TRANSIT ADVISORY BOARD
AGENDA
March 20, 2019
10 a.m.

Wichita Transit Van Maintenance Facility Conference Room
777 E Waterman
Wichita, KS 67202

<table>
<thead>
<tr>
<th>Item</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Welcome and Introductions</td>
<td>5 minutes</td>
</tr>
<tr>
<td>2. Approval of Minutes</td>
<td>5 minutes</td>
</tr>
<tr>
<td>3. Public Comments (Participants must sign up prior to speaking)</td>
<td>10 minutes</td>
</tr>
<tr>
<td>4. Discussion Items</td>
<td>15 minutes</td>
</tr>
<tr>
<td>a. Electric Bus update</td>
<td></td>
</tr>
<tr>
<td>b. Micro Transit</td>
<td></td>
</tr>
<tr>
<td>c. Scooter Presentation</td>
<td></td>
</tr>
<tr>
<td>5. Information Items</td>
<td></td>
</tr>
<tr>
<td>a. Transportation Department report</td>
<td>10 minutes</td>
</tr>
<tr>
<td>b. Marketing Report</td>
<td>10 minutes</td>
</tr>
<tr>
<td>c. Director’s Update</td>
<td>15 minutes</td>
</tr>
<tr>
<td>i. Ridership</td>
<td></td>
</tr>
<tr>
<td>6. Other Business</td>
<td></td>
</tr>
<tr>
<td>7. Announcements</td>
<td></td>
</tr>
<tr>
<td>8. Adjourn</td>
<td></td>
</tr>
</tbody>
</table>

City Council members may attend this meeting.

The next Transit Advisory Board meeting will occur on April 17th, 2019.
The Wichita Transit Advisory Board met in regular session.

Present:
Sanford Alexander, Shannon Bohm, Troy Bruun, Robert Hamilton, Patricia Hileman, Darryl Kelly, Michael Loop, Michael May, Robert Metoyer, Moji Rosson, Janet Wilson

Absent:
LeAnna Beat, Matt Byrum, Jason Gregory, Jeff Preisner, Stan Reeser, Rebecca Robertson, Greg Schneider, Robert Yelverton

1. Opening
The regular meeting of the Wichita Transit Advisory Board was called to order at 10:01 a.m. on February 20, 2019 in regular session by Chair Moji Rosson.

2. Approval of Minutes
Chair Rosson presented a motion to the board to approve the minutes for the January 16, 2019 Transit Advisory Board meeting. Minutes were approved as distributed.

3. Public Comment
Members of the public were instructed that if they would like to comment they would need to sign up in advance and comments would be limited to five minutes per person.

Hadassah P. requested to address the board regarding the lack of shelters or benches at the bus stop at Palisade and Pawnee. She is thankful for the service in the area, however would like to see that this need is addressed.

4. Discussion Items
   a. Ball Field
Paul Gunzelman from the Planning department presented information regarding the design of the new baseball stadium. He explained that the new stadium would be built to be accessible to all individuals and would hold approximated 10,000 people. The baseball team would hold about 120 events, however, they would like to see over 200 events at the stadium. This would include concerts, football games and camping under the stars. The City would like to gather input from community advisory boards, and the Transit Advisory board is of stakeholders. The overall design of the stadium is more urban, closer to the street. There were questions regarding the drop off points for shuttles to and from games. It was discussed that Texas street would be extended and transitioned into an access road. There would be several possible shuttle locations and or drop off
points.

They are as follows:

• Stadium entrance
• Museums along the river
• Pedestrian Bridge
• Riverbanks/Riverwalk

Parking will be reduced around the stadium. The stadium planners have identified a need of about one parking space for every three attendees. There will likely be premium parking immediately adjacent to the stadium. There is plentiful parking at Century II and other parking facilities east of the river. Another option could be for Individuals to take the bus to the baseball stadium. Mike Tann stated that with the use of game day shuttles and the Q-LINE there should not be a problem moving 6,000 attendees.

b. Transit Accessibility Study

Brett Letkowski with TranSytms Corporation presented to the board regarding the Accessibility study that Wichita Transit is conducting. This study will review our current routes and align the available accessibility to the appropriate routes. It will address who we are severing and identity any accessibility gaps that need to be addressed. The study will take place from February to June, with a completion date in July. We will be gathering public input from this advisory board as well as other community advisory boards. There will be two public open house and Wichita Transit will be conducting an online survey. The board inquired about transportation due to the limited hours of operations on Saturday, if individuals are transit dependent how they would be able to participate. We would review times that would benefit those that are transit dependent on Saturdays. Brett indicated that a Steering Committee is being formed, and any volunteers from the TAB should contact Mike to indicate their willingness to serve.

c. Draft Scooters Pilot Program

Mike Tann presented to the Transit Advisory Board the Scooter Pilot Program information. The scooters program has the potential be a first mile last mile solution. Several scooter companies have reached out to Wichita regarding the introduction of electric scooters to the area. However, there are several issues that would need to be addressed prior to implementing scooters into Wichita. There would be the need for restrictions such as no scooter zones or slow scooter zones. Defining acceptable use for scooters. The use of scooters on Bike paths/Time limits/speed limits. These are all items that will be addressed. There would be some Municipal code changes, fees and apportionment back to the city. Helmets would be required and there would be age limits for riders, they would have to be at least 18 years of age. There will be presentations about the scooter program to the area District Advisory Boards.
5. Information Items

   a. Director’s Update

   Mike Tann provided the board and update regarding the purchase of seven electric buses. He stated that the seven electric buses would be used to replace the Q-Line Trolley’s, which were not very fuel efficient. He stated that overall our ridership is up. He would provide additional details later. He stated our new fare boxes should be in place by late spring.

   b. Transportation Department Report

   Scott Wadle presented information regarding the parking lot use of Block I (Douglas), Macy (215 Main) and SOB (State office Building). He stated that the data regarding the use of Block I continues to unreliable due to errors with the gate function. The SOB garage continues to be underutilized. However, the Macy garage continues to show an average 90 percent occupancy. If this continues the city should consider a rate increase to offset expenses. The parking garage at City Hall had some fiber ware issues. There are several parking related projects that are currently under way. The Downtown Streets Conceptual Plan held an open house event with more than 120 attendees.

7. Other Business

   Finance committee submitted their report regarding their finding about sales tax usage and how it affects Wichita Transit.

8. Announcements

   None.

9. Meeting adjourned at 11:37 a.m.
Information will be distributed at the meeting.
Information will be distributed at the meeting.
<table>
<thead>
<tr>
<th>5b Information Items</th>
<th>Marketing Report</th>
<th>March 20, 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information will be discussed at the board meeting.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Information will be distributed at the meeting.
Ridership Updates

Fixed Route

Fixed-route ridership started 2019 with a 13% increase over February of 2018.

<table>
<thead>
<tr>
<th>Month</th>
<th>2018 Total Ridership</th>
<th>2019 Total Ridership</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>87,027</td>
<td>96,161</td>
<td>10%</td>
</tr>
<tr>
<td>February</td>
<td>84,023</td>
<td>93,355</td>
<td>13%</td>
</tr>
</tbody>
</table>
Fixed Route Ridership Breakdown

Fixed route ridership was up slightly this February over last February by 13% compared to last year with all other services excluded. February 2019 had exactly the same operating days as February 2018. The school ridership was 8,594 and Cowley County Commuter ridership was 1,026.

<table>
<thead>
<tr>
<th>ROUTES</th>
<th>FEBRUARY 2018 RIDERSHIP</th>
<th>JANUARY 2019 RIDERSHIP</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 FIXED ROUTES</td>
<td>84,023</td>
<td>93,355</td>
<td>13%</td>
</tr>
<tr>
<td>RIDERSHIP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>84,023</td>
<td>93,355</td>
<td>13%</td>
</tr>
</tbody>
</table>

Paratransit

Paratransit ridership continues to be higher in 2019 than 2018. In February 2019, Paratransit completed a total of 6,192 rides, with an average weekday ridership of 312 for the month.
**Q Line**

The Q-Line ridership in February 2019 shown an increase of 36% over February 2018.

![Q-Line Year-to-Year Ridership Comparison](chart.png)

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2019</th>
<th>%Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>4,583</td>
<td>4,077</td>
<td>-11%</td>
</tr>
<tr>
<td>Feb</td>
<td>4,168</td>
<td>5,674</td>
<td>36%</td>
</tr>
</tbody>
</table>
The City of Bel Aire is considering partnering with Wichita Transit to offer public ridership to citizens living & employees working in Bel Aire. In order to assess the need and feasibility, questionnaires were collected from current Bel Aire citizens, seniors, employees working in Bel Aire, and business owners. This report is a summary of the results.

Citizens – 183 respondents

Q1 – Do you view public transportation, if it was available in Bel Aire, as being a plus to living here?

Yes – 142 or 77.6%  No – 41 or 22.4%

Q2 – Do you or anyone in your family have a potential need for public transportation for employment, education, or personal trips into Wichita?

Yes – 95 or 51.9%  No – 88 or 48.1%

Q3 – Would you feel the value of a public transportation option in Bel Aire be worth financially supporting as a community?

Strongly Agree – 54 or 29.5%  Agree – 66 or 36.1%

Neither A/D – 24 or 13.1%

Disagree – 26 or 14.2%  Strongly Disagree – 13 or 7.1%

Q4 – Other Comments?

Positive/Helpful:

- Pick up points need to be convenient for riders
- A bus stop at Catholic Care would benefit the employees, one going to WSU would benefit students that live here.
- Several bus stops will be most helpful
- Our adult daughter with special needs has her driver’s license, but her driving is limited due to a lack of critical thinking skills. She has two jobs, one of which is in Wichita. Right now, I (her mother) drive her both ways, but it’s frustrating for her and really starting to wear on me (this is her fourth year at her job). Having public transportation available in Bel Aire would definitely improve our family’s overall quality of life!
• Bus should have bike rack, start service at 5 am & end at 8 pm to cover employees who work 12 hr shifts. Route should connect to 21st street bus for further transportation options
• If companies locate in Bel Aire – I want them to pay taxes – especially if taxpayers are also expected to pay for public transportation to allow their employees to work at their Bel Aire locations.
• With the increased number of senior citizens choosing the community as home, having access to public transportation options would be an enrichment to their life and encourage their choice of living in Bel Aire.
• We live at Catholic Care Center so pickups in this area would affect our level of interest.
• Catholic Care Center has a number of employees that apparently don’t own private vehicles. I see them from time to time walking the mile from 37th and Woodlawn. Would be nice for them to have transportation.
• I live in Bel Aire and work at Wichita City Hall, having public transportation (especially in the winter) would be very beneficial to me and my family!
• Any connections with Wichita are a plus – especially bus service.
• I think any public service that benefits the public at large with day to day living needs is important to the community, transportation in any community can be a vital link to doctors, stores, church and schools. These are needs every community has every day.
• I work in Bel Aire, my mom gives me a ride out there. Would be cool to take public transit out there.
• It would foster more access to Bel Aire by people that normally wouldn’t travel to Bel Aire, more than it would help residents travel into Wichita.
• I am a widow it is difficult for me to get to Wichita if my car is in the shop or I am unable to drive. We need it for nursing home employees too.
• The ability to improve your life or the life of others is absolutely reduced when transportation is a hurdle or unavailable.
• As we age and can no longer drive it would be essential to have access to senior transport services from our home to doctor. Would allow us to stay in our home longer.
• Small scale public transit from multiple points in Bel Aire to the commercial areas of 37th & Woodlawn and 29th & Rock would be really enhancing. Advertising by business along route might be an income stream. Stops should include the Rec Center and City Hall and places where riders could transfer to city of Wichita lines. Hope in can be done.
• Bel Aire should provide public transport for the safety, convenience and benefit of its residents and to help the environment.
• The city of Wichita and surrounding communities have seen a rapid growth over the past 5 years, with more growth to come in the next decade. In order to make a statement that Wichita is on the same level playing field of other major cities, it is important to embrace a Metro Transit System like other major cities!
Negative/Unrelated/Other Recommendations:

- I believe investing in public transportation makes more sense for Bel Aire than adding another park.
- I live in Bel Aire and think this is crazy. Almost all residents in Bel Aire have 2+ cars.
- Not necessary. Another waste of money. Busses are not full, maybe 3-4 riders at a time. Contracted taxis would be better for roads and cost.
- Fixing our roads should be done before adding heavy vehicles like busses to our roads.
- I feel like this shouldn’t be the number one priority for Bel Aire. There are better ways to spend the money – like paving the streets in the Aurora Park area.
- Being a bedroom community, I don’t believe Bel Aire has a need for any public transportation, so long as there are accessible stops in Northeast Wichita.
- I would love to have public transportation to our city, but I believe it would not be a viable and cost effective program. We could have 1 city maintained drop off and have an in town shuttle service.
- Would not be for it unless it was for some non-fast food employees
- Make our town walkable with sidewalks and get bike paths before any bus stops!
- Part of accessibility to public transit would include access to pick up and drop off points (i.e. sidewalks)
- Would the City of Bel Aire financially support this?
- While public transportation is important for future community development, having decent sidewalks & bike paths to connect the neighborhood to the business areas in our community is important.
- Installing more sidewalks would also expand transportation options. Right now there are many roads with neither sidewalks nor public transportation, giving only the options of travel by personal vehicle or walking/riding bike on shoulder, which feels unsafe.
- I would rather the money that would be spent on this be spent on sidewalks and paths so we can walk, run, ride bikes as a family to get where we need to go.

Seniors – 17 respondents

Q1 – Do you have access to dependable transportation for shopping, medical appointments, or convenience trips during the week?

Yes – 17 or 100%

Q2 – Have you at any time in the past used public transportation in Wichita?

Yes – 6 or 35.3%  No – 11 or 64.7%

Q3 – What are the major points of destination you seek to access from public transportation?

Doctor/hospital, church, grocery shopping, retail shopping, YMCA, library
Q4 – As a provider of senior care would you be willing to financially support public transportation in Bel Aire if it met the needs of your residents?

Inconclusive data – question poised to senior care providers, not seniors

Employees Working in Bel Aire – 37 respondents

Q1 – Do you view public transportation, if it was available in Bel Aire, as being a plus to working here?

Yes – 37 or 100%

Q2 – Do you have a need for public transportation for employment in Bel Aire from Wichita?

Yes – 27 or 73%  No – 10 or 27%

Q3 – Would you feel the value of public transportation to Bel Aire would be worth financially supporting?

Yes – 37 or 100% ← Inconclusive data – the survey question does not specify where financial support is coming from.

Q4 – Would you utilize public transportation to work?

Yes – 29 or 78.4%  No – 8 or 21.6%

Daily – 4 or 10.8%  Occasionally – 20 or 54%

Q5 – Other Comments?

Positive/Helpful:

- This would also be great for families without transportation.
- Not only for working adults, but also for students who attend schools in Bel Aire!
- I personally don’t need transportation, but many of our employees do and have to walk from closest drop off to CCC.
- Many times I have wished I could ride the bus to work.
- It’s a cold and long walk from the corner of 37th and Woodlawn to Catholic Care Center at 45th and Woodlawn. Would love it if they could take me to CCC.
- I know many this would benefit. Please consider offering public transportation into Bel Aire. Bel Aire is so fair out to ask for a ride, and shifts vary so much it is hard to car pool.
- A lot of people take the bus. Would be wonderful if it came to Bel Aire. Support all the way.
- A lot of people here need public transportation.
- Even employees with transportation occasionally have transportation issues that prohibit them from making it to work. Would be a good back up system for that, and for bringing
in more people to work in Bel Aire while giving the community better opportunity to work outside Bel Aire.

- Don’t have a car, very hard to get transportation to and from work way out here.
- We have many people who would benefit from transportation. Many family members could come visit with having public transportation.
- Residents, family, staff and visitors rely on public transportation to/from Bel Aire.
- Lots of elderly visitor have difficulty visiting their loved ones; this would help people living here see family more often.
- It would be helpful to employees that did not have transportation available. Our community has a need for this
- Hoping that this thing happens for Bel Aire transit, and thank you in advance.

Business Owners – 4 respondents

Q1 – How significant are attendance issues related to transportation affecting your business?

- Currently it only affects approximately 10-15% of our workforce.
- Fairly significant – we have had two employees terminate in last six months because of transportation issues.
- A majority of our clients are from the Wichita area. A number of them utilize public transit on a daily basis in order to get to work or other activities. Those who do not have access to transportation to our facility are unable to attend events, practices, trainings, etc.
- We have had multiple instances where our employees who use public transportation have been delayed or missed work due to a lack of service to Bel Aire. Our employees can get as far as 37th street, but then they are left to make the remaining two miles or so on their own. This causes tardiness, especially in the early morning or evening shifts. We have also had to have other employees leave to go and pick our employees up at the last bus stop and this puts a strain on our work and impacts the care we can provide to our residents and costs us productivity. Plus Woodlawn does not have adequate sidewalks from 37th to 45th street and is a safety concern.
- None at this time

Q2 – Are there areas of population of Wichita where you would like to pull candidates or difficulties filling second or third shift positions that you can’t because of their inaccessibility to dependable transportation?

- We don’t target areas for potential new employees, but bus service could provide a currently untapped source of new potential employees and those employees might prove superior.
- Yes we occasionally have people who want to come to our plant but do not have transportation from their location so it is not possible.
- We would like to allow everyone access to our facility. Most of our activities are in the evening or on weekends, which means we are needing the most help at that time.
I have heard from potential employees at our job fairs ask about the public transportation options to them when we are discussing employment at Catholic Care Center.

Not as of yet

Q3 – Are you willing to financially support public transportation in providing solutions to those problems?

- That would depend on the cost/benefits, a trial basis might be beneficial to help determine both.
- We do have a plan where we have assisted employees with Uber so we are open to it.
- At this time we are unable to provide any additional funding for public transportation.
- That conversation and decision would be reserved for the Board of Directors and Executive Leadership Team.
- It would not benefit me as of now. I would, for the greater community good, support assistance if the community desired a partnership with Wichita Transit.

Q4 – Other Comments?

Positive/Helpful:

- Employees currently have to walk from 37th and Webb if they take the bus. This works okay if weather permits but when it gets bad we lose them.
- Our main focus at our facility is to allow people of all ages the ability to train, practice and develop at our facility. The more access people have to transportation to our facility, the more we are able to grow.
- Looking at a way to partner with the City of Wichita for public transportation is a much needed resource for those who depend on the bus to travel to and from their workplaces in Bel Aire. I thank you for starting the conversation and getting the right people at the table to make this a reality.
- I believe FedEx and Century would have a greater need than us for this partnership.

Negative/Unrelated:

- The response to both questionnaires will be skewed because we don’t currently have employees that use the bus. If this survey was done a year after bus service started, it might prove to have a much larger impact than current response might indicate.