity is vital. Every option to improve those connections should be the priority.</p>
<p>It is my opinion that both ride share and van transportation should be provided in all suburbs being considered. This would enable more time availabilities and cost-saving options. Further, it would be easier to provide feedback if bus/shared ride stopping points were indicated on the proposed route maps.</p>
<p>Just incorporate them already.</p>
<p>My comment is that we need to get the buses back on W. 2nd street cause there was a man in his 80's with his teenage grandson that sat in the bus shelter wanting to catch the bus and it was very hot outside that day and he wasn't having an easy time trying to go to Central or Meridian or Maple or West Street in that high heat.</p>
<p>Please consider a route that travels from Haysville to Derby and back for maybe 2-3 days/week.</p>
<p>Should be a Direct Transit route from Haysville to Derby. With the alternate route to Wichita.</p>
<p>Should look at a metro rail service. Large expense yes but would pay for itself and then some.</p>
<p>What about Park and ride facilities to downtown.</p>
<p>When will we consider light rail?</p>
<p>While I selected an alternative for each city, it should be addressed that providing transit service to extremely low-density(sprawled) areas should be discouraged. It only dilutes the service to higher density areas.</p>
<p>Why would you not provide a simple service route loop from in Derby down Rock Road to the major shopping areas as far as 21st street.</p>

PUBLIC OUTREACH

Two rounds for community meetings were held in each of the four study cities.

ROUND ONE

The first round of community meetings included a presentation and posters highlighting key findings of the existing conditions report. The Haysville community meeting was well-attended by regular visitors of the Haysville Senior Center who detailed their specific challenges to accessing basic needs destinations such as grocery stores and medical appointments. Other Haysville residents mentioned the need to provide transportation options to youth and teenagers who are unable to drive, particularly during the summer months. Attendance at the other four cities was considerably lower than in Haysville and mostly consisted of stakeholders representing potential transit users, including college students, medical patients, senior and employees.

Meeting times and locations were:

- Tuesday, June 5, 2018, 9 am to 11 am at the Haysville Senior Center
- Tuesday, June 5, 2018, 1 pm to 3 pm at Maize City Hall
- Wednesday, June 6, 2018, 9 am to 11 am at City Hall in Council Room
- Wednesday, June 6, 2018, 4:30 pm to 6:30 pm at the Andover Central Park Lodge

ROUND TWO

The second round of community meetings included a presentation of initial transit service concepts. Attendance was low at each meeting, however, media coverage was provided by the Derby Informer and KSN-NBC.

Meeting times and locations were:

- Tuesday, July 10, 2018, 9 am to 11 am at the Haysville Senior Center
- Tuesday, July 10, 2018, 4:30 pm to 6:30 pm at the Andover Central Park Lodge
- Wednesday, July 11, 2018, 9 am to 11 am at City Hall in Council Room
- Wednesday, July 11, 2018, 1 pm to 3 pm at Maize City Hall

STAKEHOLDER OUTREACH

Two rounds of stakeholder discussions were held in Wichita in conjunction with public outreach. Each stakeholder meeting consisted of structured conversations regarding transit needs in the cities of Andover, Derby, Haysville and Maize.

ROUND ONE

The first round of stakeholder discussions consisted of two meetings (9am and 3pm) on June 7. The meeting included a presentation highlighting key findings of the existing conditions report. Stakeholders were asked to provide input on the need and demand for transit service in the study communities.

Key comments were as follows:

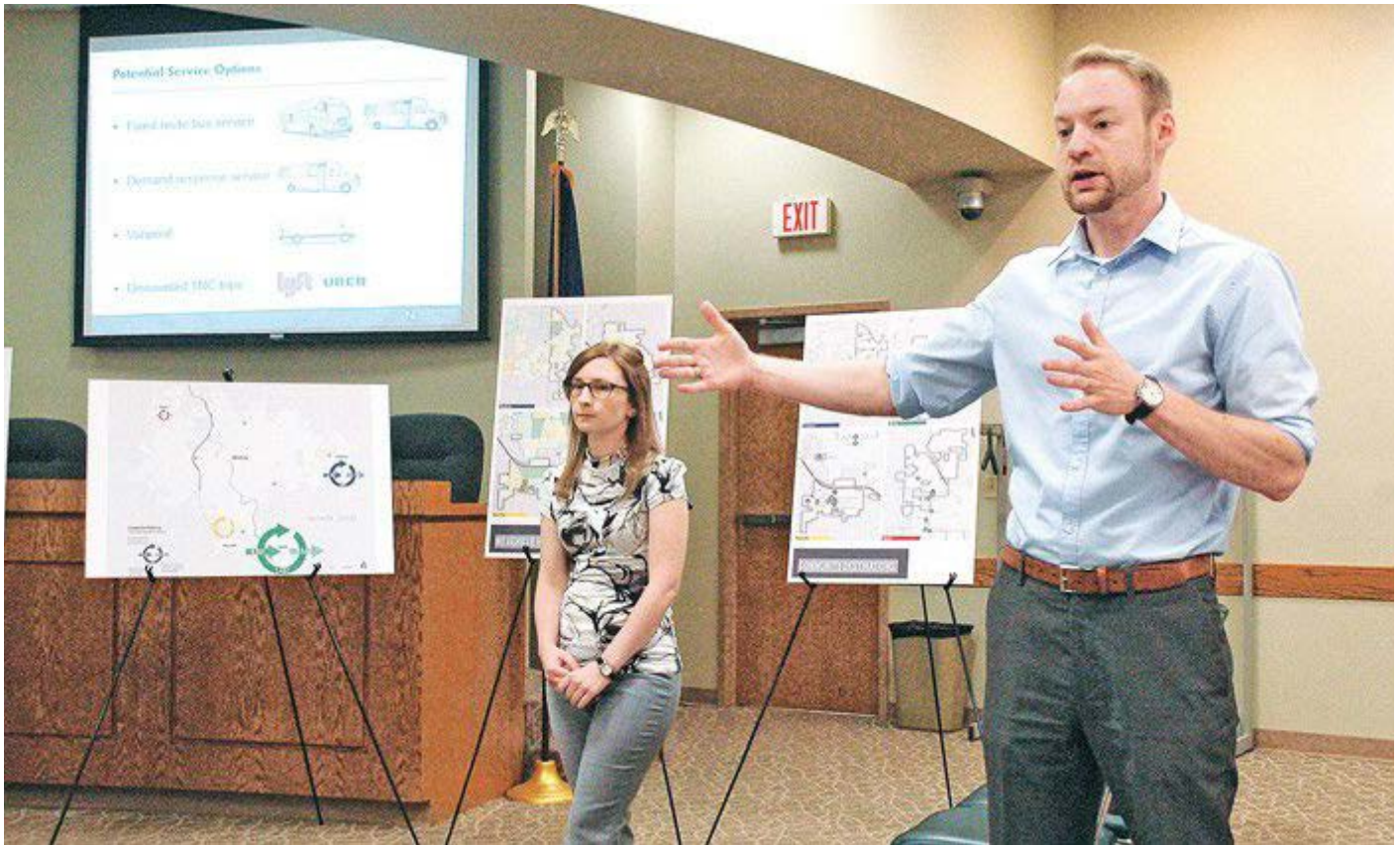
- WSU would like to give students options to get to their campuses.
- Many seniors have difficulties getting to appointments and services they need.
- Qualified workers, particularly in labor-related positions, often do not have vehicles to get to their job location. All alternatives should be considered as buses may not be the solution.
- Students that do not live in Haysville can apply to attend Haysville schools.
- Some wondered if more students would want attend post-secondary schools locally if there were more transit options available them.
- The City of Haysville is interested in moving residents within the city and to other cities.
- One vehicle households with young adult drivers creates a challenge for those that cannot afford an additional vehicle yet still have a need get to different locations.
- In Derby, over 400 units of apartments will be added over the next 3 years.
- Spirit AeroSystems is adding jobs, increasing the number of residents traveling outside the community to employment.
- Rock Regional will generate additional doctor's offices opening in the vicinity, becoming more of a regional medical center.
- DaVita Dialysis has five centers that each treat about 100 patients week; a majority of their patients are from Wichita. They have capacity at each facility treat more patients but patients cannot get to centers for care. Their current strategy is to provide a list of cab companies for patients but the up-charges for crossing county lines and city limits often make this cost-prohibitive.
- The region is growing faster in 65+ age groups and especially 85+, partly because of access to medical facilities. The need for medical care will continue to grow.

ROUND TWO

The second round of stakeholder discussions consisted of two meetings (9am and 3pm) on July 12. The meeting included a presentation of initial transit service concepts, which were well received by stakeholders. Stakeholders also asked for clarifying questions regarding route alignments, bus stop locations, vehicle types, cost, travel time, and complimentary paratransit.

ATTENDED	DID NOT ATTEND
BUTLER COUNTY COMMUNITY COLLEGE	ANDOVER AREA CHAMBER OF COMMERCE
BUTLER COUNTY TRANSIT PROGRAM	ANDOVER CENTRAL PARK USERS
CITY OF HAYSVILLE	ANDOVER PUBLIC LIBRARY
CITY OF MAIZE	ANDOVER USD 385
CITY OF DERBY	ANDOVER YMCA
DAVITA DIALYSIS CENTER	CANDOR HEALTHCARE
DERBY SENIOR CENTER	CARING HEARTS
GREAT WICHITA PARTNERSHIP	DERBY CHAMBER OF COMMERCE
MOXI JUNCTION	DERBY PUBLIC LIBRARY
WAMPO	DERBY RECREATION COMMISSION
WICHITA STATE UNIVERSITY	DERBY USD 260
WSU HAYSVILLE	DILLON'S GROCERY (K-15)
ROCK REGIONAL HOSPITAL	FIELD STATION DINOSAURS
DERBY SCHOOLS	KANSAS MEDICAL CENTER
HAYSVILLE SENIOR CENTER	KOHL'S (DERBY)
HAYSVILLE USD 261	LOWES (DERBY)
VISIT WICHITA	MAIZE BUSINESS ASSOCIATION
HAYSVILLE CHAMBER OF COMMERCE	MAIZE RECREATION COMMISSION
REGIONAL ECONOMIC AREA PARTNERSHIP	MAIZE USD 266
SEDGWICK COUNTY	SENIOR BOARD
	SHERWIN-WILLIAMS MANUFACTURING PLANT EMPLOYEES
	TARGET (DERBY)
	WAL-MART SUPERCENTER (DERBY)
	WECKWORTH MANUFACTURING EMPLOYEES
	WORKFORCE ALLIANCE OF SOUTH CENTRAL KANSAS

DERBY COMMUNITY MEETING



SOURCE: J.P. Weigand



04

IMPLEMENTATION



**SHORT-TERM
MID-TERM
LONG-TERM**

SHORT-TERM RECOMMENDATIONS

HAYSVILLE - WICHITA - DERBY CONNECTION

A comprehensive analysis of population and employment characteristics revealed that the City of Derby demonstrates sufficient demand for fixed-route transit service. Ridership trends for Derby Dash service also indicate that the service is approaching capacity.

Haysville residents and stakeholders showed the strongest interest and desire for fixed-route transit service of the four cities included in the Study. Socio-economic conditions, limited demand-response transportation options and proximity to employment destinations in Wichita and Derby also support the consideration of fixed-route service in Haysville.

Based on these findings, it is highly recommended that Wichita Transit establish a partnership with the cities of Haysville and Derby, as well as Sedgwick County to implement an intercity route connecting the respective areas. The proposed route would accommodate several trip types (employment, education, medical, shopping, recreation, etc.) and re-introduce bus service to the Oaklawn neighborhood in unincorporated Sedgwick County.

Service Description

The recommended route would primarily operate along Grand Avenue and Broadway in Haysville; Broadway and E 47th Street in Wichita and unincorporated Sedgwick County; and Buckner Street, Madison Avenue, and Rock Road in Derby. The recommended alignment would also include a short terminal loop within the city Haysville city limits and a deviation to Walmart Supercenter in Derby. The route would have a round-trip length of 16 miles and a cycle time of 120 minutes.

Days and hours of operation should initially be comparable to other Wichita Transit routes to facilitate connections. Fare pricing and policies should also be consistent with Wichita Transit. Initially, the route should operate at a 120-minute headway. A review of trip and stop-level ridership for the route should be conducted every six months after implementation. Once ridership productivity surpasses an acceptable level (approximately 8-10 riders per service hour), the headway should be improved to 60 minutes. The appropriate vehicle type for the recommended route is a cutaway van with a seating capacity of 15-20. Potential long-term service modifications include a high-capacity vehicle and interlining with other Wichita Transit routes.

SERVICE PROFILE

SERVICE LEVEL	SERVICE SPAN	HEADWAY	VEHICLES	ANNUAL HOURS ¹	ESTIMATED ANNUAL COST ²
WEEKDAY	6:00 A.M. - 7:00 P.M.	120	1	3,276	\$287,371
SATURDAY	7:00 A.M. - 6:00 P.M.	120	1	572	\$50,176
TOTAL				3,848	\$337,547

¹ Does not include ADA complimentary paratransit hours.

² Does not include ADA complimentary paratransit costs.

POTENTIAL OPERATING FUNDING BREAKDOWN

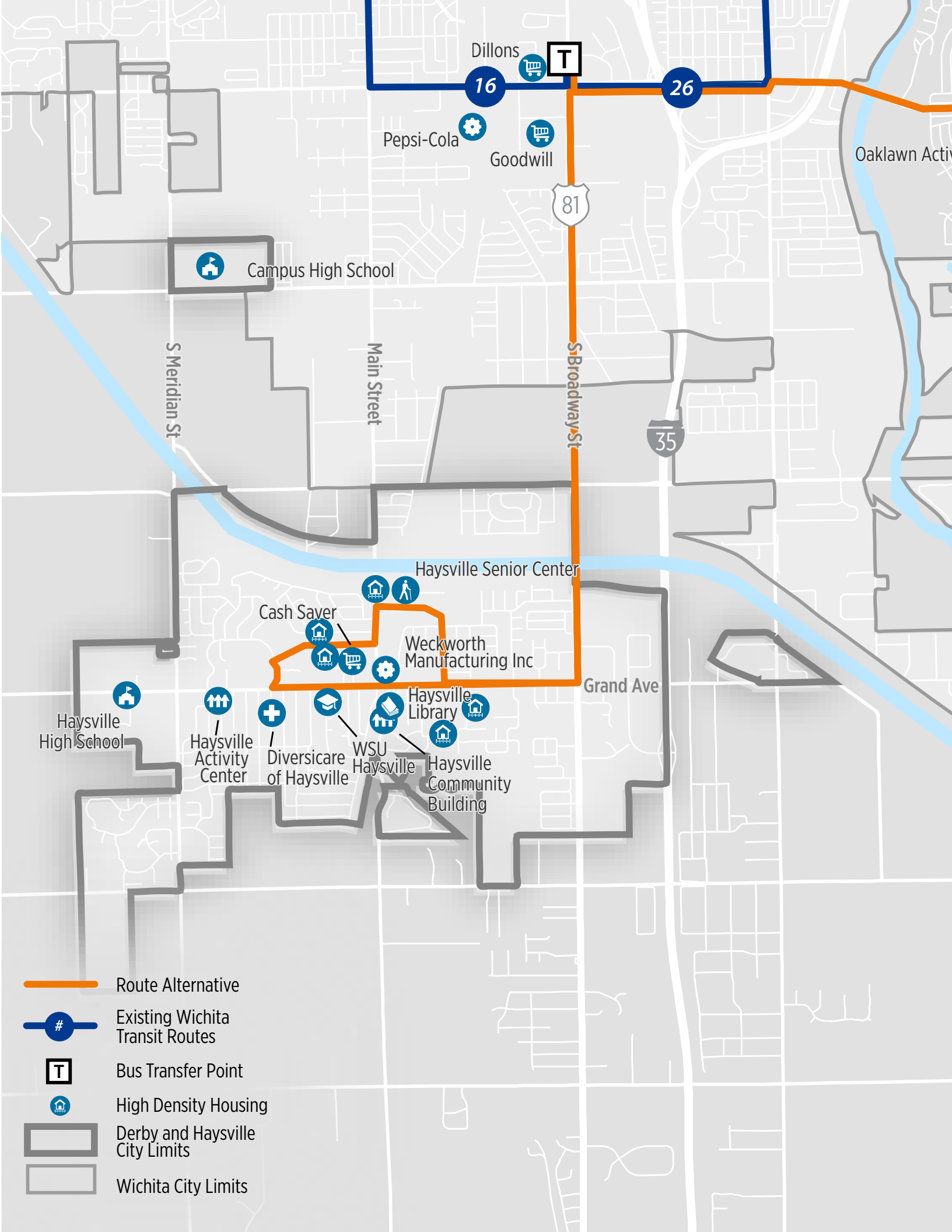
SOURCE/PARTNER	SHARE	ANNUAL COST
FTA 5307 FORMULA FUNDING (WICHITA TRANSIT)	40%	\$135,019
FARE REVENUE	10%	\$33,755
CITY OF DERBY	15%	\$50,632
CITY OF HAYSVILLE	15%	\$50,632
SEDGWICK COUNTY	15%	\$50,632
WSU HAYSVILLE	5%	\$16,877
TOTAL	100%	\$337,547

Capital Needs

The recommended route would require one 14-passenger cutaway van, which has a typical useful life of 4 years and costs approximately \$80,000, 80% of which is eligible for FTA 5307 formula funding. The remaining 20% of the cost would require a local match.

Complimentary Paratransit

The Americans with Disabilities Act (ADA) requires complimentary paratransit service for areas within $\frac{3}{4}$ mile of fixed-route public transit service. The Derby Dash would fulfill this requirement under the City of Derby's current policy, which makes the on-demand service available to all residents within city limits. Under this scenario, which assumes some existing Derby Dash would opt to take fixed-route instead of demand-response service, Wichita Transit would provide complimentary paratransit within the City of Haysville and unincorporated Sedgwick County, both of whom would share the cost on a per trip basis.



Dillons



16

26

Pepsi-Cola

Goodwill



Oaklawn Activ



Campus High School

S Meridian St

Main Street

S Broadway St



Haysville Senior Center

Cash Saver

Weckworth Manufacturing Inc

Grand Ave

Haysville High School

Haysville Activity Center

Diversicare of Haysville

WSU Haysville

Haysville Library

Haysville Community Building

Route Alternative

Existing Wichita Transit Routes

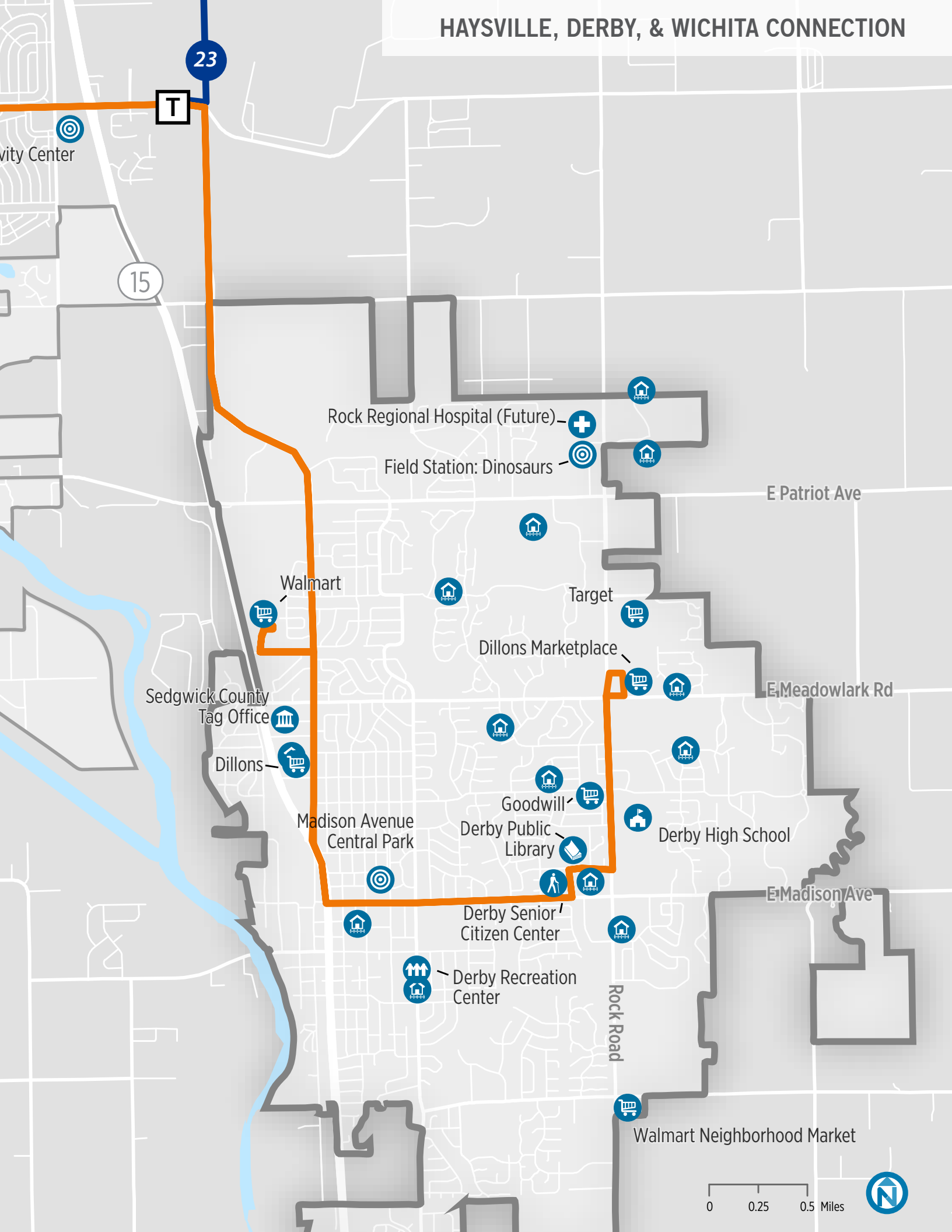
Bus Transfer Point

High Density Housing

Derby and Haysville City Limits

Wichita City Limits

HAYSVILLE, DERBY, & WICHITA CONNECTION



23

T

15

Community Center

Rock Regional Hospital (Future)

Field Station: Dinosaurs

E Patriot Ave

Walmart

Target

Dillons Marketplace

E Meadowlark Rd

Sedgwick County Tag Office

Dillons

Madison Avenue Central Park

Derby Public Library

Derby High School

E Madison Ave

Derby Senior Citizen Center

Derby Recreation Center

Rock Road

Walmart Neighborhood Market

0 0.25 0.5 Miles



MID-TERM RECOMMENDATIONS

ANDOVER - WICHITA CONNECTION

While the market analysis and community engagement phases of the study did not indicate a significant demand or interest in fixed-route service within the City of Andover, future population growth and increased reverse commute employment may prompt further investigation and consideration for transit service.

Service Description

Four route concepts connecting the cities of Andover and Wichita were presented to the community and three were evenly preferred. Each route concept provides a unique set of advantages and disadvantages:

- The 21st Street option would serve a 3-mile segment of Andover Road and provide a direct connection with Wichita Transit Route 21, which serves Wichita State University.
- The Central Avenue option would only serve 600-foot segment of Andover Road and miss potential key local destinations such as Butler Community College and Dillon's Marketplace. However, it would serve Towne East Square shopping mall and connect with three Wichita Transit routes (25, 29, and 201).
- U.S. 400 option would serve a 2-mile segment of Andover Road and have sufficient time to also serve the Andover YMCA.

A robust community engagement effort targeting Andover residents, employees and students would be necessary prior to selecting a preferred alignment. Regardless of the route alignment option, days and hours of operation should be comparable to other Wichita Transit routes to facilitate connections. All three route concepts would have a round-trip cycle time and headway of 60 minutes.

The appropriate vehicle type for the recommended route is a cutaway van with a seating capacity of 15-20. Potential long-term service modifications include a high-capacity vehicle and interlining with other Wichita Transit routes. Fare pricing and policies should also be consistent with Wichita Transit.

SERVICE PROFILE

SERVICE LEVEL	SERVICE SPAN	HEADWAY	VEHICLES	ANNUAL HOURS ³	ESTIMATED ANNUAL COST ⁴
WEEKDAY	6:00 A.M. - 7:00 P.M.	120	1	3,276	\$287,371
SATURDAY	7:00 A.M. - 6:00 P.M.	120	1	572	\$50,176
TOTAL				3,848	\$337,547

³ Does not include ADA complimentary paratransit hours.

⁴ Does not include ADA complimentary paratransit costs.

POTENTIAL OPERATING FUND BREAKDOWN

SOURCE/PARTNER	SHARE	ANNUAL COST
FTA 5307 FORMULA FUNDING (WICHITA TRANSIT)	50%	\$168,773
FARE REVENUE	10%	\$33,755
CITY OF ANDOVER	20%	\$67,509
BUTLER COUNTY TRANSIT	15%	\$50,632
BUTLER COUNTY COMMUNITY COLLEGE	5%	\$16,877
TOTAL	100%	\$337,547

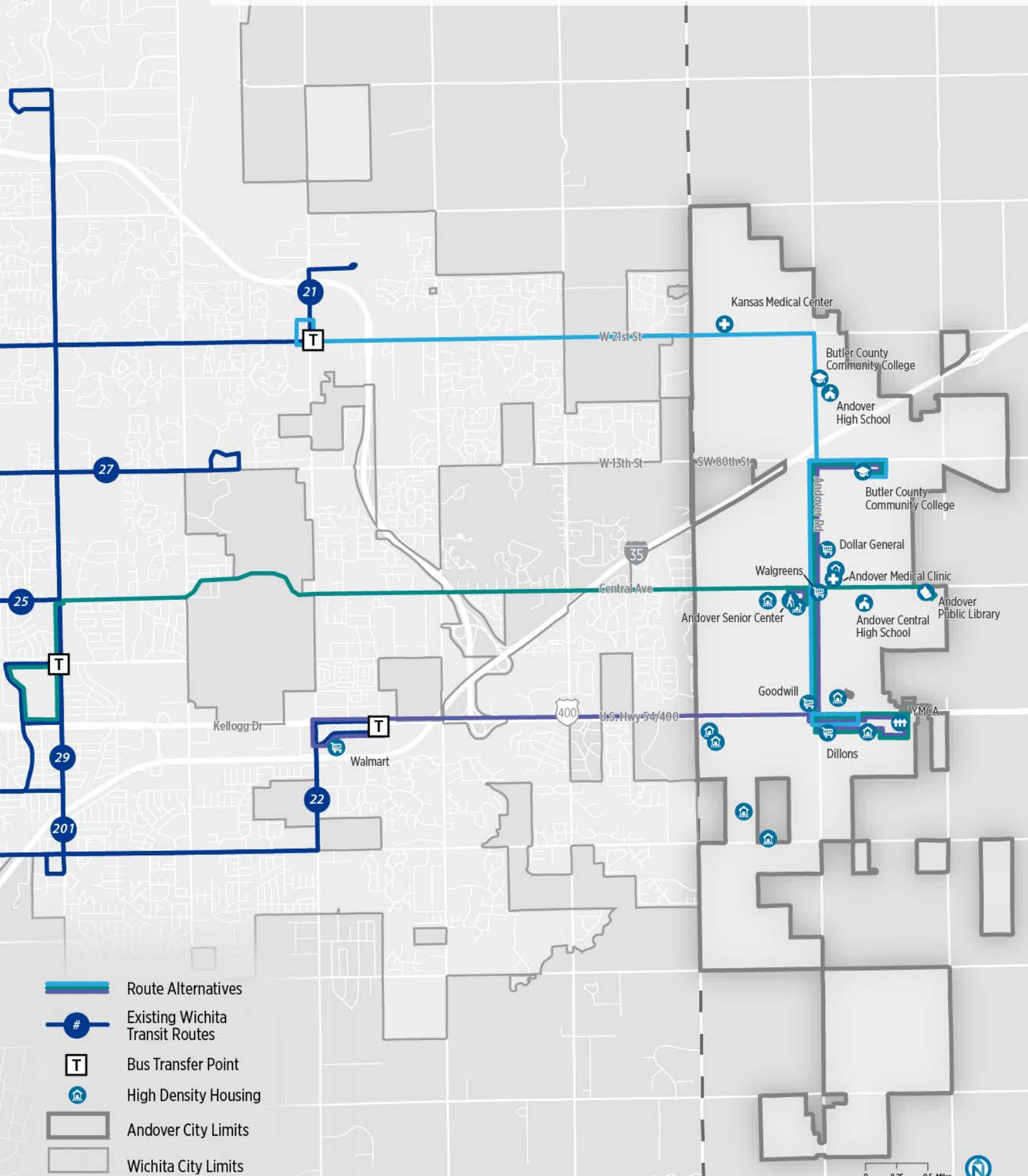
Capital Needs

The recommended route would require one 14-passenger cutaway van, which has a typical useful life of 4 years and costs approximately \$80,000, 80% of which is eligible for FTA 5307 formula funding. The remaining 20% of the cost would require a local match. Each route options would also require 25-40 bus stops and 2-5 shelters at anticipated key stops

Complimentary Paratransit

The Americans with Disabilities Act (ADA) requires complimentary paratransit service for areas within $\frac{3}{4}$ mile of fixed-route public transit service. Butler County Transit could dedicate more resources to demand-response service between Andover and Wichita if fixed-route service transported current Butler County Transit riders destined to Wichita.

ANDOVER ALTERNATIVES: WICHITA CONNECTION VIA 21ST, 13TH/80TH, OR U.S. 400



LONG-TERM RECOMMENDATIONS

MAIZE - WICHITA CONNECTION

The City of Maize currently has insufficient total population and employment to support fixed-route transit service or city-wide demand response service. Transit demand should be re-evaluated in at least five years. The City of Maize should also direct high-density residential development and mixed-use projects along Maize Road, which is the most logical candidate for fixed-route bus service. Citywide demand-response service may also be considered within the City of Maize as medical trips and densities increase.

Any future fixed-route bus service in the City of Maize should be comparable to other Wichita Transit routes to facilitate connections. Citywide demand-response service in the absence of fixed-route service could operate with a shorter span. The appropriate vehicle type for either option is a cutaway van with a seating capacity of 15-20.

SERVICE PROFILE

SERVICE OPTION	SERVICE SPAN	HEADWAY	VEHICLES	ANNUAL HOURS ⁵	ESTIMATED ANNUAL COST ⁶
FIXED-ROUTE	6:00 A.M. - 7:00 P.M.	60	1	3,276	\$287,371
DEMAND-RESPONSE	8:00 A.M. - 5:00 P.M.	-	1	2,268	\$185,273

POTENTIAL OPERATING FUND BREAKDOWN

SOURCE/PARTNER	SHARE	FIXED-ROUTE ANNUAL COST	DEMAND-RESPONSE ANNUAL COST
FTA 5307 FORMULA FUNDING (WICHITA TRANSIT)	50%	\$143,685.36	\$92,636.46
FARE REVENUE	10%	\$28,737.07	\$18,527.29
CITY OF MAIZE	20%	\$57,474.14	\$37,054.58
SEDGWICK COUNTY	20%	\$57,474.14	\$37,054.58
TOTAL	100%	\$287,371	\$185,273

Capital Needs

The recommended route would require one 14-passenger cutaway van, which has a typical useful life of 4 years and costs approximately \$80,000, 80% of which is eligible for FTA 5307 formula funding. The remaining 20% of the cost would require a local match.

Complimentary Paratransit

The Americans with Disabilities Act (ADA) requires complimentary paratransit service for areas within ¾ mile of fixed-route public transit service. Butler County Transit could dedicate more resources to demand-response service between Maize and Wichita if fixed-route service transported current Butler County Transit riders destined to Wichita.

⁵ Does not include ADA complimentary paratransit hours.
⁶ Does not include ADA complimentary paratransit costs.

MAIZE-WICHITA CONNECTION VIA MAIZE RD

