

Concept Title: Develop Wichita Transit Express Routes Connecting

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

Description:

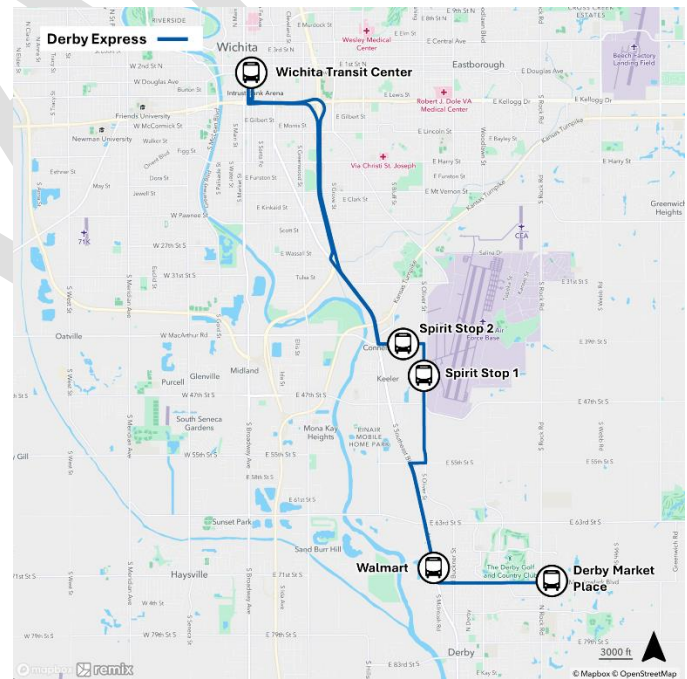
For communities sharing a significant amount of **developed border with transit supportive (based on development intensity) areas of Wichita**, initiate express service routes to provide morning and evening commute routes to the downtown transit center and other large job centers. Service would be limited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

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

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

Derby Express Service

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

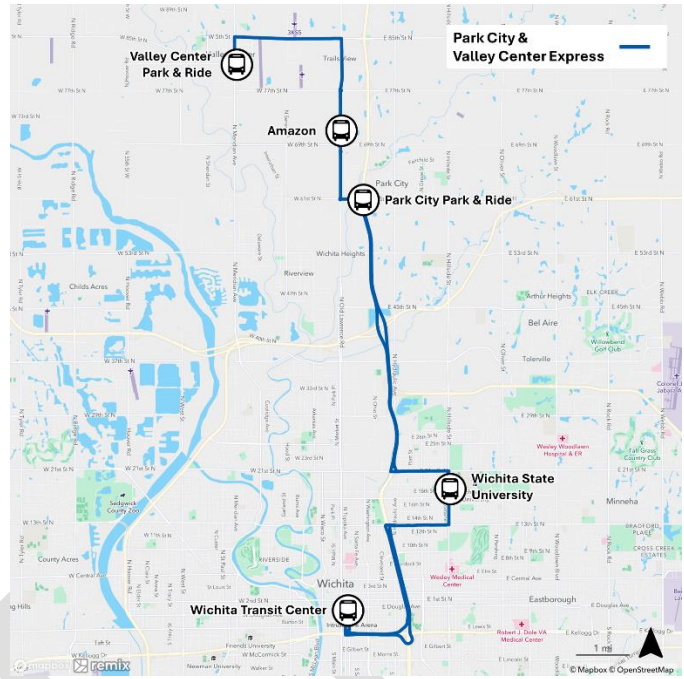


Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Support Level
5	9,000 to 14,000 annual riders	\$12 – 20 per trip	Mid to Long-term	

Park City & Valley Center Express

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

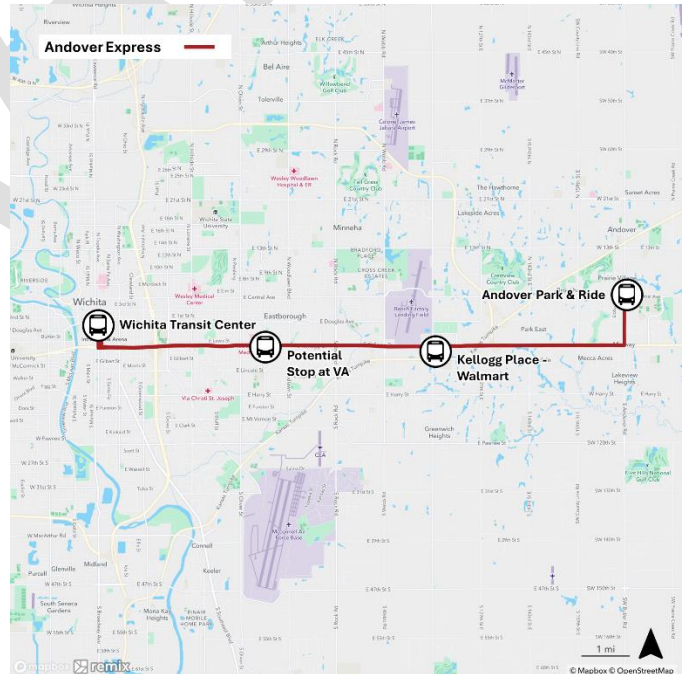


Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Support Level
4	5,000 to 8,000 annual riders	\$25 – 35 per trip	Mid to Long-term	

Andover Express Service

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

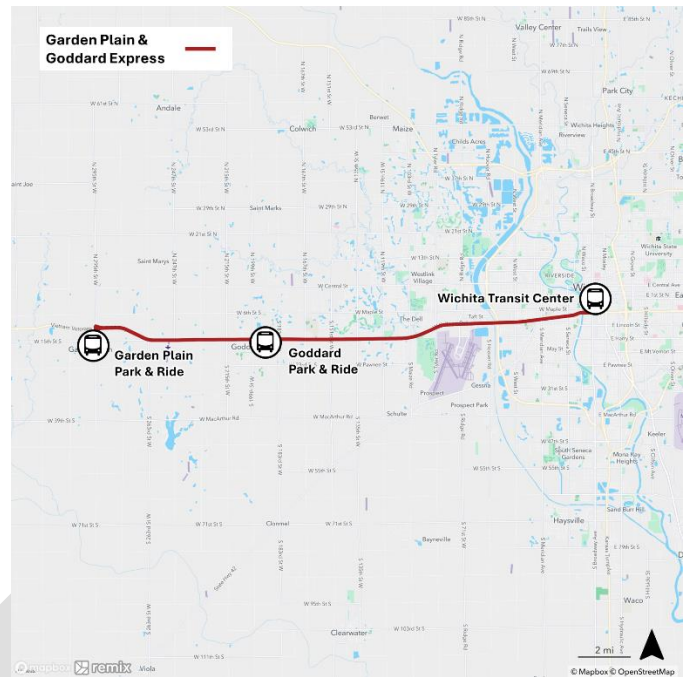


Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Support Level
3	4,000 to 6,000 annual riders	\$30 – 40 per trip	Mid to Long-term	

Garden Plain & Goddard Express Service

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



Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Support Level
3	2,000 to 3,500 annual riders	\$40 – 65 per trip	Mid to Long-term	

Concept Title: Extend Wichita Transit Routes to:

- Derby
- Haysville
- Bel Aire

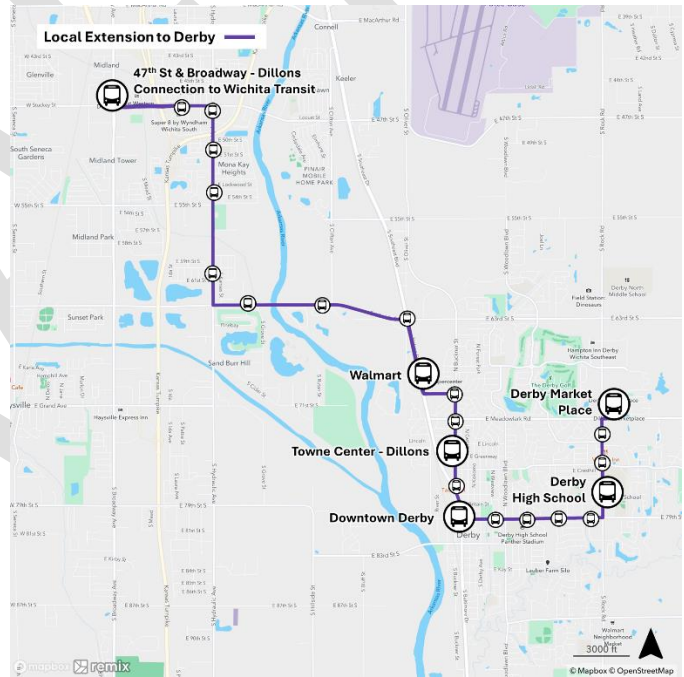
Description:

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

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

Extension to Derby

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



Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Support Level
4	50,000 to 75,000 annual trips	\$10 – 15 per trip	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 5:00am – 7pm on weekdays and 6am – 6pm on Saturdays.
- Provide additional connections at 47th St & Broadway to other Wichita Transit services.
- Ridership Method – 0.5% to 0.75% of all travel flows within Haysville and to southern Wichita zip codes.
- Cost – Wichita Transit per revenue hour cost to all day service.
- Requires new stop infrastructure along route.

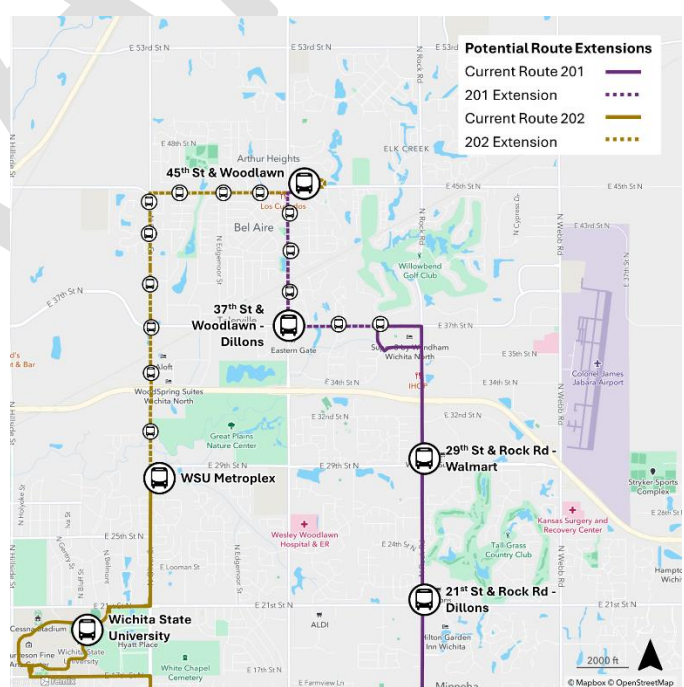


Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Support Level
3	25,000 to 40,000 annual riders	\$9 – 13 per trip	Long-term	

Extension to Bel Aire

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



Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Support Level
3	20,000 to 25,000 annual riders	\$15 per trip	Long-term	

Concept Title: Add to Sedgwick County Transit Hours

Description:

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

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



1

Key Assumptions

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

Summary by Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Support
1, 2, 3	Up to 430 trips per additional daily service hour, annually	>\$30 per trip	Short-term	

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

Concept Title: Add to Sedgwick County Transit Capacity

Description:

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

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



Key Assumptions

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

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Summary by Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Support
1, 2	Approx. 275 to 550 trips annually for each additional vehicle	>\$30 per trip	Short-term	

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

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

Description:

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

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



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 (“commingled” method) and average of Derby and Haysville *plus* SCT riders per capita (“additive” method)
- Cost – Derby Dash average cost per passenger as reported in the NTD

Summary by Evaluation Criterion

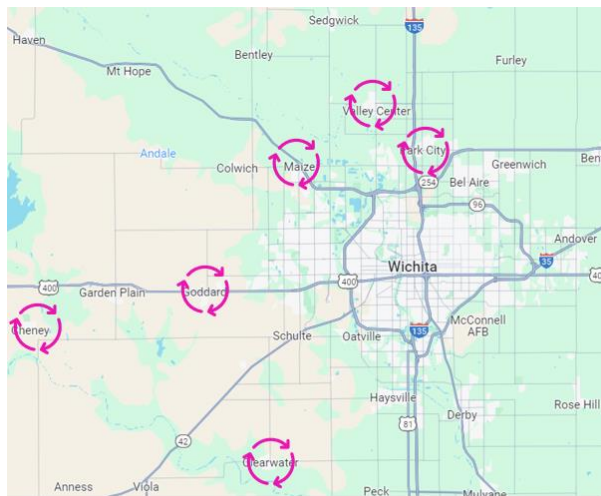
Themes Supported	Ridership Potential	Cost	Implementation Period	Support
1, 2	0.21 (commingled) or 0.33 (additive) annual trips per capita (see sup. table)	\$15-\$20 per trip	Medium to long-term	

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

Description:

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

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



 Intra-community trips

Key Assumptions

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

Summary by Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Support
2	Approx. 0.31 annual trips per capita in service area (see sup. table)	\$15-\$20 per trip	Medium to long-term	

Concept Title: Establish Vanpool Program

Description:

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

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

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



1

Key Assumptions

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

Summary by Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Support
1, 3	Approx. 0.061 to 0.211 trips per capita in service area	<\$15 per trip	Short-term	

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

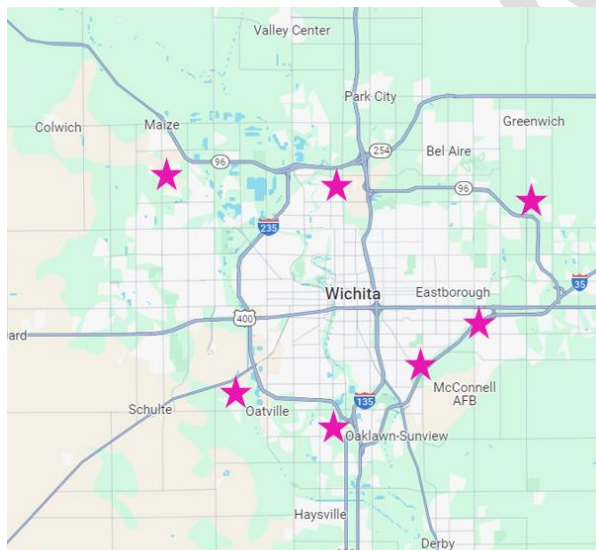
Concept Title: Develop Park-and-Ride Lots on Wichita Fringe

Description:

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

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

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



★ Example park-and-ride location

Key Assumptions

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

Summary by Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Community Leader Support
1	Approx. 2,780 to 5,560 annual trips	<\$15 per trip	Medium-term	

Concept Title: Collaboration with TNCs (Uber/Lyft)

Description:

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

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

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



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Key Assumptions

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

Summary by Evaluation Criterion

Themes Supported	Ridership Potential	Cost	Implementation Period	Support
2, 3	Approx. 0.086 trips per capita in service area (see sup. table)	\$20-\$25 per trip	Short-term	

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

Supplemental Table: Ridership Estimates by Community

City	Population (2022)	Potential Ridership Estimates			
		Community-Based Intercity DR (Commingled)	Community-Based Intercity DR (Additive)	Community-Based Intra-city DR	TNC Program
Andale	1,169	245	386	362	101
Andover	15,460	3,247	5,102	4,793	1,330
Bel Aire	8,341	1,752	2,753	2,586	717
Bentley	452	95	149	140	39
Cheney	2,380	500	785	738	205
Clearwater	2,544	534	840	789	219
Colwich	1,513	318	499	469	130
Derby	25,551	5,366	8,432	7,921	2,197
Eastborough	712	150	235	221	61
Garden Plain	1,059	222	349	328	91
Goddard	5,119	1,075	1,689	1,587	440
Haysville	10,891	2,287	3,594	3,376	937
Kechi	2,949	619	973	914	254
Maize	6,071	1,275	2,003	1,882	522
Mount Hope	818	172	270	254	70
Mulvane	6,003	1,261	1,981	1,861	516
Park City	7,703	1,618	2,542	2,388	662
Rose Hill	4,357	915	1,438	1,351	375
Sedgwick	1,465	308	483	454	126
Valley Center	8,448	1,774	2,788	2,619	727
Viola	203	43	67	63	17
Sedgwick County	522,700	N/A	N/A	N/A	44,962
Sedgwick County (minus Wichita)	126,749	N/A	N/A	N/A	10,900