

Wichita/Sedgwick County Access Advisory Board

Wednesday, August 28, 2024

Envision/Zoom

10:00—11:30 a.m.

Minutes

Members Present

Andrew Crane	Chris Stanyer	Courtney Wages
Craig Perbeck	Emily Jensen	Harley Anderson (z)
Jayne Otis	Jill Kerschen (z)	Karen Flateau (z)
Kyelene Flaming (z)	Raven Alexander	Shea Hanson (z)
Shelley Herrington (z)	Terese Goren	Rosie Greene

City/County Staff Present

Adrienn Clark	Sabrina Young	Troy Anderson, City of Wichita
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Guests

	James Gamez, Nelson Nygaard Consulting Associates	
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- I. Welcome, Announcements & Introductions – Vice-Chair Craig Perbeck
 - a. Vice-Chair Craig Perbeck called the meeting to order and asked everyone to introduce themselves. Introductions served as roll call and a quorum was present.
- II. Meeting Minutes
 - a. Motion made by Kyelene Flaming to approve July2024 minutes; seconded by Emily Jensen. Minutes passed by a voice vote, **14-0**.
- III. Monthly Updates
 - a. Transportation Committee
 - i. Penny Feist introduced herself as the new director of Wichita Transit and spoke about her priorities.
 - ii. Raven Alexander introduced James Gamez with Nelson Nygaard Consulting Associates.
 - iii. James Gamez gave an update on where they are with the Transit Network redesign.
 1. Current work is developing recommendations based on existing conditions and community and stakeholder discussion
 2. How the city can grow the transit system in the future

3. Went over a map showing possible route changes that encompasses input from the community
- iv. Craig Perbeck asked, looking at the map of potential routes, it eliminates second street route, is that correct?
 1. James Gamez responded, yes, that is correct. This doesn't show the eliminated segments of the routes. In some cases we're looking to move away from streets that aren't quite arterials or that have multiple lanes. We want to put vehicles on the major streets and off of the second tier collector streets and parallel routes. It allows for fewer stops and put more investment into the buses and shelters.
 2. Craig Perbeck replied, that eliminates stops at Ability Point, a center that works with the disabled. It eliminates stops at the Independent Living Resources Center that's right along there as well and works with persons with disabilities. There is also a senior apartment complex along there that would lose service. I just want to put that out there to understand that that will eliminate transit options for persons with disabilities and seniors that are in that location.
- v. Karen Flateau stated, I'm in a wheelchair, what thoughts have been put into specifically wheelchair bound people? How many wheelchair bound people there are and any increasing accommodation for that?
 1. James Gamez answered, so while we are primarily looking at fixed route service and the modifications there, we did look at the different travel patterns for the access service.
 2. There are a lot of bus stops that currently don't meet ADA standards and that is something else that'll be included in the final report and recommendations, to develop a bus stop improvement program to get to that level.
 3. Karen Flateau commented, I know that with ADA compliance and wheelchair accessible vehicle, Lyft and taxi service, its coming as an improvement with the ADA. It's very slow, but I just want to make sure that we have a mind towards it. Because right now, sometimes the only accessible wheelchair vehicle is a cab through a local cab company and it is incredibly expensive. People who are bound to wheelchairs have a completely different accessibility issue.

IV. New Business

- a. Downtown Parking Public Information Meeting
 - i. Troy Anderson introduced himself and gave a presentation on the current parking plan.
 - ii. [View PowerPoint](#)
 - iii. 4 sections to the presentation
 1. Free Parking is not Free

2. Local Policies regarding parking and parking management
 3. Existing conditions that have led to this ongoing conversation
 4. What are the implementation strategies and actions that were identified that we're trying to do
- iv. Andrew Crane asked, what about the parking garage over by the baseball stadium and transit and Multimodal center and also once again, I've brought up in the meeting that there is zero ADA parking downtown. That needs to be addressed.
1. Troy Anderson answered, we hopefully will commence construction of the multimodal center in the next couple of weeks. Finished by the end of 2026. We are aware of the statute for parking privileges for persons with disability. We are doing everything we can to try and comply with not only the letter of the law but the spirit of the law. If we put handicapped parking on the street adjacent to the sidewalk, we'll make sure that it is accessible. We won't charge for handicapped parking.
- v. Chris Stanyer asked, do you anticipate that funds raised would offset any need for additional enforcement personnel to go with that?
1. Troy Anderson replied, industry standard tells us that we should be charging enough to recoup about \$400 per space per year. That is based on the entire system, street, lot, and structure parking. That would cover costs. Today we are only recovering about \$227 per space per year. The current model is not sustainable. And if we want to responding to deferred maintenance and start making capital investments back into the system, we should recover \$600 per space per year.
 2. Our goal is to just recover just enough revenue just to cover our operation and maintenance.
- vi. Sabrina Young asked, you stated that we want to recoup just enough to cover costs, so why is the City looking at hiring a for-profit company to manage the system for them? Because they want to make a profit, they are going to want to recoup more than just the costs to run it.
1. Troy Anderson responded, we know, first and foremost that cities outsource a lot of things. There are things cities are just not specifically designed to do right now. The City of Wichita does not have the in house expertise, doesn't have the staffing. Using a third party is a fixed cost, we know what that cost is going to be.
 2. Sabrina Young followed up, right, it's a fixed cost to the city, but not to the users unless you restrict the price the company can increase the price during peak hours.
 3. Troy Anderson answered, the third party operator does not have sole control to make those adjustments. The third party can advise the city on if we should make adjustments to the rate. The decision to adjust rates lies solely with the city.

- vii. Craig Perbeck asked, looking at Delano District, there is all sorts of new development there. What kind of parking code requirement was in place for those businesses? There is a lot of parking around those businesses. What I'm wondering is, what's the city's requirement now, when it goes to parking and buildings that are put in place.
 - 1. Troy Anderson replied, generally speaking, Downtown, there are no parking requirements. There are exceptions, like for Old Town. It is a business driven decision for a business to creating parking near their business.
- viii. Emily Jensen asked, on the kiosks, will they only take a card for payment or cash as well?
 - 1. Troy Anderson responded, they will take cash as well. We also want to have tap to pay as well. And if none of those are convenient, can pay through the app.
- ix. Emily Jensen asked, my other question, I'm a director for Sedgwick County, we have parking at 3rd and Main. I already have staff asking, am I going to have to pay to park when I come to work? What's happening with that lot?
 - 1. Troy Anderson answered, that is not included in this first phase. We have not gotten to the government district yet.
 - 2. Emily Jensen followed up, so in theory, in a future phase they may have to pay?
 - 3. Troy Anderson replied, yes. Remember the 2019 parking and Multimodal plan didn't just stop with downtown. There's other opportunities for other areas of the community.
- x. Emily Jensen asked, one more clarifying question, so back in July, they missed my parking pass and I got a citation. I called the number on the back of the citation and I'm still waiting. I've called three different numbers, how do other people get a hold of the car park? If that's the city's solution?
 - 1. Troy Anderson responded, if you'll connect with me after the meeting, let me find out what number you're trying to call and let me make sure that's appropriate. If it is, I'll make some phone calls. If it isn't, I'll get you the right one.
 - 2. Emily Jensen added, it isn't just me though, some of my other staff as well, so I think it's an ease of accessibility thing, that I'm concerned about, you know, because we're in July. I don't want to come out to my car and have a boot on it because I didn't pay a citation because my pass was missed.
 - 3. Troy Anderson replied, from the cities perspective we want to improve the customer experience. We don't want people to have a bad experience. If we are falling short in some way, please let me know.

- xi. Craig Perbeck commented, I want to point out just a point of frustration for me when parking switches over from free to pay, just my experience. Looking at the Wichita Airport, it used to be this free parking for handicap parking. And it was right up front across the street from the terminal and what happened over time is, and I'm going to exaggerate, over time everyone that worked at the airport became disabled. So they were all parking right there in front and eliminated the options for people who really needed that parking. So what happens when you start requiring paying for parking? You have handicapped spots out there. People are going to borrow grandma's placard and then just it becomes the issue of, not everybody's going to do it, but some people just do it to get around the system. And it's frustrating. I don't know how you fix it, it's just one of those frustrating things.
 - 1. Troy Anderson replied, I appreciate the feedback. That is a conversation we're already having. On the enforcement side, all we can do is validate that the plate or placard are valid. Those are policies we're going to be working on.
- xii. Tom Page commented, several things come to mind. I want to mention that not all disabled people use placards. As a blind person, I don't use the placard because I don't have anything wrong with my walking abilities, and I would hate to take a spot away from somebody who really needed it. To that extent, I should mention in an advisory capacity, these kiosks and or app really need to be accessible to blind people. Although we don't drive, we hire drivers and I always anticipate that parking costs will be on me as the passenger. I think another question, I guess, very interested to know how parking flow can be managed. I do pay for parking at the building I live in downtown and I own a parking lot and maintain it. Are there mechanisms that a business owner or channels where you could put in a request to put meters on the street in front of your business are or to make it a no parking zone to drive parking into lots or other areas?
 - 1. Troy Anderson answered, in regards to equipment accessibility, I will confirm with the vendor. They are a national vendor, so I imagine that their equipment is. For the second question, absolutely, reach out to myself or our city engineer Paul Gunzelman. If there's a request to modify metering or otherwise on the block face in front of your business, we'll be more than happy to take a look. As long as it is still achieving the same goals and objectives of the system.
- xiii. Andrew Crane asked, once this system is in place, are you guys going to be able to paint the ADA parking and bus stops better so that they are visible?

1. Troy Anderson responded, I couldn't agree with you more. And yes, I will tell you that I don't have a lot of resources. Which is some of the reasons we're having this conversation.
- xiv. Craig Perbeck asked, can you look at the special tax districts, looking at downtown and the Delano area, is there a possibility of a community improvement district for parking? That way those buying stuff, even if they don't park, they pay a tax to help pay for parking?
 1. Troy Anderson replied, using a special tax district to pay for parking prevents the use of a special tax district by those looking to invest in the area. It also only captures revenue from people who are selling stuff. A lot of businesses don't sell anything. At the end of the day, sales tax on its own doesn't generate enough money.
- xv. Two members of the public spoke to the board with their thoughts and comments regarding the parking plan.
- b. Election of Board Chair
 - i. This item was tabled due to lack of time.
- V. Announcements – No Announcements
- VI. Public Comment – No general public comment
- VII. Adjournment – The meeting adjourned at 11:43 AM.

The next meeting of the Wichita/Sedgwick County Access Advisory Board will be on September 25, 2024 from 10:00am to 11:30am at the Envision Building and Zoom.