

Introduction

This Regional Transit Implementation Plan was conducted on behalf of the Wichita Area Metropolitan Planning Organization (WAMPO) starting in 2023 and concluding in 2025. The plan evaluates and recommends transit alternatives that most effectively serve the needs of WAMPO area residents.

WAMPO Region and Study Area

WAMPO is the Metropolitan Planning Organization (MPO) for the Wichita metropolitan region. MPOs are federally required regional policy bodies in urbanized areas with populations over 50,000. MPOs recognize the critical links between transportation and other societal goals such as economic health, air quality, social equity, environmental resource stewardship, and overall quality of life.

WAMPO is responsible, in cooperation with the State of Kansas and Wichita Transit, for carrying out the metropolitan transportation planning process in its planning area, which includes all of Sedgwick County, as well as parts of Butler and Sumner Counties (encompassing the cities of Andover, Rose Hill, and Mulvane). Altogether, the planning area contains 22 cities and a total population of 547,230 as of the 2020 Decennial Census. Not all of these cities and residents are currently served by public transit providers.

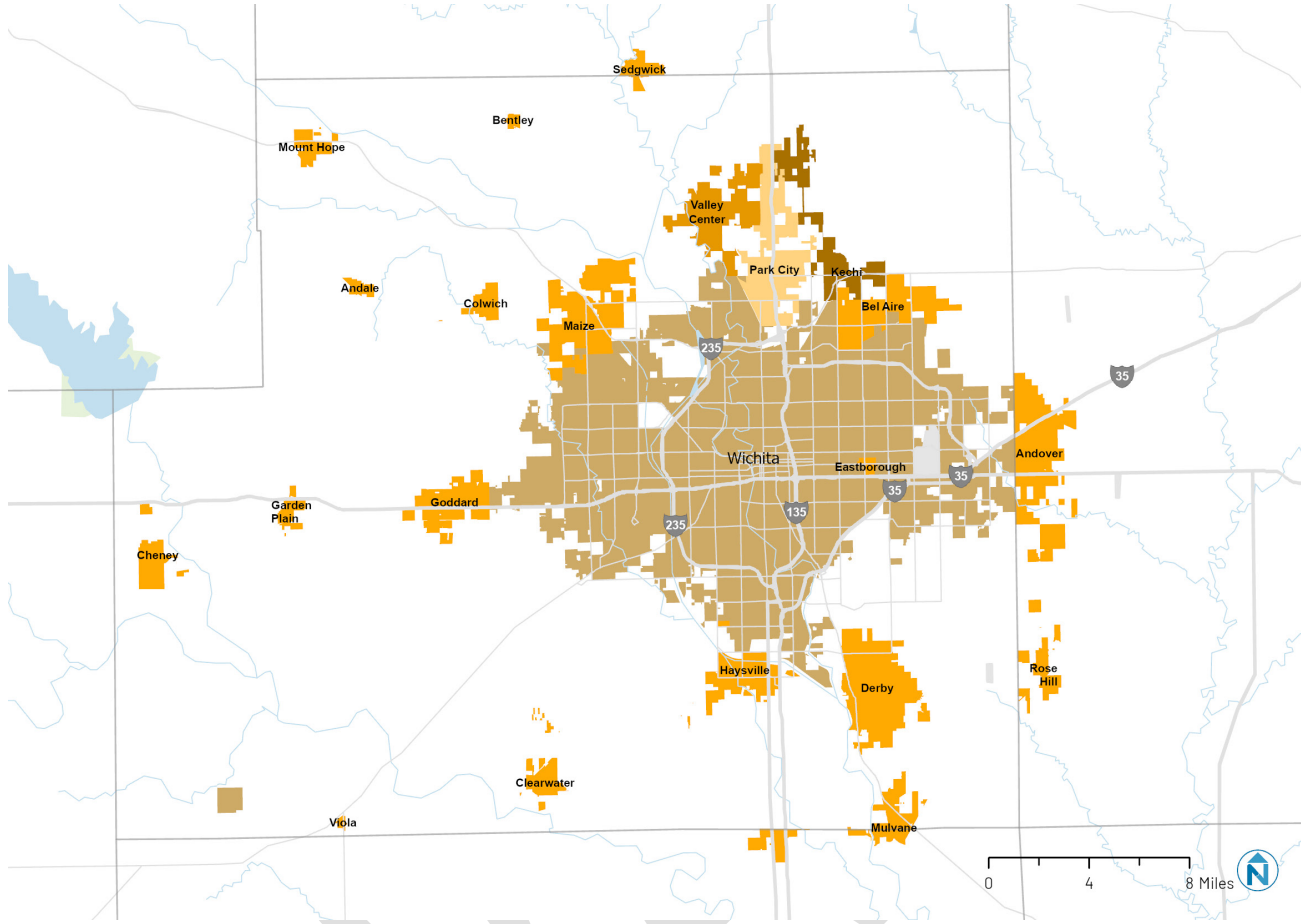
The WAMPO region and communities covered by the study are listed below and shown on the map in Figure 1.

- Andale
- Andover
- Bel Aire
- Bentley
- Cheney
- Clearwater
- Colwich
- Derby
- Eastborough
- Garden Plain
- Goddard
- Haysville
- Kechi
- Maize
- Mount Hope
- Mulvane
- Park City
- Rose Hill
- Sedgwick
- Valley Center
- Viola
- Wichita

Project Team

The project was led by WAMPO's Executive Director, Transportation Planner, and additional staff. SRF Consulting Group supported plan development. Oversight was provided by a stakeholders' committee that included elected officials and staff from WAMPO jurisdictions.

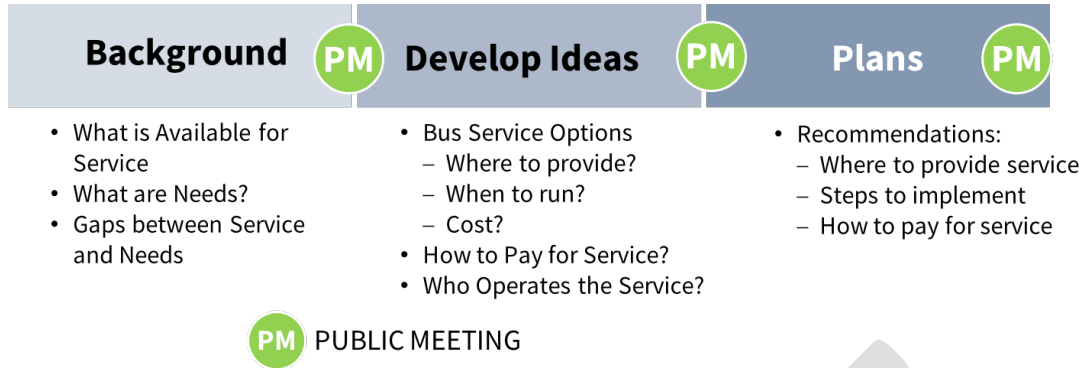
Figure 1. WAMPO Regional Transit Implementation Plan Study Area



Approach

The Regional Transit Implementation study was organized into three distinct phases, which are highlighted in Figure 2. The process followed allows analysis and input from a diverse audience to be incorporated into decision-making. Integrated into each phase, or step, of the planning process were opportunities for gathering input from stakeholders including current service users, potential riders of new service ideas, representatives from each of the jurisdictions in the region, employers and the general public. Through each step, the team worked through questions critical to defining current and future needs; opportunities to fill needs/gaps; and the details of how to start-up, pay for, and manage new services in the region.

Figure 2. Regional Transit Implementation Plan Phases/Focus



Regional Transit Implementation Plan Goals

The final study recommendations were developed by identifying key study goals during the early phases of stakeholder engagement, then evaluating different service concepts that addressed one or more of those goals. One of the initial tasks in completing the plan was to work with stakeholders from each of the WAMPO region jurisdictions to document the range of strengths, weaknesses, opportunities, and threats across the region. As there is substantial diversity in need and opportunities, the approach of gathering early input from a range of participants was critical. Input integrated into the process came from:

- A community survey administered early in the process to gather input from interested general public stakeholders.
- A workshop where staff from each jurisdiction were invited to participate in discussion of current needs relative to service available and opportunities to fill the identified gaps.
- Analysis of current service provided through Wichita Transit, community-based service, and service provided through each of the counties in the WAMPO region.
- Information gathered at community pop-up events in coordination with public engagement for the WAMPO Metropolitan Transportation Plan (MTP) update that has an overlapping timeline for completion.

Through the combination of these technical and outreach efforts, the following goals for plan development and service provided were defined:

- Goal 1 - Identify service that improves regional **access to jobs within Wichita**. The focus of this goal is identifying and coordinating connections between where people live in the region and where jobs are located in Wichita.
- Goal 2 - Identify service to enhance the **connections between where people live and where they go** to access critical and non-critical services in the region. The emphasis was on residents living outside Wichita and their need to access locations within Wichita or one of the outlying communities for non-work services such as shopping, medical services, school, or visiting others.
- Goal 3 - Identify service to improve **access between expanding/growing employment opportunities** in the region that are located **outside Wichita**.

Service Recommendations

Service concepts were evaluated through a combination of quantitative and qualitative measures. The quantitative measures are listed below. The report section New Service Alternatives Screening (page 8) outlines the methods and assumptions used to develop data inputs for these screening criteria.

- Potential ridership from implementation of the service concept.
- Capital and operating cost, with an emphasis on the local cost responsibility. Transit funding for capital and operating comes through four sources:
 - Fares paid by users.
 - Federal funding through formula and discretionary grant programs.
 - State funding through the Kansas Department of Transportation (KDOT).
 - Local matching funding to match federal and state sources, plus costs beyond the match.
 While most communities in the region put enough local funding into transit to provide the minimum match required for federal funds, select communities support more service than the minimum match provides.

Qualitative measures used to review each of the service alternatives were:

- Support of one or more service themes based on needs and goals for service. Throughout the study, it was emphasized that ideas proposed to be advanced need to make sense and champions need to be able to articulate the purpose for the idea. Whether a concept complements one or more themes creates the connection to support.
- Community and/or community leader support. Implementation of any of the alternatives requires investing local funds into vehicles, software, facilities, drivers, maintenance and administrative personnel. Elected community leaders need to be able to justify the investment as good for the community before they can support allocating local funds annually. In part, their decision is based on what they hear from resident and business constituents. Thus, including the level of support as a criterion for evaluating each alternative is critical.

Assessment of how well each concept addresses or supports a theme took into account the needs of the people connected to each theme. Two of the themes focus on commuters/workers and businesses in the region, whether within or outside Wichita. Thus, those service concepts that support people getting to and from work (no matter when they need to travel) would be in line with Theme 1: Enhancing the Commute (to Wichita) and Theme 3: Supporting Fringe Employment. Theme 2: Increasing Fringe/Rural Access/Accessibility focuses more on people in the communities around Wichita and their need for transportation to medical service, for shopping, to get to school or to visit others.

SERVICE IMPROVEMENT THEMES

Theme 1: Enhancing the Commute to Wichita – Improving regional travel to employment and other key destinations inside of Wichita.

Theme 2: Increasing Fringe/Rural Access and Accessibility – Improving the ability of people to complete trips within the region that have one or both ends outside Wichita?

Theme 3: Supporting Fringe Employment Improving access to/from the employment opportunities located outside the Wichita city limits.

Traveler profile elements such as when travel is needed and how flexible arrival and departure times need to be can be quite different. The range of service concepts supports each of the themes to a different level. For example, service alternatives that have the Wichita Transit Center as a hub extend the service area of a concept to much of the metro area population in its ability to connect people with jobs. These alternatives better support Theme 1 and Theme 3. Commuter-based concepts have been defined to operate during the traditional commute times of the day, which do not typically correspond with when people shop or schedule medical appointments, limiting the support for Theme 2.

The level of support for a concept was obtained through providing representatives from each jurisdiction with a description of each of the concepts and the ridership cost estimates with a request to review and provide feedback on their community's support. Representatives were given the option of defining their support as:

- Do not support the idea/concept for the jurisdiction.
- Support the idea and interested in being to be the provider of the service.
- Support the idea and have interest in being a partner, including providing local match funding, for the concept.

Representatives from each jurisdiction were provided access to an online questionnaire through which they could review the alternatives and results and provide feedback as to the level of support for the concept. WAMPO staff distributed the questionnaire to 26 jurisdictions (cities/towns and counties in the WAMPO region). Jurisdictions were offered the opportunity for a virtual meeting with WAMPO and consultant staff to review the ideas with potential for their area. In these meetings, each concept was introduced, the results of the quantitative assessment were summarized, and representatives were asked to provide input as to support of the concept.

Of the 26 jurisdictions contacted, 9 provided feedback through the online questionnaire or through the virtual meeting with staff and the consultant. Feedback received was incorporated into the alternatives screening.

Recommendations for Action

The number of jurisdictions providing input on their level of support for the service alternatives was not complete enough to provide a set of recommendations across the region. Thus, recommendations for action were divided into:

- Short-term proposals – These are service options for which one or more jurisdictions provided positive support feedback, options that can be effectively implemented by a single jurisdiction, and options that do not require other jurisdictions to also support the concept.
- Aspirational proposals – The concepts represent those supporting a need and theme, those that result in enough ridership to support an argument for implementation, and those with a reasonable local cost element. However, the targeted service jurisdiction either did not provide feedback through the online leader outreach or responded through a virtual meeting that the current need does not meet a threshold for action.

Table 1 displays the summary of short-term and aspirational proposals by jurisdiction in the region. Displayed in the table are service recommendations for each jurisdiction, a combination of communities and counties, in the WAMPO area. The table is intended to document high-level recommendations determined through a combination of the quantitative and engagement tasks completed as part of the study work.

WAMPO Regional Transit Implementation Plan

Table 1. Recommended Service Actions by Jurisdiction

Jurisdiction	Recommendation by Service Alternative														
	Option 1A	Option 1B	Option 1C	Option 1D	Option 2A	Option 2B	Option 2C	Option 3	Option 4	Option 5	Option 6A	Option 6B	Option 7	Option 8	Option 9
Sedgwick County									●	●				●	
Butler County									●	●				●	
Sumner County									●	●				●	
Andale									●	●				●	
Andover	NA	NA	●	NA	NA	NA	NA	NA	●	●	●	●	●	●	●
Bel Aire	NA	NA	NA	NA	NA	NA	●	NA	NA	NA	●	●	●	●	NA
Bentley									●	●					
Cheney									●	●					
Clearwater									●	●	●	●			
Colwich									●	●					
Derby	●	NA	NA	NA	●	NA	NA	NA	●	●	NA	NA	NA	●	NA
Eastborough														●	
Garden Plain	NA	NA	NA	●	NA	NA	NA	NA	●	●	NA	NA	NA	●	NA
Goddard	NA	NA	NA	●	NA	NA	NA	NA	●	●	●	●	NA	●	NA
Haysville	Response to Questionnaire Suggested No Additional Service														
Kechi									●	●	●	●		●	
Maize									●	●	●	●		●	
Mount Hope									●	●					
Mulvane	●	NA	NA	NA	●	●	NA	NA	●	●	NA	NA	NA	●	NA
Park City	NA	●	NA	NA	NA	NA	NA	NA	●	●	●	●	NA	●	NA
Rose Hill									●	●					
Sedgwick									●	●					NA
Valley Center	NA	●	NA	NA	NA	NA	NA	NA	●	●	●	●	NA	●	NA
Viola									●	●					

Legend

- - Short-Term Service Expansion
- - Aspirational Service Concept
- - Additional Service Beyond County-based Service Expansion is not likely Warranted

More Detailed Service Alternative Label

- Option 1A - Derby Express Service
- Option 1B - Park City and Valley Center Express Service
- Option 1C - Andover Express Service
- Option 1D - Garden Plain and Goddard Express Service
- Option 2A - Extend Wichita Transit Local Service to Derby
- Option 2B - Extend Wichita Transit Local Service to Haysville
- Option 2C - Extend Wichita Transit Local Service to Bel Aire
- Option 3 - Develop Park and Ride Lots on Wichita Fringe
- Option 4 - Add to Sedgwick County Transportation Hours
- Option 5 - Add to Sedgwick County Transportation Capacity
- Option 6A - Establish New Community-based Demand Response Service (Intra-community Trips Only)
- Option 6B - Establish New Community-based Demand Response Service (with Inter-city Travel Options)
- Option 7 - Collaboration with TNCs (Uber/Lyft)
- Option 8 - Establish Vanpool Program
- Option 9 - Andover to Eldorado Regional Service

Drilling in more detail for each jurisdiction can be accomplished through a combination of the material in Table 1 (general service option recommendations), service and cost assumptions included in the New Service Alternatives Screening section (page 8), cost estimates (including estimates of local responsibility) in Appendix A, and input from community leaders (when available). Additionally, the table also identifies jurisdictions (green shaded) where added service, other than residents requesting more rides from their current service provider, is not likely warranted. This conclusion was developed based on:

- Population: Transit users make up less than one percent of the population. Thus, lower population communities will likely have a difficult time establishing an expanded service program they can financially sustain for the long term as ridership would be low.
- Distance from Wichita: Throughout the region, Wichita is the principal destination for medical, shopping, work, training, and other services. As the distance between a community and Wichita increases, the cost of providing each trip will also increase. As the number of travelers per trip will be low, more distant communities from Wichita will find it difficult to justify more service.
- Level of latent (unserved) demand. The potential amount of latent demand (estimated need that is not supported through current service) has been estimated for each community. In communities with similar current use and estimated demand, there is likely little incentive to provide more service as the increment of use would be limited while costs would go up.

New Service Alternatives Screening

In order to make recommendations that met the study's goals most effectively, a list of 15 individual service concepts was developed and then narrowed using consistent qualitative and quantitative screening criteria. During the planning process, "one-pagers" for each alternative were created to help concisely communicate to WAMPO and regional partners the different alternatives and the assumptions and data built into the evaluation. This section presents brief explanations of the screening criteria followed by content adapted from the one-pagers to reflect the finalized versions of each alternative.

Screening Criteria

Themes Supported

The first criterion used to evaluate transit alternatives for the greater Wichita area whether or not each alternative supports one or more specific service themes. The planning team developed three service themes with the intention of capturing the overarching goals for transit service in the region articulated by input from the public and other project partners. The three themes and associated evaluation questions are:

Theme 1: Enhancing the Commute to Wichita – Would the alternative improve travel from WAMPO areas outside of Wichita to employment and other key destinations inside of Wichita (including return trips)?

Theme 2: Increasing Fringe/Rural Access and Accessibility – Would the alternative improve the ability of people to complete trips within the WAMPO area that neither start nor end inside of Wichita?

Theme 3: Supporting Fringe Employment – Would the alternative improve access to the various employment opportunities that are increasingly located just outside of Wichita city limits but not currently accessible by Wichita Transit fixed route service?

Ridership Potential

One of the most important pieces of information for decision makers considering new transit service is whether the type of service under consideration will serve enough riders to make providing the service worthwhile. Ridership predictions for each alternative are briefly outlined in the description of each alternative.

Methodology for predicting ridership differs among the alternatives, because different data inputs are required for different types of transit. For example, analysis of the fixed route alternatives centered on an assumption that a new bus route could expect to capture a certain percentage of the travel flow within the corridor.

Ridership for demand response alternatives cannot be predicted in the same way, as this type of service can pick up and drop off passengers anywhere within a defined service area. For this type of service, ridership predictions are made using assumptions drawn from existing demand response services in the WAMPO area.

Alternatives such as vanpool and collaboration with TNCs (each described below) are similar to demand response services in that ridership cannot be predicted as a percentage of corridor based travel. However, neither type of service has a permanent presence in the WAMPO area currently. In the case of TNC collaboration, ridership was predicted based on a limited trip origin/destination dataset provided by Park City from its Lyft Concierge pilot program (no longer in operation). Vanpool ridership predictions are based in per capita ridership observed in similar metropolitan areas with active public vanpool programs.

Cost

Another very important data point that decision makers rely on when considering transit alternatives is how much the service may cost. Public budgets are often limited in the ability to support new transit service, and state and federal financial support is typically a critical component of funding any new transit service. Most alternatives' cost predictions are based on actual costs observed for similar modes, either in the Wichita area or elsewhere. For example, fixed route alternatives (assumed to be operated by Wichita Transit since it is the only fixed route operator in the region) are predicted to operate with similar per-revenue-hour costs as the existing Wichita Transit network, as the fundamental cost inputs (labor, fuel, etc.) should not be much different in a new service scenario. The costs for demand response transit services were estimated based on the costs observed by existing services within the WAMPO area, including Sedgwick County Transportation, Derby Dash, and Haysville Hustle. Costs for subsidized TNC were assumed to be similar to the costs observed in Park City's pilot program. Vanpool cost estimates are based on information gathered in conversations with Commute with Enterprise, a national leader in vanpool programs.

Costs presented for each alternative are meant to be estimates, and the actual cost may differ depending on a variety of factors. An important consideration is that the total cost of service for many transit alternatives is not necessarily the cost to local governments. Estimates of both the total operating cost and the approximate local match are provided. For future implementation, the actual local share of operating costs should be determined after conversations with the Kansas Department of Transportation regarding the amount of state and federal grant funding that may be available to support a particular service alternative.

Implementation Period

Transit alternatives were evaluated based on their estimated implementation period, with shorter implementation periods considered more desirable than longer implementation periods. The implementation period includes the estimated time to secure federal, state, and local funding; obtain any new vehicles (if necessary); hire and train drivers; and any other steps necessary to implement each alternative. Each alternative was categorized with one of the following implementation periods:

- Immediate
- Short term (1-2 years)
- Medium term (2-4 years)
- Medium/long term (5-6 years)
- Long term (6+ years)

Support Level

This criterion aims to convey the level to which each alternative is supported by each community within the WAMPO area. To this end, representatives from each city were asked to provide feedback (either through a questionnaire and/or conversations with WAMPO staff and the project consultant) on each of the service alternatives and indicate whether they thought the alternative was relevant to their community. This screening criterion is entirely qualitative in nature, and not all communities responded to request for feedback. The Service Recommendations section contains more information on the way the community input was collected and used for evaluation.

Develop Wichita Transit Express Routes

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

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

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

Derby Express Service

- Two stops in Derby at shopping and potential park & ride locations. Intermediate stops at Spirit before non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Derby and Wichita.
- Three morning and three evening trips – Weekdays Only
- Coordinate Transit Center arrival with pulse for other routes.
- Ridership Assumptions – 0.5% to 0.75% of commute flows from Derby to Spirit and Downtown Wichita.
- Cost – Wichita Transit per revenue hour cost to AM and PM trips (\$115 per revenue hour).
- Requires new stop infrastructure and agreements for park & ride lots.

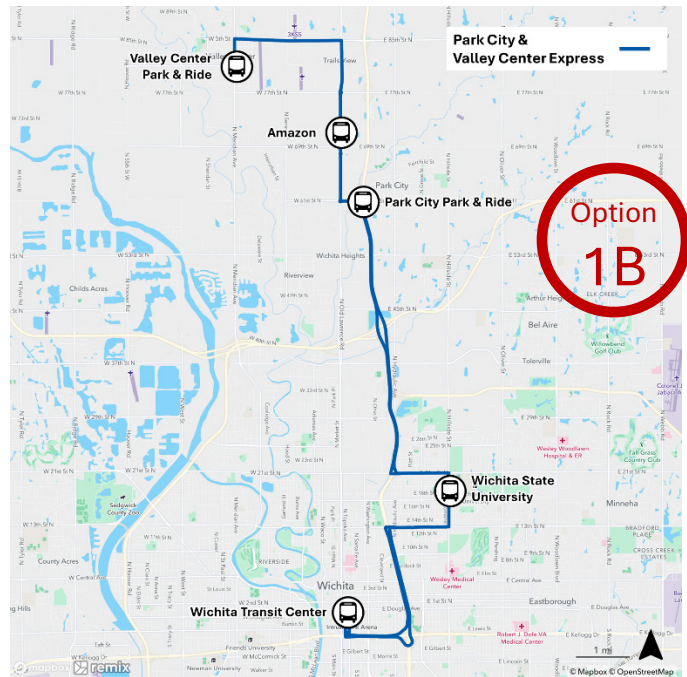


Evaluation Criteria

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

Park City & Valley Center Express Service.

- One stop each in Valley Center and Park City at potential park & ride locations. Intermediate stops at Amazon distribution facility and WSU before non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Valley Center and Park City.
- Two morning and two evening trips – Weekdays Only
- Coordinate Transit Center arrival with pulse for other routes.
- Ridership Method – 0.5% to 0.75% of commute flows from Valley Center and Park City to WSU and Downtown Wichita.
- Cost – Wichita Transit per revenue hour cost to AM and PM trips: (\$115 per revenue hour).
- Requires new stop infrastructure and agreements for park & ride lots.

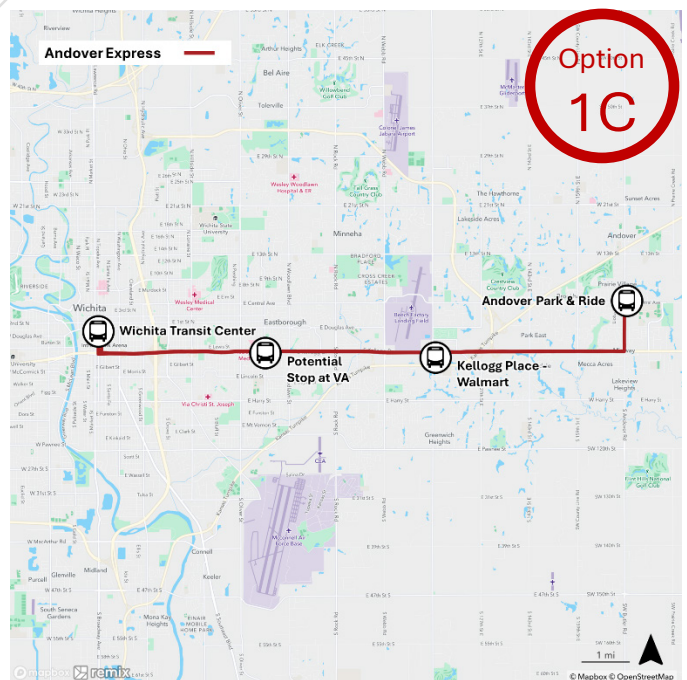


Evaluation Criteria

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

Andover Express Service

- One stop in Andover at potential park & ride location. Potential intermediate stops at Kellogg Place and VA Medical Center before non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Andover.
- Two morning and two evening trips – Weekdays Only.
- Coordinate Transit Center arrival with pulse for other routes.
- Ridership Assumption – 0.5% to 0.75% of commute flows from Andover to Downtown Wichita.
- Cost – Wichita Transit per revenue hour cost to AM and PM trips: (\$115 per revenue hour).
- Requires new stop infrastructure and agreements for park & ride lots.

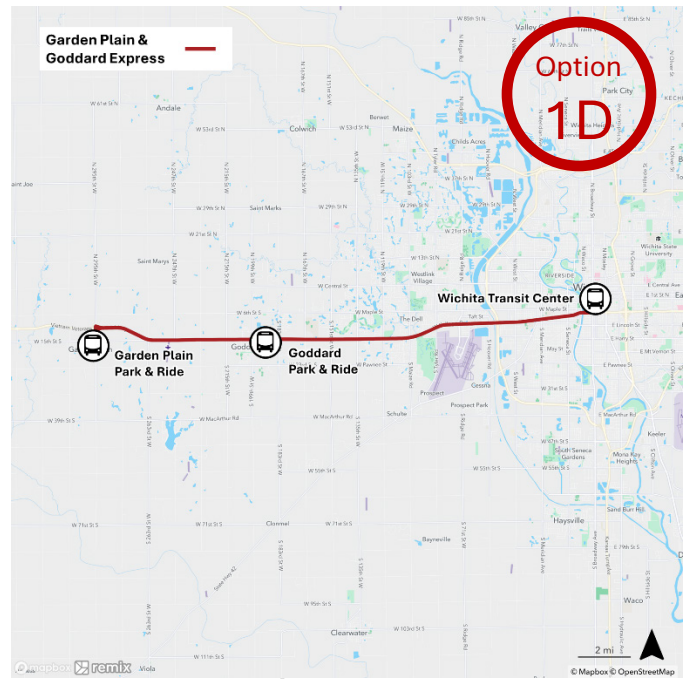


Evaluation Criteria

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

Garden Plain & Goddard Express Service

- One stop in Garden Plain and one in Goddard at potential park & ride locations with non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Garden Plain and Goddard.
- Two morning and two evening trips – Weekdays Only.
- Coordinate Transit Center arrival with pulse for other routes.
- Ridership Assumption – 0.5% to 0.75% of commute flows from Garden Plain and Goddard to Downtown Wichita.
- Cost – Wichita Transit per revenue hour cost to AM and PM trips: (\$115 per revenue hour).
- Requires new stop infrastructure and agreements for park & ride lots.



Evaluation Criteria

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

Extend Wichita Transit Routes

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

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

Extension to Derby

- Stops at major activity centers in Derby and stops along route for local access. Map shows potential locations of major activity centers and local stops.
- Funding – Local match from Derby.
- Service every 45 minutes from 5 am – 7 pm on weekdays and 6 am – 6 pm on Saturdays.
- Provide additional connections at 47th St & Broadway to other Wichita Transit services.
- Ridership Method – 0.5% to 0.75% of all travel flows within Derby and to southern Wichita ZIP codes.
- Cost – Wichita Transit per revenue hour cost to all day service: (\$115 per revenue hour).
- Requires new stop infrastructure along route.



Evaluation Criteria

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

Extension to Haysville

- Stops at major activity centers in Haysville and stops along route for local access. Map shows potential locations of major activity centers and local stops.
- Funding – Local match from Haysville.
- Service every 45 minutes from 5 am – 7 pm on weekdays and 6 am – 6 pm on Saturdays.
- Provide additional connections at 47th St & Broadway to other Wichita Transit services.
- Ridership Assumption – 0.5% to 0.75% of all travel flows within Haysville and to southern Wichita ZIP codes.
- Cost – Wichita Transit per revenue hour cost to all day service: (\$115 per revenue hour).
- Requires new stop infrastructure along route.

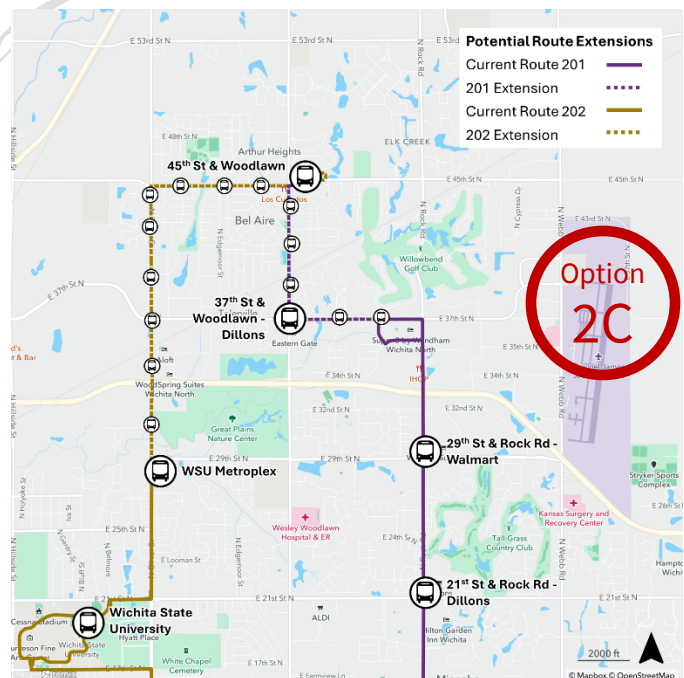


Evaluation Criteria

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

Extension to Bel Aire

- Stops at major activity centers in Bel Aire and stops along route for local access. Map shows options for extending the current Wichita Transit Route 201 or 202.
- Funding – Local match from Bel Aire.
- Service every 60 minutes from 5 am – 7 pm on weekdays and 6am – 6 pm on Saturdays.
- Provide additional connections at WSU.
- Ridership Assumption – 0.5% of all travel flows within Bel Aire and to northern Wichita ZIP codes.
- Cost – Wichita Transit per revenue hour cost to all day service: (\$115 per revenue hour).
- Requires new stop infrastructure along route.



Evaluation Criteria

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

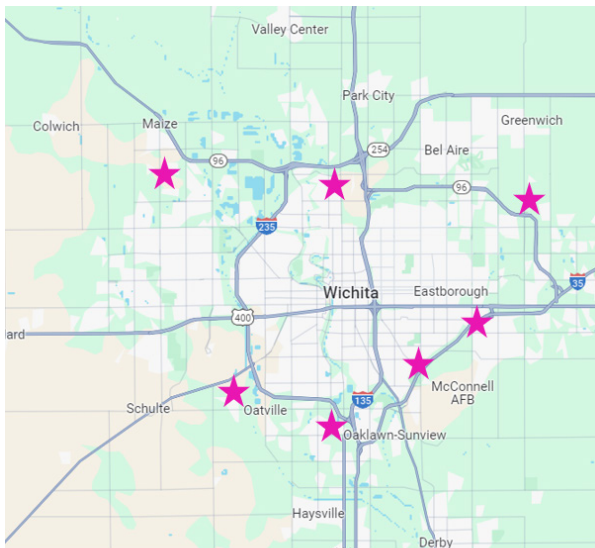
Develop Park-and-Ride Lots on Wichita Fringe



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

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

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



★ Example park-and-ride location

Key Assumptions

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

Evaluation Criteria

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

Add to Sedgwick County Transportation Hours

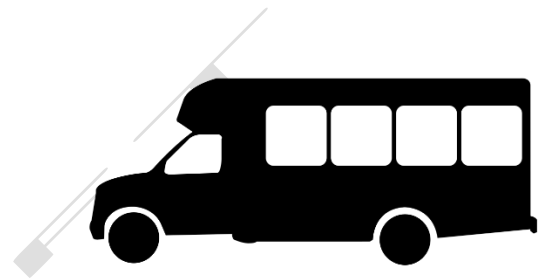
For Sedgwick County residents living **outside Wichita city limits**, Sedgwick County Transportation (SCT) is typically the only transit option available to the general public (except in Derby and Haysville, which each operate their own intra-community transit service). SCT currently provides inter-community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



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

Key Assumptions

- Sedgwick County Transportation is unable to fully meet some of its demand for transportation due to limited hours.
- Service characteristics remain generally the same as they are today, except operating hours are extended by 2 hours in the morning or two hours in the evening.
- Funding - Sedgwick County allocates additional funding for local match; grants may be available to help purchase vehicles and/or fund operations.
- Ridership method - Extend current first and last hour ridership in either direction.
- Cost – SCT’s most recently reported cost per passenger in the NTD: (\$104.34 per passenger).



Evaluation Criteria

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

Add to Sedgwick County Transportation Capacity

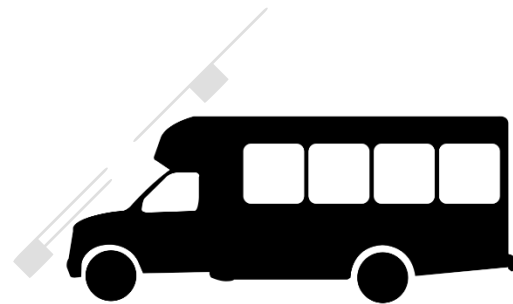
For Sedgwick County residents living **outside Wichita city limits**, Sedgwick County Transportation (SCT) is typically the only transit option available to the general public (except in Derby and Haysville, which each operate their own intra-community transit service). SCT currently provides inter-community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



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

Key Assumptions

- Sedgwick County Transportation is unable to fully meet some of its demand due to limited vehicles and drivers.
- Service characteristics remain generally the same as they are today.
- Funding - Sedgwick County allocates additional funding for local match; grants may be available to help purchase vehicles and/or fund operations.
- Ridership method: estimate that adding 1 vehicle to daily service could increase ridership by 10 to 20 percent of current levels.
- Cost – Use SCT’s most recently reported cost per passenger: (\$104.43 per passenger).



Evaluation Criteria

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

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

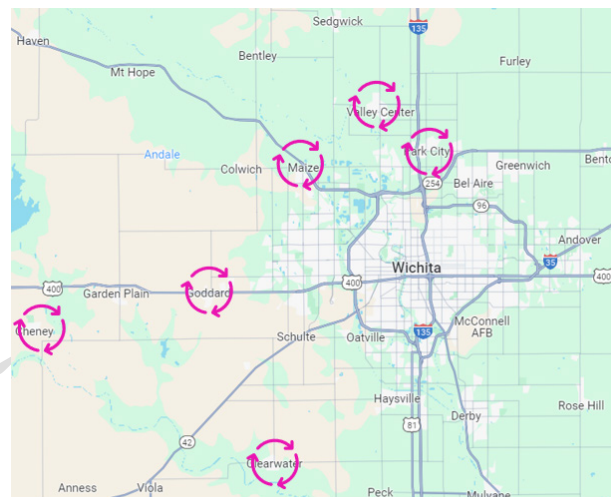
Two communities within Sedgwick County (Derby and Haysville) currently operate their own demand response transit service separate from Sedgwick County Transportation (SCT). These services currently supplement SCT’s service to a degree, as these communities’ transit agencies serve primarily in-town trips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


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



Key Assumptions

- Service model would best support communities on the Wichita fringe and in outlying rural areas.
- Service characteristics similar to Derby Dash and Haysville Hustle.
- Funding – Local match from the community operating the service; grants may be available to help purchase vehicles and/or fund operations.
- Ridership Assumption – Average of Derby Dash and Haysville Hustle riders per capita. Approx. 0.31 annual trips per capita.
- Cost – Cost per passenger and annual operating costs per vehicle for Derby Dash: (\$12.95 per passenger; \$68,062 annually per vehicle).



 Intra-community trips

Evaluation Criteria

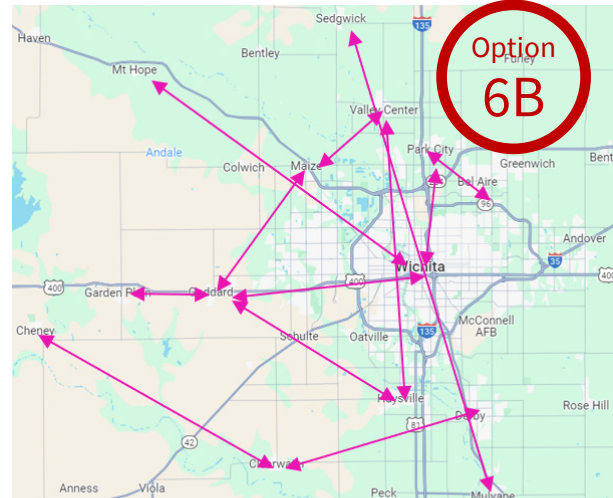
Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support Level
2	Approx. 0.31 annual trips per capita (see Appendix A for community-specific estimates)	\$15-\$2- per trip (see Appendix A for annual estimates by community)	Medium to Long-Term	

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

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

This service alternative would operate similarly to the existing services provided by Derby and Haysville, except that it would also serve trips **from the home community to other communities**. Inter-community service could be commingled with in-town service (with riders sharing the same vehicles) or it could be operated with separate vehicle assignments for the two destination types.

This alternative may be most sensible to operate in **suburban communities contiguous with Wichita**. Such a service could also be provided by a **rural or non-contiguous community**. Frequent long-distance trips between isolated communities could be difficult with limited resources. For any new service, a limited service area or service distance from the home community may be defined to maximize resources.



Sample Trip Routes

Key Assumptions

- Suburban communities may be most feasible to serve with this type of service, though it could support outlying rural communities as well.
- Service characteristics similar to Derby Dash and Haysville Hustle, except inter-community trips would be offered
- Funding – Local match from the community operating the service; grants may be available to help purchase vehicles and/or fund operations.
- Ridership method – average of Derby Dash, Haysville, Hustle, and SCT riders per capita (combined service) and average of Derby and Haysville *plus* SCT riders per capita (separate service).
- Cost – Cost per passenger and annual operating costs per vehicle for Derby Dash (\$12.95 per passenger; \$68,062 annually per vehicle).

Evaluation Criteria

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support Level
1, 2	0.21 (commingled) or 0.33 (separate) annual trips per capita (see Appendix A for community-specific estimates)	\$15-\$20 per trip (see Appendix A for community-specific totals)	Medium to Long-Term	

Collaboration with Transportation Network Companies (TNCs) (Uber/Lyft)

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

Option
7



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

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

Key Assumptions

- Service available whenever TNC drivers are available.
- Most useful in rural Sedgwick County and areas on the Wichita fringe where fixed route transit is not feasible
- Funding – subsidies provided by the agency that coordinates the service.
- Rides reserved through a central dispatcher employed by the agency coordinating the program.
- Ridership Assumption – Ridership to population ratio from a portion of Park City’s Lyft Concierge program.
- Cost – based on prices for Lyft Concierge trips in Park City (\$23 average per trip).

Evaluation Criteria

Themes Supported	Ridership Potential	Annual Operating Cost	Implementation Period	Support Level
2, 3	Approx. 0.086 trips per capita in service area (see Appendix A for totals by community)	\$20-\$25 per trip (see Appendix A for annual totals by community)	Short-Term	

Establish Vanpool Program

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



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

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

Key Assumptions

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

Evaluation Criteria

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

Regional Service Route to El Dorado and Butler Community College

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

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

Andover and El Dorado Service

- One stop in Andover at potential park & ride location with potential for second stop. Stops in El Dorado at Butler Community College and in downtown. El Dorado. Potential intermediate stops at Kellogg Place and VA Medical Center before non-stop service to downtown Wichita Transit Center.
- Funding – Local match from Andover and El Dorado. Potential funding from Butler Community College.
- Hourly service from 6 am to 8 pm to cover most class times – Weekdays Only
- Ridership Assumption – 0.5% to 0.75% of commute flows between El Dorado, Andover, and Downtown Wichita.
- Cost – Wichita Transit per revenue hour cost for 14 hours of hourly service: (\$115 per hour). Requires two vehicles to operate.
- Requires new stop infrastructure and agreements for park & ride lots.



Evaluation Criteria

Themes Supported	Ridership Potential	Annual Cost	Implementation Period	Support Level
1, 2, 3	7,000 to 10,000 annual riders	\$525k - \$750k (total), \$84k - \$120k (local)	Medium to Long-Term	