



Wichita Transit Network Redesign

Public Meeting

January 2025



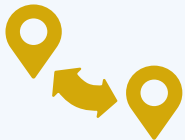
Meeting Purpose



Provide a detailed review of the project and state of Wichita Transit network.



Present compiled analysis and findings that informed proposed service recommendations.

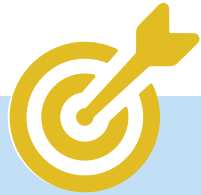


Discuss next steps for Wichita Transit Network Redesign and coordination with regional planning efforts.

Project Overview



Project Goals



Analyze the physical and social elements of Wichita's urban environment.



Obtain a comprehensive understanding of Wichita Transit.



Evaluate ridership, utilization, efficiency, and reliability.



Engage riders, non-riders, staff, and stakeholders.



Develop a service plan that is integrated with new Delano Hub operations.

Project Schedule

FALL 2023

SPRING 2024

FALL 2024

WINTER 2025

Discovery

Concepts

Development



Kickoff
Project



Analyze existing and
evolving conditions



Develop service
concepts



Develop draft
recommendations



Finalize
recommendations



Understand
community needs



Obtain
feedback



Share
recommendations

State of the System Report



Final Report



Wichita Transit



Why invest in transit improvements?

Move Wichitans to a Better Quality of Life

This plan makes it easier to move throughout the city by identifying specific areas that support transit to increase mobility across the city.

Build Community

A new network focuses service expansion in economically viable areas with the most need to improve job and residential accessibility.





Supports sustainable growth and is good for the environment.



Makes cities better places to visit.



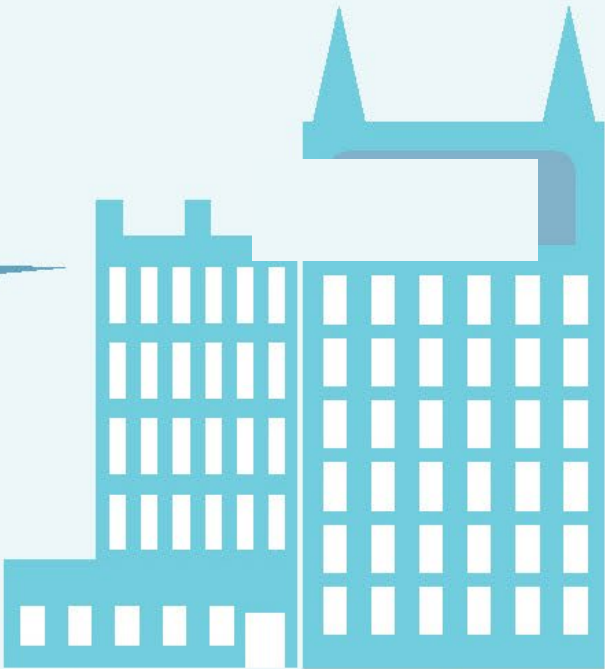
Contributes to active, healthy lifestyles.



Has social benefits



Provides safe, convenient, and reliable access to jobs.



Attracts talent and makes cities more competitive.

Boosts the region's economy and creates jobs.

Key Focus Areas

**Prioritize direct
service to key
destinations**

(e.g., employment, education,
medical, groceries)

**Provide
more
crosstown
connections**

**Shift routes to
new
multimodal
Hub (Delano)**

**Create strong
transfers
outside of
Downtown**

(e.g., South Wichita)

Functions and Roles



*City of Wichita
Wichita Transit*

*City of Wichita
WAMPO
KDOT
FTA/USDOT*

FTA/USDOT

*City of Wichita
Wichita Transit
WAMPO*

DELIVER SERVICE

FUND SERVICE REGULATE SERVICE

MANAGE SERVICE



**Customer &
Passenger
Information
Systems**

**Service
Delivery
and
Operations**

Funder

**Service
Oversight**

**Leadership /
Management**

**Financial
Management**

**Policy
and
Planning**

**Stakeholder
&
Community
Engagement**

Where does Wichita Transit get funding?



FEDERAL TRANSIT FUNDING

Federal Transit Administration (FTA)
U.S. Department of Transportation

Urbanized Area Transit Program (5307)

- Operating expenses: up to 50%
- Capital expenses: up to 80%

Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

- Administrative expenses: up to 10%
- Capital expenses: up to 80% (out of portion received)

Administrative Funds: \$107,714
Capital Funds: \$68,170

\$7,865,621

State Transit Funding Kansas Department of Transportation (KDOT)

- Wichita Area Metropolitan Planning Organization (WAMPO)
- Congestion Mitigation and Air Quality (CMAQ)

\$1,434,379

Local Funds

- City of Wichita General Fund
- Private or non-profit entities
- Contract revenue
- Farebox revenue

\$9,937,550



Wichita Transit
(Direct Recipient)

Existing Conditions & Community Engagement



Rider Characteristics

One-quarter of bus trips are to work



9% of riders take the bus to high school or college



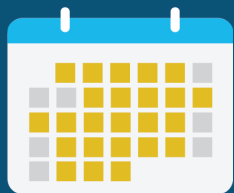
20% of riders take the bus for shopping and medical appointments



More than one-third of riders transfer between routes



More than half of all riders ride the bus 5-6 days a week



Nearly half of all riders have been using Wichita Transit for 2 or more years



Most riders are satisfied with bus safety and cleanliness



Riders are least satisfied with the hours of service and comfort of bus stops



Understanding the Demand and Need for Transit

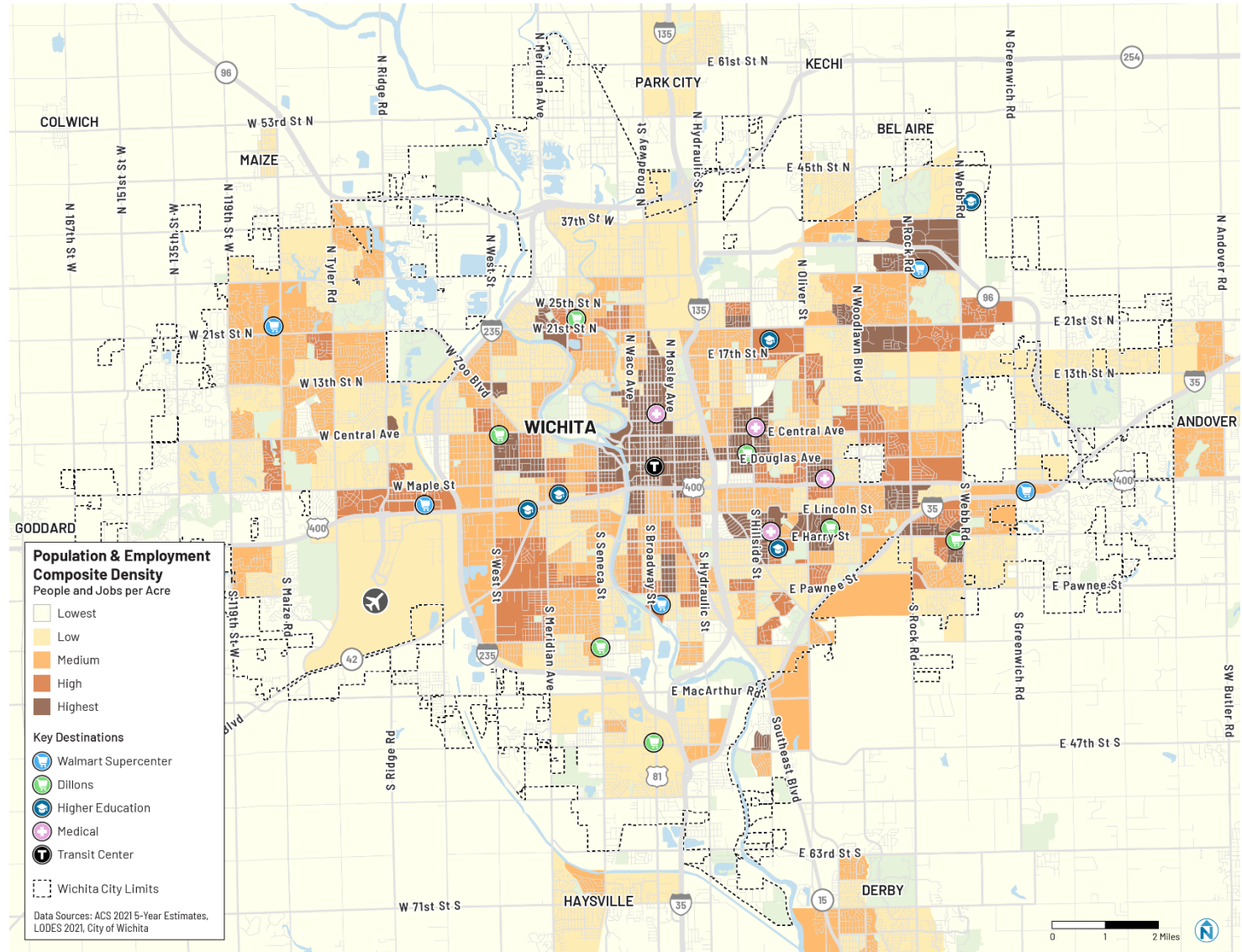
Transit ridership is the result of underlying demand for transit and the attractiveness of the service.

Considered:

- Population and employment density
- Demographic characteristics like income, race, and access to vehicle
- Travel flows
- Existing ridership and travel patterns

Areas with the Strongest Markets:

- South Central
- Downtown Wichita
- near Hillside & Lincoln Street
- Webb Road & Harry Street
- neighborhoods adjacent to WSU

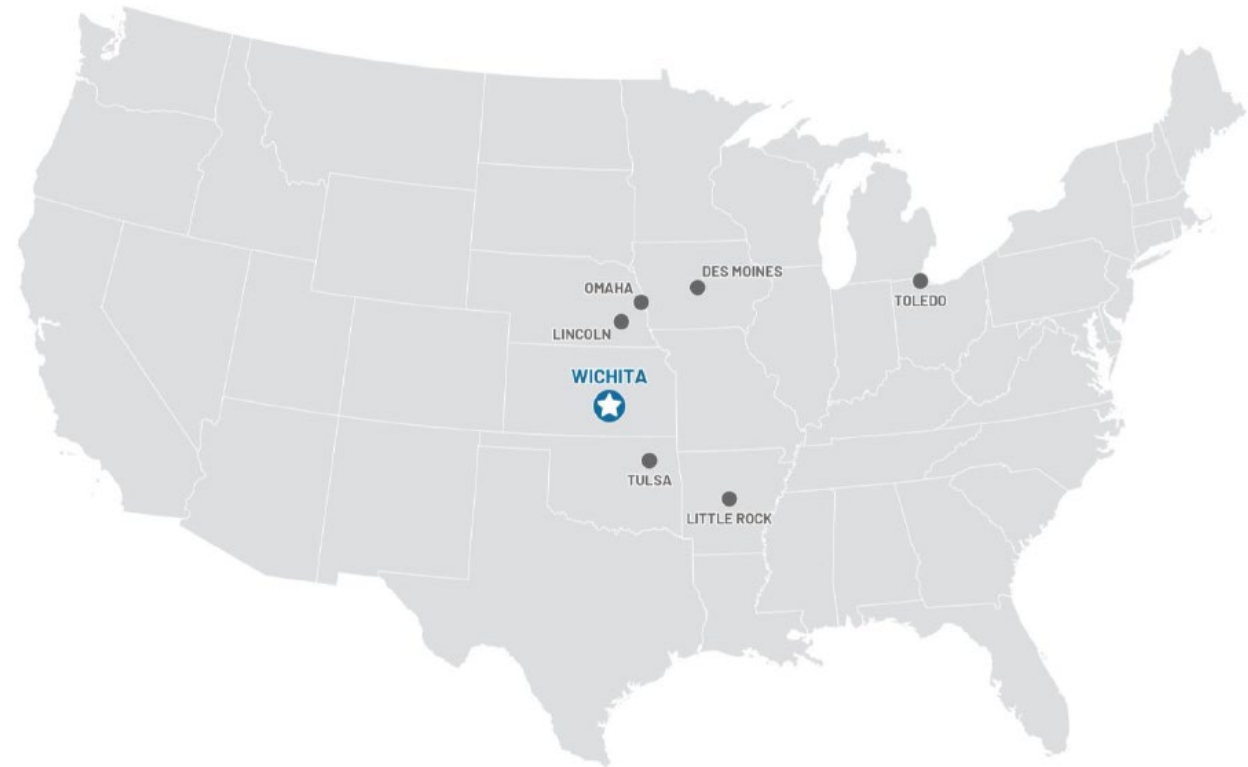


Peer Review

- ✓ **Compare Wichita Transit's performance to similar transit providers.**
- ✓ **Identify strengths and opportunities for improvement.**
- ✓ **Assist in network redesign planning and identify best practices.**

Key Findings

- Wichita Transit provides less service in terms of revenue hours and revenue miles than many of its peers.
- The agency serves fewer trips than most peers (both boardings per revenue hour (productivity) and boardings per capita).
- In 2022, Wichita Transit spent the least per capita both in operating and in capital funding. Capital investments, fall far short of peer agency capital investments.



Current Transit Network

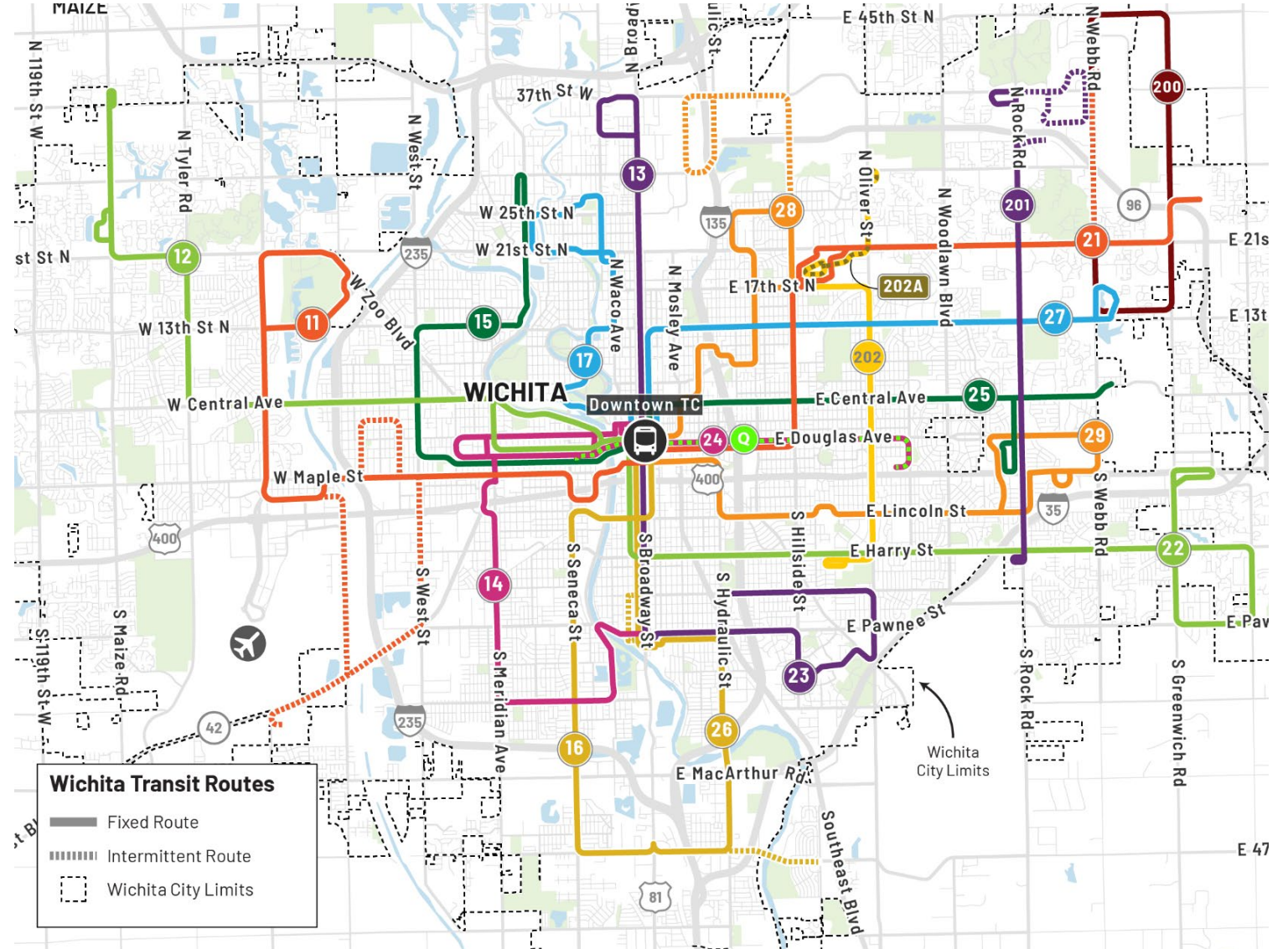


Strengths

- Extensive Coverage
- Timed Connections at the Downtown Transit Center
- High Level of Service to WSU
- Paratransit Coverage

Challenges

- Infrequent Service
- Most service ends prior to 8PM
- No Sunday Service



Who did we hear from?

Rider & Non-rider Transit Needs

Onboard Rider Survey
658 responses

January 23 – January 24, 2024

Online Community Survey
581 responses
February 2024

Stakeholder Visioning Workshop
February 27, 2024

Network Concepts

In-Person Outreach
May 7 – May 8, 2024

Online Community Survey
220 responses
May 2024

Stakeholder Meeting
June 11, 2024

How should Wichita Transit improve bus service?



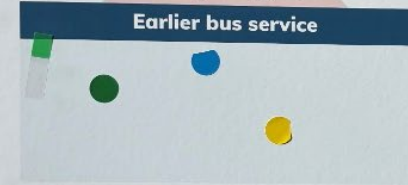
More frequent bus service



Sunday bus service



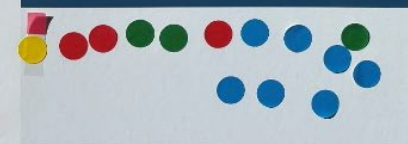
Earlier bus service



Later bus service



More crosstown service



New destinations



Bus stop upgrades



Transfer locations outside downtown



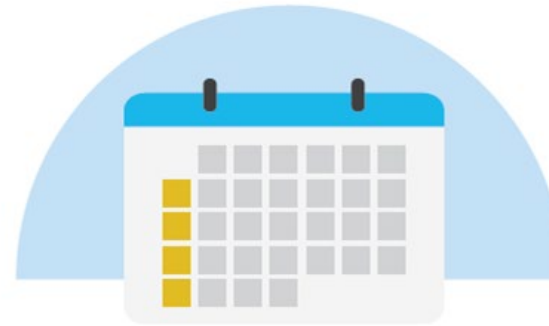
What are riders needs/preferences?



More frequent
service



Later service



Sunday service



Crosstown service

Key Stakeholder Feedback

- Need for increasing hours, frequency, and days of service
- Interest in creating more crosstown service
- Support for employment and airport shuttles
- Improve rider information and technology for ease of use
- Focus on retaining young riders
- Keep transit affordable
- Strengthen multimodal connections
- Incorporate local art into bus stops and buses
- Consider regional growth in future plans



Service Recommendations



Phased Service Improvements

Short-term Recommendations

Cost-neutral service improvements

- Revise routes and route segments that have low ridership
- Eliminate unproductive route segments with minimal impact on riders
- Simplify route alignments
- Improve access to grocery stores and essential services

ADA Paratransit service will not be affected and will continue to provide service throughout the City of Wichita Monday through Saturday

Mid-term Recommendations

Integrate all routes with new Delano HUB

- Restructure service to support new bus terminal
- Easier connections between the southern and northern parts of the city

Invest in Core Service

- Operate consistent service spans and frequencies across all routes

Long-term Recommendations

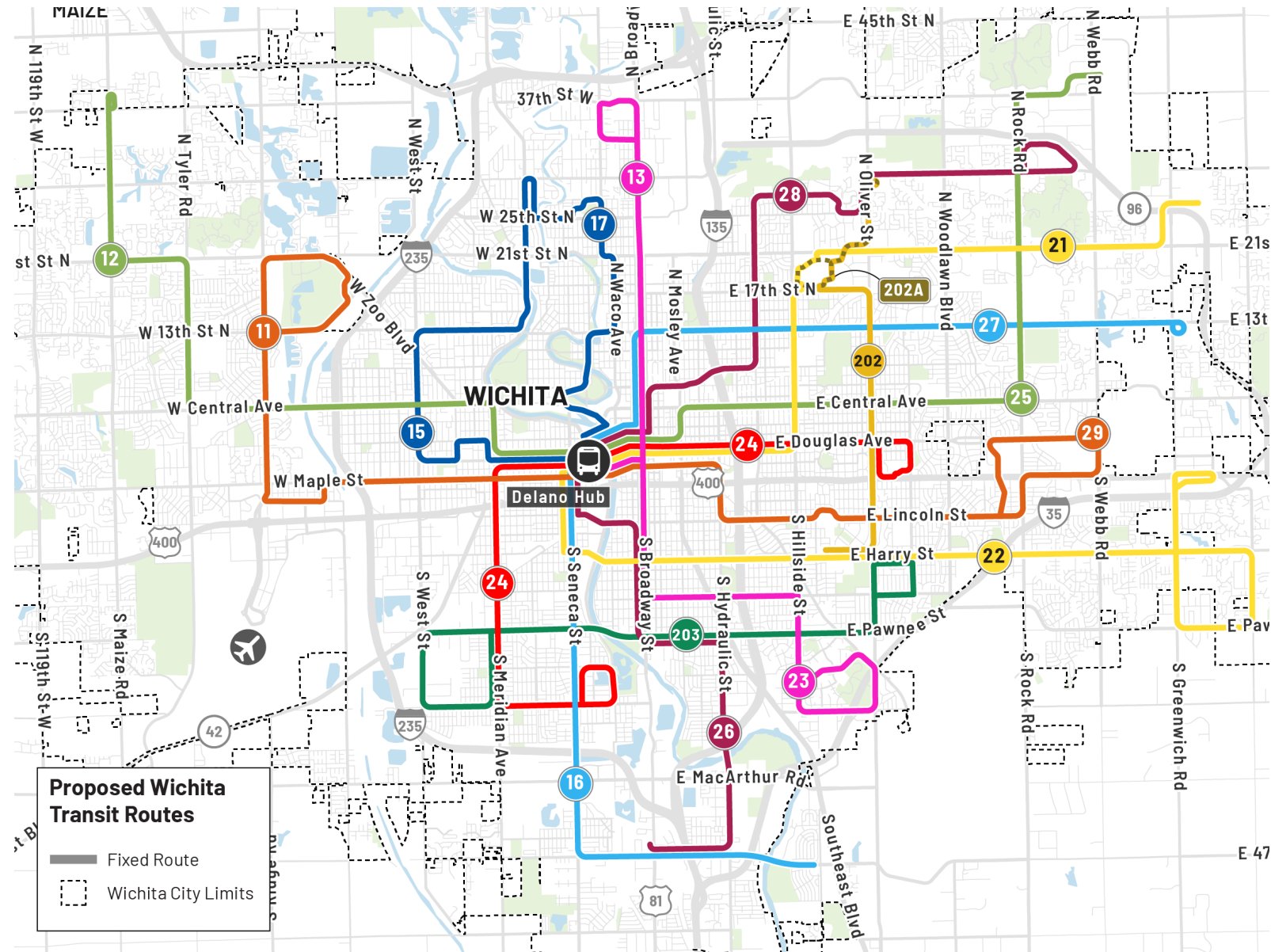
Service Expansion

- Consider major service improvements as additional resources become available
- Evaluate redesigned route productivity and ridership
- Consider service beyond city limits (coordination with regional partners)

Service expansions that are related to routing and service hours will affect ADA Paratransit service operations.

Proposed Route Network

- ✓ Prioritize direct service to key destinations (e.g., employment, education, medical, groceries)
- ✓ Provide more crosstown connections
- ✓ Shift routes to new transit center (Delano Hub)
- ✓ Create strong connections/transfers outside of Downtown



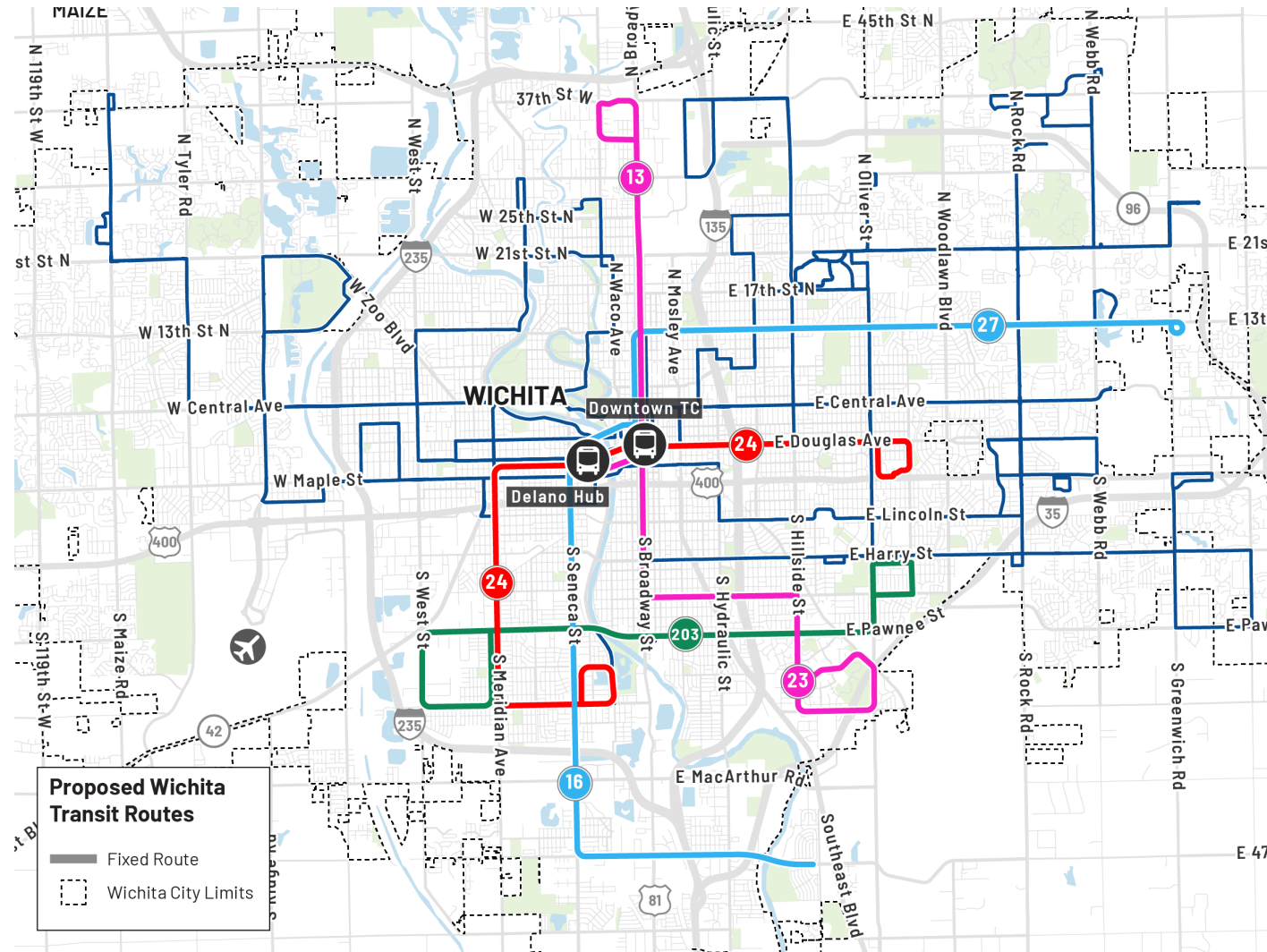
Service Recommendations

Short-term (2025)

6 of Wichita Transit's 18 Fixed Routes would change *before* The HUB (Delano) begins operations ...

- 3 routes with minor changes to reflect DT service changes
- 1 pilot route added in South Wichita
- 2 routes with new alignments (e.g., simplified, bi-directional service)

All routes will operate every 45 minutes during PEAK hours and every 60 minutes during OFF-PEAK hours except WSU routes Monday through Saturday.



Short-term Recommendations

Route 13 service removed from DT transit center

Combined Route 14 & 24 – improved access between VA Clinic and South Wichita

Pilot new crosstown service on Route 203 along Pawnee St

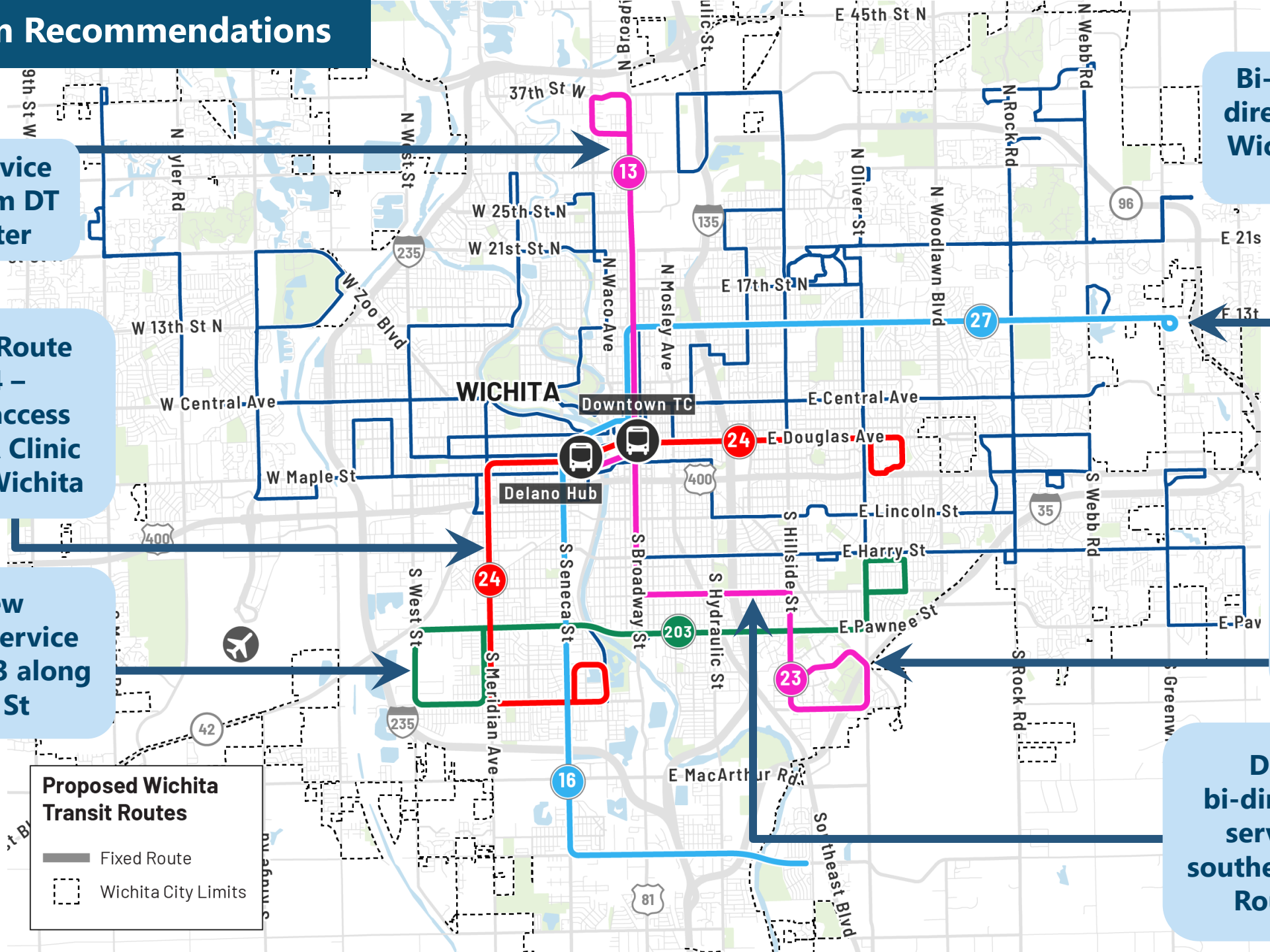
Bi-directional, direct service to Wichita East on Route 27

Improved access & coverage on Route 23 in Planeview

Direct, bi-directional service on southern end of Route 23

Proposed Wichita Transit Routes

- Fixed Route
- Wichita City Limits



Service Recommendations

Short-term (2025)

Proposal	Route	Service Change
Minor Change	13	<ul style="list-style-type: none"> Service removed from the Transit Center via Douglas Ave and William St
New Alignment	23	<ul style="list-style-type: none"> Service discontinued along Pawnee St (<i>pilot Route 203 replaces service on Pawnee St</i>) Service added along 31st St
Pilot New Route	203	<ul style="list-style-type: none"> Bi-directional between West and Edgemoor St via Pawnee St
New Alignment	24	<ul style="list-style-type: none"> Alignment discontinued north of Douglas Ave on Museum Blvd Combined with existing Route 14 (alignment shortened and service removed from Pawnee St)
Minor Change	16	<ul style="list-style-type: none"> Service discontinued along to the Transit Center via Lincoln and Emporia St (<i>proposed Route 26 replaces service on Lincoln St</i>)
Minor Change	27	<ul style="list-style-type: none"> Bi-directional service along Broadway (southbound service removed from Topeka Ave) Alignment extended to Greenwich Road via 13th St (Wichita East)

Fixed-route Service Recommendations

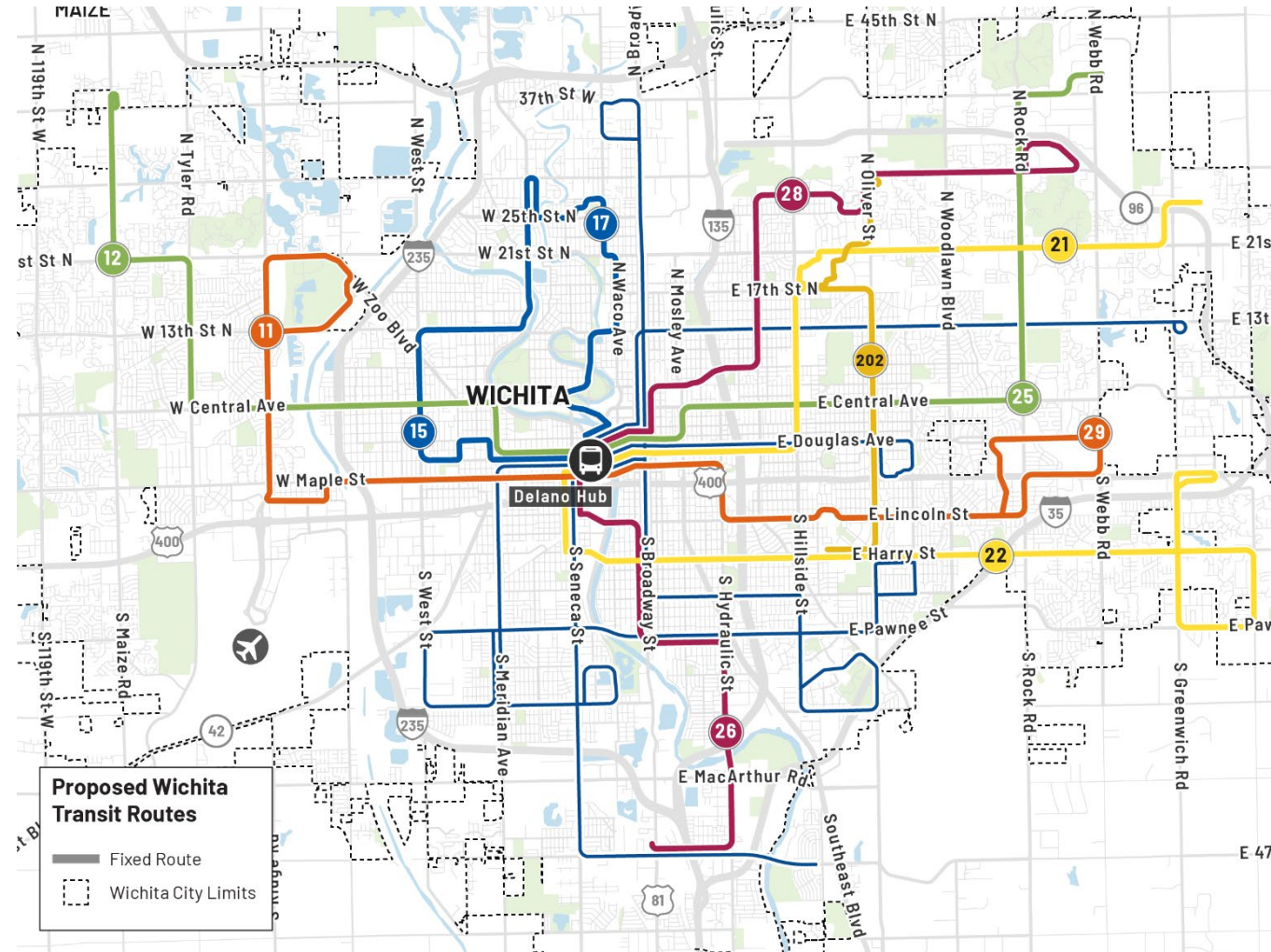
Mid-term (2026)

12 of the remaining Wichita Transit Fixed Routes would change when The HUB (Delano) *begins* operations ...

- Routes shift to serve the HUB where transfers will occur in Delano
- 2 routes with major alignment changes*
- 5 routes with new alignments (e.g., simplified, bi-directional service)

**Route 203 pilot will be evaluated to determine continuation of service based on route productivity and utilization*

All routes will operate every 45 minutes during PEAK hours and every 60 minutes during OFF-PEAK hours except WSU routes Monday through Saturday.



Mid-term Recommendations

Direct service along Arkansas Ave on Route 17

Direct service along McLean Blvd on Route 15

Direct service along Maize Rd on Route 12

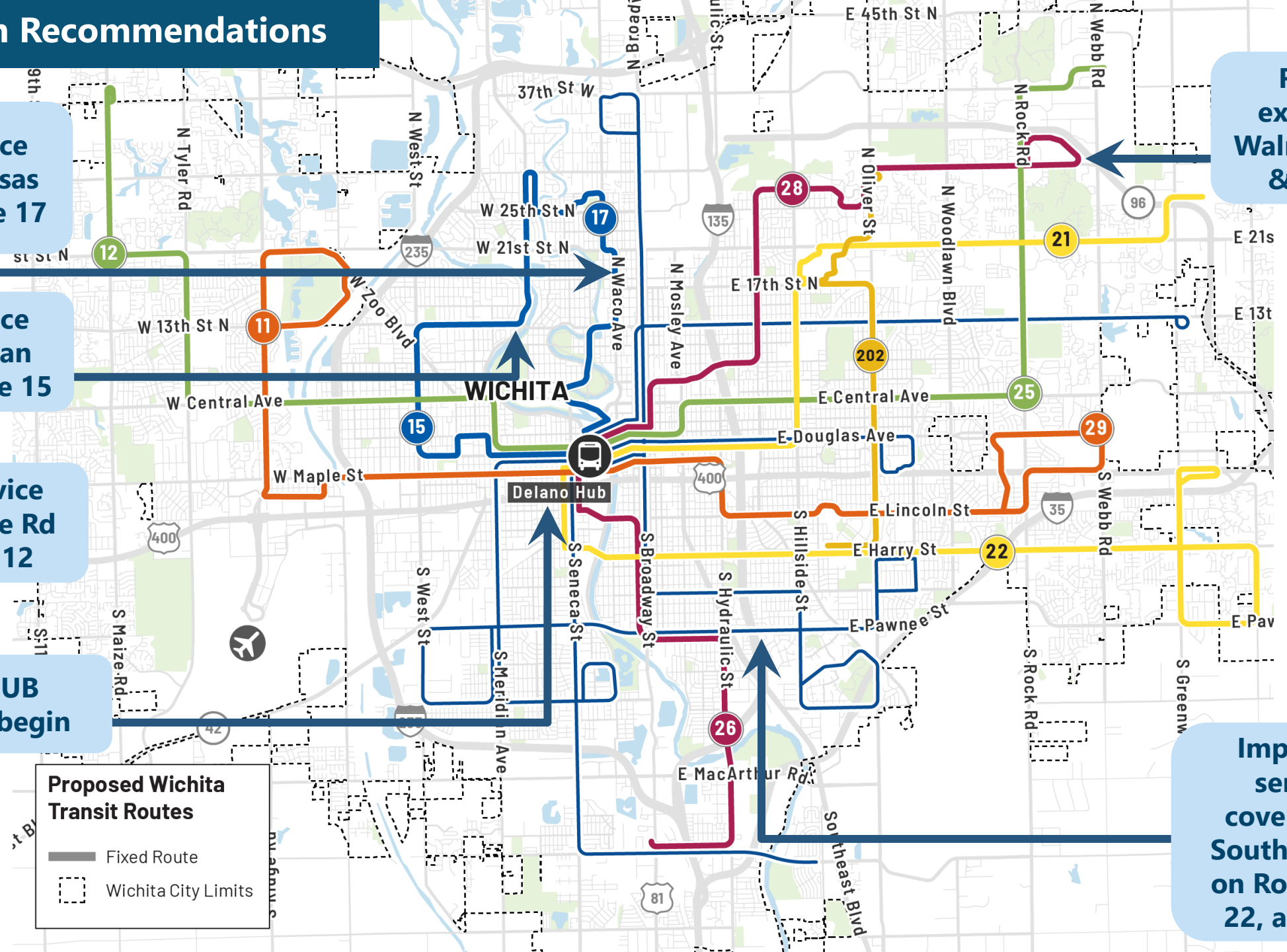
Delano HUB operations begin

Route 28 extended to Walmart at 29th & Rock Rd

Improved service coverage in South Central on Routes 23, 22, and 203

Proposed Wichita Transit Routes

- Fixed Route
- Wichita City Limits



Service Recommendations

Mid-term (2026)

Proposal	Route	Service Change
New Delano HUB Operations	Multiple	<ul style="list-style-type: none"> Routes 11, 12, 15, 17, 21, 22, 26, 25, 28, 29 shift to service new Transit Center
Minor Change	11	<ul style="list-style-type: none"> Intermittent routing along south of Maple St removed (on Dayton St, West St, and Hoover Rd)
New Alignment	12	<ul style="list-style-type: none"> Alignment discontinued along McLean Blvd Direct service at New Market Sq discontinued (direct service on Maize Rd)
New Alignment	15	<ul style="list-style-type: none"> Service discontinued west of McLean Blvd along 17th & 21st St
Minor Change	17	<ul style="list-style-type: none"> Route extended on 25th St (interlined with Route 15)
Minor Change	21	<ul style="list-style-type: none"> Service shifted from Broadway to Seneca St (<i>service on Broadway replaced with Route 23</i>)

Service Recommendations

Mid-term (2026)

Proposal	Route	Service Change
New Alignment	25	<ul style="list-style-type: none">Service discontinued to Rock Rd & Kellogg Dr (Towne East Square) (<i>Route 29 replaces service to Towne E Mall Dr</i>)Route extended north to WSU Campus of Applied Sciences via Rock Rd & 37th St
Minor Change	27	<ul style="list-style-type: none">Direct service to Waterfront Pkwy discontinued (direct service on 13th St)
New Alignment	28	<ul style="list-style-type: none">Route extended to Walmart at Rock Rd & 29th StService discontinued to Hydraulic Ave via Hillside St (bi-directional routing on Grove and 27th Streets)
Minor Change	29	<ul style="list-style-type: none">Service discontinued south of Kellogg Drive at Cypress Dr & Eastern St

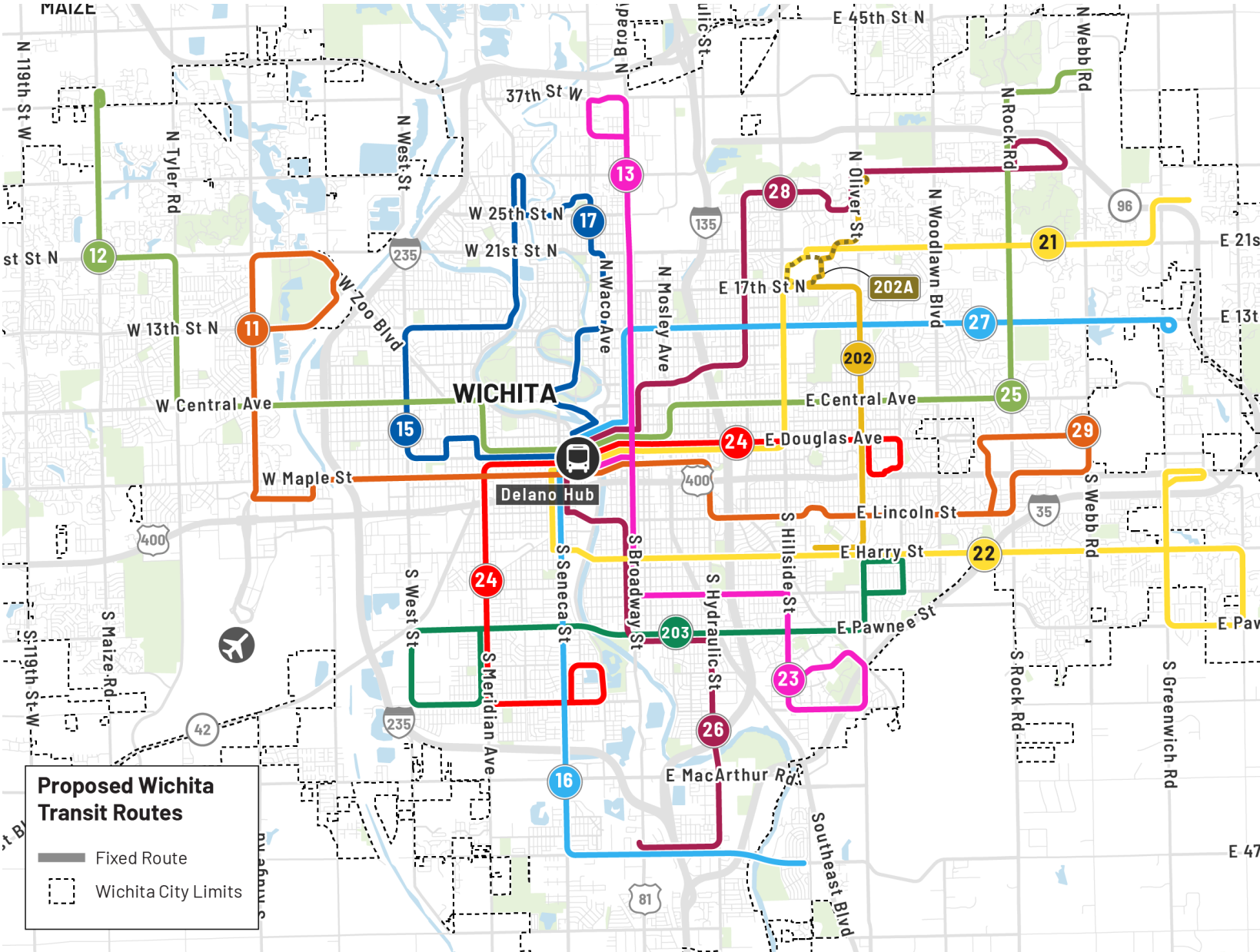
Proposed Route Network

Short-term Recommendations

- Cost-neutral service improvements

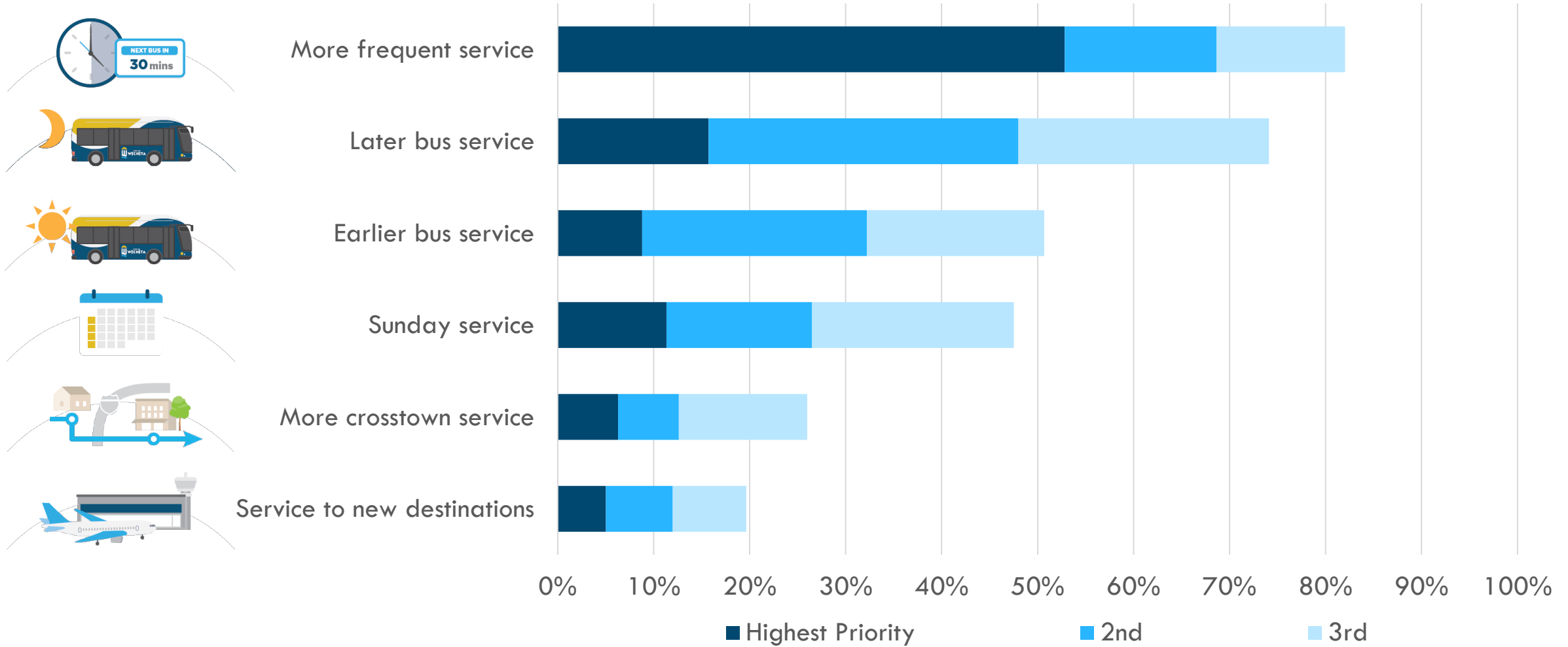
Mid-term Recommendations

- Integrate all routes with new Delano HUB
- Invest in Core Service



Service Expansion Options

Public Feedback



Service Expansion Options

Long-term (2026 and beyond)



30 Minute Service

Upgrade bus service frequencies during peak hours to every 30 minutes.

Operating: \$3,000,000
for 6 routes
Capital: \$4,800,000
for 6 buses



Later Service

Extend late evening bus service that currently ends at 7PM to 9PM, 10:30PM, or 12:00AM.

Operating:
\$1,650,000
for each 1.5
hours



Sunday Service

Add Sunday bus service to increase access to work and shopping destinations.

Operating:
\$3,000,000



Earlier Service

Add early morning bus service to benefit employees with early work shifts.

Operating:
\$600,000
for 30 mins
earlier



Route Extension

Extend routes to improve connectivity and increase transit access to destinations such as WSU.

Operating:
\$500,000
per route
extension



New Routes

Add potential new bus route to 21st Street crosstown and/or a Woodlawn Blvd crosstown.

Operating: \$2,000,000
Capital: \$3,200,000
per new route



Airport Shuttle

Add new bus route connecting Wichita Dwight D. Eisenhower National Airport with Downtown.

Operating:
\$500,000
from 9am to
10pm
Capital: \$800,000



Employment Shuttle

Add employment shuttles to connect workers to job centers that are difficult to access without a car.

Operating:
\$500,000
Capital:
\$100,000 for
accessible van



Microtransit Service

Provide mobility in areas that need transit but are not suitable for bus service.

Operating: \$1,000,000
per 6 to 9 sqmi zone
Capital:
\$200,000
for 2 vans per zone



Ridehailing Voucher Program

Provide discounted trips within an area and/or time period with ridehailing providers such as Uber/Lyft.

Operating:
\$500,000

Service Expansion Options

Potential Revenue Sources

For Wichita Transit to increase funding and service capacity, the agency will need to tap available funding streams.

State Funds

- General sales taxes
- Motor Fuel Tax
- State Highway Fund
- Corporate Income Tax

Local Funds

- City of Wichita intergovernmental agreements and general funding
- Sedgwick County sales and property tax allocations
- Establishment of City of Wichita General Sales Tax
- Increase of Transient Guest Tax

Regional Planning Efforts

Concurrent Transit Plans



WAMPO Regional Transit Implementation Plan

- Explore additional transit services for municipalities and counties in the WAMPO region.
- Service alternatives include:
 - Express Bus Service to Major Employers & Downtown Wichita
 - Route Extensions beyond the City of Wichita limits
 - Park & Ride Lots at end of Wichita Transit routes
 - Adding to Sedgwick County Transportation
 - Community-based Demand Response
 - Establishing Vanpool Program

Sedgwick County Comprehensive Transit Operations and Technology Feasibility Study

- Focus on improving demand response capacity through technology improvements.
- Technology improvements include:
 - Fare Payment Systems
 - Automated Vehicle Locators
 - On-vehicle Wifi
 - Reservations and Trip Planning

WAMPO Regional Transit Implementation

Draft Recommendations

- Additional studies may be needed to determine regional coordination.
- These coordination efforts should be mutually beneficial to both City of Wichita and the jurisdictions that are interested in coordinating transit services to the public.

ASPIRATIONAL PHASE 2

- Add More Local Funding to Demand Response Service

- Goddard-Wichita Express Service
- New Demand Response:
 - Intercity
 - Intracity

- New Demand Response:
- Intercity
 - Intracity

County-based Options (Sedgwick and/or Butler)

- Enhance Coordination with Neighbors (Short-term)
- Expand Demand Response Capacity

New North Suburban Demand Response:

- Intercity
- Intracity
- Andover-Wichita Express Service
- New Demand Response Service:
 - Intracity focus
- Added Demand Response Service - Butler County to access shopping/school/work.

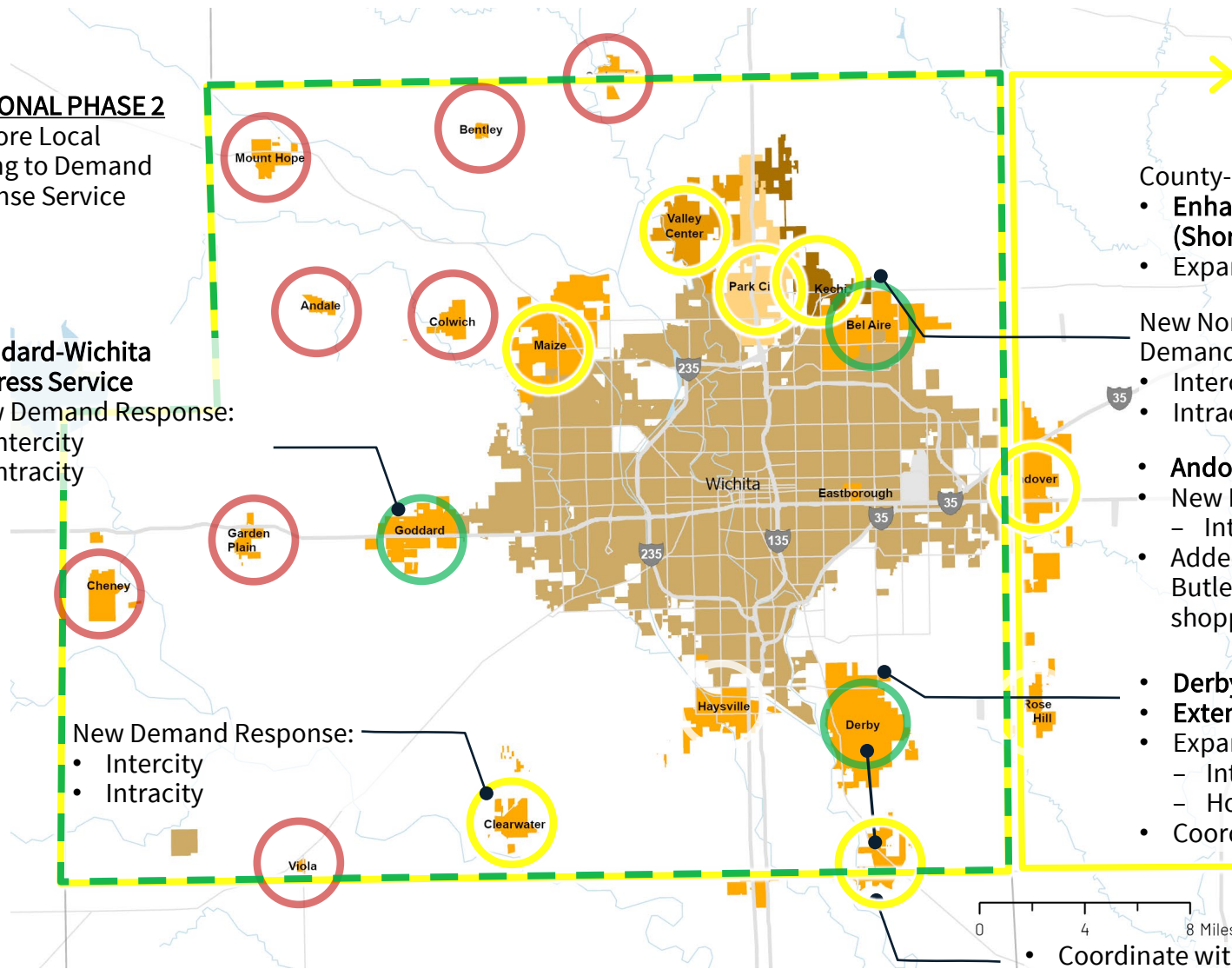
- Derby-Wichita Express Service
- Extend Wichita Transit Local Service
- Expand SCT Services:
 - Intracity
 - Hours
- Coordinate with Mulvane

- Coordinate with Derby



- Uber/Lyft Collaboration
- Establish/Manage Vanpool
- Park-n-Ride Lots

- Short-term
- Aspirational (Phase 1)
- Aspirational (Phase 2)



Looking Ahead





Establish implementation plan for short- and mid-term service changes and HUB operations.



Continue building public awareness, securing community support, and providing implementation updates.



Coordinate with city and county elected-officials to explore additional funding and grant opportunities.



Thank You!

Please visit our project website:



wichitatransitplan.com