Safety & Health Committee Meeting Agenda

Wednesday, November 2, 2022, at 9:30 AM

Register to join the Zoom Meeting
https://us06web.zoom.us/meeting/register/tZMrcO2hrzstHNRHVBXV3YE_OSIX6XHaglDr

Meeting Agenda *[Note: Meeting agenda is subject to change during the meeting.]*	**Page Numbers**
1. **Welcome**	
2. **August 3, 2022, Meeting Summary**	Page 2
3. **Agenda Items**	
A. **KDOT Strategic Highway Safety Plan** Vanessa Spartan, KDOT	
B. **Comprehensive Safety Action Plan (CSAP) Progress** Ashley Bryers, WAMPO	Page 5
C. **Wichita Safety Update** Captain Wendell Nicholson, City of Wichita Police Department	Page 7
D. **Commuter Flow** Alicia Hunter, WAMPO	Page 22
E. **WICHway** Alicia Hunter, WAMPO	Page 98
F. **Bike/Ped Counts Report 2012-2021** Cailyn Trevaskiss, WAMPO	Page 101
4. **Open Discussion**	
5. **Adjournment**	
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SAFETY & HEALTH COMMITTEE

The primary activities of this committee will be updating regional technical reports on Safety and Health. This committee will review and update the regional data. This committee will update technical reports through discussions on:

- Improved safety & health for the region
- Safety of all modes of transportation
- Updating safety & health data reports
- Environmental Air Quality, ozone
- Strategies for reducing crashes in our region
- Develop Educational Awareness Tools
- Explore new initiatives, such as Vision Zero goals

Meeting Summary

Safety and Health Committee (SHC) Meeting Summary
Tuesday, August 03, 2022, @ 9:30 AM
Online via ZOOM
Meeting time: 94 Minutes

Attendance

Mike Armour, *Wichita* Ashley Bryers, *WAMPO* Jack Brown, ***SHC Chair*** Jane Byrnes
Mitch C
Georgie Carter, *Haysville*
Dora Gallo, *WAMPO* Tom Hein, *KDOT* Alicia Hunter, *WAMPO* J Hutchison

Gary Janzen, *Wichita*
Alan Kailer*, Bike Walk Wichita*
Jenny Kramer, *KDOT*
Captain Wendell Nicholson,
   City of Wichita Central/
   Traffic Bureau
Chad Parasa, *WAMPO*
Marcela Quintanilla, *WAMPO*
Nina Rasmussen, *Wichita*
Dan Squires, *Derby*

Eldon Taskinen, *WAMPO*
Cailyn Trevaskiss, *WAMPO*
Emily Thon, *WAMPO*

Scott Wadle, *Wichita*

Fabian Armendariz, *USD 259*

23 attendees

1. **Welcome: Jack Brown, Chair, opened the safety and health committee meeting at 9:30 AM.**
2. **Regular Business**
   A. **Approval of May 4, 2022, Agenda Summary**
      Discussion: None
      Action: Approve May 04, 2022, Agenda
3. **Agenda Items**
   A. **Broadway Safety Corridor/Implementation**
      Scot Wadle and Gary Janzen presented on the Wichita Broadway Priority Safety Corridor projects, which are recommended ways to make Broadway safer and more inviting for people to travel along and across. They are also building on previous community planning efforts, and shared recommendations for designs for short- and long-term concepts. As of this meeting, there is no funding for construction and construction would require programming funding in the City CIP, getting a grant, or other funding sources.
   B. **Health Maps**
      Marcela Quintanilla informed the group that improving communities in the region by bridging health and transportation is of great importance to WAMPO. Physical health is influenced, in various forms, by transportation, including through access to active transportation facilities and physical activity outlets. WAMPO staff have created maps that display model-based data from the [Centers for Disease Control and Prevention (CDC)](#) that show crude prevalence of adverse health conditions that could be reduced through physical activity such as walking and biking.

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Ms. Quintanilla shared Health Condition Prevalence maps, identifying census tracts where the highest levels of health conditions like asthma, diabetes, coronary heart disease, high blood pressure, high cholesterol levels, obesity, and strokes are the most prevalent. Also shown on the maps are Environmental Justice (EJ) census tracts and bike facilities. WAMPO staff will continue to analyze health data for the region to provide tools for future planning activities.

C. **Comprehensive Safety Action Plan (CSAP) Scope of Work**
Alicia Hunter informed SHC that WAMPO is planning on applying for the Safe Streets & Roads for All (SS4A) Implementation Grant. To apply for the Implementation Grant, WAMPO must have a safety plan that was adopted or updated after 2017; the last plan was completed in 2011. WAMPO issued a Request for Proposals (RFP) on July 22, 2022, seeking a consultant to develop a Comprehensive Safety Action Plan (CSAP) that meets the requirements set by USDOT, so WAMPO can apply for the Implementation Grant in FFY 2023. The CSAP will identify specific projects and strategies or complementary planning efforts eligible to receive funds from the Implementation Grant.

The process used to create a Comprehensive Safety Action Plan will help build consensus and momentum across the WAMPO partners and within the community to implement the actions developed. The CSAP should be guided by an inclusive definition of safe mobility. The final CSAP should outline steps the City of Wichita and the broader WAMPO region need to take to realize the commitment to Vision Zero. Vision Zero — eliminating traffic fatalities and severe injuries among all road users — while increasing safe, healthy, equitable mobility.

The resulting CSAP will address:
- What are the safety trends for the City of Wichita and broader WAMPO region?
- Who is most at risk when traveling in the City of Wichita and broader WAMPO region?
- How does the relationship between safety and health improve quality of life?
- What aspects of road, vehicle, and community design and of human behavior or psychology lead to unsafe outcomes/conditions?
- What effective technologies and tools minimize risk, improve roadway safety, and help track/monitor performance?
- How to create a culture, for WAMPO partnering agencies, of safety and shared responsibilities through Engineering, Enforcement, and Education.
- Reductions in fatalities and serious injuries.

Scope of Work

Task 1: Project Coordination & Management Plan
Task 2: Stakeholder & Public Engagement Plan
Task 3: State of Practice & Data Review
Task 4: Safety & Health Report
Task 5: Crash Data Analysis
Task 6: Countermeasure Toolboxes
Task 7: Implementation Plan & Programs
Task 8: Safe Streets Visualizations & Vision Zero Toolkit
Task 9: Comprehensive Safety Action Plan
Task 10: SS4A Implementation Grant

D. **Social Media Question**

Emily Thon informed the group that WAMPO wants to improve their online presence, so they can have a better way of notifying the public of meetings and events that are upcoming. The plan is to increase the frequency of posts on social media platforms such as Facebook, LinkedIn, Instagram, Constant Contact, and Twitter. WAMPO hopes that an increase in social media presence leads to increases in meeting attendance and public input.

WAMPO would love to hear from the Safety and Health Committee on how to better interact with the public, and what would better help SHC members receive information from WAMPO. Please email wampo@wampo.org for more information or to give comments.

E. **Bike/Ped Count – Volunteers are needed**

Dora Gallo said that volunteers are needed for the Bike & Pedestrian count in September 2022. She also stated that the resulting count data can be utilized to evaluate bike/ped facilities and for grant applications. Please contact dora.gallo@wampo.org or 316-779-1315 if you wish to participate.

4. **Open Discussion**
   No discussion.
5. **Meeting adjourned at 11:04 AM**

   The next regular meeting will be held on Wednesday, November 2, 2022, at 9:30 AM.

Background

WAMPO is planning on applying for the [Safe Streets & Roads for All (SS4A)](#) Implementation Grant in September 2023. To apply for the Implementation Grant WAMPO must have a safety plan that was adopted or updated after 2017, our last plan was completed in 2011. WAMPO issued a Request for Proposals (RFP) over the summer seeking a consultant to develop a Comprehensive Safety Action Plan (CSAP) that meets the requirements set by USDOT so WAMPO can apply for the Implementation Grant in FY 2023. The CSAP will identify specific projects and strategies or complementary planning efforts eligible to receive funds from the Implementation Grant.

A Consultant Selection Committee reviewed the proposals and selected a consultant. The contract will be considered for approval at the November 8 TPB meeting. Once the contract is signed the consultant will kick off the project extremely quickly as the plan needs to be completed before September 15, which is anticipated to be the next due date for Implementation Grants.

Comprehensive Safety Action Plan

The final Comprehensive Safety Action Plan will outline steps the City of Wichita and the broader WAMPO region need to take to realize the commitment to Vision Zero. The resulting CSAP will address:

» What are the safety trends for the City of Wichita and broader WAMPO region?
» Who is most at risk when traveling in the City of Wichita and broader WAMPO region?
» How does the relationship between safety and health improve quality of life?
» What aspects of road, vehicle, and community design and human behavior or psychology lead to unsafe outcomes/conditions?
» What effective technologies and tools minimize risk, improve roadway safety, and help track/monitor performance?
» How to create a culture, for WAMPO partnering agencies, of safety and shared responsibilities through Engineering, Enforcement, and Education.
» Reductions in fatalities and serious injuries.

Scope of Work

The Scope of Work consists of 10 tasks.

Task 1: Project Coordination & Management Plan

Task 2: Stakeholder & Public Engagement Plan

Task 3: State of Practice & Data Review

Task 4: Safety & Health Report

Task 5: Crash Data Analysis

Task 6: Countermeasure Toolboxes

Task 7: Implementation Plan & Programs

Task 8: Safe Streets Visualizations & Vision Zero Toolkit

Task 9: Comprehensive Safety Action Plan

Task 10: SS4A Implementation Grant

Safety & Health Committee

WAMPO staff formed two groups from the Safety & Health Committee responsible for providing comments and feedback throughout the CSAP process. The Transportation Safety Technical Advisors (TSTA) is comprised of professionals in the field of transportation, engineering, emergency response, and policy. The Transportation Safety Committee (TSC) is comprised of community organizers. The consultant will work with the two groups to help form the Comprehensive Safety Action Plan.

Next Steps

Once the contract is signed, the consultant will start developing the Project Management Plan, Stakeholder and Public Engagement Plan, and the Data Assessment Technical Memo.

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BUREAU	RANK	INTERSECTION	CASE NUMBER	REPORT DATE	COUNT
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		KELLOGG/BROADWAY	22C009796	02/18/2022 15:34	
		KELLOGG/BROADWAY	22C010359	02/21/2022 10:53	
		KELLOGG/BROADWAY	22C014463	03/11/2022 15:20	
		KELLOGG/BROADWAY	22C017475	03/25/2022 9:44	
		KELLOGG/BROADWAY	22C017493	03/25/2022 12:15	
		KELLOGG/BROADWAY	22C020242	04/06/2022 16:33	
		KELLOGG/BROADWAY	22C021439	04/11/2022 19:51	
		KELLOGG/BROADWAY	22C023556	04/21/2022 4:45	
		KELLOGG/BROADWAY	22C025565	04/29/2022 15:38	
		KELLOGG/BROADWAY	22C522055	06/11/2022 13:49	
		KELLOGG/BROADWAY	22C524559	06/23/2022 13:04	
		KELLOGG/BROADWAY	22C043835	07/17/2022 9:49	
		KELLOGG/BROADWAY	22C049023	08/08/2022 19:05	
		KELLOGG/BROADWAY	22C052045	08/21/2022 15:36	
		KELLOGG/BROADWAY	22C053015	08/25/2022 14:17	
		KELLOGG/BROADWAY	22C534745	08/31/2022 7:15	
		KELLOGG/BROADWAY	22C054583	08/31/2022 15:45	
		KELLOGG/BROADWAY	22C055999	09/06/2022 18:58	
		KELLOGG/BROADWAY	22C056251	09/07/2022 19:25	
		KELLOGG/BROADWAY	22C057965	09/15/2022 14:25	
		KELLOGG/BROADWAY	22C059666	09/22/2022 14:15	
		KELLOGG/BROADWAY	22C061555	09/30/2022 17:25	
		KELLOGG/BROADWAY	22C063573	10/08/2022 21:58	
	2	KELLOGG/WASHINGTON			**15**
		KELLOGG/WASHINGTON	22C001519	01/08/2022 19:51	
		KELLOGG/WASHINGTON	22C003032	01/16/2022 23:51	
		KELLOGG/WASHINGTON	22C011208	02/25/2022 8:31	
		KELLOGG/WASHINGTON	22C514282	04/19/2022 11:46	
		KELLOGG/WASHINGTON	22C516221	05/02/2022 9:44	
		KELLOGG/WASHINGTON	22C027729	05/09/2022 10:24	
		KELLOGG/WASHINGTON	22C519280	05/26/2022 6:38	
		KELLOGG/WASHINGTON	22C522044	06/10/2022 8:29	
		KELLOGG/WASHINGTON	22C524556	06/22/2022 16:26	
		KELLOGG/WASHINGTON	22C524807	06/30/2022 6:33	
		KELLOGG/WASHINGTON	22C528765	07/24/2022 6:48	
		KELLOGG/WASHINGTON	22C529039	07/26/2022 6:40	
		KELLOGG/WASHINGTON	22C529309	07/27/2022 17:43	
		KELLOGG/WASHINGTON	22C051613	08/19/2022 16:27	
		KELLOGG/WASHINGTON	22C051781	08/20/2022 11:36	
	3	DOUGLAS/WASHINGTON			**13**
		DOUGLAS/WASHINGTON	22C500129	01/02/2022 19:36	
		DOUGLAS/WASHINGTON	22C015084	03/14/2022 12:16	
		DOUGLAS/WASHINGTON	22C510952	03/22/2022 20:22	
		DOUGLAS/WASHINGTON	22C516073	05/02/2022 20:44	
		DOUGLAS/WASHINGTON	22C029183	05/15/2022 1:45	
		DOUGLAS/WASHINGTON	22C518913	05/21/2022 11:52	
		DOUGLAS/WASHINGTON	22C035983	06/11/2022 1:46	

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		DOUGLAS/WASHINGTON	22C039669	06/29/2022 14:16	
		DOUGLAS/WASHINGTON	22C047195	07/31/2022 21:26	
		DOUGLAS/WASHINGTON	22C530717	08/07/2022 8:19	
		DOUGLAS/WASHINGTON	22C050657	08/15/2022 19:49	
		DOUGLAS/WASHINGTON	22C050657	08/15/2022 19:49	
		DOUGLAS/WASHINGTON	22C054038	08/29/2022 15:30	
		DOUGLAS/WASHINGTON	22C540155	10/02/2022 9:51	
	4	KELLOGG/MAIN			12
		KELLOGG/MAIN	22C001740	01/10/2022 8:42	
		KELLOGG/MAIN	22C003347	01/18/2022 16:25	
		KELLOGG/MAIN	22C003881	01/21/2022 11:15	
		KELLOGG/MAIN	22C504173	02/01/2022 8:37	
		KELLOGG/MAIN	22C507228	02/27/2022 7:10	
		KELLOGG/MAIN	22C511430	03/30/2022 16:59	
		KELLOGG/MAIN	22C019213	04/02/2022 9:12	
		KELLOGG/MAIN	22C022747	04/17/2022 14:18	
		KELLOGG/MAIN	22C025599	04/29/2022 18:07	
		KELLOGG/MAIN	22C033567	06/02/2022 19:09	
		KELLOGG/MAIN	22C036230	06/14/2022 9:01	
		KELLOGG/MAIN	22C058783	09/19/2022 7:47	
	5	47TH/BROADWAY			11
		47TH/BROADWAY	22C008988	02/14/2022 18:40	
		47TH/BROADWAY	22C012174	03/01/2022 11:03	
		47TH/BROADWAY	22C508386	03/05/2022 13:55	
		47TH/BROADWAY	22C511804	04/01/2022 18:30	
		47TH/BROADWAY	22C027612	05/08/2022 19:18	
		47TH/BROADWAY	22C033723	06/03/2022 12:26	
		47TH/BROADWAY	22C055939	09/06/2022 14:03	
		47TH/BROADWAY	22C056890	09/10/2022 17:01	
		47TH/BROADWAY	22C058143	09/16/2022 11:06	
		47TH/BROADWAY	22C059703	09/22/2022 15:20	
		47TH/BROADWAY	22C059703	09/22/2022 15:20	
		47TH/BROADWAY	22C062027	10/02/2022 18:40	
	6	47TH/HYDRAULIC			11
		47TH/HYDRAULIC	22C013404	03/06/2022 15:34	
		47TH/HYDRAULIC	22C509335	03/12/2022 13:12	
		47TH/HYDRAULIC	22C509948	03/18/2022 9:20	
		47TH/HYDRAULIC	22C018690	03/30/2022 21:46	
		47TH/HYDRAULIC	22C022757	04/17/2022 15:16	
		47TH/HYDRAULIC	22C025671	04/30/2022 0:14	
		47TH/HYDRAULIC	22C526380	07/11/2022 8:41	
		47TH/HYDRAULIC	22C044646	07/20/2022 16:35	
		47TH/HYDRAULIC	22C049236	08/09/2022 17:40	
		47TH/HYDRAULIC	22C053448	08/27/2022 8:12	
		47TH/HYDRAULIC	22C059379	09/21/2022 11:47	
	7	DOUGLAS/MAIN			11
		DOUGLAS/MAIN	22C503547	01/29/2022 11:11	
		DOUGLAS/MAIN	22C007667	02/08/2022 16:04	
		DOUGLAS/MAIN	22C013969	03/09/2022 10:15	
		DOUGLAS/MAIN	22C025680	04/30/2022 1:26	
		DOUGLAS/MAIN	22C031560	05/25/2022 9:02	
		DOUGLAS/MAIN	22C032765	05/30/2022 10:44	
		DOUGLAS/MAIN	22C035455	06/10/2022 19:36	

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		DOUGLAS/MAIN	22C043155	07/14/2022 16:32	
		DOUGLAS/MAIN	22C044609	07/20/2022 15:51	
		DOUGLAS/MAIN	22C060504	09/26/2022 9:36	
		DOUGLAS/MAIN	22C063498	10/08/2022 15:05	
	8	MACARTHUR/HYDRAULIC			**11**
		MACARTHUR/HYDRAULIC	22C500075	01/02/2022 9:07	
		MACARTHUR/HYDRAULIC	22C007794	02/09/2022 7:03	
		MACARTHUR/HYDRAULIC	22C505735	02/14/2022 10:48	
		MACARTHUR/HYDRAULIC	22C009501	02/16/2022 21:02	
		MACARTHUR/HYDRAULIC	22C010115	02/20/2022 1:14	
		MACARTHUR/HYDRAULIC	22C018100	03/28/2022 6:59	
		MACARTHUR/HYDRAULIC	22C023064	04/18/2022 23:23	
		MACARTHUR/HYDRAULIC	22C028601	05/12/2022 17:38	
		MACARTHUR/HYDRAULIC	22C044265	07/19/2022 8:35	
		MACARTHUR/HYDRAULIC	22C054680	08/31/2022 22:13	
		MACARTHUR/HYDRAULIC	22C057876	09/15/2022 7:17	
	9	PAWNEE/SENECA			**11**
		PAWNEE/SENECA	22C021454	04/11/2022 20:37	
		PAWNEE/SENECA	22C021839	04/13/2022 14:59	
		PAWNEE/SENECA	22C023051	04/18/2022 21:36	
		PAWNEE/SENECA	22C032091	05/27/2022 14:28	
		PAWNEE/SENECA	22C032807	05/30/2022 14:57	
		PAWNEE/SENECA	22C033738	06/03/2022 13:39	
		PAWNEE/SENECA	22C036742	06/16/2022 13:36	
		PAWNEE/SENECA	22C524832	06/30/2022 9:26	
		PAWNEE/SENECA	22C041143	07/05/2022 21:53	
		PAWNEE/SENECA	22C044839	07/21/2022 14:58	
		PAWNEE/SENECA	22C049305	08/09/2022 23:42	
	10	LINCOLN/BROADWAY			**10**
		LINCOLN/BROADWAY	22C003738	01/20/2022 15:25	
		LINCOLN/BROADWAY	22C005655	01/29/2022 16:41	
		LINCOLN/BROADWAY	22C014844	03/13/2022 9:03	
		LINCOLN/BROADWAY	22C028292	05/11/2022 14:57	
		LINCOLN/BROADWAY	22C029703	05/17/2022 10:21	
		LINCOLN/BROADWAY	22C034887	06/08/2022 11:27	
		LINCOLN/BROADWAY	22C034887	06/08/2022 11:27	
		LINCOLN/BROADWAY	22C035065	06/09/2022 1:53	
		LINCOLN/BROADWAY	22C050715	08/16/2022 6:58	
		LINCOLN/BROADWAY	22C058868	09/19/2022 14:41	
		LINCOLN/BROADWAY	22C059206	09/20/2022 18:31	

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PATROL EAST					
	1	KELLOGG/ROCK			**35**
		KELLOGG/ROCK	22C000390	01/03/2022 11:49	
		KELLOGG/ROCK	22C502095	01/18/2022 20:54	
		KELLOGG/ROCK	22C006065	01/31/2022 13:29	
		KELLOGG/ROCK	22C504169	01/31/2022 16:38	
		KELLOGG/ROCK	22C506583	02/18/2022 18:10	
		KELLOGG/ROCK	22C010634	02/22/2022 12:16	
		KELLOGG/ROCK	22C013150	03/05/2022 11:29	
		KELLOGG/ROCK	22C013150	03/05/2022 11:29	
		KELLOGG/ROCK	22C014189	03/10/2022 6:50	
		KELLOGG/ROCK	22C014540	03/11/2022 20:48	
		KELLOGG/ROCK	22C014540	03/11/2022 20:48	
		KELLOGG/ROCK	22C015095	03/14/2022 12:36	
		KELLOGG/ROCK	22C510298	03/21/2022 11:08	
		KELLOGG/ROCK	22C511803	04/01/2022 18:11	
		KELLOGG/ROCK	22C019675	04/04/2022 5:41	
		KELLOGG/ROCK	22C025252	04/28/2022 9:52	
		KELLOGG/ROCK	22C519276	05/23/2022 12:00	
		KELLOGG/ROCK	22C032084	05/27/2022 13:58	
		KELLOGG/ROCK	22C032901	05/30/2022 22:45	
		KELLOGG/ROCK	22C520100	06/01/2022 7:17	
		KELLOGG/ROCK	22C520455	06/01/2022 9:58	
		KELLOGG/ROCK	22C035698	06/11/2022 22:34	
		KELLOGG/ROCK	22C036807	06/16/2022 18:04	
		KELLOGG/ROCK	22C527032	07/14/2022 7:47	
		KELLOGG/ROCK	22C044363	07/19/2022 16:49	
		KELLOGG/ROCK	22C528415	07/21/2022 7:08	
		KELLOGG/ROCK	22C048671	08/07/2022 2:40	
		KELLOGG/ROCK	22C048671	08/07/2022 2:40	
		KELLOGG/ROCK	22C051606	08/19/2022 16:23	
		KELLOGG/ROCK	22C056933	09/10/2022 21:52	
		KELLOGG/ROCK	22C057214	09/12/2022 9:59	
		KELLOGG/ROCK	22C057298	09/12/2022 14:34	
		KELLOGG/ROCK	22C060560	09/26/2022 14:01	
		KELLOGG/ROCK	22C539399	09/27/2022 12:27	
		KELLOGG/ROCK	22C539699	09/29/2022 7:46	
		KELLOGG/ROCK	22C061300	09/29/2022 15:23	
		KELLOGG/ROCK	22C062535	10/04/2022 16:58	
		KELLOGG/ROCK	22C062741	10/05/2022 13:06	
	2	HARRY/WEBB			**21**
		HARRY/WEBB	22C003316	01/18/2022 13:27	
		HARRY/WEBB	22C005291	01/27/2022 21:30	
		HARRY/WEBB	22C503977	02/01/2022 14:14	
		HARRY/WEBB	22C013452	03/06/2022 21:55	
		HARRY/WEBB	22C013619	03/07/2022 16:10	
		HARRY/WEBB	22C019861	04/04/2022 21:37	
		HARRY/WEBB	22C020973	04/09/2022 21:43	
		HARRY/WEBB	22C021217	04/11/2022 0:53	
		HARRY/WEBB	22C031575	05/25/2022 10:30	
		HARRY/WEBB	22C036555	06/15/2022 16:44	
		HARRY/WEBB	22C524595	06/29/2022 8:55	
		HARRY/WEBB	22C042723	07/12/2022 20:40	
		HARRY/WEBB	22C043057	07/14/2022 10:07	
		HARRY/WEBB	22C043518	07/15/2022 22:21	
		HARRY/WEBB	22C528435	07/21/2022 8:21	

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		HARRY/WEBB	22C049041	08/08/2022 19:57	
		HARRY/WEBB	22C051066	08/17/2022 16:26	
		HARRY/WEBB	22C533513	08/24/2022 8:31	
		HARRY/WEBB	22C055467	09/04/2022 4:39	
		HARRY/WEBB	22C059373	09/21/2022 12:18	
		HARRY/WEBB	22C063472	10/08/2022 12:49	
	3	KELLOGG/HILLSIDE			19
		KELLOGG/HILLSIDE	22C001478	01/08/2022 17:03	
		KELLOGG/HILLSIDE	22C003131	01/17/2022 15:06	
		KELLOGG/HILLSIDE	22C003131	01/17/2022 15:06	
		KELLOGG/HILLSIDE	22C504074	02/03/2022 4:58	
		KELLOGG/HILLSIDE	22C504174	02/03/2022 17:49	
		KELLOGG/HILLSIDE	22C506494	02/16/2022 16:20	
		KELLOGG/HILLSIDE	22C011235	02/25/2022 11:16	
		KELLOGG/HILLSIDE	22C508618	03/08/2022 7:51	
		KELLOGG/HILLSIDE	22C018102	03/28/2022 7:21	
		KELLOGG/HILLSIDE	22C019301	04/02/2022 17:02	
		KELLOGG/HILLSIDE	22C514113	04/15/2022 10:41	
		KELLOGG/HILLSIDE	22C521018	06/07/2022 12:03	
		KELLOGG/HILLSIDE	22C524810	06/30/2022 7:25	
		KELLOGG/HILLSIDE	22C530704	08/05/2022 17:39	
		KELLOGG/HILLSIDE	22C052289	08/22/2022 15:55	
		KELLOGG/HILLSIDE	22C057442	09/13/2022 9:15	
		KELLOGG/HILLSIDE	22C060336	09/25/2022 14:43	
		KELLOGG/HILLSIDE	22C539168	09/26/2022 8:13	
		KELLOGG/HILLSIDE	22C540737	10/05/2022 17:45	
		KELLOGG/HILLSIDE	22C062953	10/06/2022 11:32	
	4	CENTRAL/ROCK			15
		CENTRAL/ROCK	22C504125	02/03/2022 13:35	
		CENTRAL/ROCK	22C504983	02/10/2022 7:43	
		CENTRAL/ROCK	22C018625	03/30/2022 15:28	
		CENTRAL/ROCK	22C516071	05/02/2022 17:00	
		CENTRAL/ROCK	22C517474	05/13/2022 0:02	
		CENTRAL/ROCK	22C517895	05/16/2022 10:20	
		CENTRAL/ROCK	22C518186	05/17/2022 17:24	
		CENTRAL/ROCK	22C034934	06/08/2022 14:16	
		CENTRAL/ROCK	22C040986	07/05/2022 11:18	
		CENTRAL/ROCK	22C044085	07/18/2022 13:00	
		CENTRAL/ROCK	22C044505	07/20/2022 9:01	
		CENTRAL/ROCK	22C046468	07/28/2022 15:03	
		CENTRAL/ROCK	22C046470	07/28/2022 15:43	
		CENTRAL/ROCK	22C057706	09/14/2022 14:28	
		CENTRAL/ROCK	22C061971	10/02/2022 13:21	
	5	HARRY/ROCK			14
		HARRY/ROCK	22C010241	02/20/2022 17:23	
		HARRY/ROCK	22C014424	03/11/2022 12:43	
		HARRY/ROCK	22C016610	03/21/2022 11:07	
		HARRY/ROCK	22C029270	05/15/2022 14:41	
		HARRY/ROCK	22C035626	06/11/2022 15:52	
		HARRY/ROCK	22C045343	07/23/2022 18:15	
		HARRY/ROCK	22C048440	08/06/2022 0:20	
		HARRY/ROCK	22C049861	08/12/2022 12:42	
		HARRY/ROCK	22C050165	08/13/2022 20:10	
		HARRY/ROCK	22C056688	09/09/2022 17:04	
		HARRY/ROCK	22C060812	09/27/2022 15:16	

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		HARRY/ROCK	22C060832	09/27/2022 16:18	
		HARRY/ROCK	22C062704	10/05/2022 10:09	
		HARRY/ROCK	22C062725	10/05/2022 11:23	
		HARRY/ROCK	22C062725	10/05/2022 11:23	
	6	21ST/GREENWICH			**13**
		21ST/GREENWICH	22C003892	01/21/2022 12:34	
		21ST/GREENWICH	22C505584	02/14/2022 7:49	
		21ST/GREENWICH	22C512227	04/05/2022 21:21	
		21ST/GREENWICH	22C020226	04/06/2022 15:44	
		21ST/GREENWICH	22C028402	05/11/2022 22:58	
		21ST/GREENWICH	22C031832	05/26/2022 13:16	
		21ST/GREENWICH	22C032085	05/27/2022 14:08	
		21ST/GREENWICH	22C520752	06/05/2022 12:22	
		21ST/GREENWICH	22C528772	07/24/2022 7:32	
		21ST/GREENWICH	22C049031	08/08/2022 19:32	
		21ST/GREENWICH	22C536887	09/06/2022 19:52	
		21ST/GREENWICH	22C537793	09/18/2022 7:15	
		21ST/GREENWICH	22C062913	10/06/2022 7:24	
	7	21ST/ROCK			**13**
		21ST/ROCK	22C500842	01/08/2022 18:04	
		21ST/ROCK	22C010681	02/22/2022 15:18	
		21ST/ROCK	22C507635	03/01/2022 14:18	
		21ST/ROCK	22C508393	03/06/2022 14:02	
		21ST/ROCK	22C015257	03/15/2022 10:00	
		21ST/ROCK	22C016068	03/18/2022 23:16	
		21ST/ROCK	22C030618	05/20/2022 22:16	
		21ST/ROCK	22C035289	06/10/2022 2:39	
		21ST/ROCK	22C050749	08/16/2022 10:41	
		21ST/ROCK	22C056462	09/08/2022 17:15	
		21ST/ROCK	22C537083	09/14/2022 9:01	
		21ST/ROCK	22C537927	09/19/2022 6:43	
		21ST/ROCK	22C059504	09/21/2022 21:34	
	8	13TH/ROCK			**12**
		13TH/ROCK	22C000700	01/04/2022 17:45	
		13TH/ROCK	22C004809	01/25/2022 17:09	
		13TH/ROCK	22C504110	02/03/2022 11:20	
		13TH/ROCK	22C008486	02/12/2022 11:40	
		13TH/ROCK	22C011075	02/24/2022 15:06	
		13TH/ROCK	22C011741	02/27/2022 17:42	
		13TH/ROCK	22C015830	03/17/2022 20:47	
		13TH/ROCK	22C018215	03/28/2022 15:37	
		13TH/ROCK	22C047362	08/01/2022 13:57	
		13TH/ROCK	22C058822	09/19/2022 11:46	
		13TH/ROCK	22C059138	09/20/2022 14:03	
		13TH/ROCK	22C540137	10/02/2022 7:14	
	9	KELLOGG/OLIVER			**11**
		KELLOGG/OLIVER	22C504344	02/04/2022 11:54	
		KELLOGG/OLIVER	22C505587	02/14/2022 8:17	
		KELLOGG/OLIVER	22C009964	02/19/2022 11:01	
		KELLOGG/OLIVER	22C511862	04/03/2022 20:24	
		KELLOGG/OLIVER	22C023839	04/22/2022 9:22	
		KELLOGG/OLIVER	22C024891	04/26/2022 17:01	
		KELLOGG/OLIVER	22C520133	06/01/2022 11:21	

BUREAU	RANK	INTERSECTION	CASE NUMBER	REPORT DATE	COUNT
		KELLOGG/OLIVER	22C047289	08/01/2022 8:59	
		KELLOGG/OLIVER	22C047549	08/02/2022 10:58	
		KELLOGG/OLIVER	22C056379	09/07/2022 17:07	
		KELLOGG/OLIVER	22C061711	10/01/2022 11:51	
	10	LINCOLN/WOODLAWN			11
		LINCOLN/WOODLAWN	22C005630	01/29/2022 13:43	
		LINCOLN/WOODLAWN	22C016703	03/21/2022 20:01	
		LINCOLN/WOODLAWN	22C022310	04/15/2022 16:07	
		LINCOLN/WOODLAWN	22C029451	05/16/2022 9:25	
		LINCOLN/WOODLAWN	22C520743	06/04/2022 9:42	
		LINCOLN/WOODLAWN	22C043626	07/16/2022 12:14	
		LINCOLN/WOODLAWN	22C044544	07/20/2022 11:59	
		LINCOLN/WOODLAWN	22C045107	07/22/2022 15:31	
		LINCOLN/WOODLAWN	22C045565	07/24/2022 17:40	
		LINCOLN/WOODLAWN	22C058825	09/19/2022 11:52	
		LINCOLN/WOODLAWN	22C061242	09/29/2022 11:21	

BUREAU	RANK	INTERSECTION	CASE NUMBER	REPORT DATE	COUNT
PATROL NORTH					
	1	21ST/WOODLAWN			**22**
		21ST/WOODLAWN	22C000164	01/01/2022 23:29	
		21ST/WOODLAWN	22C501760	01/15/2022 0:27	
		21ST/WOODLAWN	22C011212	02/25/2022 8:47	
		21ST/WOODLAWN	22C011289	02/25/2022 15:19	
		21ST/WOODLAWN	22C510876	03/25/2022 23:05	
		21ST/WOODLAWN	22C021123	04/10/2022 16:45	
		21ST/WOODLAWN	22C513719	04/14/2022 8:18	
		21ST/WOODLAWN	22C026118	05/02/2022 7:58	
		21ST/WOODLAWN	22C031187	05/23/2022 14:12	
		21ST/WOODLAWN	22C032365	05/28/2022 15:57	
		21ST/WOODLAWN	22C523596	06/23/2022 10:07	
		21ST/WOODLAWN	22C524566	06/24/2022 16:10	
		21ST/WOODLAWN	22C039244	06/27/2022 17:28	
		21ST/WOODLAWN	22C524834	06/30/2022 9:42	
		21ST/WOODLAWN	22C040081	07/01/2022 6:15	
		21ST/WOODLAWN	22C043362	07/15/2022 11:53	
		21ST/WOODLAWN	22C044642	07/20/2022 18:33	
		21ST/WOODLAWN	22C048237	08/05/2022 7:29	
		21ST/WOODLAWN	22C052205	08/22/2022 11:08	
		21ST/WOODLAWN	22C054814	09/01/2022 12:21	
		21ST/WOODLAWN	22C540150	10/02/2022 9:00	
		21ST/WOODLAWN	22C063038	10/06/2022 16:23	
	2	ROCK/K96			**20**
		ROCK/K96	22C000487	01/03/2022 18:22	
		ROCK/K96	22C504359	02/05/2022 14:22	
		ROCK/K96	22C506575	02/17/2022 18:53	
		ROCK/K96	22C506586	02/20/2022 12:04	
		ROCK/K96	22C010670	02/22/2022 14:59	
		ROCK/K96	22C011086	02/24/2022 15:53	
		ROCK/K96	22C014049	03/09/2022 16:13	
		ROCK/K96	22C509329	03/11/2022 19:24	
		ROCK/K96	22C510101	03/19/2022 16:21	
		ROCK/K96	22C016838	03/22/2022 14:53	
		ROCK/K96	22C016838	03/22/2022 14:53	
		ROCK/K96	22C024384	04/24/2022 16:54	
		ROCK/K96	22C032300	05/28/2022 9:42	
		ROCK/K96	22C523564	06/23/2022 8:05	
		ROCK/K96	22C041739	07/08/2022 11:26	
		ROCK/K96	22C528829	07/24/2022 17:16	
		ROCK/K96	22C045564	07/24/2022 17:18	
		ROCK/K96	22C051307	08/18/2022 15:06	
		ROCK/K96	22C053375	08/26/2022 22:41	
		ROCK/K96	22C061374	09/29/2022 20:53	
		ROCK/K96	22C063241	10/07/2022 11:54	
	3	21ST/I135			**12**
		21ST/I135	22C500982	01/10/2022 8:46	
		21ST/I135	22C503184	01/26/2022 20:26	
		21ST/I135	22C503323	01/27/2022 9:55	
		21ST/I135	22C005157	01/27/2022 11:08	
		21ST/I135	22C015705	03/17/2022 7:50	
		21ST/I135	22C513814	04/14/2022 18:59	
		21ST/I135	22C515939	05/01/2022 20:24	
		21ST/I135	22C026183	05/02/2022 13:06	

BUREAU	RANK	INTERSECTION	CASE NUMBER	REPORT DATE	COUNT
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		21ST/I135	22C027227	05/07/2022 2:11	
		21ST/I135	22C027614	05/08/2022 19:24	
		21ST/I135	22C035912	06/12/2022 21:42	
	4	**21ST/OLIVER**			**12**
		21ST/OLIVER	22C006632	02/03/2022 12:43	
		21ST/OLIVER	22C511428	03/30/2022 20:20	
		21ST/OLIVER	22C515881	04/29/2022 22:20	
		21ST/OLIVER	22C038588	06/24/2022 16:34	
		21ST/OLIVER	22C525568	07/06/2022 7:03	
		21ST/OLIVER	22C042609	07/12/2022 10:32	
		21ST/OLIVER	22C529302	07/27/2022 16:28	
		21ST/OLIVER	22C046758	07/29/2022 21:09	
		21ST/OLIVER	22C047906	08/03/2022 19:11	
		21ST/OLIVER	22C048333	08/05/2022 17:00	
		21ST/OLIVER	22C057587	09/13/2022 21:57	
		21ST/OLIVER	22C062016	10/02/2022 17:58	
	5	**MURDOCK/BROADWAY**			**12**
		MURDOCK/BROADWAY	22C014006	03/09/2022 13:44	
		MURDOCK/BROADWAY	22C022089	04/14/2022 16:51	
		MURDOCK/BROADWAY	22C032817	05/30/2022 15:14	
		MURDOCK/BROADWAY	22C042188	07/10/2022 13:52	
		MURDOCK/BROADWAY	22C052532	08/23/2022 15:40	
		MURDOCK/BROADWAY	22C052535	08/23/2022 15:44	
		MURDOCK/BROADWAY	22C057573	09/13/2022 21:00	
		MURDOCK/BROADWAY	22C538168	09/20/2022 6:46	
		MURDOCK/BROADWAY	22C059352	09/21/2022 10:26	
		MURDOCK/BROADWAY	22C059559	09/22/2022 7:14	
		MURDOCK/BROADWAY	22C061353	09/29/2022 19:01	
		MURDOCK/BROADWAY	22C062276	10/03/2022 18:29	
	6	**CENTRAL/BROADWAY**			**11**
		CENTRAL/BROADWAY	22C504270	02/04/2022 10:54	
		CENTRAL/BROADWAY	22C504560	02/07/2022 8:47	
		CENTRAL/BROADWAY	22C008893	02/14/2022 12:47	
		CENTRAL/BROADWAY	22C010754	02/22/2022 21:21	
		CENTRAL/BROADWAY	22C010754	02/22/2022 21:21	
		CENTRAL/BROADWAY	22C017456	03/25/2022 5:49	
		CENTRAL/BROADWAY	22C022524	04/16/2022 13:32	
		CENTRAL/BROADWAY	22C025240	04/28/2022 8:00	
		CENTRAL/BROADWAY	22C035544	06/11/2022 1:58	
		CENTRAL/BROADWAY	22C047567	08/02/2022 11:53	
		CENTRAL/BROADWAY	22C051348	08/18/2022 15:52	
		CENTRAL/BROADWAY	22C057102	09/11/2022 19:09	
	7	**CENTRAL/HILLSIDE**			**11**
		CENTRAL/HILLSIDE	22C002474	01/13/2022 21:08	
		CENTRAL/HILLSIDE	22C008018	02/10/2022 8:44	
		CENTRAL/HILLSIDE	22C009744	02/18/2022 12:01	
		CENTRAL/HILLSIDE	22C513809	04/15/2022 16:55	
		CENTRAL/HILLSIDE	22C022339	04/15/2022 18:04	
		CENTRAL/HILLSIDE	22C027394	05/07/2022 20:18	
		CENTRAL/HILLSIDE	22C029554	05/16/2022 16:37	
		CENTRAL/HILLSIDE	22C035993	06/13/2022 9:32	
		CENTRAL/HILLSIDE	22C049358	08/10/2022 7:15	

BUREAU	RANK	INTERSECTION	CASE NUMBER	REPORT DATE	COUNT
		CENTRAL/HILLSIDE	22C055935	09/06/2022 11:39	
		CENTRAL/HILLSIDE	22C063132	10/06/2022 22:35	
	8	CENTRAL/MAIN			**11**
		CENTRAL/MAIN	22C002333	01/13/2022 7:58	
		CENTRAL/MAIN	22C008666	02/13/2022 12:54	
		CENTRAL/MAIN	22C009407	02/16/2022 16:06	
		CENTRAL/MAIN	22C009479	02/16/2022 21:39	
		CENTRAL/MAIN	22C020641	04/08/2022 13:22	
		CENTRAL/MAIN	22C020641	04/08/2022 13:22	
		CENTRAL/MAIN	22C031123	05/23/2022 8:14	
		CENTRAL/MAIN	22C031614	05/25/2022 13:48	
		CENTRAL/MAIN	22C034992	06/08/2022 18:58	
		CENTRAL/MAIN	22C044344	07/19/2022 14:30	
		CENTRAL/MAIN	22C045899	07/25/2022 23:36	
		CENTRAL/MAIN	22C060781	09/27/2022 12:39	
	9	CENTRAL/GROVE			**10**
		CENTRAL/GROVE	22C005220	01/27/2022 15:04	
		CENTRAL/GROVE	22C021316	04/11/2022 12:08	
		CENTRAL/GROVE	22C030043	05/18/2022 16:04	
		CENTRAL/GROVE	22C031181	05/23/2022 13:34	
		CENTRAL/GROVE	22C035400	06/10/2022 15:55	
		CENTRAL/GROVE	22C035473	06/10/2022 20:34	
		CENTRAL/GROVE	22C038957	06/26/2022 9:39	
		CENTRAL/GROVE	22C043043	07/14/2022 8:16	
		CENTRAL/GROVE	22C052449	08/23/2022 9:30	
		CENTRAL/GROVE	22C060858	09/27/2022 17:58	
	10	29TH/BROADWAY			**9**
		29TH/BROADWAY	22C006566	02/03/2022 0:03	
		29TH/BROADWAY	22C023431	04/20/2022 16:31	
		29TH/BROADWAY	22C025062	04/27/2022 12:07	
		29TH/BROADWAY	22C025863	04/30/2022 22:05	
		29TH/BROADWAY	22C034420	06/06/2022 12:28	
		29TH/BROADWAY	22C038563	06/24/2022 14:22	
		29TH/BROADWAY	22C049441	08/10/2022 15:56	
		29TH/BROADWAY	22C053916	08/29/2022 6:46	
		29TH/BROADWAY	22C056661	09/09/2022 14:15	

Monthly Traffic Accidents (July 2022)

8/1/2022
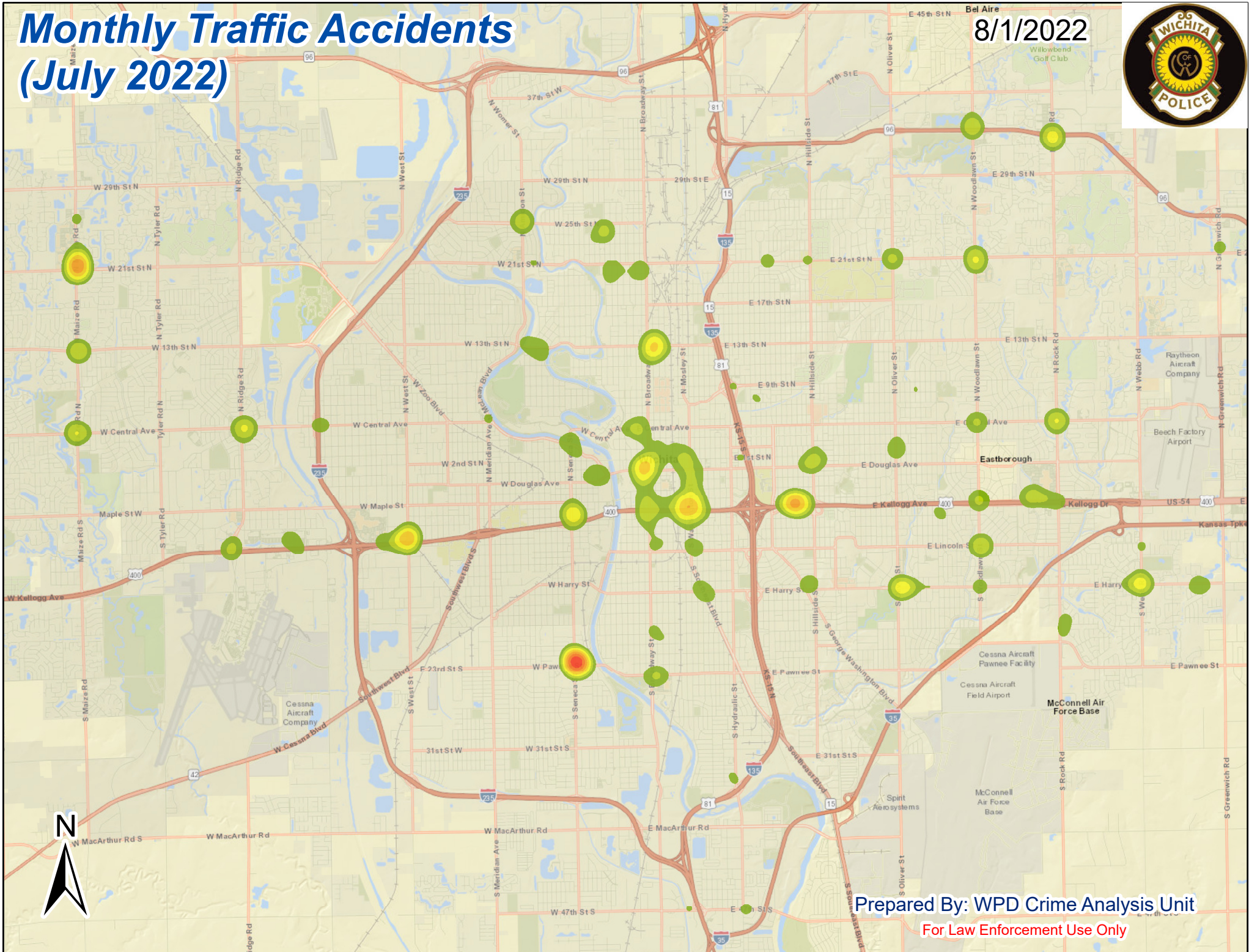
Background

When information about workers' residence location and workplace location are coupled, a commuting flow is generated. The Commuter Flows Report compiles data about the locations of workers' primary (non-home) workplaces and residences. Together, these data provide an understanding of commuter flows, showing the interconnectedness of communities and the interchange of workers and services between areas. This helps to define and distinguish the Wichita metropolitan area from smaller stand-alone communities and other metropolitan and micropolitan areas in Kansas.

Labor markets go beyond county and city lines. Every day, workers commute within various counties and cities, as well as across different jurisdictions. Certain jurisdictions within the Wichita Area Metropolitan Planning Organization (WAMPO) region have a comparative advantage in particular industries, as evidenced by the number of workers that commute to those areas each day.

The data presented in this report include cities within the WAMPO region. The data source is the U.S. Census Bureau, Center for Economic Studies, LEHD, OnTheMap from 2015 to 2019 (the most recent year available as of July 2022), unless otherwise noted. This source used information from W2 tax forms, which may have some inaccuracies.

Report Content

This report is an update to the June 2021 report and covers commuter flows for all 22 cities within the WAMPO region as well as for the WAMPO region as a whole. Information for each city could include:

- Inflow/Outflow Total Counts
- Inflow/Outflow Total Counts by Industry Class
- Inflow/Outflow Historical Trends Chart
- Percent of Population in Labor Force
- Mean Travel Time to Work
- Workplace & Residence Heat Map

Attachment

- Commuter Flows Report 2022

Regional Commuter
Flows Report

September 2022

Wichita Area Metropolitan Planning Organization

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The Wichita Area Metropolitan Planning Organization (WAMPO) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and related statutes and regulations in all programs and activities.

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which WAMPO receives federal financial assistance. Requests for special accommodation and/or language assistance should be made to wampo@wampo.org or by calling 316.779.1313.

Any persons who believe they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WAMPO. Any such complaint must be in writing and filed with WAMPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please visit www.wampo.org or call 316.779.1313.

Contents

Introduction

Labor markets go beyond county and city lines. Every day, workers commute within various counties and cities, as well as across different jurisdictions. Certain jurisdictions within the Wichita Area Metropolitan Planning Organization (WAMPO) region have a comparative advantage in particular industries, as evidenced by the numbers of workers that commute to those areas each day. That is not to say that the communities those workers leave to commute are lacking in some way- they may have the advantage in available housing, recreational amenities, or other key economic factors.

This report compiles data about the locations of workers' primary (non-home) workplaces and residences. Together, these data provide an understanding of commuter flows, showing the interconnectedness of communities and the interchange of workers and services between areas. This helps to define and distinguish the Wichita metropolitan area from smaller stand-alone communities and other metropolitan and micropolitan areas in Kansas. Wichita is the clear hub of the WAMPO region, though the cities around it are growing in both residential appeal and job opportunities through the increasing number of industrial and commercial giants seeking out Wichita and its surrounding areas. Many of these cities focus on residents' quality of life by expanding residential areas and accompanying amenities.

Of further significance in commuting patterns are the schools in and around a municipality. The presence of a unified school district in a city indicates greater community infrastructure and quality of life—important factors for those who may choose either to both live and work in a particular city or to only live there. For example, some smaller or neighboring municipalities in the WAMPO region rely upon Wichita for education.

Note: The data presented in this report includes cities within the WAMPO region. The data source is the U.S. Census Bureau, Center for Economic Studies, LEHD, OnTheMap from 2015 to 2019 (the most recent year available as of July 2022), unless otherwise noted. This source used information from W2 tax forms, which may have some inaccuracies.

WAMPO Planning Boundary

Sedgwick County, which is entirely within the WAMPO region and accounts for most of its land area and population, is the second most populous county in Kansas and is home to the state's most populous city, Wichita. It is bordered by Butler and Sumner Counties (parts of which are in the WAMPO region), as well as Reno, Harvey, and Kingman counties (which are entirely outside the WAMPO region). One reason for commute flows out of Sedgwick County is employment at Butler County Community College in Butler County, Hutchinson Community College in Reno County, and Hesston College and Bethel College in Harvey County. Similarly, Wichita State University, Friends University, and Newman University in Sedgwick County create commuter flows into the county and into the WAMPO region from the five adjacent counties.

The cities in this report are presented in decreasing population order. Using US Census Bureau Decennial 2020 Data the following is a ranking of the largest to smallest municipalities in the WAMPO Region:

1. Wichita (397,532)
2. Derby (25,625)
3. Andover* (14,892)
4. Haysville (11,262)
5. Park City (8,333)
6. Bel Aire (8,262)
7. Valley Center (7,340)
8. Mulvane* (6,286)
9. Maize (5,735)
10. Goddard (5,084)
11. Rose Hill* (4,185)
12. Clearwater (2,653)
13. Kechi (2,217)
14. Cheney (2,181)
15. Sedgwick* (1,603)
16. Colwich (1,455)
17. Garden Plain (948)
18. Andale (941)
19. Mount Hope (806)
20. Eastborough (756)
21. Bentley (560)
22. Viola (115)

*Included in the WAMPO region but in (or partially in) different counties are Andover, which is entirely in Butler County, Rose Hill, which is in Butler and Sedgwick Counties, Mulvane, which is in Sumner and Sedgwick Counties, and the City of Sedgwick is split between Sedgwick and Harvey Counties).

For 2020, the U.S. Census Bureau estimated Sedgwick County's population to be 523,824 (not to be confused with the county's labor force, which is a subset of the population). In the same year, the mean travel time to work for workers aged 16+ was 19.3 minutes. Sedgwick County sees a regular inflow of 19,130 workers coming into the county from residences in the five adjacent counties, and a regular outflow of 10,561 workers who live in Sedgwick County and are employed in the other counties. Over half of those who commute into Sedgwick County from adjacent counties come from Butler County. However, of those who live in Sedgwick County and work elsewhere, there is a near even split between Butler, Sumner, Harvey, and Reno Counties, with a much smaller number commuting to Kingman County.
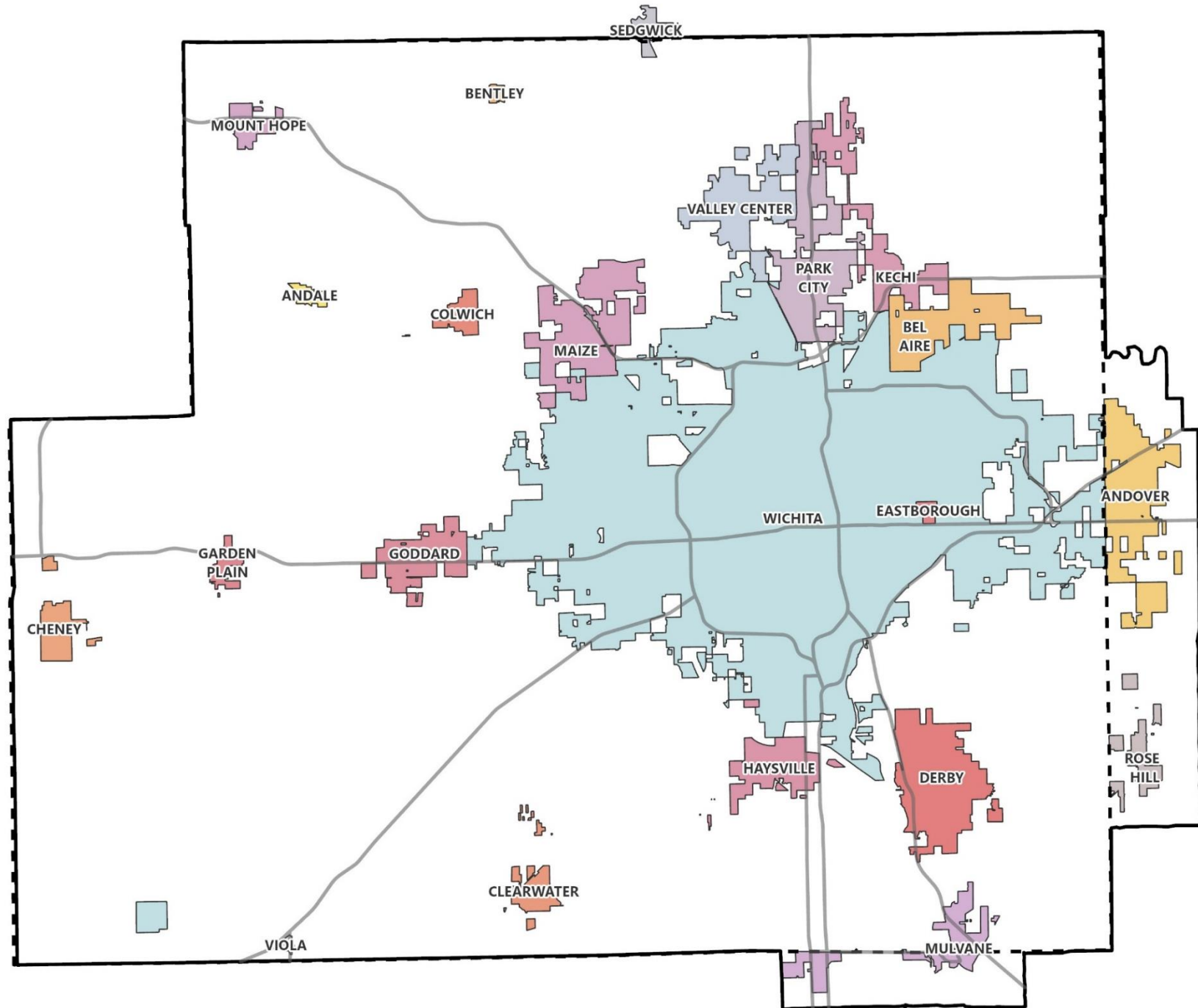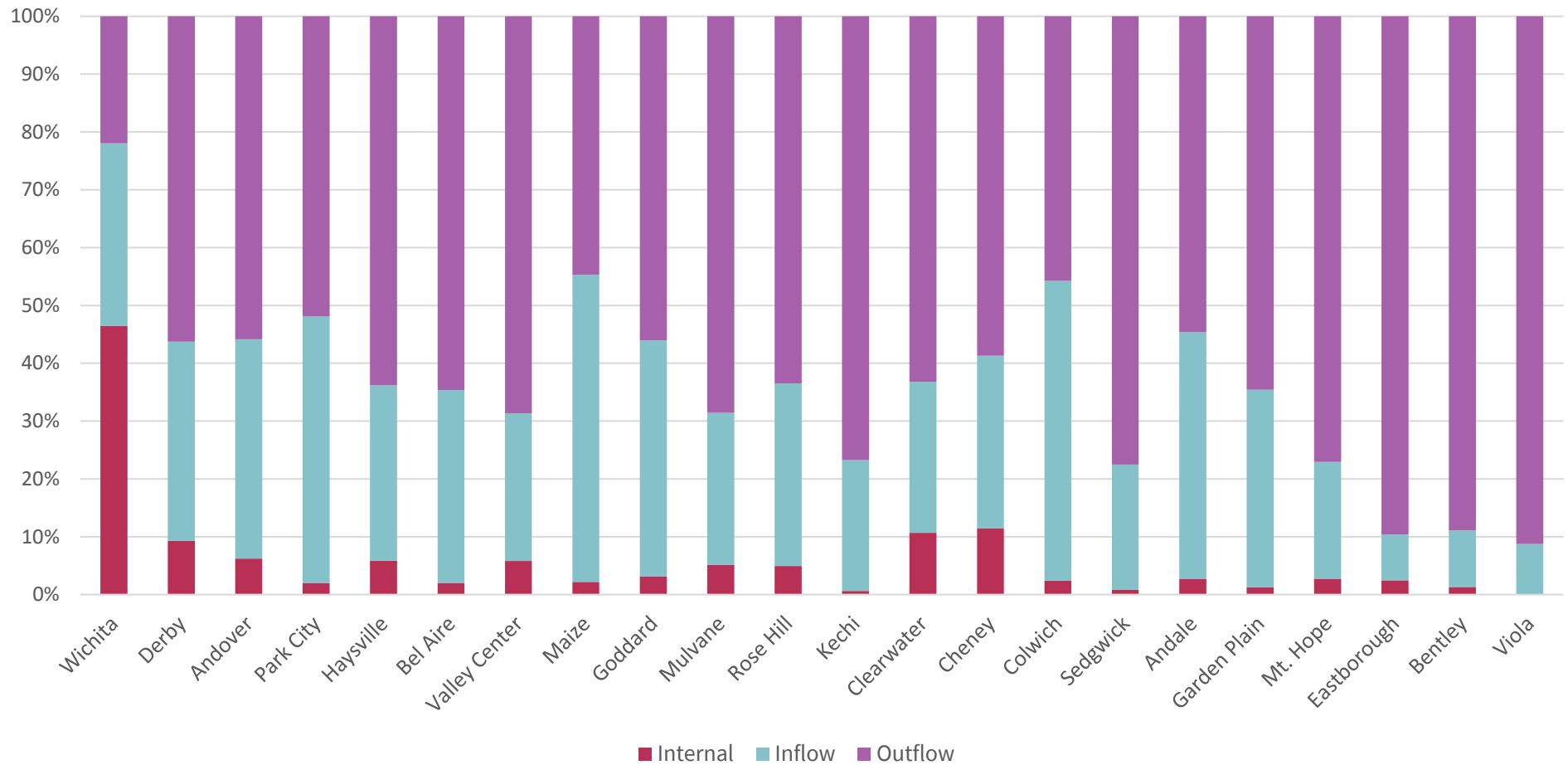
Commuters by WAMPO Cities

Legend: Internal, Inflow, Outflow

Commuting Flows: Represents information about worker's residence location and workplace location

Internal: Represents workers who commute and live in the same city

Inflow: Represents workers who commute into a city for work

Outflow: Represents workers who commute out of a city for work

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Commuters by WAMPO Cities

2019 Number of Commuters			
WAMPO Cities	**Internal**	**Inflow**	**Outflow**
Wichita	120,413	81,932	56,978
Derby	1,583	5,871	9,584
Andover	572	3,488	5,136
Park City	141	3,226	3,635
Haysville	402	2,087	4,390
Bel Aire	106	1,768	3,426
Valley Center	283	1,243	3,341
Maize	99	2,416	2,033
Goddard	129	1,673	2,298
Mulvane	205	1,047	2,734
Rose Hill	149	951	1,911
Kechi	10	356	1,209
Clearwater	186	454	1,099
Cheney	181	470	926
Colwich	34	730	644
Sedgwick	9	228	818
Andale	26	405	519
Garden Plain	7	192	363
Mt. Hope	14	103	393
Eastborough	10	32	361
Bentley	4	30	272
Viola	0	5	52

Commuting Flows: Represents information about worker's residence location and workplace location

Internal: Represents workers who commute and live in the same city

Inflow: Represents workers who commute into a city for work

Outflow: Represents workers who commute out of a city for work

Wichita

81,932

Live Outside but
Work in Wichita

120,413
Live & Work in
Wichita

56,978

Live in Wichita but
Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/
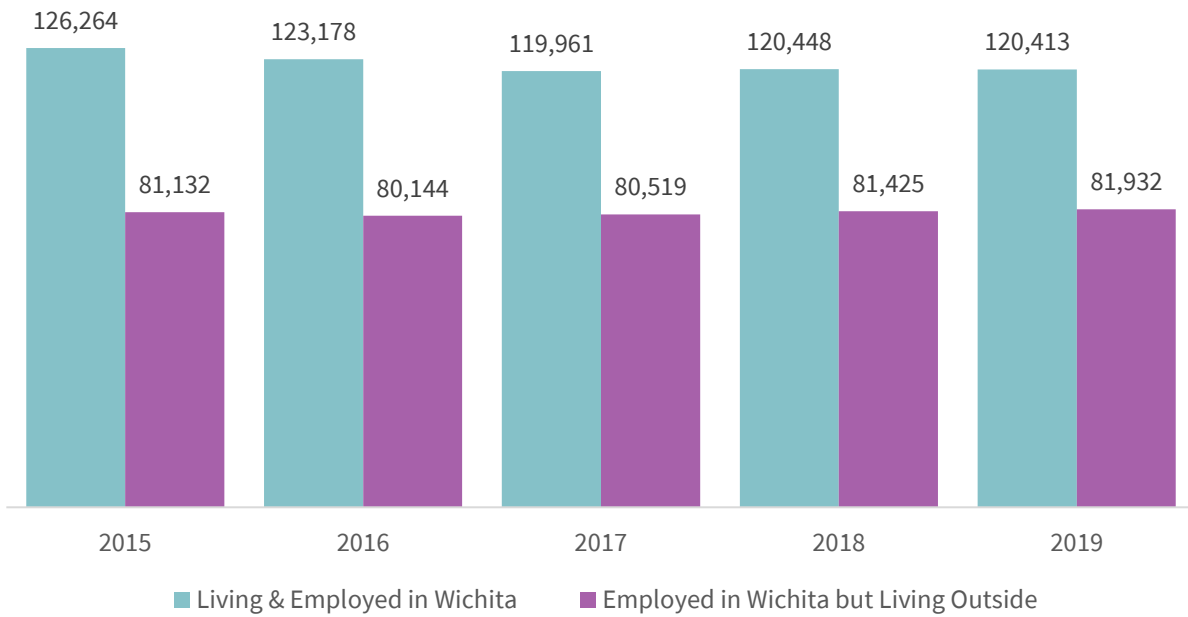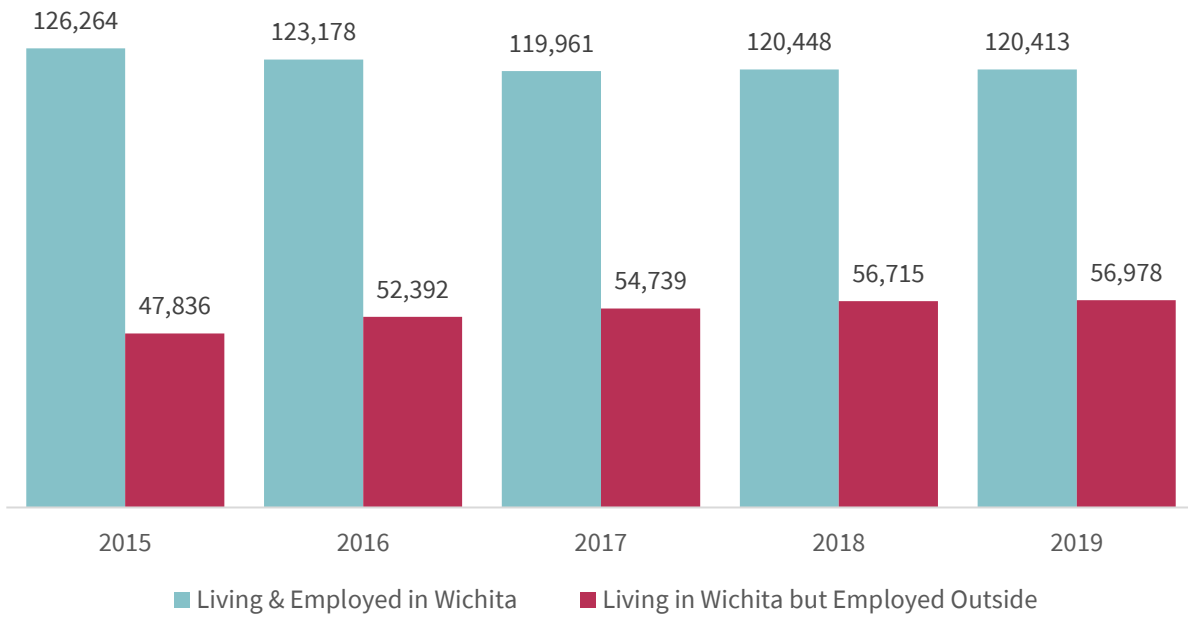
Wichita is the largest city in Kansas, the primary hub of the greater WAMPO area, and the county seat of Sedgwick County. Incorporated in 1870, it is the principal city of the greater Wichita metropolitan area. Wichita has the largest school district in Kansas and employees over 5,600 full-time employees. As of 2020, Wichita's population was 397,532, of which approximately 67% are in the labor force[1]. The mean travel time to work is 18.8 minutes.

It has been dubbed the "Air Capital of the World" because of the presence of various aircraft design and manufacturing facilities, such as Textron Aviation, Bombardier Learjet, Airbus, Spirit AeroSystems, as well as housing major airports such as Dwight D. Eisenhower National, Colonel James Jabara, Westport, Beech Factory, and Cessna Aircraft Field.
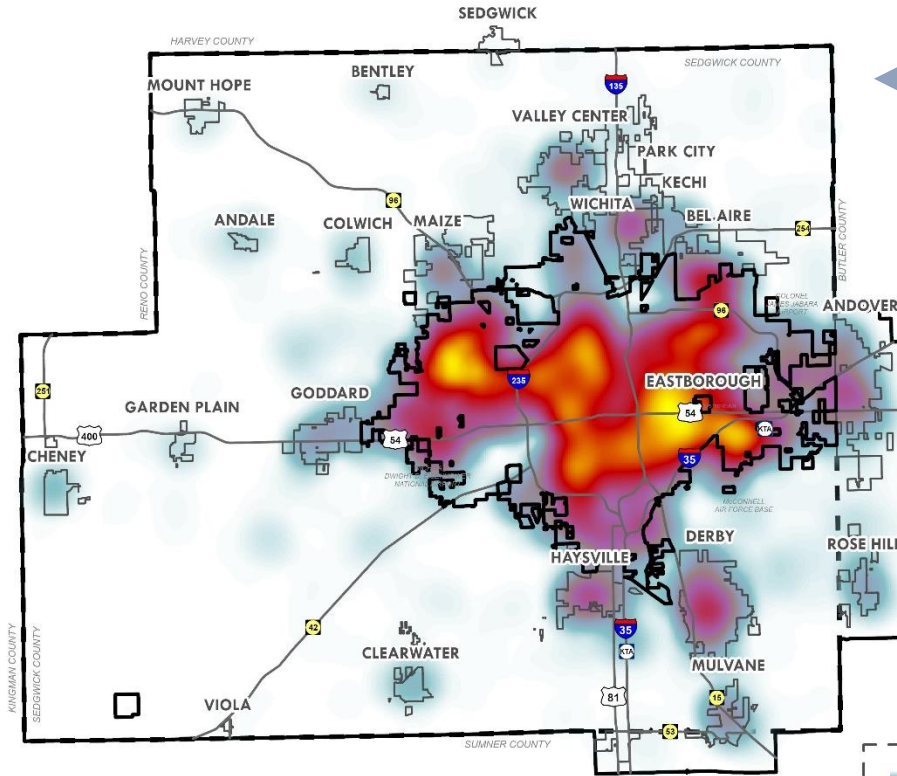
Wichita has the greatest number of residents who live and work in the city, at 120,413. 81,932 residents live in other cities both within and outside of the WAMPO area and commute to Wichita for work. 56,978 residents live in Wichita and work elsewhere. From 2015 compared to 2019, Wichita has seen an approximate 19% increase in the number of residents who commute to other cities for work.

Industry Class (2019)	Internal		Inflow		Outflow	
Goods Producing	20,047	(16.6%)	12,731	(15.5%)	21,265	(37.3%)
Trade, Transportation, & Utilities	20,833	(17.3%)	18,604	(22.7%)	9,663	(17.0%)
All Other Services	79,533	(66.1%)	50,597	(61.8%)	26,050	(45.7%)

	2015	2016	2017	2018	2019
Living & Employed in Wichita	126,264	123,178	119,961	120,448	120,413
Living in Wichita but Employed Outside	47,836	52,392	54,739	56,715	56,978

■ Living & Employed in Wichita   ■ Living in Wichita but Employed Outside

	2015	2016	2017	2018	2019
Living & Employed in Wichita	126,264	123,178	119,961	120,448	120,413
Employed in Wichita but Living Outside	81,132	80,144	80,519	81,425	81,932

■ Living & Employed in Wichita   ■ Employed in Wichita but Living Outside

128,273	(63.4%)	of workers who work in Wichita live	less than 10 miles	from their place of employment
37,287	(18.4%)		10 – 24 Miles	
10,137	(5.0%)		25 – 50 Miles	
26,648	(13.2%)		greater than 50 Miles	

Sparse
Dense

132,419	(74.6%)	of workers who live in Wichita work	less than 10 miles	from their place of residence
21,805	(12.3%)		10 – 24 Miles	
4,704	(2.7%)		25 – 50 Miles	
18,463	(10.4%)		greater than 50 Miles	

Where Workers Work Who Live in Wichita
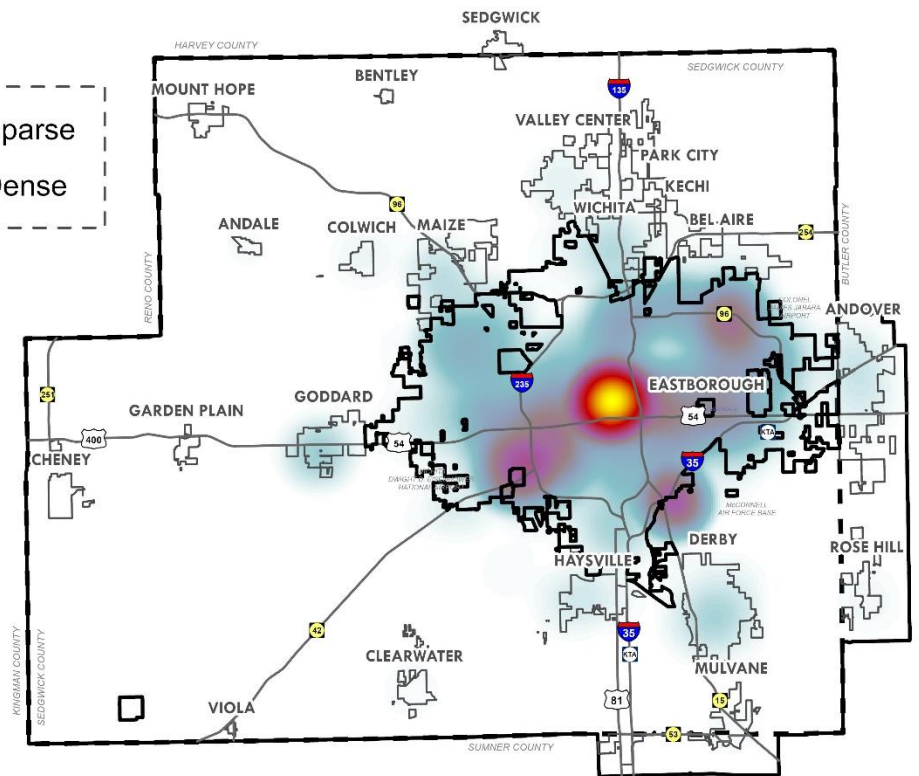
Derby

5,871

Live Outside but
Work in Derby

1,583
Live & Work in
Derby

9,584

Live in Derby but
Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Derby was incorporated in 1903 but was originally named El Paso until 1956. McConnell Air Force Base is located between Wichita and Derby with a Wichita ZIP code, and many found a home in Derby when space on base became occupied. As of 2020, Derby's population was 25,625, of which approximately 67% are in the labor force[2]. The mean travel time to work is 22.2 minutes. Many jobs in the Derby area are based in either construction, retail, or real estate. It is due to these jobs that many of the residents both work and live in Derby. Derby supports home-based businesses and large manufacturing companies like BRG Precision. Derby is served by their own public school district, as well as two private schools.
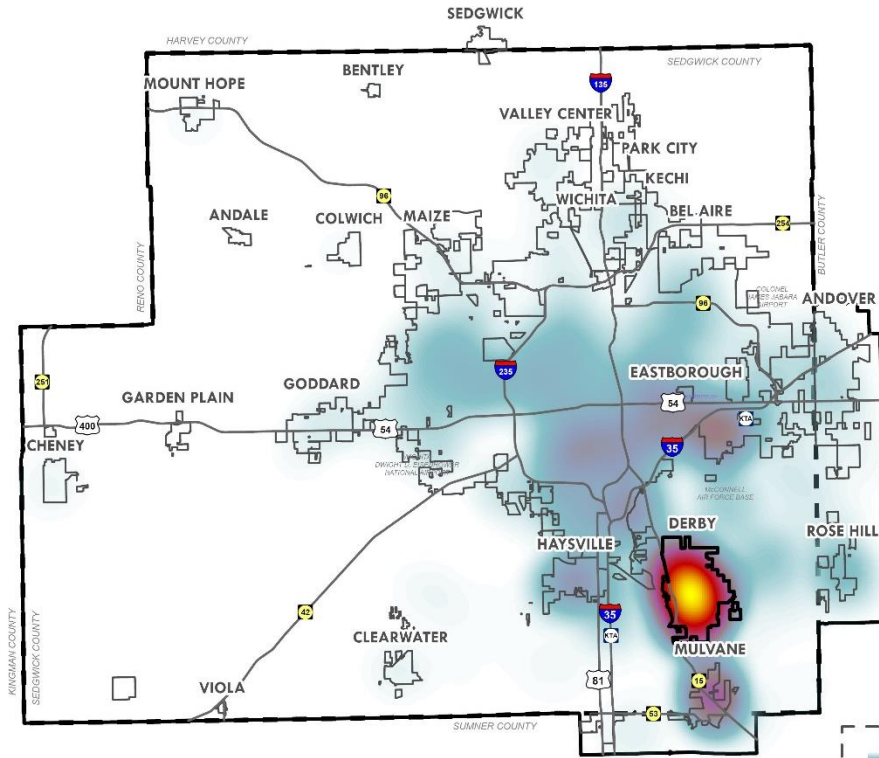
Between 2015 and 2019, the highest number of people living and working in Derby peaked in 2016 and saw declines in 2017 and 2018. Derby has had an approximate 18% increase from 2015 to 2019 in the number of people living outside city limits and commuting to Derby for work. Approximately 3% of workers employed in the WAMPO region live in Derby. Additionally, approximately 2% of workers who live in the WAMPO region work in Derby.

Industry Class (2019)	Internal		Inflow		Outflow	
Goods Producing	85	(5.4%)	248	(4.2%)	2,710	(28.3%)
Trade, Transportation, & Utilities	129	(8.1%)	1,578	(26.9%)	1,648	(17.2%)
All Other Services	1,369	(86.5%)	4,045	(68.9%)	5,226	(54.5%)

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[2] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2017800&tid=ACSDP5Y2020.DP03

Chart 1: Living & Employed in Derby vs Living in Derby but Employed Outside

Year	Living & Employed in Derby	Living in Derby but Employed Outside
2015	1,588	9,428
2016	1,651	9,148
2017	1,581	9,214
2018	1,543	9,615
2019	1,583	9,584

■ Living & Employed in Derby   ■ Living in Derby but Employed Outside

Chart 2: Living & Employed in Derby vs Employed in Derby but Living Outside

Year	Living & Employed in Derby	Employed in Derby but Living Outside
2015	1,588	4,974
2016	1,651	5,541
2017	1,581	5,552
2018	1,543	5,641
2019	1,583	5,871

■ Living & Employed in Derby   ■ Employed in Derby but Living Outside

13

4,319	(57.9%)		less than 10 miles	
1,876	(25.2%)	of workers	10 – 24 Miles	from their
413	(5.5%)	who work in	25 – 50 Miles	place of
846	(11.3%)	Derby live	greater than 50 Miles	employment

Sparse
Dense

5,447	(48.8%)		less than 10 miles	
4,189	(37.5%)	of workers	10 – 24 Miles	from their
363	(3.3%)	who live in	25 – 50 Miles	place of
1,168	(10.5%)	Derby work	greater than 50 Miles	residence

Where Workers Work Who Live in Derby

Andover

3,488

Live Outside but
Work in Andover

572
Live & Work in
Andover

5,136

Live in Andover but
Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Andover was incorporated in 1957. As of 2020, Andover's population was 14,892, approximately 70% of which are in the labor force[3]. The mean travel time to work is 22.6 minutes. Surrounded by farmland, the city was devastated by an F5 tornado that forced the town to rebuild in 1991. Andover again experienced extensive damage from an F3 tornado in April 2022. Updated streets, sewers, and water lines encouraged fresh development. Andover is served by their own public school district and is also home to a branch campus of Butler Community College. Andover has placed a great emphasis on newer retail properties, education, and building residential properties for young families. Another job draw is Vornado Air, currently headquartered in Andover.

There are 572 residents who live and work in Andover. 5,136 residents live in Andover but commute to another city for work. There are 3,488 residents who live in another city but travel into Andover for work. From 2015 compared to 2019, Andover has had an approximate 8% increase in the number of people living and working in the city. Approximately 2% of workers employed in the WAMPO region live in Andover. Additionally, approximately 1% of workers who live in the WAMPO region work in Andover.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	33 (5.8%)	363 (10.4%)	1,110 (21.6%)
Trade, Transportation, & Utilities	40 (7.0%)	531 (15.2%)	832 (16.2%)
All Other Services	499 (87.2%)	2,594 (74.4%)	3,194 (62.2%)

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[3] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2001800&tid=ACSDP5Y2020.DP03

Living & Employed in Andover vs. Living in Andover but Employed Outside

Year	2015	2016	2017	2018	2019
Living & Employed in Andover	531	579	541	584	572
Living in Andover but Employed Outside	4,932	5,227	5,162	5,177	5,136

■ Living & Employed in Andover   ■ Living in Andover but Employed Outside

Living & Employed in Andover vs. Employed in Andover but Living Outside

Year	2015	2016	2017	2018	2019
Living & Employed in Andover	531	579	541	584	572
Employed in Andover but Living Outside	3,435	3,400	3,555	3,531	3,488

■ Living & Employed in Andover   ■ Employed in Andover but Living Outside

16

2,248	55.4%	of workers who work in Andover live	less than 10 miles	from their place of employment
1,288	31.7%		10 – 24 Miles	
153	3.8%		25 – 50 Miles	
371	9.1%		greater than 50 Miles	

Sparse

Dense
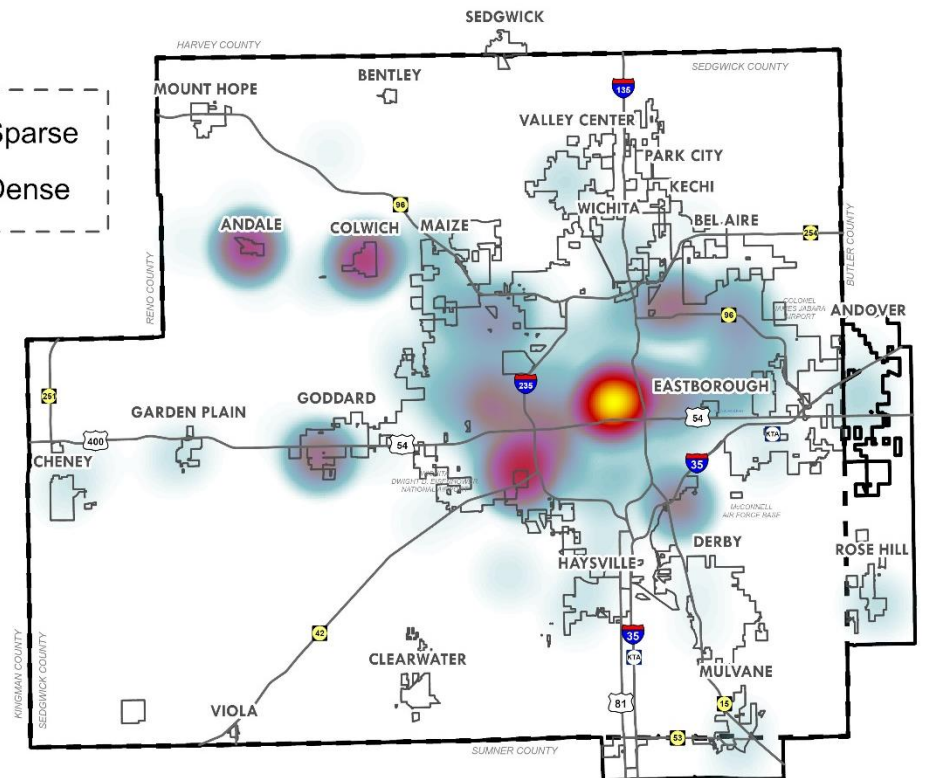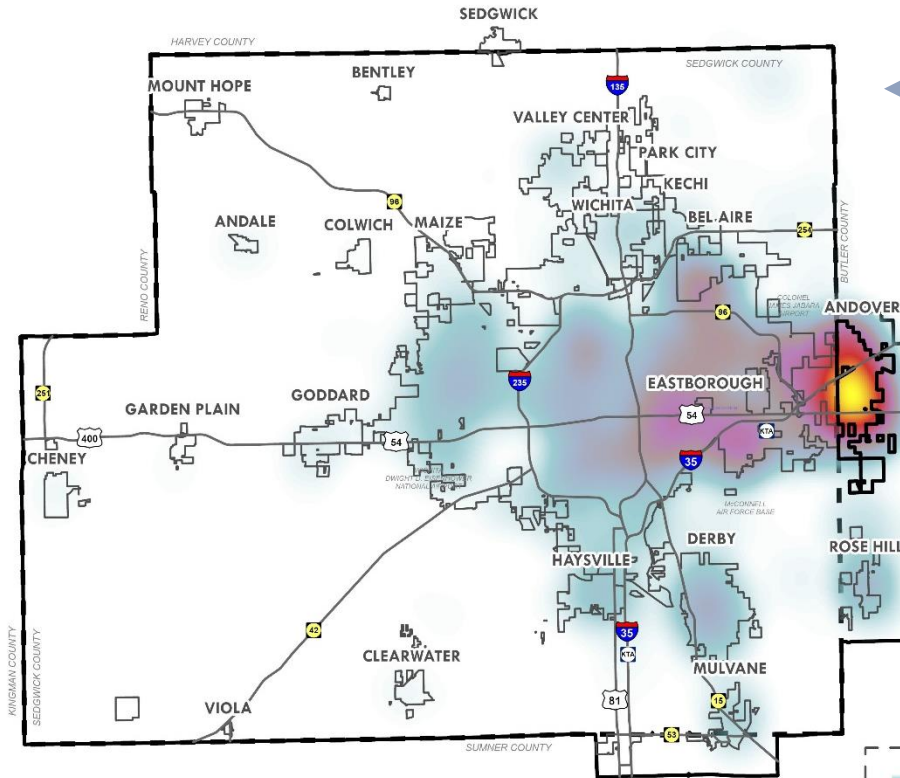
2,611	(45.7%)	of workers who live in Andover work	less than 10 miles	from their place of residence
2,309	(40.5%)		10 – 24 Miles	
165	(2.9%)		25 – 50 Miles	
623	(10.9%)		greater than 50 Miles	

Where Workers Work Who Live in Andover

20

Haysville

2,087

Live Outside but
Work in Haysville

402
Live & Work in
Haysville

4,390

Live in Haysville
but Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Incorporated in 1951 and colloquially known as the "Peach Capital of Kansas," for their historic peach orchard, Haysville has a population of 11,262 as of 2020. Haysville has approximate 60% labor force[4]. The mean travel time to work is 23.5 minutes. Like Andover, Haysville faced a destructive tornado in 1999 that damaged 150 homes and 27 businesses. Norland Plastics Co., a subsidiary of Teleflex, Inc. was among the facilities rebuilt since the tornado and is a major employer in the area. Haysville is served by their own public school district. Included in their school district is Campus High School, located in Wichita.
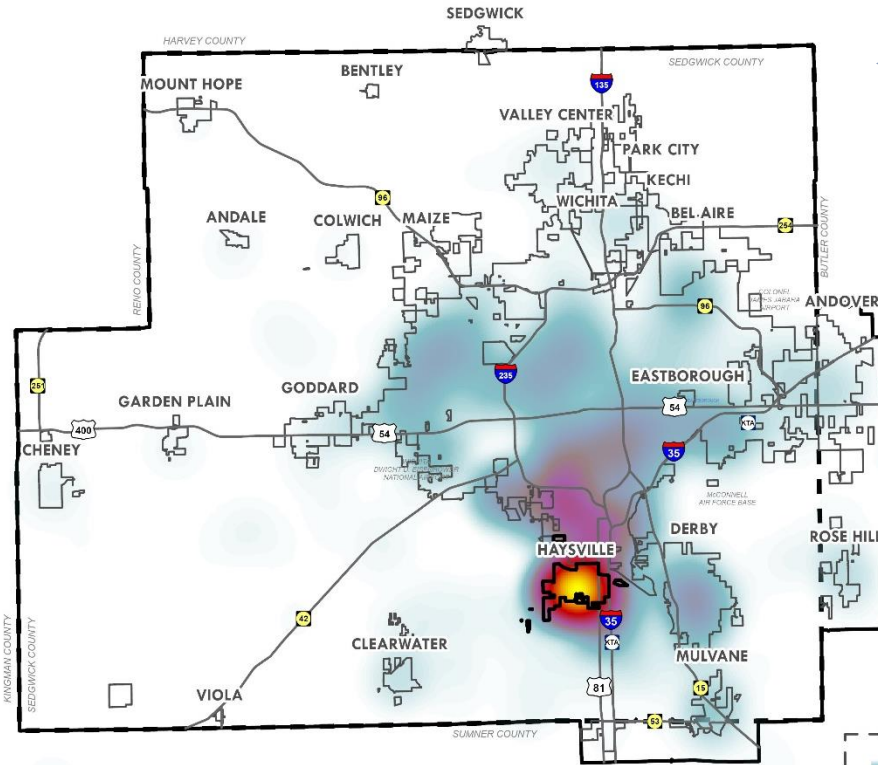
There are 402 residents who live and work in Haysville, but 4,390 residents who live in Haysville but work elsewhere. There are 2,087 residents who live outside of Haysville and travel to there for work. In comparing 2015 to 2019, Haysville has seen an approximate 11% increase in the number of people employed in the city but live outside city limits and commute to work.

Industry Class (2019)	Internal		Inflow		Outflow	
Goods Producing	19	(4.7%)	322	(15.4%)	1,307	(29.8%)
Trade, Transportation, & Utilities	26	(6.5%)	143	(6.9%)	848	(19.3%)
All Other Services	357	(88.8%)	1,622	(77.7%)	2,235	(50.9%)

[4] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2031125&tid=ACSDP5Y2020.DP03

Chart 1: Living in Haysville

	2015	2016	2017	2018	2019
Living & Employed in Haysville	393	435	414	407	402
Living in Haysville but Employed Outside	4,314	4,383	4,275	4,310	4,390

■ Living & Employed in Haysville   ■ Living in Haysville but Employed Outside

Chart 2: Employed in Haysville

	2015	2016	2017	2018	2019
Living & Employed in Haysville	393	435	414	407	402
Employed in Haysville but Living Outside	1,879	1,909	2,043	2,053	2,087

■ Living & Employed in Haysville   ■ Employed in Haysville but Living Outside

1,605	(64.5%)	of workers who work in Haysville live	less than 10 miles	from their place of employment
605	(24.3%)		10 – 24 Miles	
85	(3.4%)		25 – 50 Miles	
194	(7.8%)		greater than 50 Miles	

Sparse
Dense
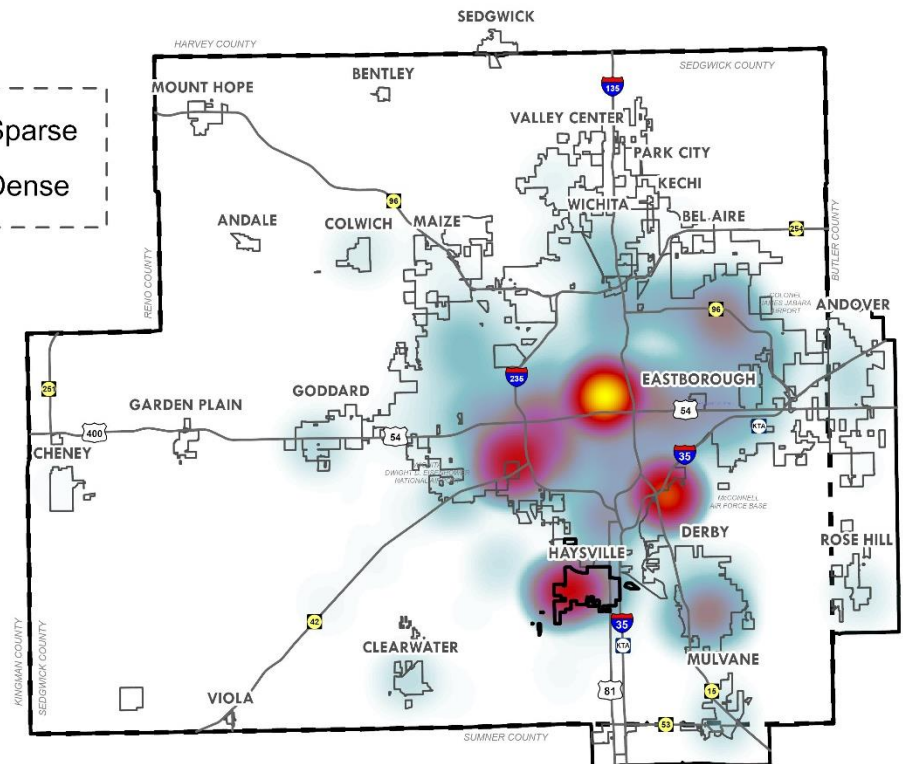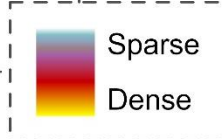
3,038	(63.4%)	of workers who live in Haysville work	less than 10 miles	from their place of residence
1,029	(21.5%)		10 – 24 Miles	
203	(4.2%)		25 – 50 Miles	
522	(10.9%)		greater than 50 Miles	

Where Workers Work Who Live in Haysville

23

Park City

3,226

Live Outside but
Work in Park City

141
Live & Work in
Park City

3,635

Live in Park City
but Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Park City is one the newest city in the WAMPO region, which was incorporated in 1980. Park City is another municipality largely made up of commuters. As of 2020, Park City's population was 8,333, of which approximately 74% are in the labor force[5]. The mean travel time to work is 20.5 minutes. Many of the workers are gainfully employed by recent boons to the city such as Crosswinds Casino, Hartman Arena, and an Amazon fulfillment center. The city does not have their own public school district, rather, students are split between the Wichita and Valley Center school districts.
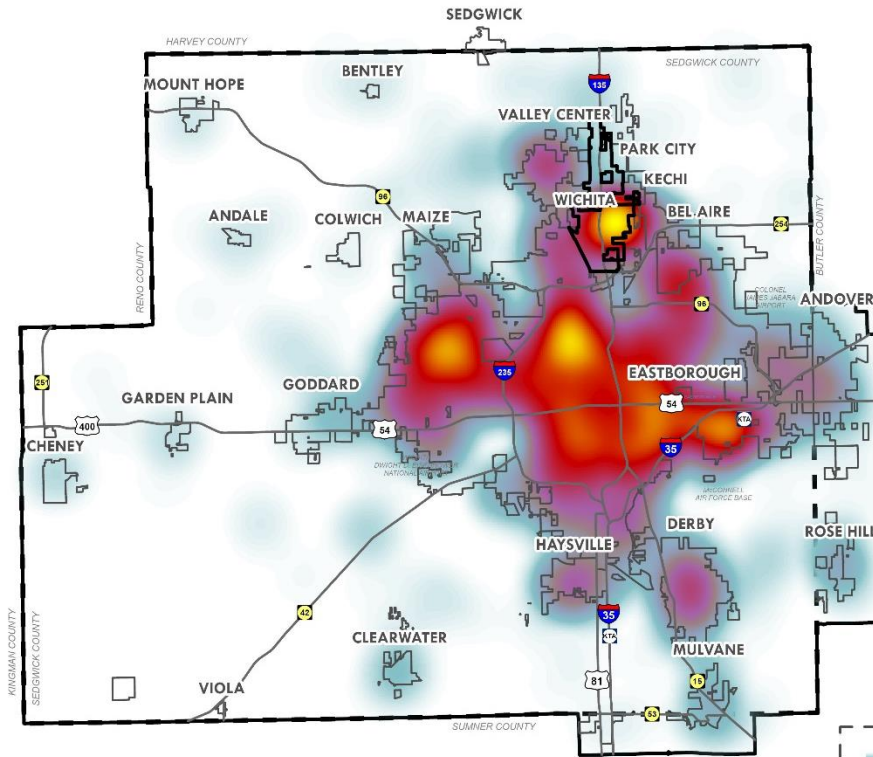
There are 141 residents who live and work in Park City. 3,635 residents live in Park City but commute to another city for work. There are 3,226 residents who live in another city. From 2015 to 2019, Park City has had an approximate 5% increase in the number of people living and working in the city limits.

Industry Class (2019)	Internal		Inflow		Outflow	
Goods Producing	32	(22.7%)	1,242	(38.5%)	837	(23.0%)
Trade, Transportation, & Utilities	48	(34.0%)	1,260	(39.1%)	665	(18.3%)
All Other Services	61	(43.3%)	724	(22.4%)	2,133	(58.7%)

Living & Employed in Park City / Living in Park City but Employed Outside

Year	2015	2016	2017	2018	2019
Living & Employed in Park City	134	188	143	159	141
Living in Park City but Employed Outside	3,505	3,593	3,508	3,629	3,635

■ Living & Employed in Park City   ■ Living in Park City but Employed Outside

Living & Employed in Park City / Employed in Park City but Living Outside

Year	2015	2016	2017	2018	2019
Living & Employed in Park City	134	188	143	159	141
Employed in Park City but Living Outside	3,306	3,281	3,184	3,332	3,226

■ Living & Employed in Park City   ■ Employed in Park City but Living Outside

45	57.7%		less than 10 miles	
13	16.7%	of workers who work in Park City live	10 – 24 Miles	from their place of employment
11	14.1%		25 – 50 Miles	
9	11.5%		greater than 50 Miles	

Sparse
Dense
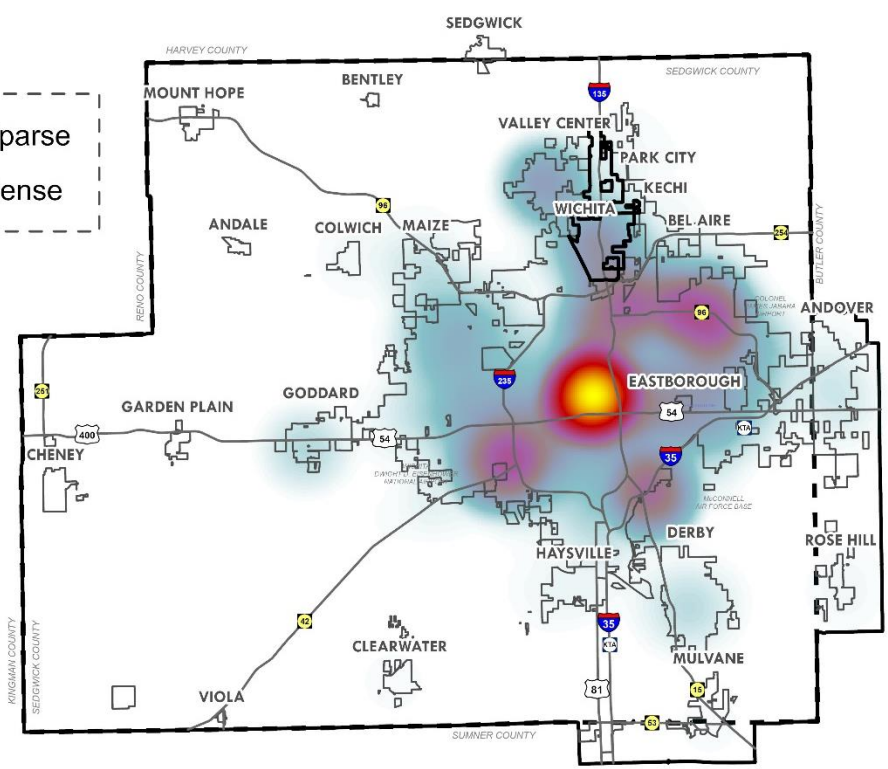
31	56.4%		less than 10 miles	
3	5.5%	of workers who live in Park City work	10 – 24 Miles	from their place of residence
6	10.9%		25 – 50 Miles	
15	27.3%		greater than 50 Miles	

Where Workers Work Who Live in Park City

26

Bel Aire

1,768

Live Outside but
Work in Bel Aire

106
Live & Work in
Bel Aire

3,426

Live in Bel Aire but
Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Bel Aire is another newer city in this region and was incorporated in 1980. As of 2020, Bel Aire's population was 8,262, of which approximately 67% are in the labor force[6]. The mean travel time to work is 17.2 minutes. The city does not have their own public school district. They are served by both the Wichita and Towanda school districts.
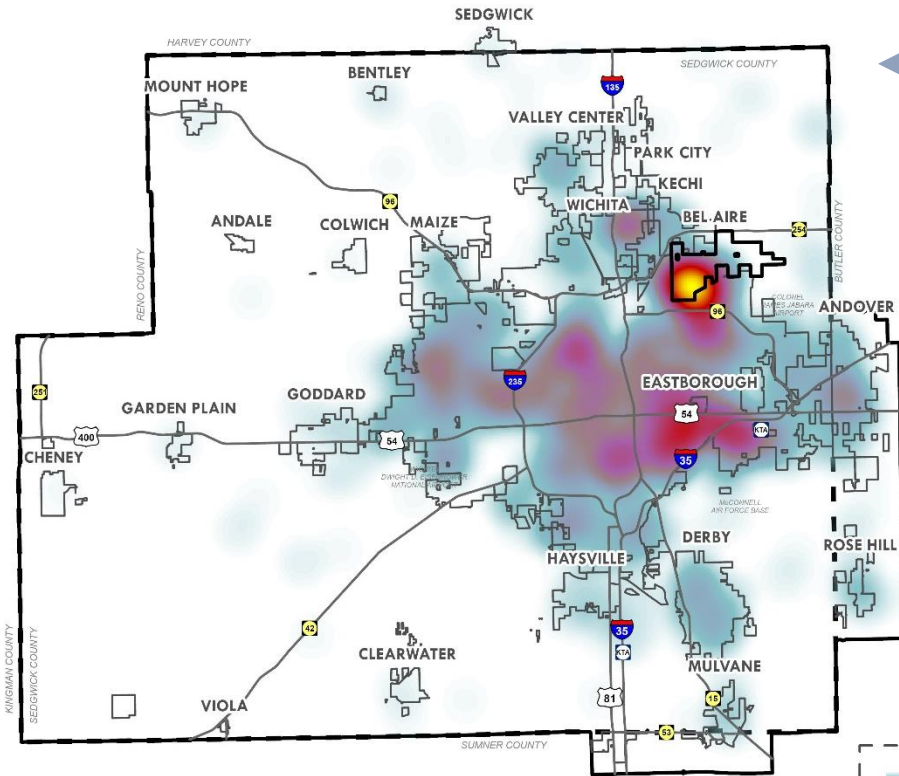
There are 106 residents who live and work in Bel Aire. 3,426 residents live in Bel Aire but commute to another city for work. There are 1,768 residents who live in another city but travel into Bel Aire for work. From 2015 compared to 2019, the city has had an approximate 21% increase in the number of people commuting from outside the city limits to Bel Aire for work.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	13 (12.3%)	325 (15.5%)	663 (19.4%)
Trade, Transportation, & Utilities	14 (13.2%)	381 (22.7%)	484 (14.1%)
All Other Services	79 (74.5%)	1,062 (61.8%)	2,279 (66.5%)

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[6] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2005337&tid=ACSDP5Y2020.DP03

3,097 3,246 3,213 3,238 3,426

95 101 103 109 106

2015 2016 2017 2018 2019

■ Living & Employed in Bel Aire   ■ Living in Bel Aire but Employed Outside

1,458 1,534 1,586 1,731 1,768

95 101 103 109 106

2015 2016 2017 2018 2019

■ Living & Employed in Bel Aire   ■ Employed in Bel Aire but Living Outside
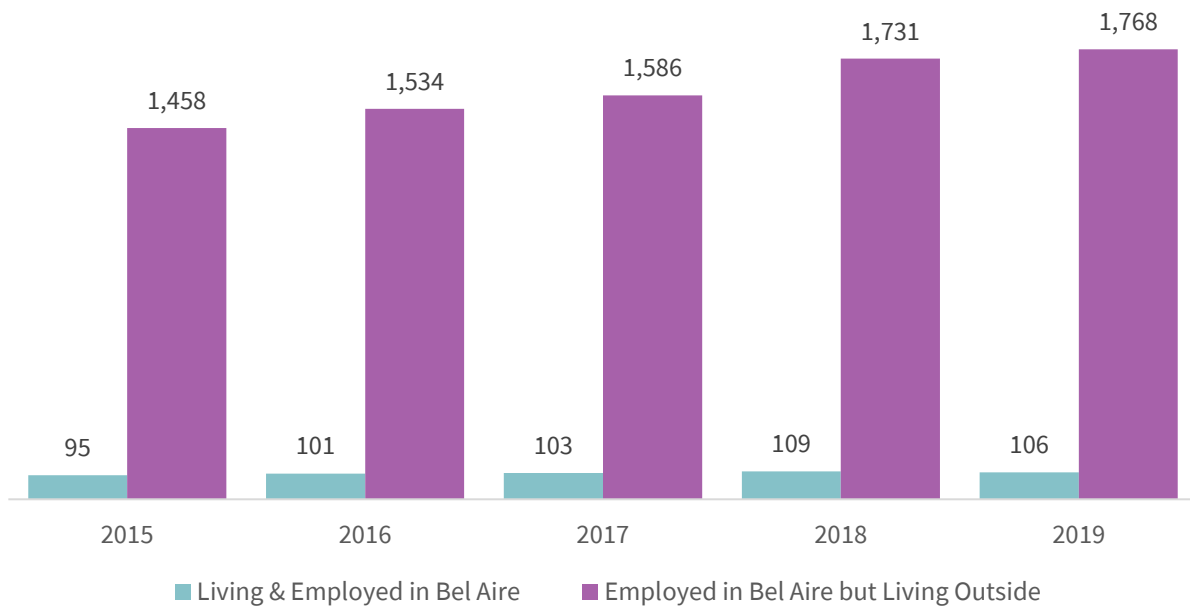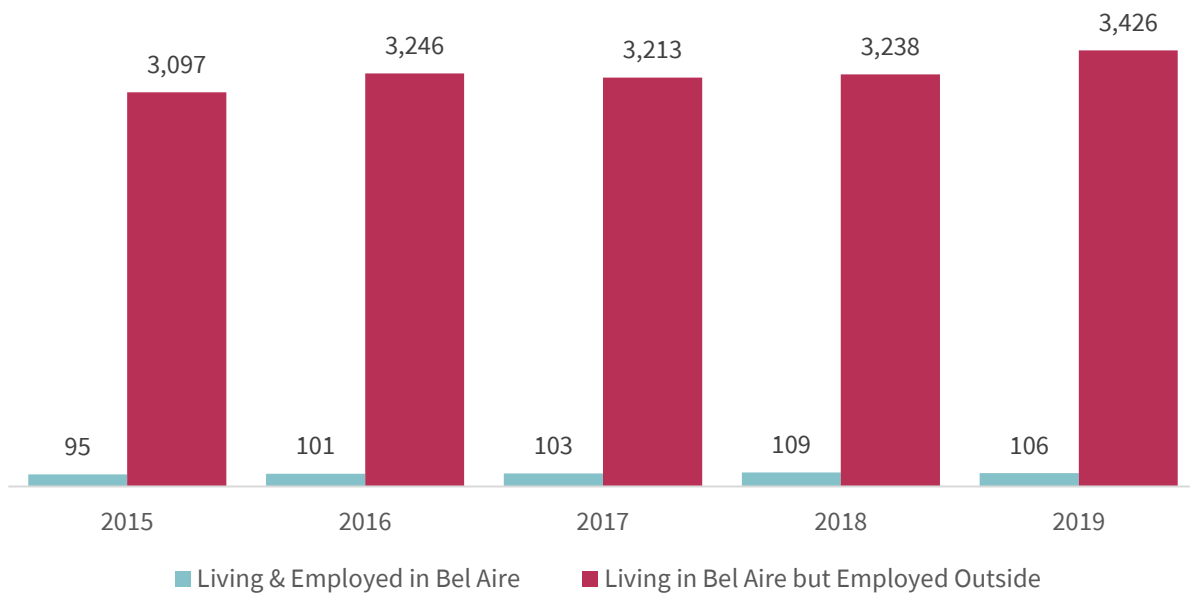
1,084	57.8%		less than 10 miles	
512	27.3%	of workers who work in Bel Aire live	10 – 24 Miles	from their place of employment
64	3.4%		25 – 50 Miles	
214	11.4%		greater than 50 Miles	

Sparse
Dense
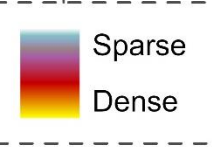
2,490	70.5%		less than 10 miles	
588	16.6%	of workers who live in Bel Aire work	10 – 24 Miles	from their place of residence
100	2.8%		25 – 50 Miles	
354	10.0%		greater than 50 Miles	
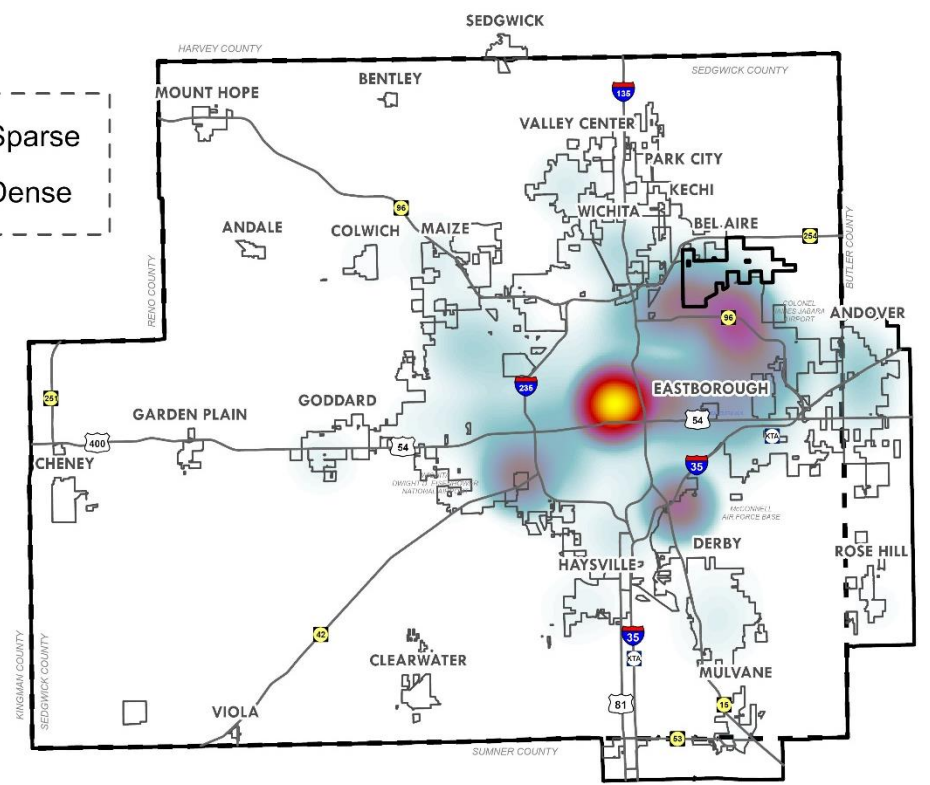
Where Workers Work Who Live in Bel Aire

Valley Center

1,243

Live Outside but Work
in Valley Center

283
Live & Work in
Valley Center

3,341

Live in Valley Center
but Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

The city of Valley Center was first incorporated in 1885 and conveniently located near I-135, US-81, and K-15. As of 2020, Valley Center's population was 7,340, of which approximately 69% are in the labor force[7]. The mean travel time to work is 23.5 minutes. The Valley Center Public School District and alternative school serves communities from all over the WAMPO area, including Park City, Kechi, and Wichita.

There are 283 residents who both live and work in Valley Center, but the majority of people live in Valley Center and commute to another city. 3,341 residents live in Valley Center but commute to another city for work. There are 1,243 residents who live in another city but travel into Valley Center for work. From 2015 compared to 2019, Valley Center had an approximate 8% increase in the number of residents who commute to other cities for work.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	42 (14.8%)	343 (27.6%)	843 (25.2%)
Trade, Transportation, & Utilities	34 (12.0%)	220 (17.7%)	609 (18.2%)
All Other Services	207 (731%)	680 (54.7%)	1,889 (56.5%)

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[7] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2073250&tid=ACSDP5Y2020.DP03
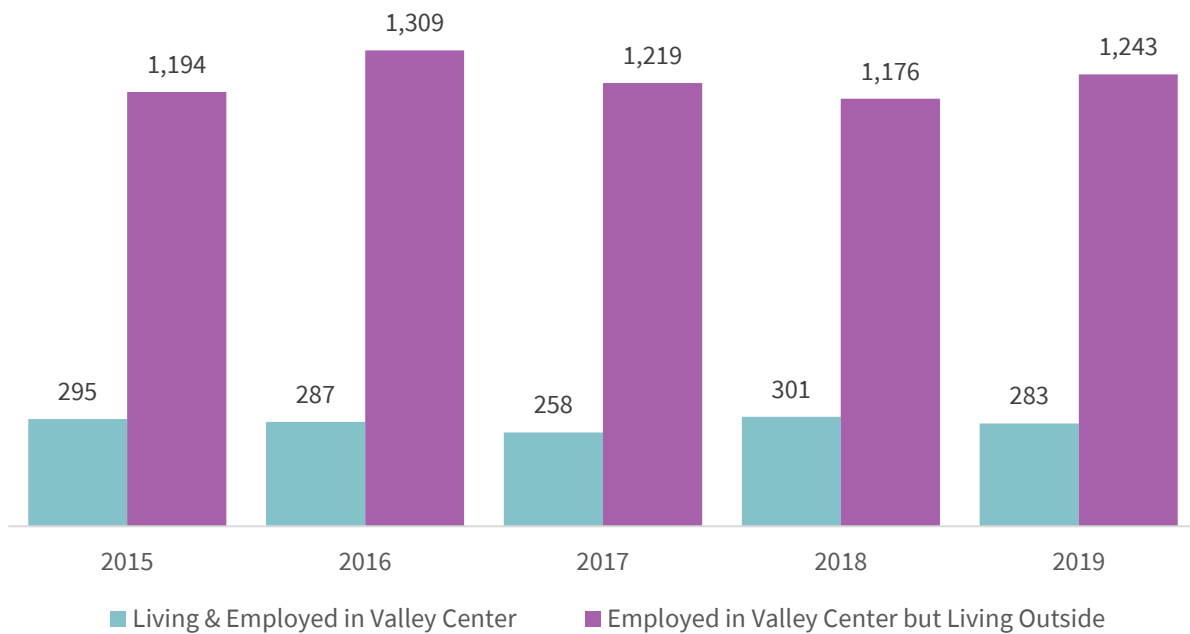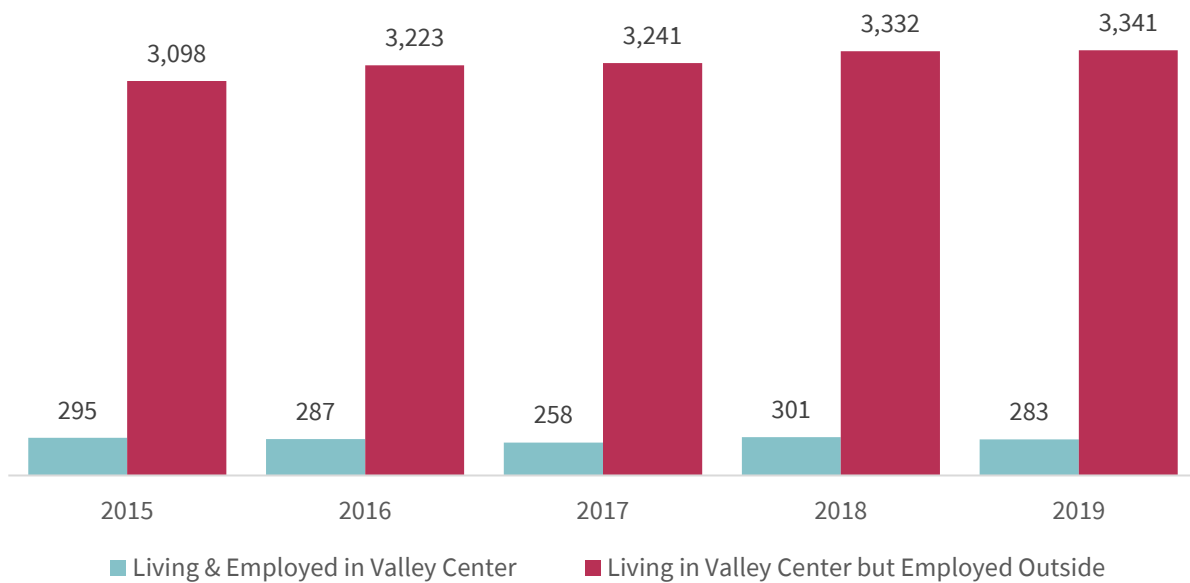
	2015	2016	2017	2018	2019
Living & Employed in Valley Center	295	287	258	301	283
Living in Valley Center but Employed Outside	3,098	3,223	3,241	3,332	3,341

■ Living & Employed in Valley Center   ■ Living in Valley Center but Employed Outside

	2015	2016	2017	2018	2019
Living & Employed in Valley Center	295	287	258	301	283
Employed in Valley Center but Living Outside	1,194	1,309	1,219	1,176	1,243

■ Living & Employed in Valley Center   ■ Employed in Valley Center but Living Outside
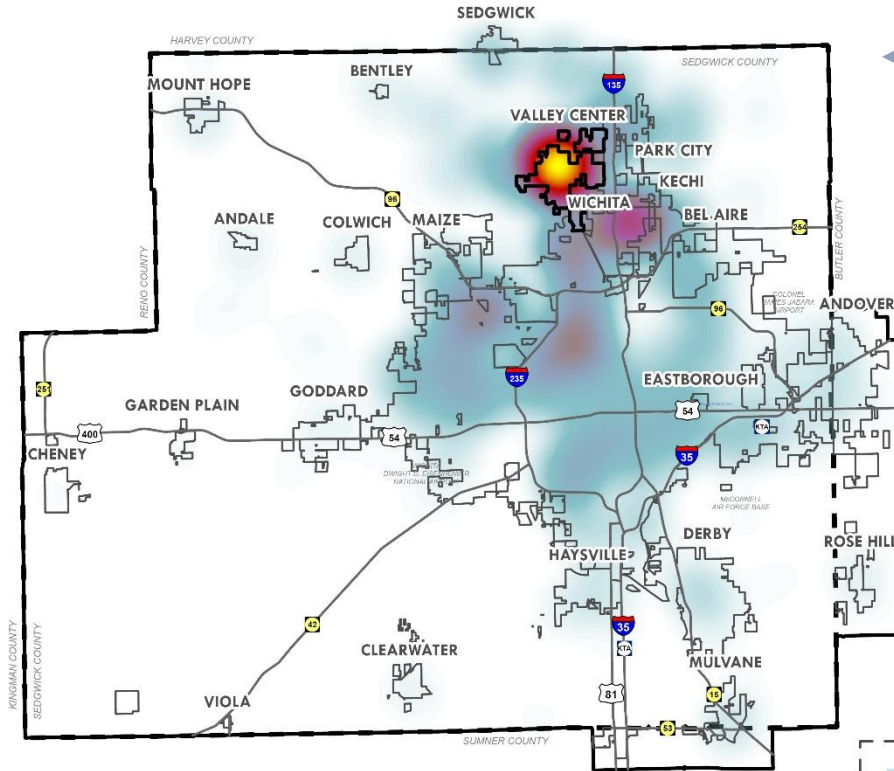
913	59.8%	of workers who work in Valley Center live	less than 10 miles	from their place of employment
427	28.0%		10 – 24 Miles	
89	5.8%		25 – 50 Miles	
97	6.4%		greater than 50 Miles	

Sparse
Dense

1,257	34.7%	of workers who live in Valley Center work	less than 10 miles	from their place of residence
1,820	50.2%		10 – 24 Miles	
189	5.2%		25 – 50 Miles	
358	9.9%		greater than 50 Miles	
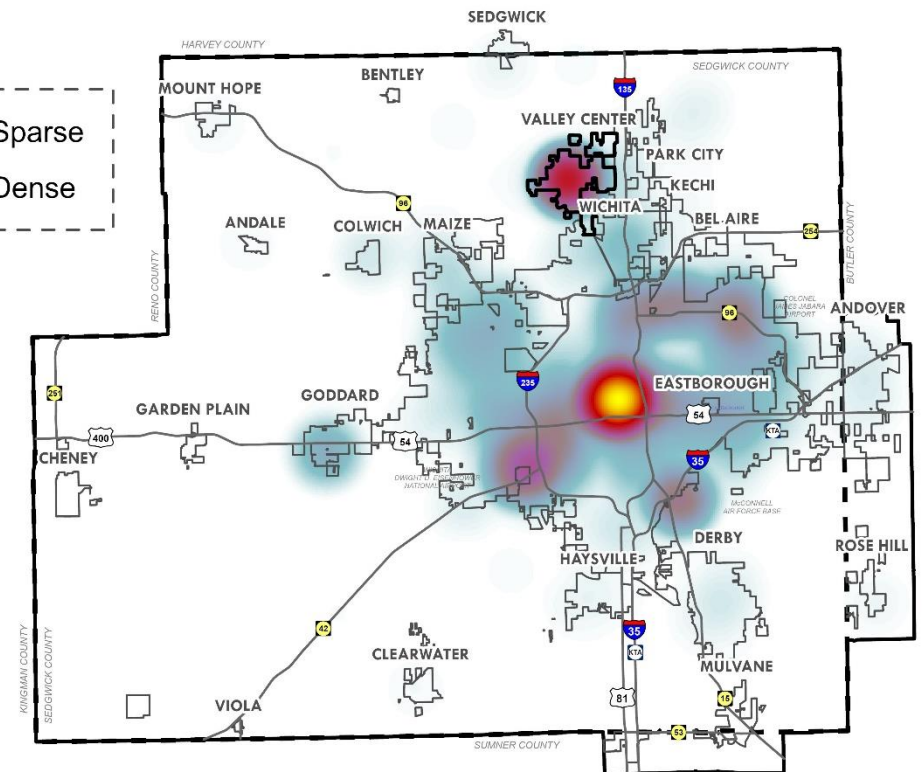
Where Workers Work Who Live in Valley Center

Mulvane

1,047

Live Outside but
Work in Mulvane

205
Live & Work in
Mulvane

2,734

Live in Mulvane but
Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Mulvane is the second oldest city in the region, being first incorporated in 1883. When it was founded, it was located at the junction of five Santa Fe rail lines and is still a convenient point today, south of Wichita. As of 2020, Mulvane's population was 6,286, of which approximately 68% are in the labor force[8]. The mean travel time to work is 19.8 minutes. Mulvane is served by their own public school district. The Kansas Star Casino and a Cowley County Community College satellite campus are located in Mulvane.

There are 205 residents who choose to live and work in Mulvane. There are 1,047 people who live outside of Mulvane and travel there to work. Additionally, 2,734 residents commute for work outside Mulvane. From 2015 compared to 2019, there was an approximate 18% increase in the number of people living and working in Mulvane. From 2017 to 2019, Mulvane has seen a decrease in the number of people who live outside the city limits that commute to Mulvane for work.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	12 (5.9%)	97 (9.3%)	756 (27.7%)
Trade, Transportation, & Utilities	9 (4.4%)	126 (12.0%)	445 (16.3%)
All Other Services	184 (89.8%)	824 (78.7%)	1,533 (56.1%)

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[8] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2049100&tid=ACSDP5Y2020.DP03

Bar chart: Living & Employed in Mulvane vs Living in Mulvane but Employed Outside

Year	Living & Employed in Mulvane	Living in Mulvane but Employed Outside
2015	174	2,733
2016	207	2,802
2017	184	2,619
2018	162	2,808
2019	205	2,734

■ Living & Employed in Mulvane ■ Living in Mulvane but Employed Outside

Bar chart: Living & Employed in Mulvane vs Employed in Mulvane but Living Outside

Year	Living & Employed in Mulvane	Employed in Mulvane but Living Outside
2015	174	1,032
2016	207	1,110
2017	184	1,119
2018	162	1,090
2019	205	1,047

■ Living & Employed in Mulvane ■ Employed in Mulvane but Living Outside

913	59.8%	of workers who work in Mulvane live	less than 10 miles	from their place of employment
427	28.0%		10 – 24 Miles	
89	5.8%		25 – 50 Miles	
97	6.4%		greater than 50 Miles	

Sparse

Dense
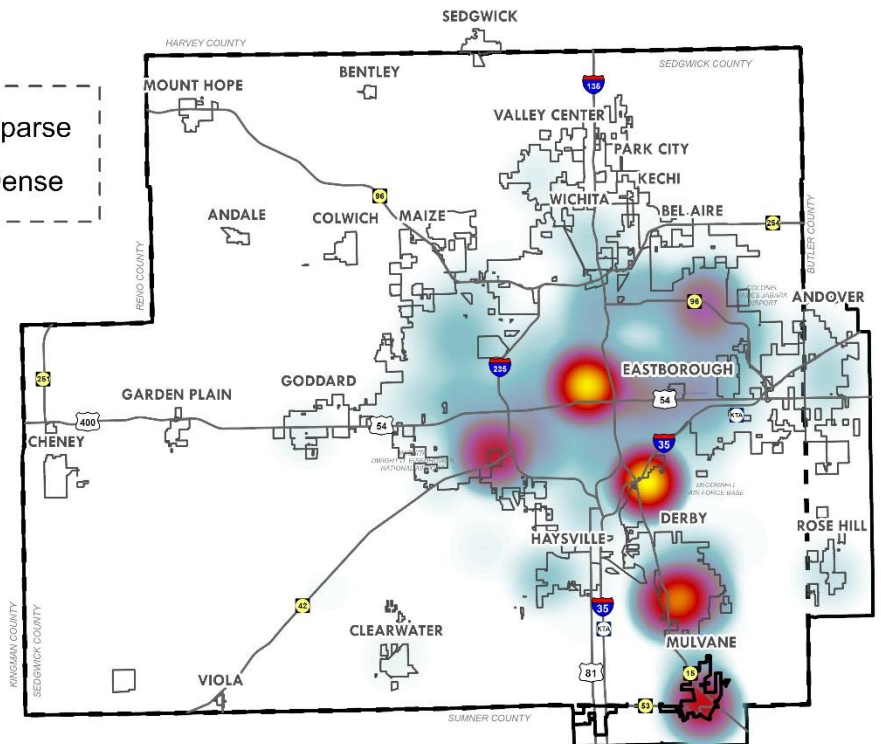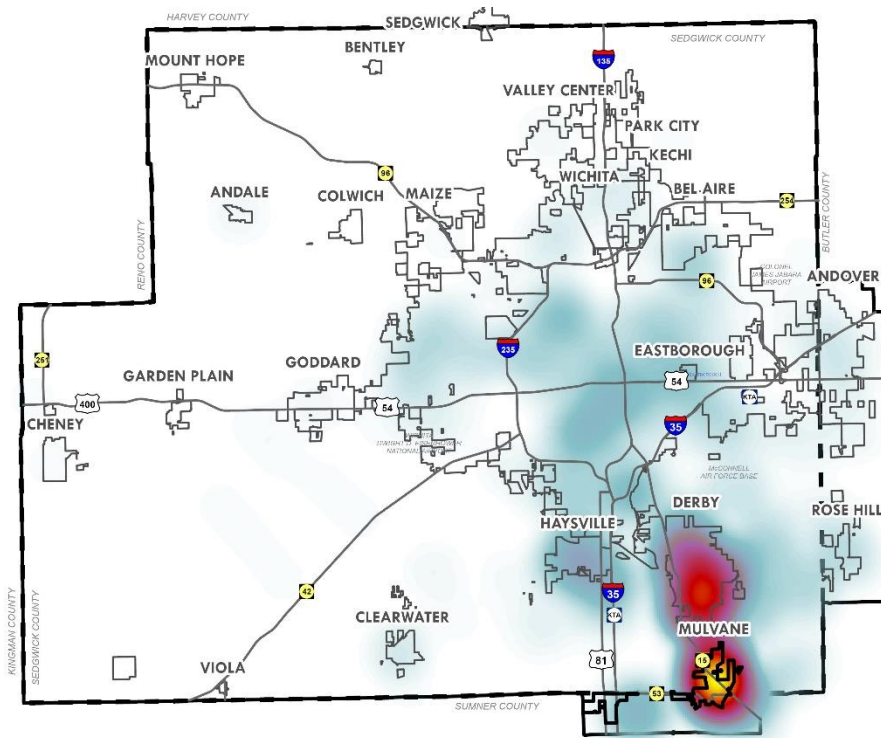
1,257	34.7%	of workers who live in Mulvane work	less than 10 miles	from their place of residence
1,820	50.2%		10 – 24 Miles	
189	5.2%		25 – 50 Miles	
358	9.9%		greater than 50 Miles	

Where Workers Work Who Live in Mulvane

Maize

2,416

Live Outside but
Work in Maize

99
Live & Work in
Maize

2,033

Live in Maize but
Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

The city of Maize was first incorporated in 1915. Growth really hit the area in the 1950s and has continued rapidly in recent years as Wichita expands further northwest. As of 2020, Maize's population was 5,735, of which approximately 68% are in the labor force[9]. The mean travel time to work is 21.9 minutes. Maize is served by their own public school district, including an alternative, nontraditional school.

There are 99 residents who live and work in Maize, that is an approximate 32% increase in 2019 compared to 2015. 2,033 residents live in Maize but commute to another city for work. There are 2,416 residents who live in another city but travel into Maize for work, that is an approximate 36% increase in 2019 compared to 2015.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	11 (11.1%)	591 (245%)	465 (22.9%)
Trade, Transportation, & Utilities	1 (1.0%)	102 (4.2%)	347 (17.1%)
All Other Services	87 (87.9%)	1,723 (71.3%)	1,221 (60.1%)

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[9]US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2044200&tid=ACSDP5Y2020.DP03

Chart 1

	2015	2016	2017	2018	2019
Living & Employed in Maize	75	90	91	98	99
Living in Maize but Employed Outside	1,729	1,823	1,841	1,952	2,033

■ Living & Employed in Maize ■ Living in Maize but Employed Outside

Chart 2

	2015	2016	2017	2018	2019
Living & Employed in Maize	75	90	91	98	99
Employed in Maize but Living Outside	1,774	1,847	2,001	2,214	2,416

■ Living & Employed in Maize ■ Employed in Maize but Living Outside

34

1,608	63.9%		less than 10 miles	
624	24.8%	of workers who	10 – 24 Miles	from their place of employment
107	4.3%	work in Maize live	25 – 50 Miles	
176	7.0%		greater than 50 Miles	

Sparse

Dense

1,255	58.9%		less than 10 miles	
621	29.1%	of workers who live	10 – 24 Miles	from their place of residence
92	4.3%	in Maize work	25 – 50 Miles	
164	7.7%		greater than 50 Miles	

Where Workers Work Who Live in Maize

38

Goddard

1,673

Live Outside but
Work in Goddard

129
Live & Work in
Goddard

2,298
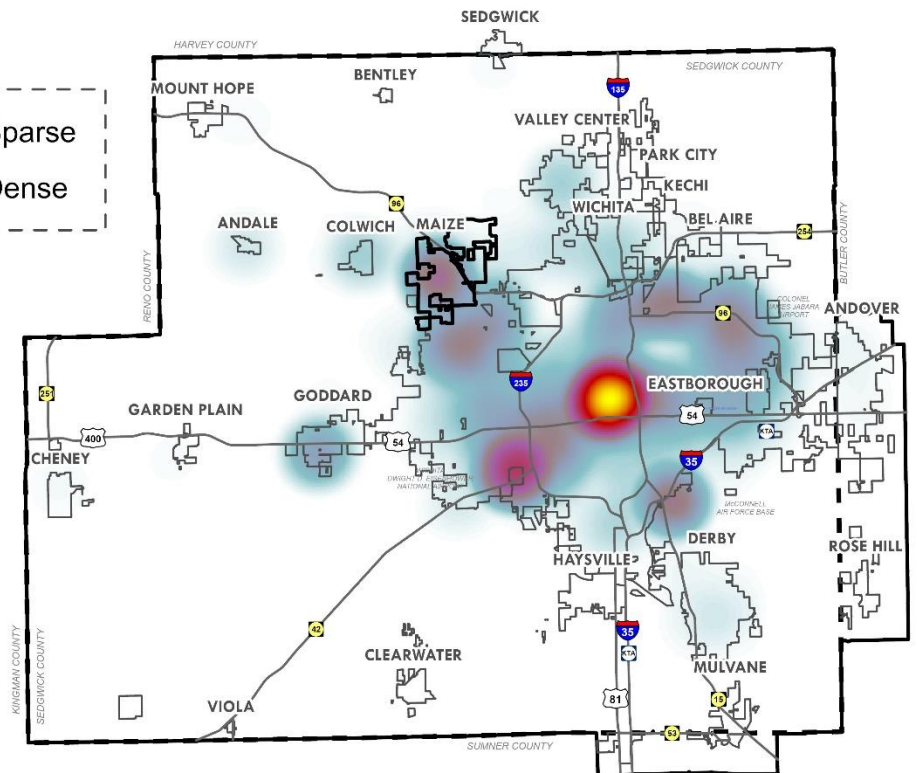
Live in Goddard
but Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Goddard is also one of the older municipalities in the region and was first founded in 1883 and incorporated in 1910. As of 2020, Goddard's population was 5,084 of which approximately 69% are in the labor force[10]. The mean travel time to work is 20.5 minutes. Wichita has expanded westward; the town has changed from a rural agricultural community into more of a true city. Manufacturing, educational services, health care, and social assistance are the main labor draws for Goddard. Because US-54 and US-400 run concurrently through Goddard, it is easy for citizens to flow in and out of the city. Goddard is served by their own public school district. There is also a Catholic private school in the city.

There are 129 residents who live and work in Goddard, that is an approximate 30% decrease from 2019 compared to 2015. There are 1,673 residents who live in another city but travel into Goddard for work. From 2017 to 2019, Goddard has seen an increase in the number of people who reside outside the city limits and commute to Goddard for work.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	5 (3.9%)	62 (3.7%)	615 (26.8%)
Trade, Transportation, & Utilities	15 (11.6%)	319 (19.1%)	426 (18.5%)
All Other Services	109 (84.5%)	1,292 (77.2%)	1,257 (54.7%)

---

[10] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2026725&tid=ACSDP5Y2020.DP03

Chart 1: Living & Employed in the Goddard vs. Living in Goddard but Employed Outside

Year	Living & Employed in the Goddard	Living in Goddard but Employed Outside
2015	185	2,121
2016	158	2,177
2017	163	2,238
2018	150	2,234
2019	129	2,298

Chart 2: Living & Employed in Goddard vs. Employed in Goddard but Living Outside

Year	Living & Employed in Goddard	Employed in Goddard but Living Outside
2015	185	1,532
2016	158	1,506
2017	163	1,499
2018	150	1,591
2019	129	1,673

988	54.8%	of workers who work in Goddard live	less than 10 miles	from their place of employment
559	31.0%		10 – 24 Miles	
119	6.6%		25 – 50 Miles	
136	7.5%		greater than 50 Miles	

Sparse
Dense
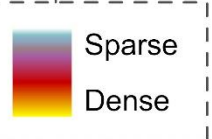
932	38.4%	of workers who live in Goddard work	less than 10 miles	from their place of residence
1,110	45.7%		10 – 24 Miles	
134	5.5%		25 – 50 Miles	
251	10.3%		greater than 50 Miles	
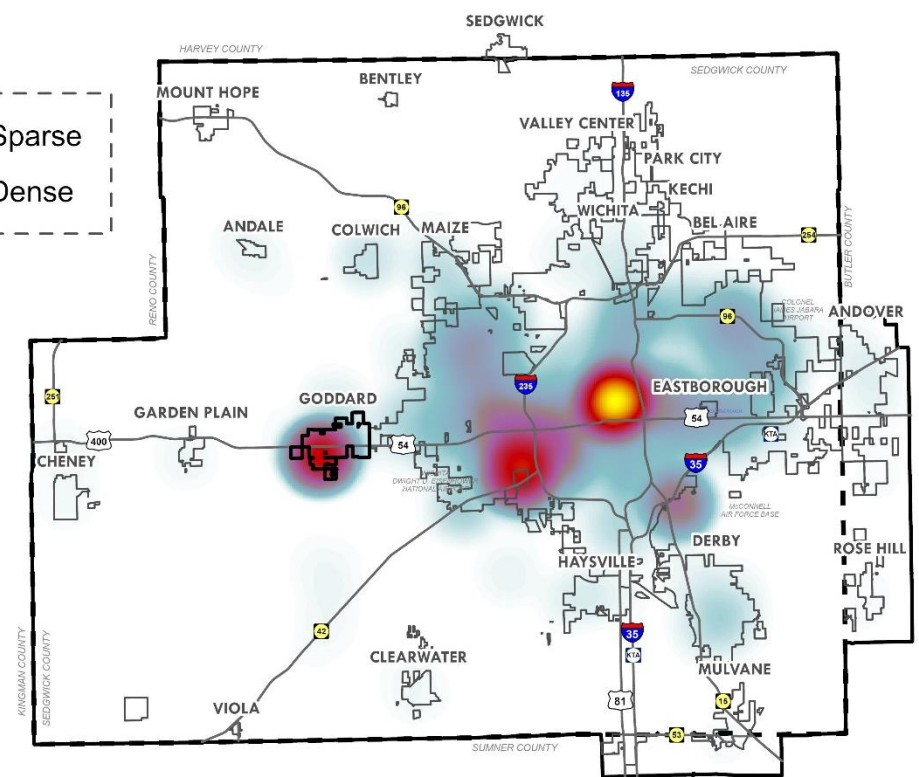
Where Workers Work Who Live in Goddard

41

Rose Hill

951

Live Outside but
Work in Rose Hill

149
Live & Work in
Rose Hill

1,911

Live in Rose Hill
but Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Rose Hill is located in Butler County and was incorporated in 1955. As of 2020, Rose Hill's population was 4,185, of which approximately 69% are in the labor force.[11] The mean travel time to work is 24.8 minutes. Cook Airfield is a recreational airport located nearby and is a major draw for the city. The community has their own public school district.

There are 149 residents who live and work in Rose Hill, but nearly half of the population (1,911 residents) travel to another city for work. There are 951 people who live in another city and travel to Rose Hill, which is an approximate 10% increase in 2019 as compared to 2015.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	12 (8.1%)	88 (9.3%)	593 (31.0%)
Trade, Transportation, & Utilities	3 (2.0%)	64 (6.7%)	311 (16.3%)
All Other Services	134 (89.9%)	799 (84.0%)	1,007 (52.7%)

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[11] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2061250&tid=ACSDP5Y2020.DP03

Chart 1

1,809 · 1,920 · 1,841 · 1,874 · 1,911

150 · 155 · 130 · 144 · 149

2015 · 2016 · 2017 · 2018 · 2019

■ Living & Employed in Rose Hill   ■ Living in Rose Hill but Employed Outside

Chart 2

868 · 937 · 944 · 931 · 951

150 · 155 · 130 · 144 · 149

2015 · 2016 · 2017 · 2018 · 2019

■ Living & Employed in Rose Hill   ■ Employed in Rose Hill but Living Outside
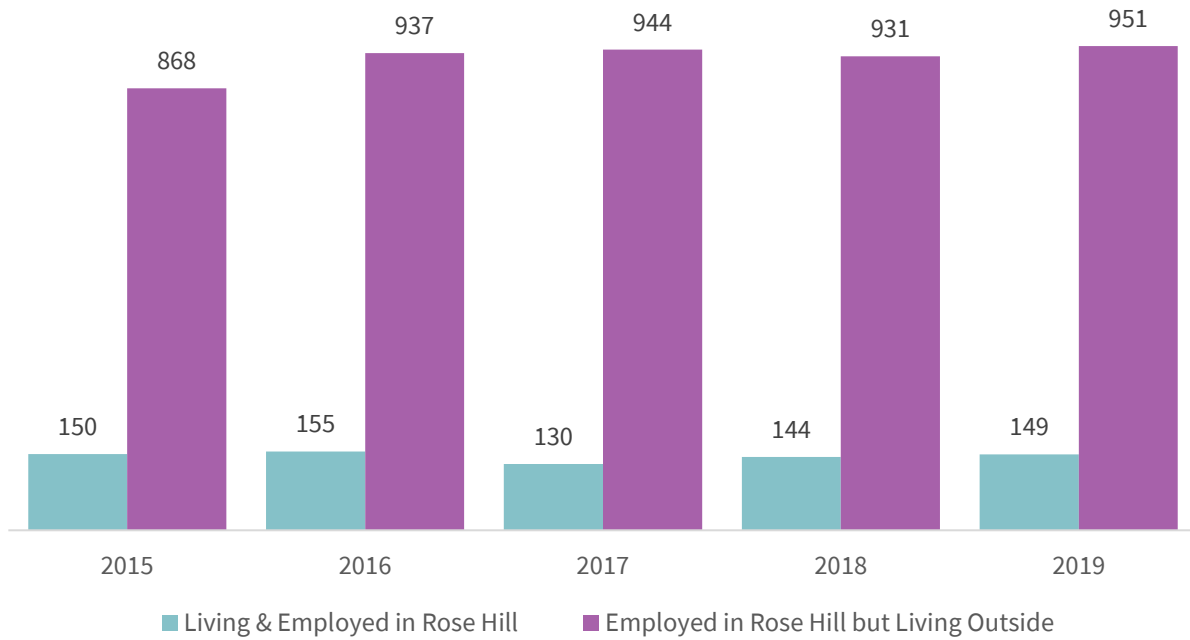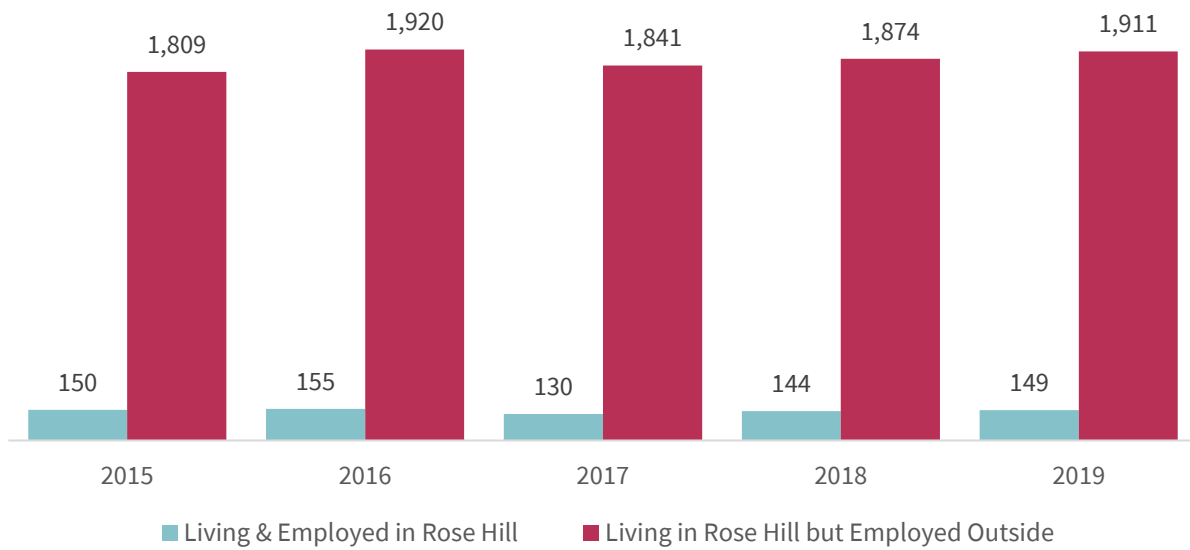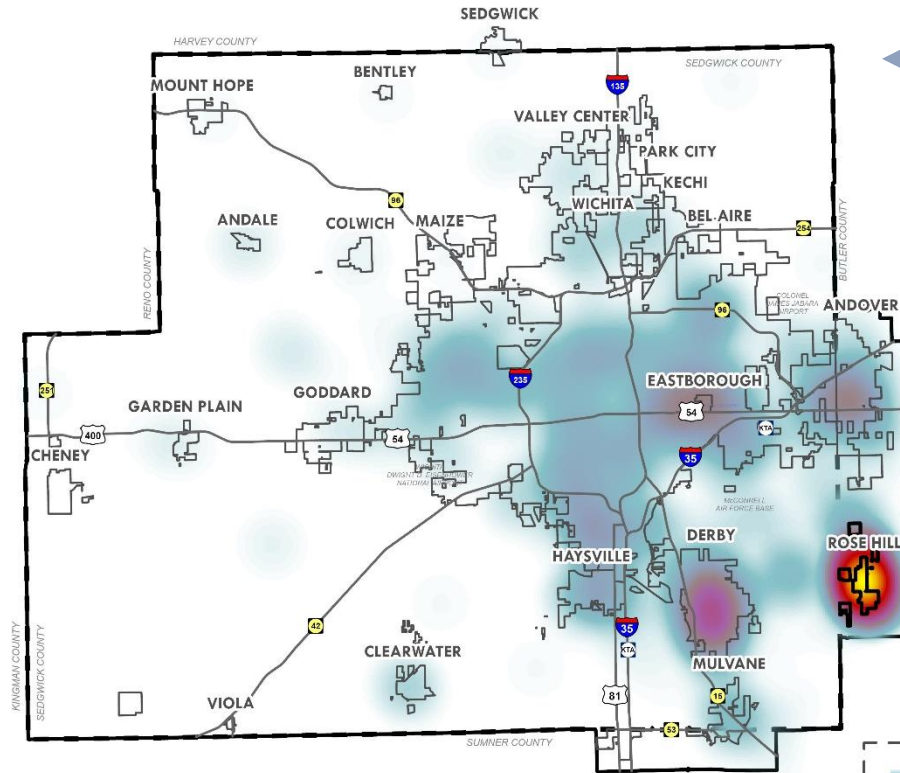
433	39.4%	of workers who work in Rose Hill live	less than 10 miles	from their place of employment
481	43.7%		10 – 24 Miles	
60	5.5%		25 – 50 Miles	
126	11.5%		greater than 50 Miles	

Sparse
Dense

648	31.5%	of workers who live in Rose Hill work	less than 10 miles	from their place of residence
1,149	55.8%		10 – 24 Miles	
38	1.8%		25 – 50 Miles	
225	10.9%		greater than 50 Miles	

Where Workers Work Who Live in Rose Hill
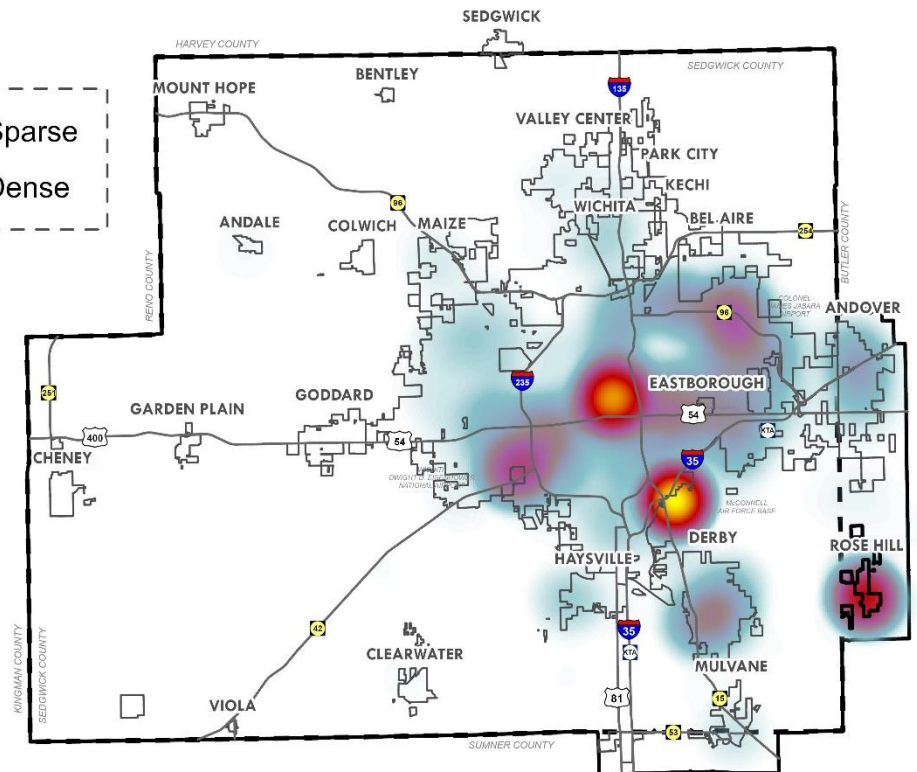
44

Clearwater

454

Live Outside but
Work in Clearwater

186
Live & Work in
Clearwater

1,099

Live in Clearwater
but Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Clearwater is one of the older cities in Sedgwick County and was incorporated in 1885. On the Chisholm Trail, the city began as a small trading post and has consistently increased in population ever since. Clearwater is served by their own public school district. As of 2020, Clearwater's population was 2,653, of which approximately 67% are in the labor force.[12] The mean travel time to work is 24.9 minutes.

There are 186 residents who live and work in Clearwater. 1,099 residents live in Clearwater but commute to another city for work. There are 454 residents who live in another city but travel into Clearwater for work, which is an approximate 9% decrease in 2019 compared to 2015.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	24 (12.9%)	38 (8.4%)	336 (30.6%)
Trade, Transportation, & Utilities	14 (7.5%)	49 (10.8%)	199 (18.1%)
All Other Services	148 (79.6%)	367 (80.8%)	564 (51.3%)

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[12] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2013925&tid=ACSDP5Y2020.DP03

Living & Employed in Clearwater ■   Living in Clearwater but Employed Outside ■

	2015	2016	2017	2018	2019
Living in Clearwater but Employed Outside	1,105	1,110	1,111	1,091	1,099
Living & Employed in Clearwater	186	194	215	241	186

Living & Employed in Clearwater ■   Employed in Clearwater but Living Outside ■

	2015	2016	2017	2018	2019
Employed in Clearwater but Living Outside	498	461	525	512	454
Living & Employed in Clearwater	186	194	215	241	186

286	44.7%	of workers who work in Clearwater live	less than 10 miles	from their place of employment
278	43.4%		10 – 24 Miles	
24	3.8%		25 – 50 Miles	
52	8.1%		greater than 50 Miles	

Sparse

Dense

300	23.3%	of workers who live in Clearwater work	less than 10 miles	from their place of residence
820	63.8%		10 – 24 Miles	
54	4.2%		25 – 50 Miles	
111	8.6%		greater than 50 Miles	

Where Workers Work Who Live in Clearwater
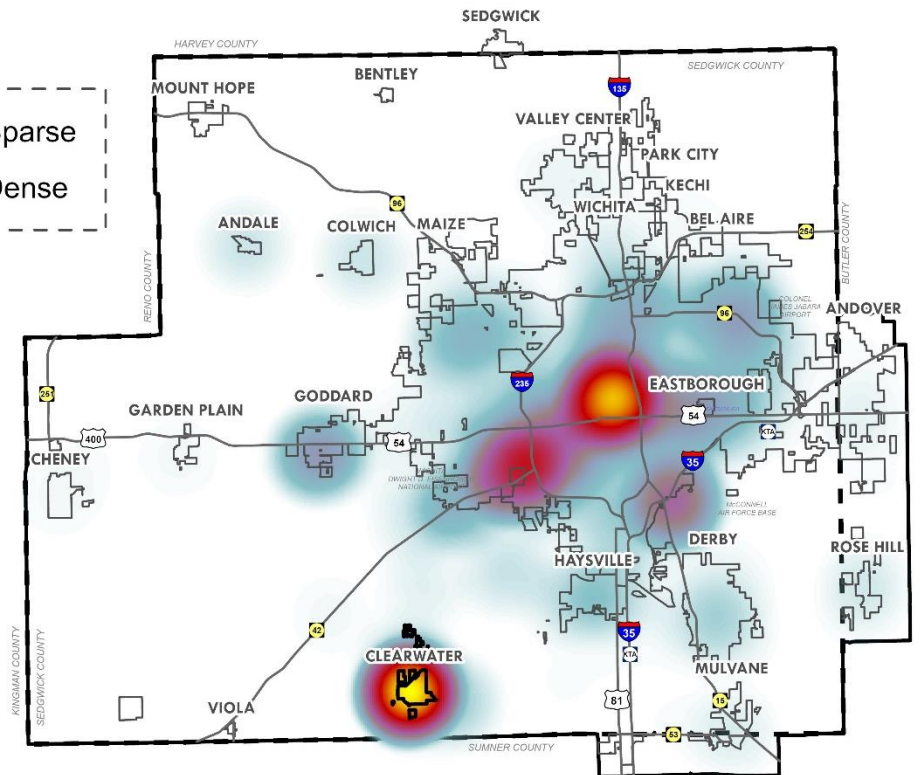
47

Kechi

356
Live Outside but
Work in Kechi

10
Live & Work in
Kechi

1,209
Live in Kechi but
Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Kechi is a city located to the northeast of Wichita and was incorporated in 1957. Kechi is served by both the Wichita and the Valley Center Public School Districts. The city is 15 minutes from the Dwight D. Eisenhower National Airport and Downtown Wichita. As of 2020, Kechi's population was 2,217, of which approximately 71% are in the labor force.[13] The mean travel time to work is 20.5 minutes.

There are 10 residents who live and work in Kechi. 1,209 residents live in Kechi but commute to another city for work, that is an approximate 12% increase from 2019 compared to 2015. There are 356 residents who live in another city but travel to Kechi for work.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	5 (50.0%)	242 (68.0%)	268 (22.2%)
Trade, Transportation, & Utilities	3 (30.0%)	45 (12.6%)	213 (17.6%)
All Other Services	2 (20.0%)	69 (19.4%)	728 (60.2%)

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[13] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2036225&tid=ACSDP5Y2020.DP03

Chart 1

Year	Living & Employed in Kechi	Living in Kechi but Employed Outside
2015	2	1,081
2016	3	1,100
2017	5	1,043
2018	11	1,110
2019	10	1,209

■ Living & Employed in Kechi   ■ Living in Kechi but Employed Outside

Chart 2

Year	Living & Employed in Kechi	Employed in Kechi but Living Outside
2015	2	335
2016	3	335
2017	5	369
2018	11	344
2019	10	356

■ Living & Employed in Kechi   ■ Employed in Kechi but Living Outside
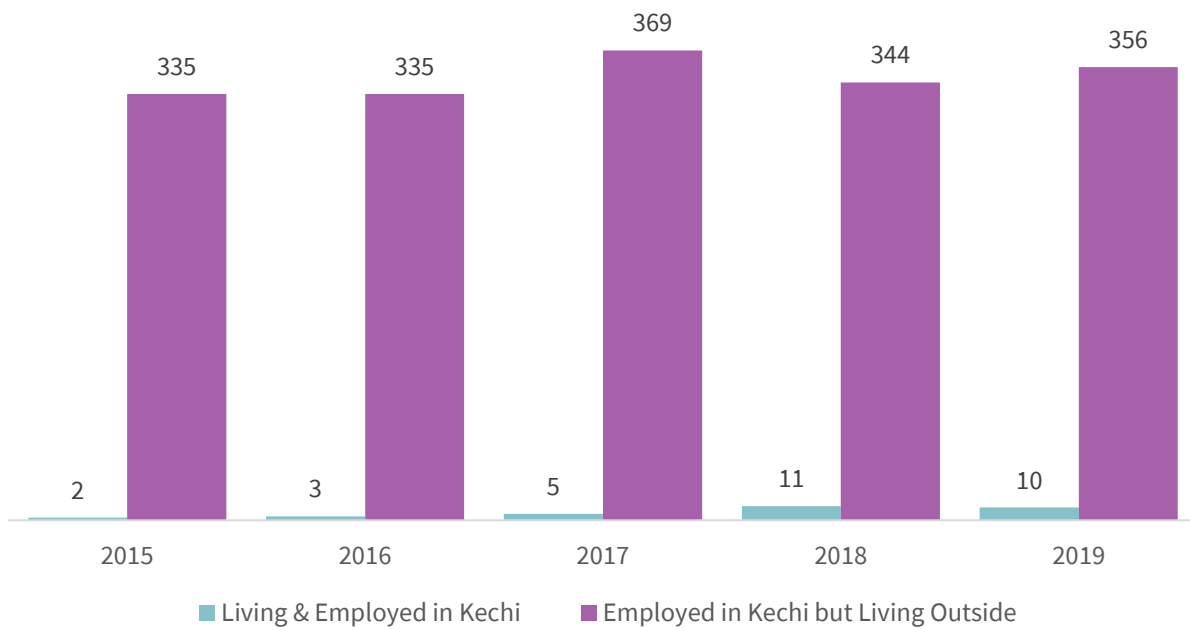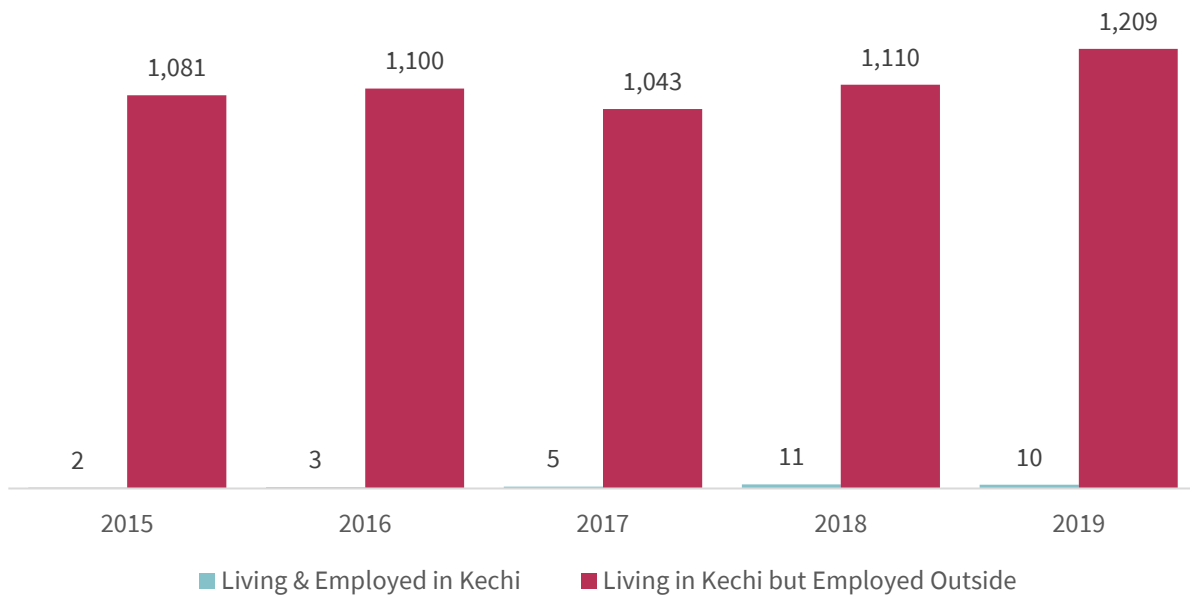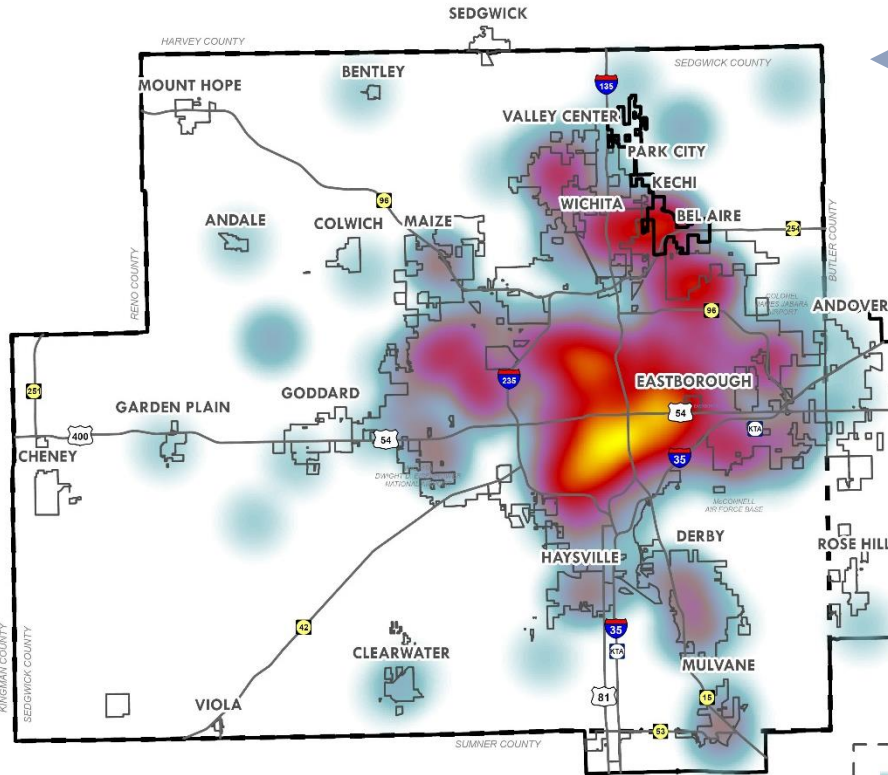
167	45.6%		less than 10 miles	
143	39.1%	of workers who work in Kechi live	10 – 24 Miles	from their place of employment
7	1.9%		25 – 50 Miles	
49	13.4%		greater than 50 Miles	

Sparse
Dense
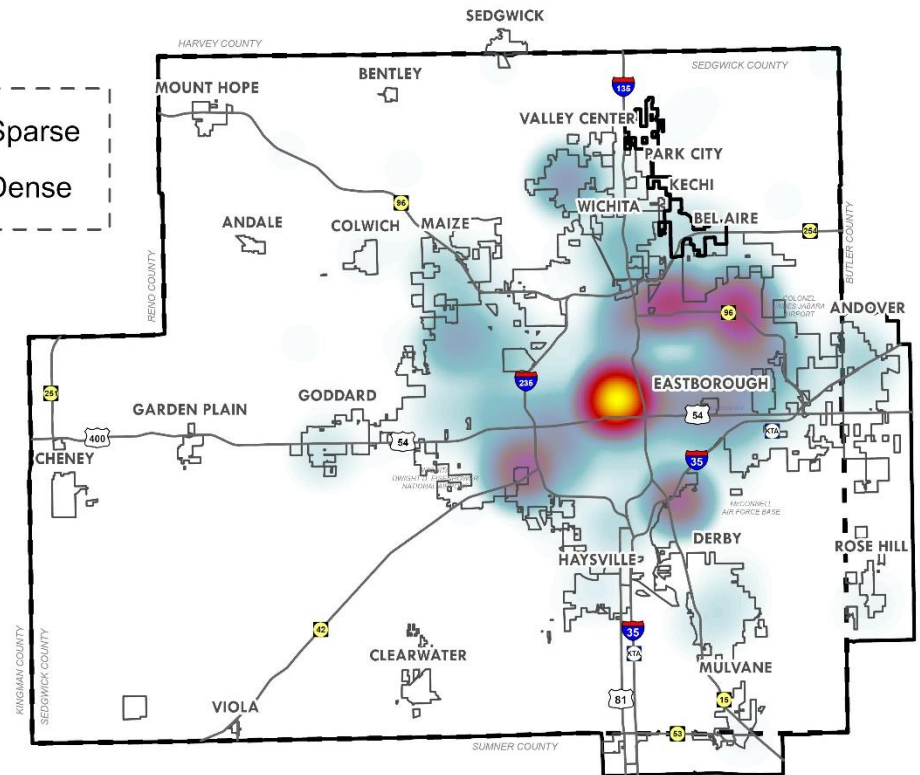
661	54.2%		less than 10 miles	
415	34.0%	of workers who live in Kechi work	10 – 24 Miles	from their place of residence
49	4.0%		25 – 50 Miles	
94	7.7%		greater than 50 Miles	

Where Workers Work Who Live in Kechi
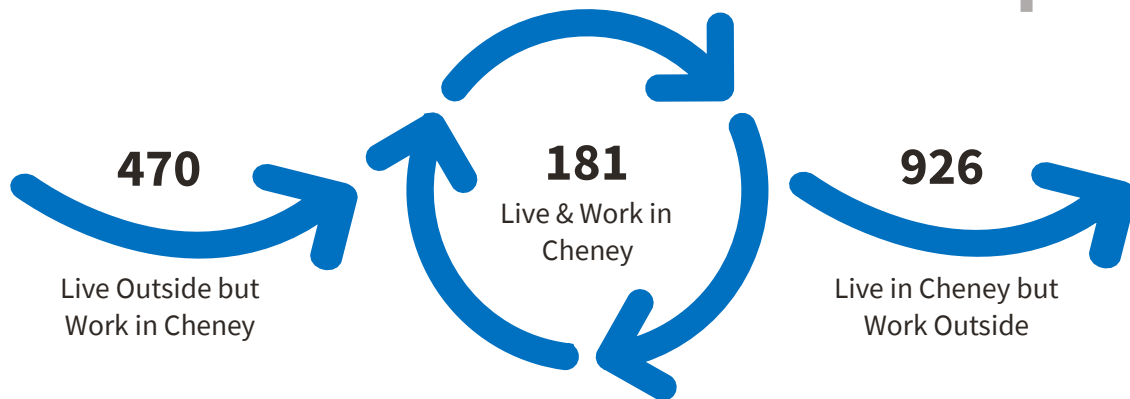
50

Cheney

470
Live Outside but
Work in Cheney

181
Live & Work in
Cheney

926
Live in Cheney but
Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

The City of Cheney was first founded in 1883 as a station and shipping point on the Santa Fe Railway and Cheney State Park. The Cheney Reservoir has since become a popular recreation destination for many in the area. Cheney is served by their own public school district, operating. As of 2020, Cheney's population was 2,181, of which approximately 63% are in the labor force.[14] The mean travel time to work is 20.9 minutes.

There are 181 residents who live and work in Cheney. 926 residents live in Cheney but commute to another city for work, that is an approximate 10% increase in 2019 compared to 2015. There are 470 residents who live in another city but travel to Cheney for work.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	17 (9.4%)	49 (10.4%)	289 (31.2%)
Trade, Transportation, & Utilities	36 (19.9%)	151 (32.1%)	160 (17.3%)
All Other Services	128 (70.7%)	270 (57.4%)	477 (51.5%)

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[14] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2012775&tid=ACSDP5Y2020.DP03

841
892
904
905
926

194
193
174
182
181

2015   2016   2017   2018   2019

■ Living & Employed in Cheney   ■ Living in Cheney but Employed Outside

695

534

456
461
470

194
193
174
182
181

2015   2016   2017   2018   2019

■ Living & Employed in Cheney   ■ Employed in Cheney but Living Outside
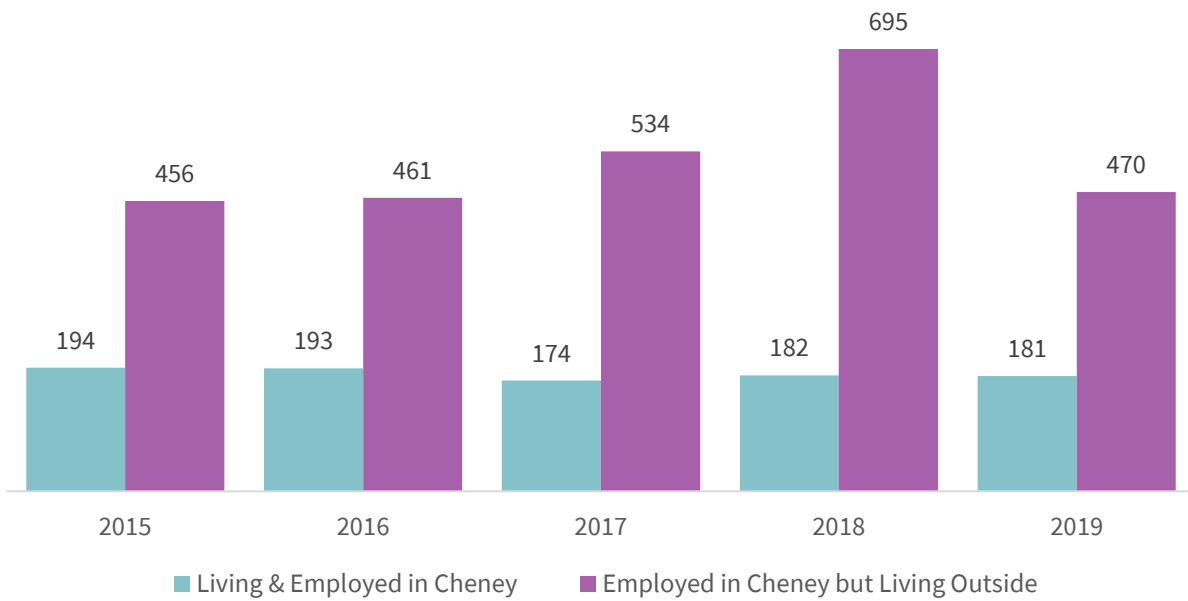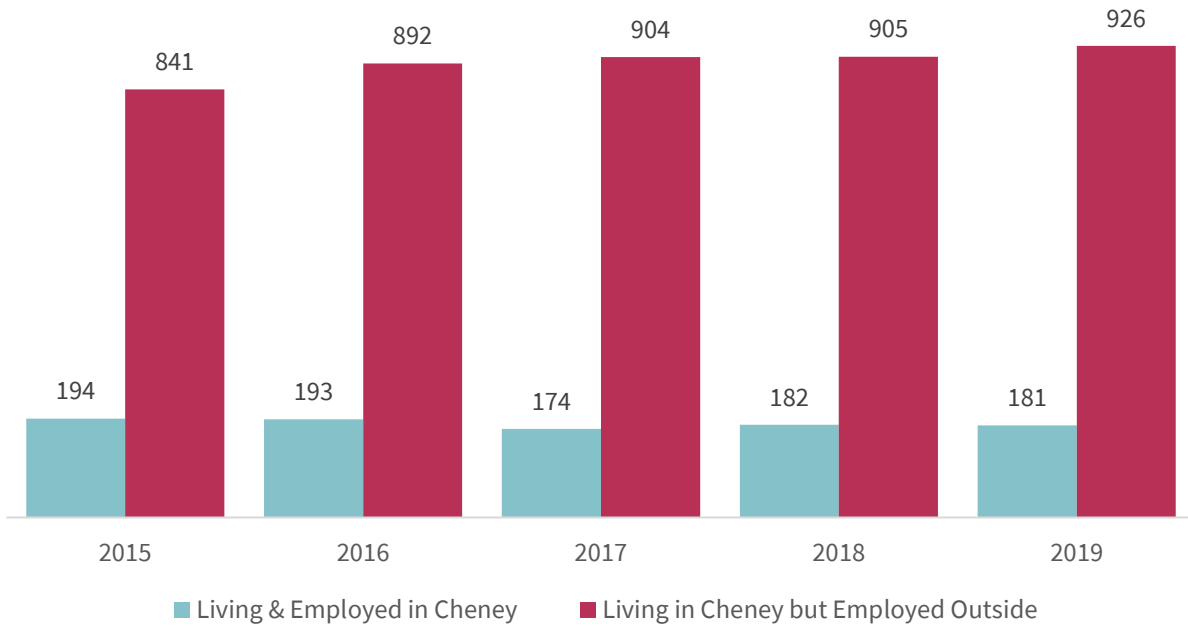
			less than 10 miles	
277	42.5%	of workers who work in Cheney live	less than 10 miles	from their place of employment
238	36.6%		10 – 24 Miles	
82	12.6%		25 – 50 Miles	
54	8.3%		greater than 50 Miles	

Sparse
Dense
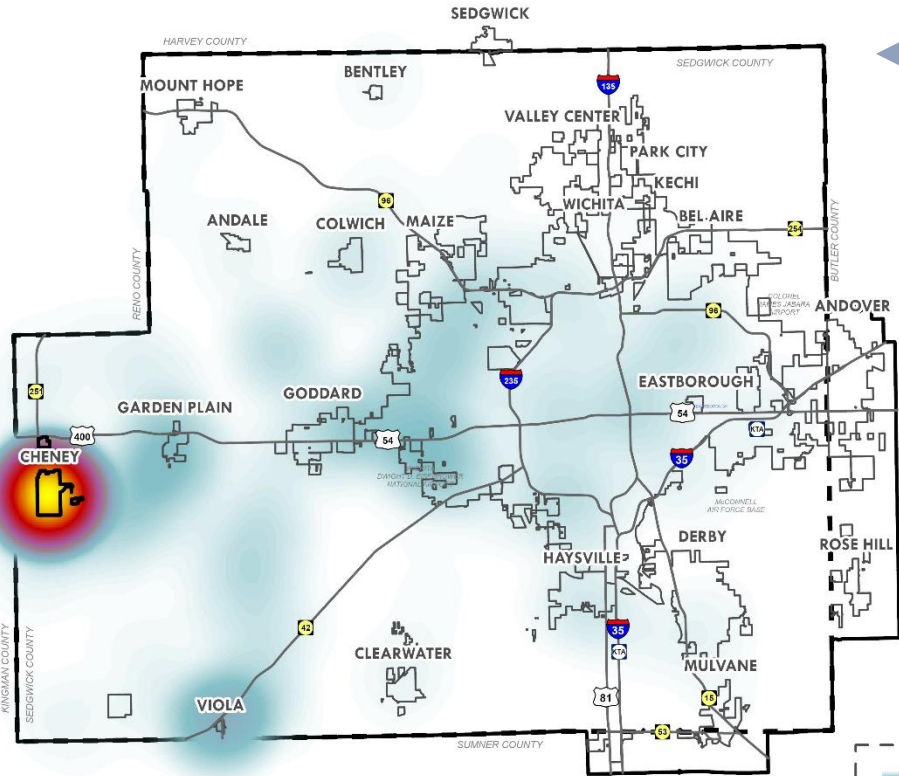
218	19.7%	of workers who live in Cheney work	less than 10 miles	from their place of residence
467	42.2%		10 – 24 Miles	
295	26.6%		25 – 50 Miles	
127	11.5%		greater than 50 Miles	

Where Workers Work Who Live in Cheney
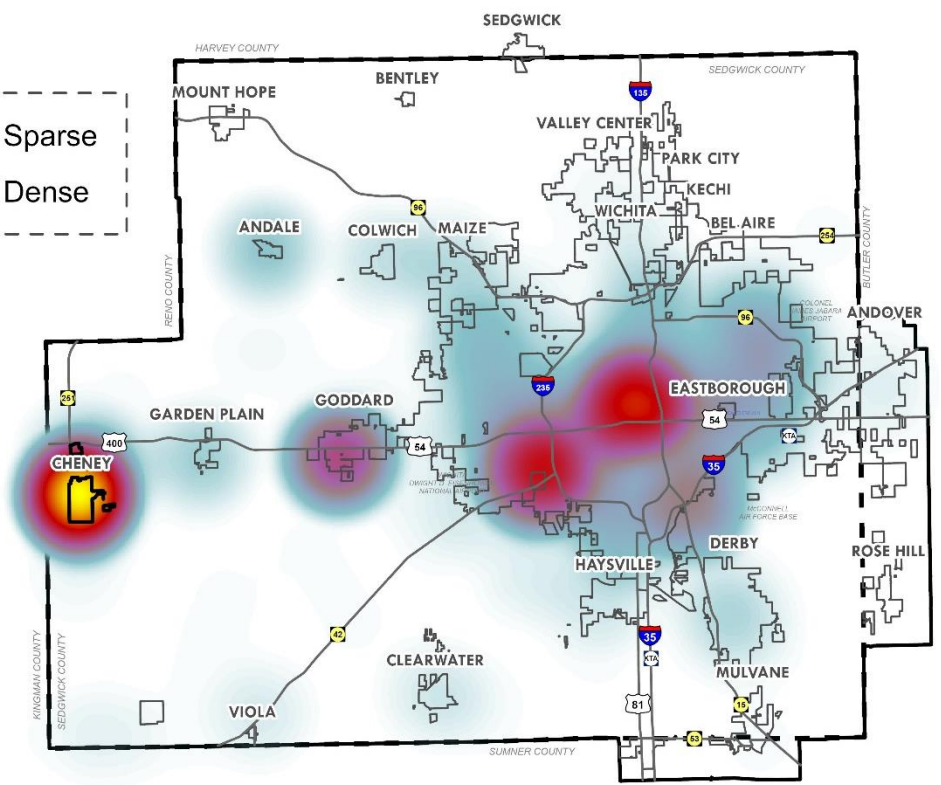
53

Sedgwick

228

Live Outside but
Work in Sedgwick

9
Live & Work in
Sedgwick

818

Live in Sedgwick
but Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

The city of Sedgwick lies within both Harvey and Sedgwick Counties and calls itself "a little town with a big heart." Sedgwick is one of the earliest incorporated cities, second to Wichita, in the WAMPO region and was incorporated in 1872. The city positions itself to have the pleasures of small-town living but close to big city jobs—ideal for commuters. Sedgwick is served by their own public school district. As of 2020, Sedgwick's population was 1,603, of which approximately 63% are in the labor force.[15] The mean travel time to work is 26.1 minutes.

There are 9 residents who live and work in Sedgwick, that is an approximate 60% decrease in 2019 compared to 2015. Sedgwick has seen an approximate 13% increase, from 2019 compared to 2015, in the number of residents that live in Sedgwick but commute to another city for work. There are 228 residents who live in another city but travel to Sedgwick for work, that is an approximate 36% decrease in 2019 compared to 2015.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	1 (11.1%)	53 (23.2%)	221 (27.0%)
Trade, Transportation, & Utilities	2 (22.2%)	45 (19.7%)	135 (16.5%)
All Other Services	6 (66.7%)	130 (57.0%)	462 (56.5%)

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[15] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2063800&tid=ACSDP5Y2020.DP03

726　773　777　763　818

22　12　13　8　9

2015　2016　2017　2018　2019

■ Living & Employed in Sedgwick　　■ Living in Sedgwick but Employed Outside

355　220　195　217　228

22　12　13　8　9

2015　2016　2017　2018　2019

■ Living & Employed in Sedgwick　　■ Employed in Sedgwick but Living Outside
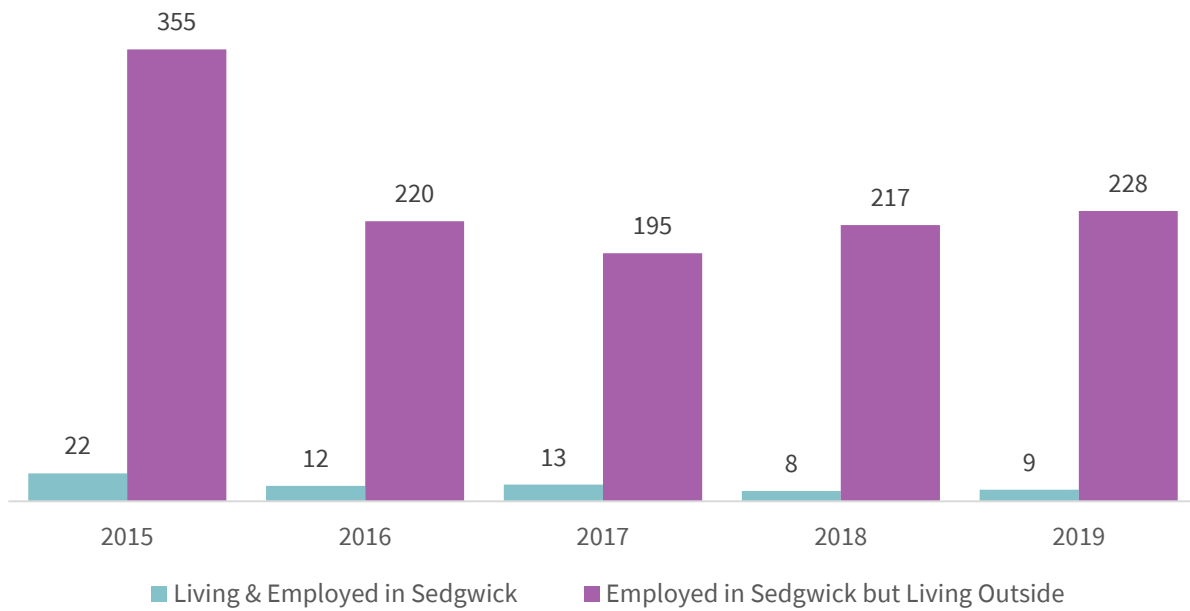
Where Workers Live Who Work in Sedgwick

87	36.7%	of workers who work in Sedgwick live	less than 10 miles	from their place of employment
100	42.2%		10 – 24 Miles	
24	10.1%		25 – 50 Miles	
26	11.0%		greater than 50 Miles	

Sparse
Dense

189	22.9%	of workers who live in Sedgwick work	less than 10 miles	from their place of residence
465	56.2%		10 – 24 Miles	
88	10.6%		25 – 50 Miles	
85	10.3%		greater than 50 Miles	
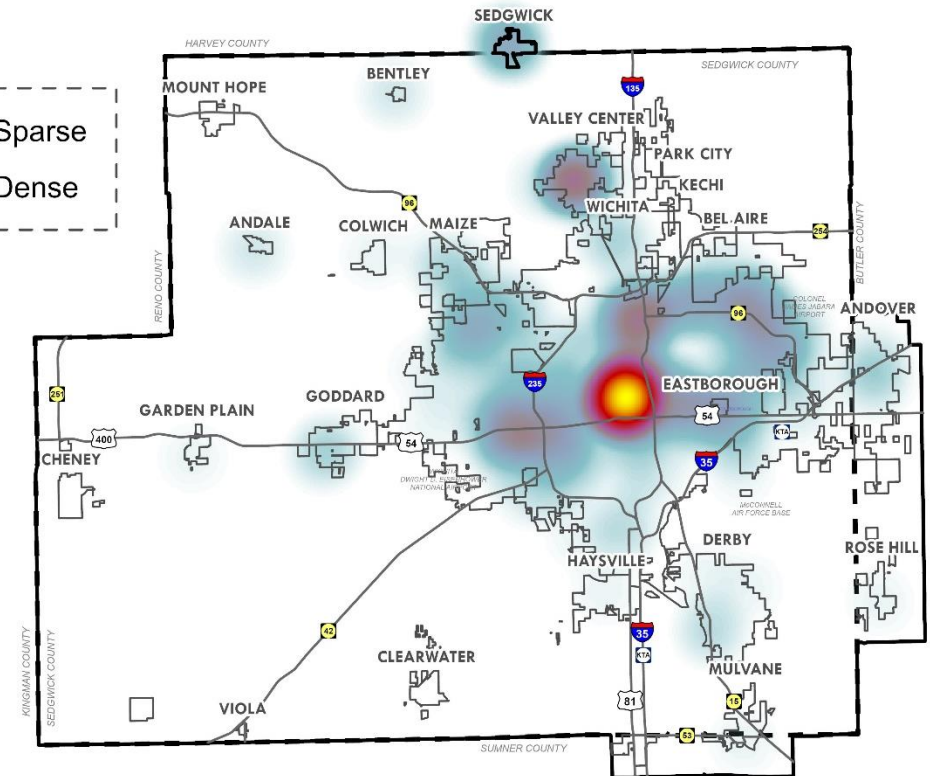
Where Workers Work Who Live in Sedgwick
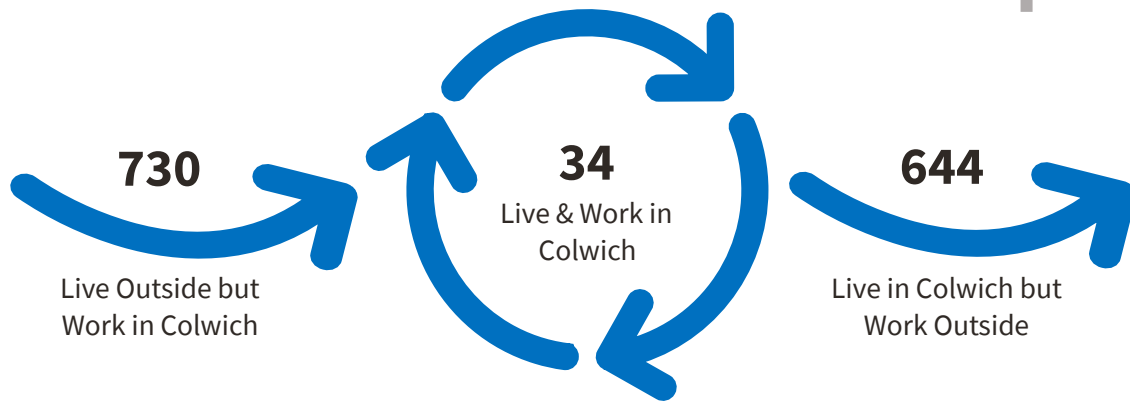
56

Colwich

730
Live Outside but
Work in Colwich

34
Live & Work in
Colwich

644
Live in Colwich but
Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

A rural-suburban city, Colwich has faced continued population expansion and economic growth. Colwich was found in in 1887 and is located approximately 5-miles northwest of Wichita. Colwich does not have their own school district. They are served by the Renwick Public School District, which supports Andale and Garden Plain, as well. As of 2020, Colwich's population was 1,455, of which approximately 74% are in the labor force.[16] The mean travel time to work is 20.1 minutes.
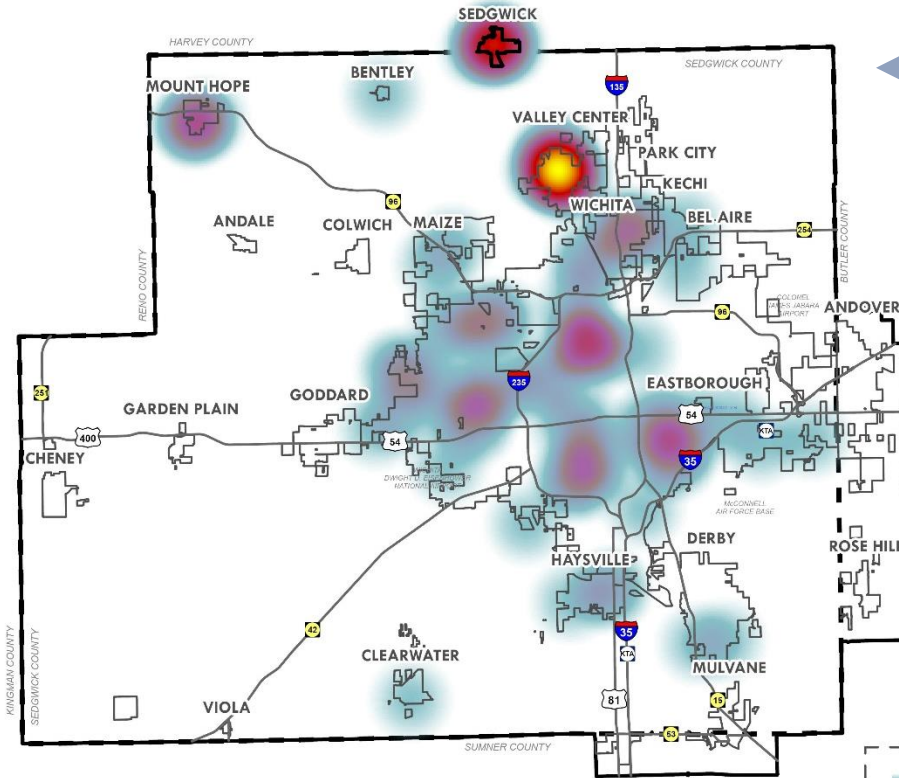
There are 34 residents who live and work in Colwich. 644 residents live in Colwich but commute to another city for work. There are 730 residents who live in another city but travel into Colwich for work, that is an approximate 38% increase in 2019 compared to 2015.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	2 (5.9%)	40 (5.5%)	162 (25.2%)
Trade, Transportation, & Utilities	3 (8.8%)	42 (5.8%)	110 (17.1%)
All Other Services	29 (85.3%)	648 (88.8%)	372 (57.8%)

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[16] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2015100&tid=ACSDP5Y2020.DP03

635   670   659   672   644

38   39   28   34   34

2015   2016   2017   2018   2019

■ Living & Employed in Colwich   ■ Living in Colwich but Employed Outside

730

654

585

529   515

38   39   28   34   34

2015   2016   2017   2018   2019

■ Living & Employed in Colwich   ■ Employed in Colwich but Living Outside
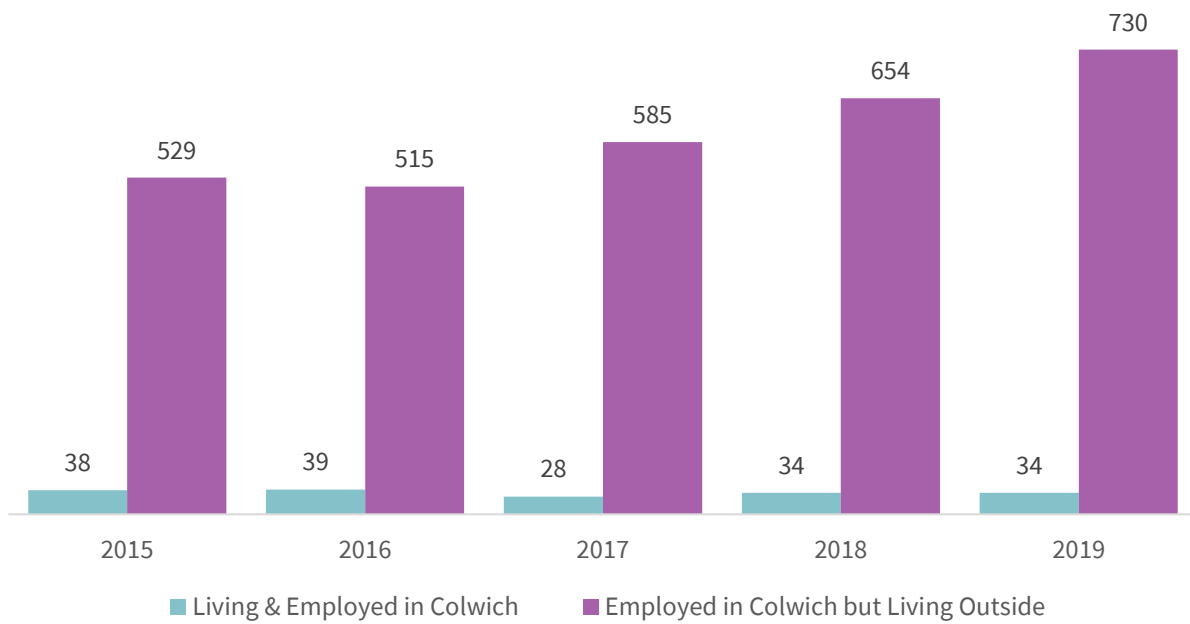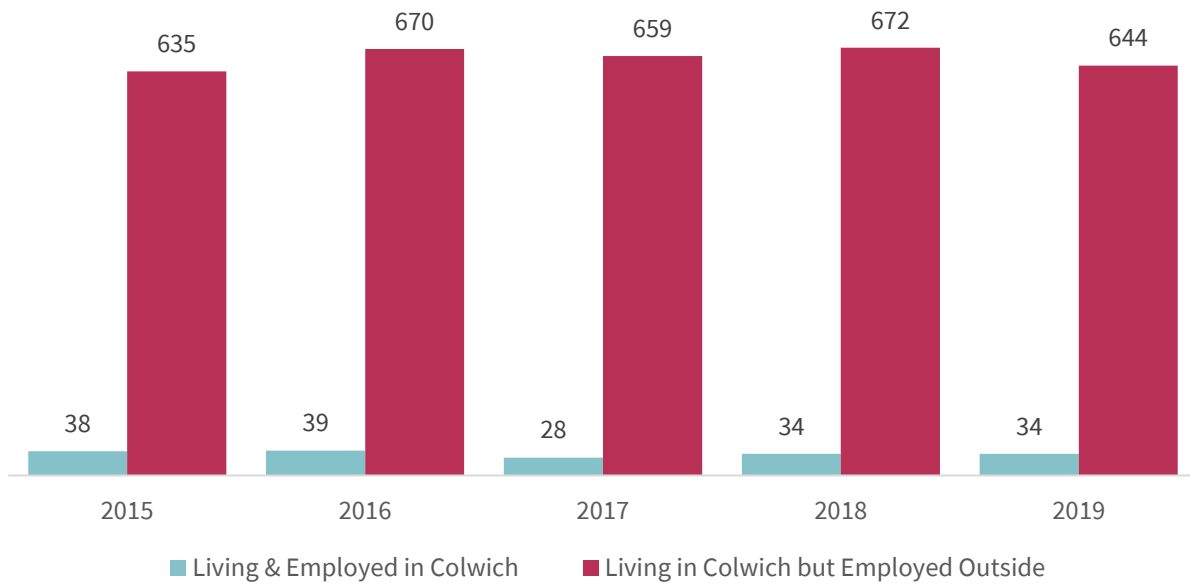
389	50.9%		less than 10 miles		
314	41.1%	of workers who work in Colwich live	10 – 24 Miles	from their place of employment	
31	4.1%		25 – 50 Miles		
30	3.9%		greater than 50 Miles		

Sparse
Dense

211	31.1%		less than 10 miles		
354	52.2%	of workers who live in Colwich work	10 – 24 Miles	from their place of residence	
32	4.7%		25 – 50 Miles		
81	11.9%		greater than 50 Miles		
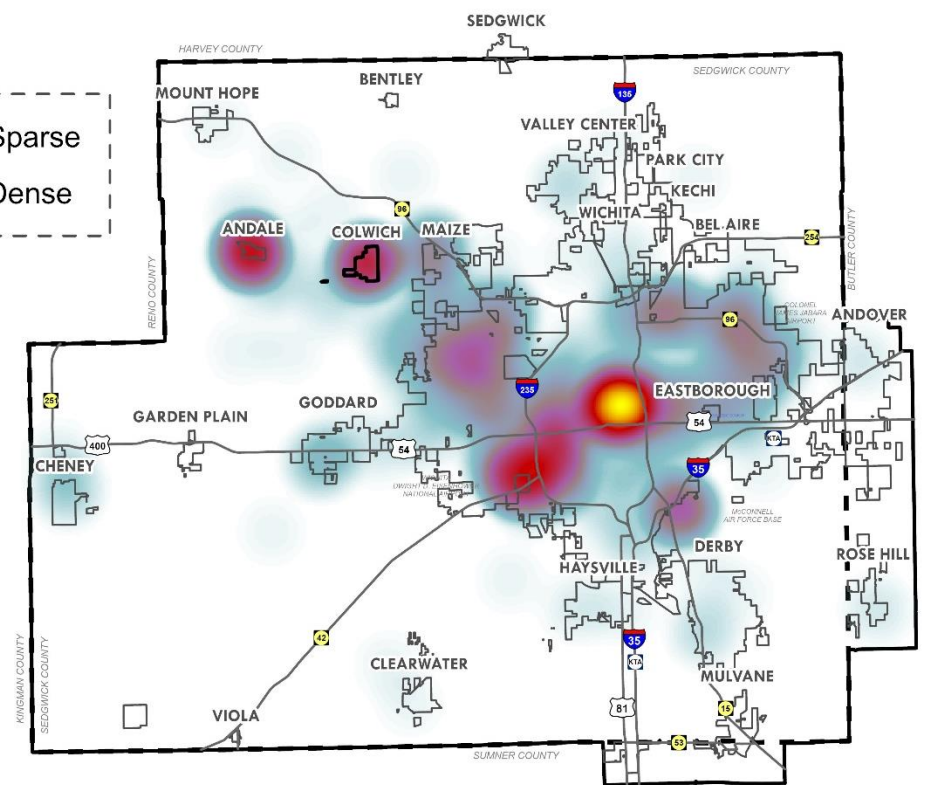
Where Workers Work Who Live in Colwich

Garden Plain

192

Live Outside but
Work in Garden Plain

7
Live & Work in
Garden Plain

363

Live in Garden Plain
but Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Located west of Wichita, Garden Plain was founded as a junction between Wichita and Kingman on the Wichita and Western Railroad. Since its incorporation in 1903, the city has seen an increase in population because of its family-oriented community. Garden Plain is served by the Renwick Public School District, which supports Andale and Colwich as well. As of 2020, Garden Plain's population was 948, of which approximately 77% are in the labor force.[17] The mean travel time to work is 24.6 minutes.
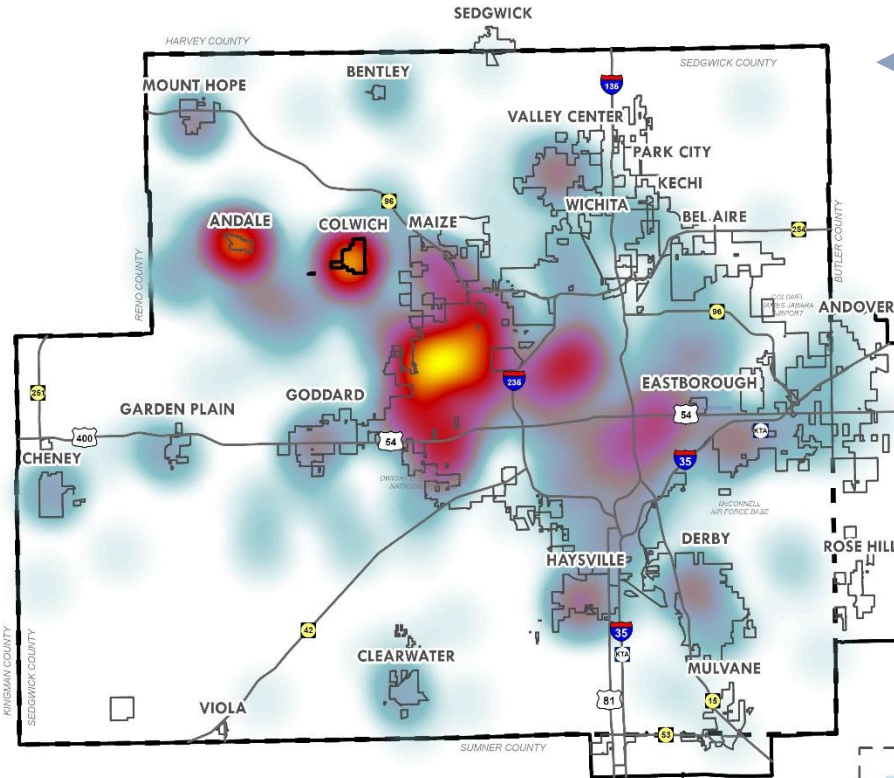
There are 7 residents who live and work in Garden Plain, that is an approximate 36% decrease in 2019 compared to 2015. 363 residents live in Garden Plain but commute to another city for work, which is an approximate 16% decrease in 2019 compared to 2015. There are 192 residents who live in another city but travel into Garden Plain for work, an approximate 68% increase in 2019 compared to 2015.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	3 (42.9%)	30 (15.6%)	88 (24.2%)
Trade, Transportation, & Utilities	1 (14.3%)	107 (55.7%)	53 (14.6%)
All Other Services	3 (42.9%)	55 (28.6%)	222 (61.2%)

[17] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2025375&tid=ACSDP5Y2020.DP03
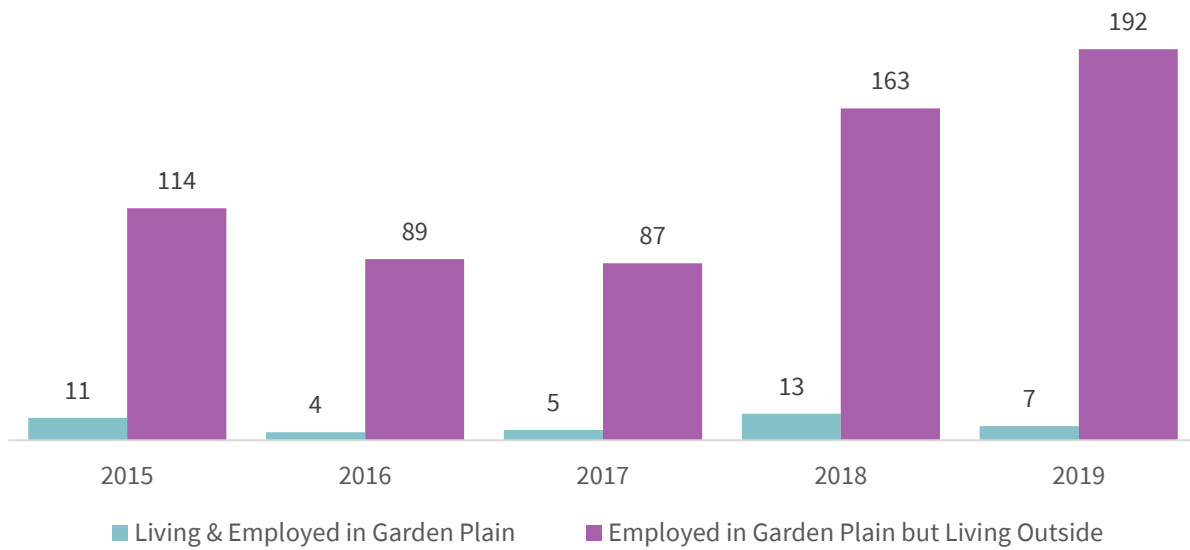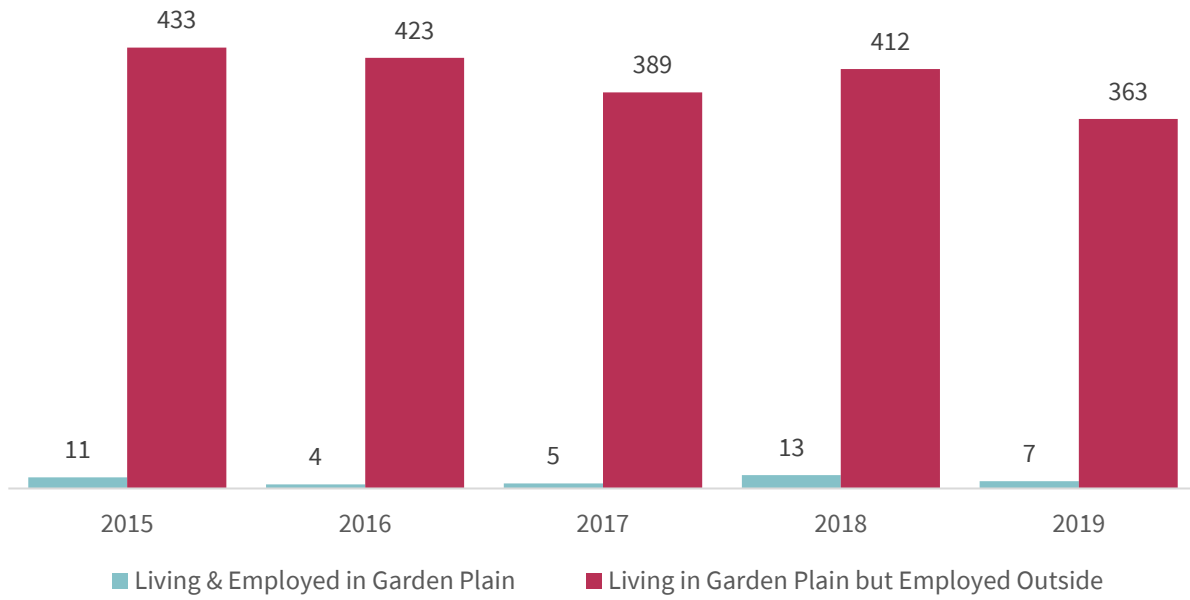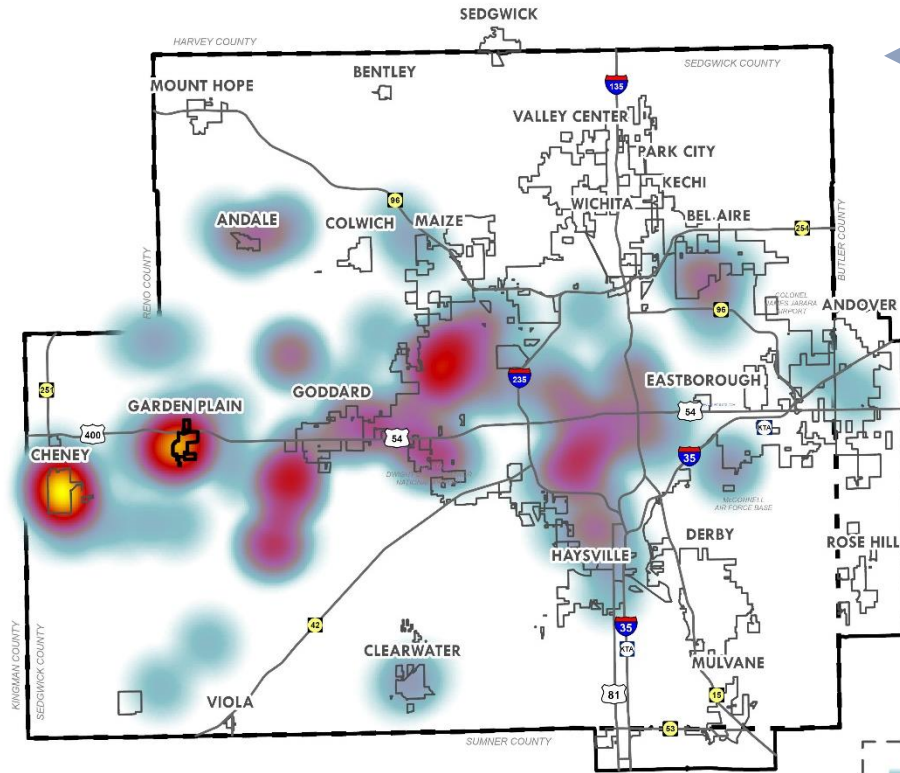
65	32.7%		less than 10 miles	
88	44.2%	of workers who work in Garden Plain live	10 – 24 Miles	from their place of employment
25	12.6%		25 – 50 Miles	
21	10.6%		greater than 50 Miles	

Sparse

Dense
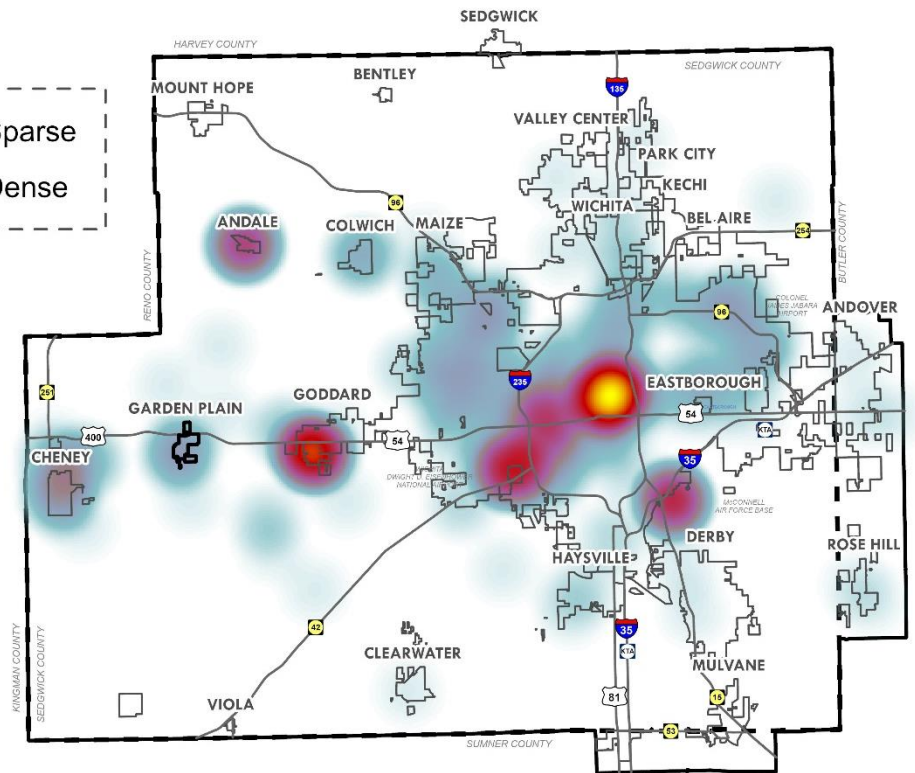
82	22.2%		less than 10 miles	
214	57.8%	of workers who live in Garden Plain work	10 – 24 Miles	from their place of residence
36	9.7%		25 – 50 Miles	
38	10.3%		greater than 50 Miles	

Where Workers Work Who Live in Garden Plain

Andale

405

Live Outside but
Work in Andale

26
Live & Work in
Andale

519

Live in Andale but
Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Andale was founded as a station and shipping point on the Missouri Pacific Railroad in the 1880s and incorporated in 1901. Andale is supported by the Renwick Public School District, which supports Garden Plain and Colwich, as well. As of 2020, Andale's population was 941, of which approximately 74% are in the labor force.[18] The mean travel time to work is 25.2 minutes.

There are 26 residents who live and work in Andale. 519 residents live in Andale but commute to another city for work, that is an approximate 11% increase in 2019 compared to 2015. There are 405 residents who live in another city but travel into Andale for work, that is an approximate 13% increase in 2019 compared to 2015.

Industry Class (2019)	Internal		Inflow		Outflow	
Goods Producing	1	(3.8%)	7	(1.7%)	117	(22.5%)
Trade, Transportation, & Utilities	0	(0.0%)	57	(14.1%)	79	(15.2%)
All Other Services	25	(96.2%)	341	(84.2%)	323	(62.2%)

---

[18] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2001775&tid=ACSDP5Y2020.DP03

2015 — Living & Employed in Andale: 27; Living in Andale but Employed Outside: 467
2016 — Living & Employed in Andale: 35; Living in Andale but Employed Outside: 465
2017 — Living & Employed in Andale: 29; Living in Andale but Employed Outside: 500
2018 — Living & Employed in Andale: 26; Living in Andale but Employed Outside: 481
2019 — Living & Employed in Andale: 26; Living in Andale but Employed Outside: 519

■ Living & Employed in Andale   ■ Living in Andale but Employed Outside

2015 — Living & Employed in Andale: 27; Employed in Andale but Living Outside: 358
2016 — Living & Employed in Andale: 35; Employed in Andale but Living Outside: 361
2017 — Living & Employed in Andale: 29; Employed in Andale but Living Outside: 369
2018 — Living & Employed in Andale: 26; Employed in Andale but Living Outside: 371
2019 — Living & Employed in Andale: 26; Employed in Andale but Living Outside: 405

■ Living & Employed in Andale   ■ Employed in Andale but Living Outside

198	45.9%		less than 10 miles	
195	45.2%	of workers who work in Andale live	10 – 24 Miles	from their place of employment
17	3.9%		25 – 50 Miles	
21	4.9%		greater than 50 Miles	

Sparse

Dense

104	19.1%		less than 10 miles	
366	67.2%	of workers who live in Andale work	10 – 24 Miles	from their place of residence
30	5.5%		25 – 50 Miles	
45	8.3%		greater than 50 Miles	

Where Workers Work Who Live in Andale
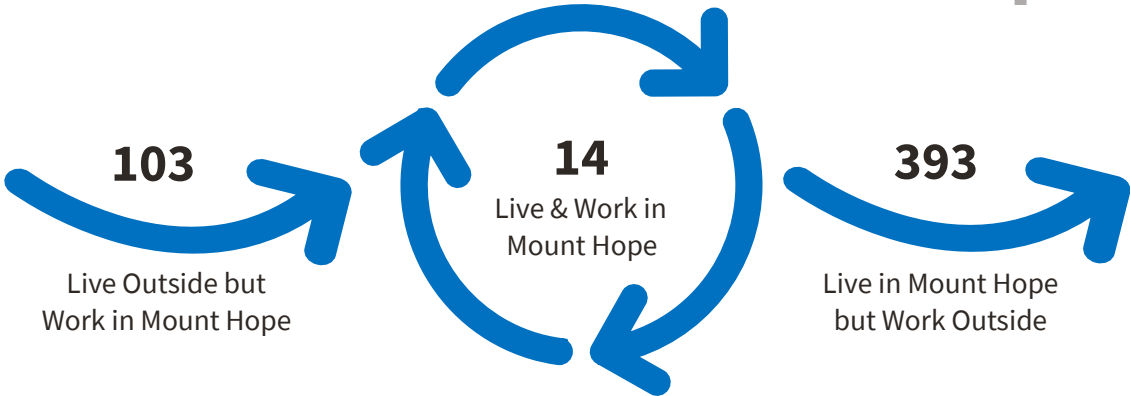
65

Mount Hope

103
Live Outside but
Work in Mount Hope

14
Live & Work in
Mount Hope

393
Live in Mount Hope
but Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Mount Hope was founded in 1874 and incorporated in 1887. They are served by the Haven Public School District in Reno County, outside of the WAMPO area. As of 2020, Mount Hope's population was 806, of which approximately 65% are in the labor force.[19] The mean travel time to work is 30.0 minutes.

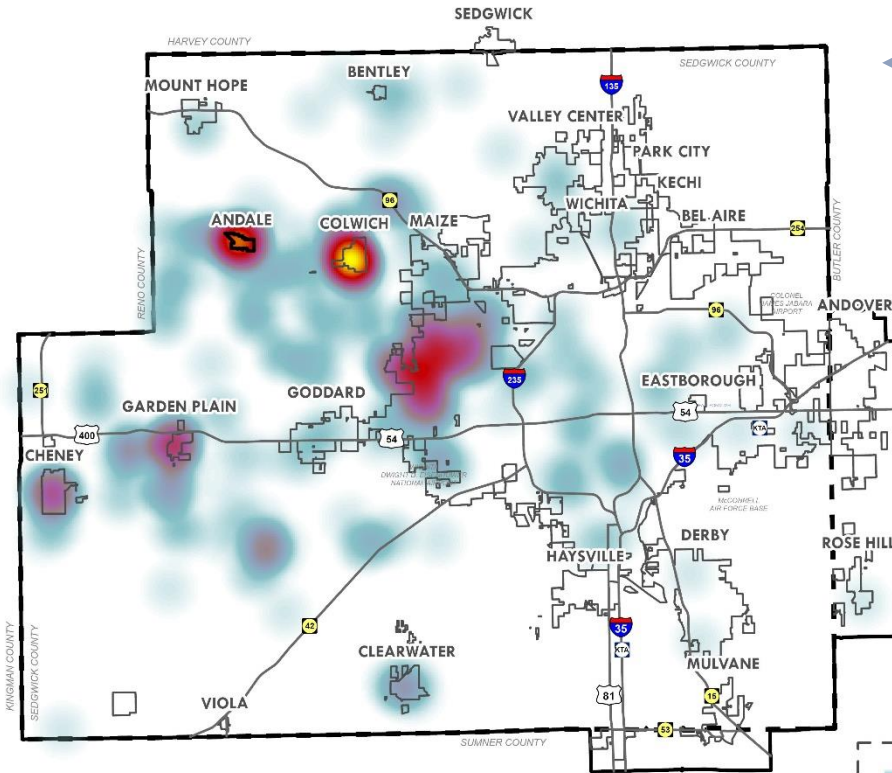There are 14 residents who live and work in Mount Hope. There are 393 residents live in Mount Hope but commute to another city for work. There are 103 residents who live in another city but travel to Mount Hope for work, and that is an approximate 7% decrease in 2019 compared to 2015.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	1 (7.1%)	9 (8.7%)	95 (24.2%)
Trade, Transportation, & Utilities	1 (7.1%)	13 (12.6%)	72 (18.3%)
All Other Services	12 (85.7%)	81 (78.6%)	226 (57.5%)

---

[19] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2048900&tid=ACSDP5Y2020.DP03

Chart 1 (top): Living & Employed in Mount Hope vs Living in Mount Hope but Employed Outside

Year	Living & Employed in Mount Hope	Living in Mount Hope but Employed Outside
2015	16	373
2016	18	346
2017	15	368
2018	11	398
2019	14	393

Chart 2 (bottom): Living & Employed in Mount Hope vs Employed in Mount Hope but Living Outside

Year	Living & Employed in Mount Hope	Employed in Mount Hope but Living Outside
2015	16	111
2016	18	99
2017	15	102
2018	11	115
2019	14	103

38	32.5%		less than 10 miles	
53	45.3%	of workers who work in Mount Hope live	10 – 24 Miles	from their place of employment
8	6.8%		25 – 50 Miles	
18	15.4%		greater than 50 Miles	

Sparse

Dense

57	14.0%		less than 10 miles	
255	62.7%	of workers who live in Mount Hope work	10 – 24 Miles	from their place of residence
59	14.5%		25 – 50 Miles	
36	8.8%		greater than 50 Miles	
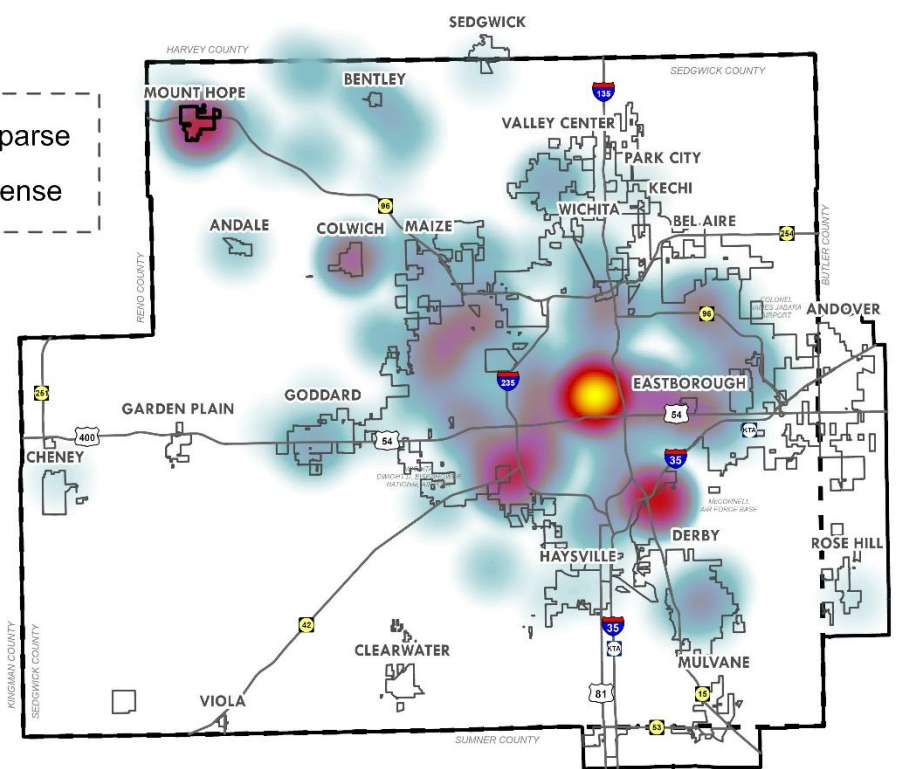
Where Workers Work Who Live in Mount Hope

Eastborough

32

Live Outside but Work
in Eastborough

10
Live & Work in
Eastborough

361

Live in Eastborough
but Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Eastborough was incorporated in 1937 and is an enclave of the city of Wichita, dubbed "Wichita's finest residential section."[20] Being surrounded by Wichita, Eastborough does not have their own school district, instead sending their students to the Wichita Public School District or Wichita area private schools. As of 2020, Eastborough' s population was 756, of which approximately 63% are in the labor force.[21] The mean travel time to work is 14.0 minutes.
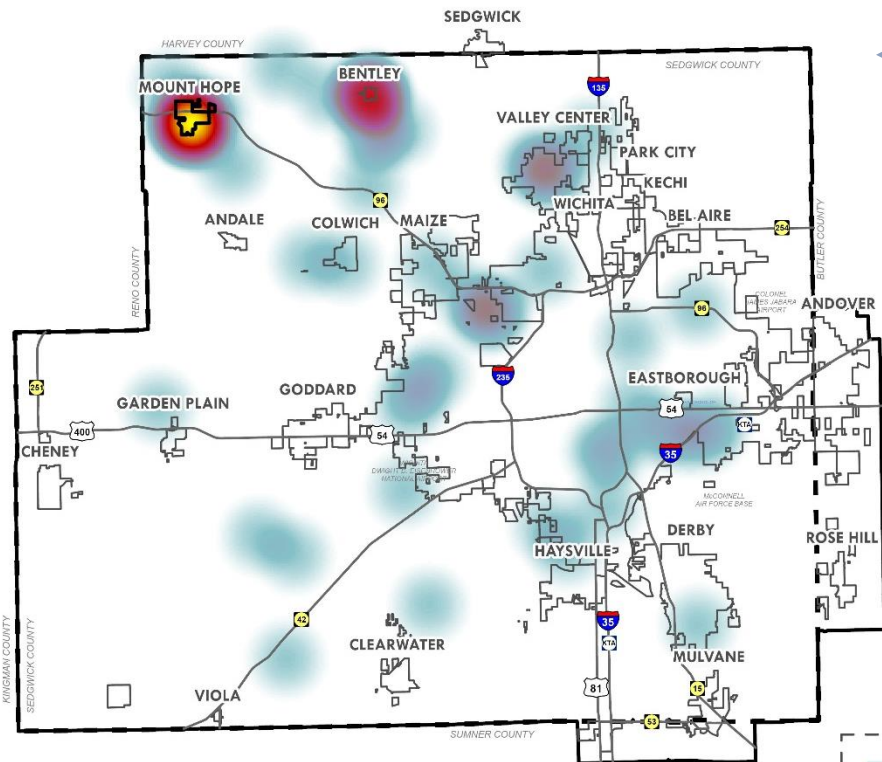
There are 10 residents who live and work in Eastborough. 361 residents live in Eastborough but commute to another city for work. There are 32 residents who live in another city but travel into Eastborough for work.

Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	2 (20.0%)	9 (28.1%)	62 (17.2%)
Trade, Transportation, & Utilities	2 (20.0%)	1 (3.1%)	52 (14.4%)
All Other Services	6 (60.0%)	22 (68.8%)	247 (68.4%)

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[20] City of EastBorough Newsletters, www.eastborough-ks.gov/history/history.php
[21] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2019300&tid=ACSDP5Y2020.DP03

Chart 1: Living & Employed in Eastborough vs Living in Eastborough but Employed Outside

Year	Living & Employed in Eastborough	Living in Eastborough but Employed Outside
2015	12	364
2016	12	312
2017	6	347
2018	8	304
2019	10	361

Chart 2: Living & Employed in Eastborough vs Employed in Eastborough but Living Outside

Year	Living & Employed in Eastborough	Employed in Eastborough but Living Outside
2015	12	33
2016	12	36
2017	6	37
2018	8	36
2019	10	32
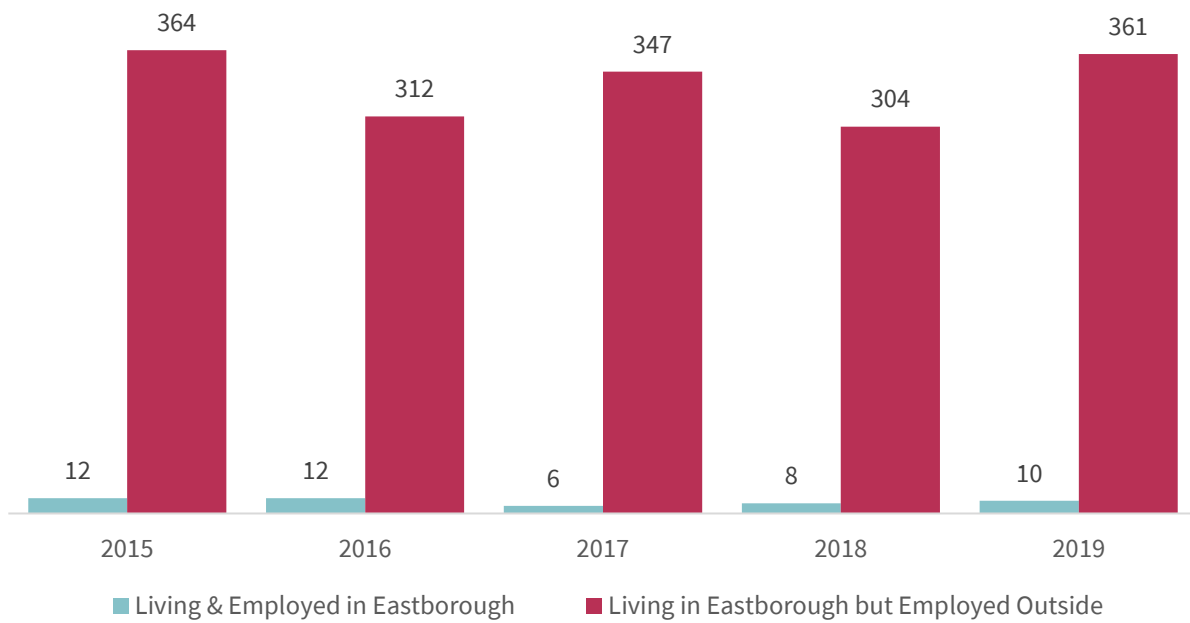
26	61.9%	of workers who work in Eastborough live	less than 10 miles	from their place of employment
11	26.2%		10 – 24 Miles	
1	2.4%		25 – 50 Miles	
4	9.5%		greater than 50 Miles	

Sparse

Dense

296	79.8%	of workers who live in Eastborough work	less than 10 miles	from their place of residence
34	9.2%		10 – 24 Miles	
4	1.1%		25 – 50 Miles	
37	10.0%		greater than 50 Miles	
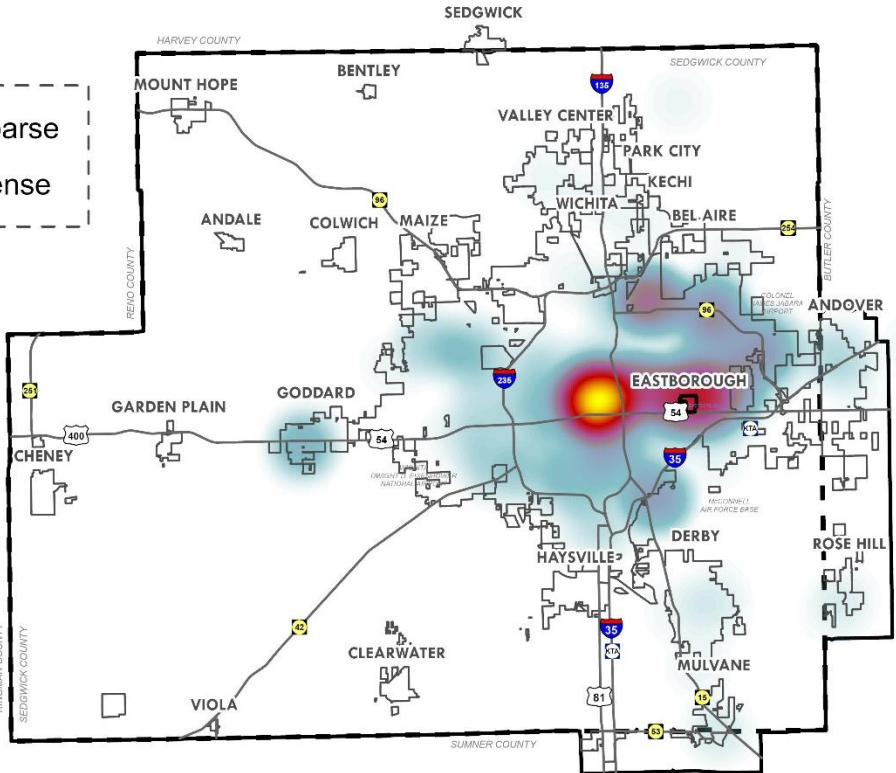
Where Workers Work Who Live in Eastborough
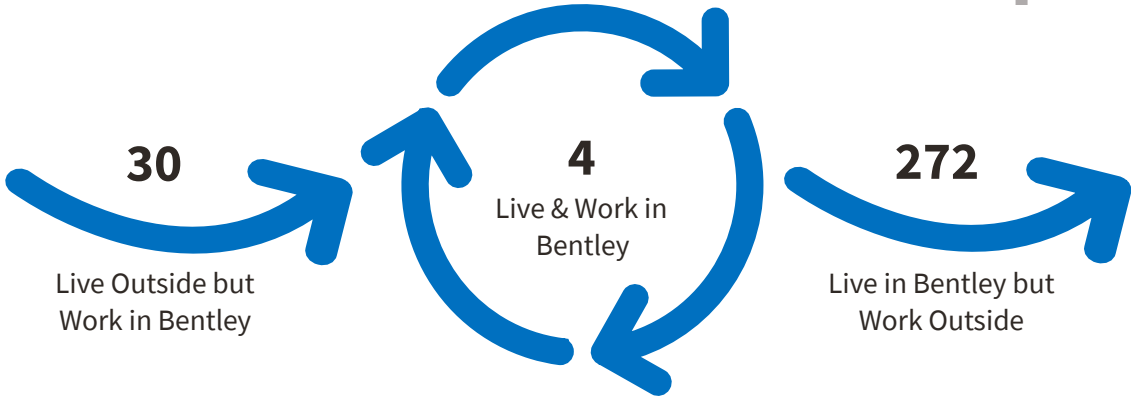
71

Bentley

30
Live Outside but
Work in Bentley

4
Live & Work in
Bentley

272
Live in Bentley but
Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Bentley was founded as a depot on the Kansas Midland Railway in 1888 but was not incorporated until 1959. The rail line has since been abandoned but the city is growing as a residential destination. Bentley does not have their own school district. They are served by the Halstead Public School District in Harvey County, outside of WAMPO boundaries. As of 2020, Bentley's population was 560, of which approximately 58% are in the labor force.[22] The mean travel time to work is 24.1 minutes.

There are 4 residents who live and work in Bentley, which is an approximate 67% decrease in 2019 compared to 2015. 272 residents live in Bentley but commute to another city for work. There are 30 residents who live in another city but travel into Bentley for work, an approximate 40% decrease in 2019 compared to 2015.
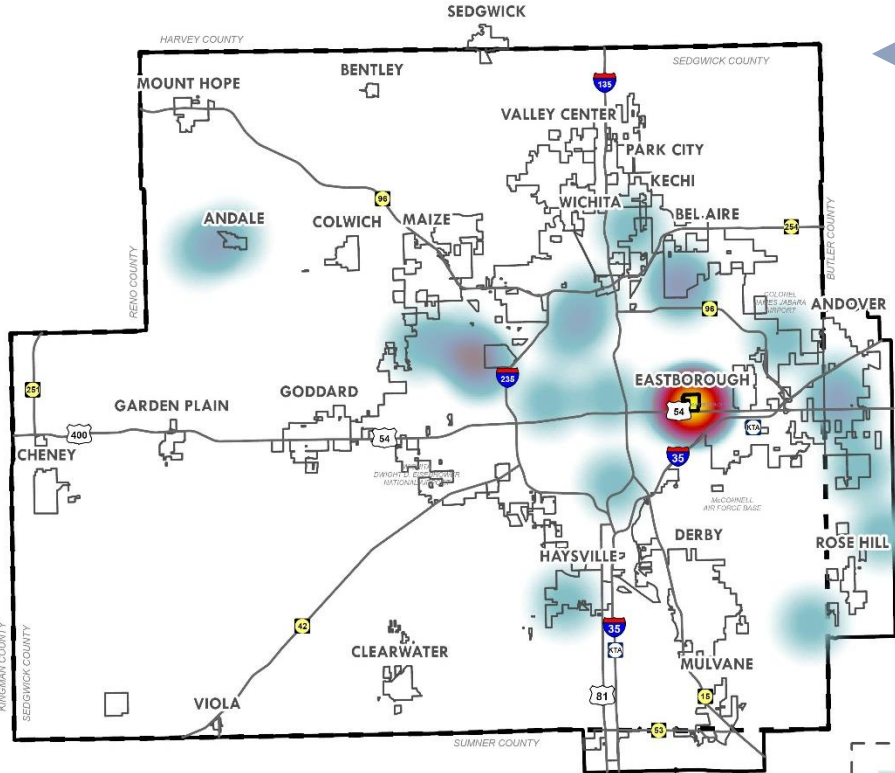
Industry Class (2019)	Internal	Inflow	Outflow
Goods Producing	0 (0.0%)	0 (0.0%)	64 (23.5%)
Trade, Transportation, & Utilities	0 (0.0%)	0 (0.0%)	45 (16.5%)
All Other Services	4 (100.0%)	30 (100.0%)	163 (59.9%)

Top chart: Bar chart showing "Living & Employed in Bentley" and "Living in Bentley but Employed Outside" by year.

- 2015: 12, 248
- 2016: 2, 243
- 2017: 6, 283
- 2018: 1, 288
- 2019: 4, 272

Legend: ■ Living & Employed in Bentley ■ Living in Bentley but Employed Outside

Bottom chart: Bar chart showing "Living & Employed in Bentley" and "Employed in Bentley but Living Outside" by year.

- 2015: 12, 50
- 2016: 2, 62
- 2017: 6, 54
- 2018: 1, 53
- 2019: 4, 30

Legend: ■ Living & Employed in Bentley ■ Employed in Bentley but Living Outside

70
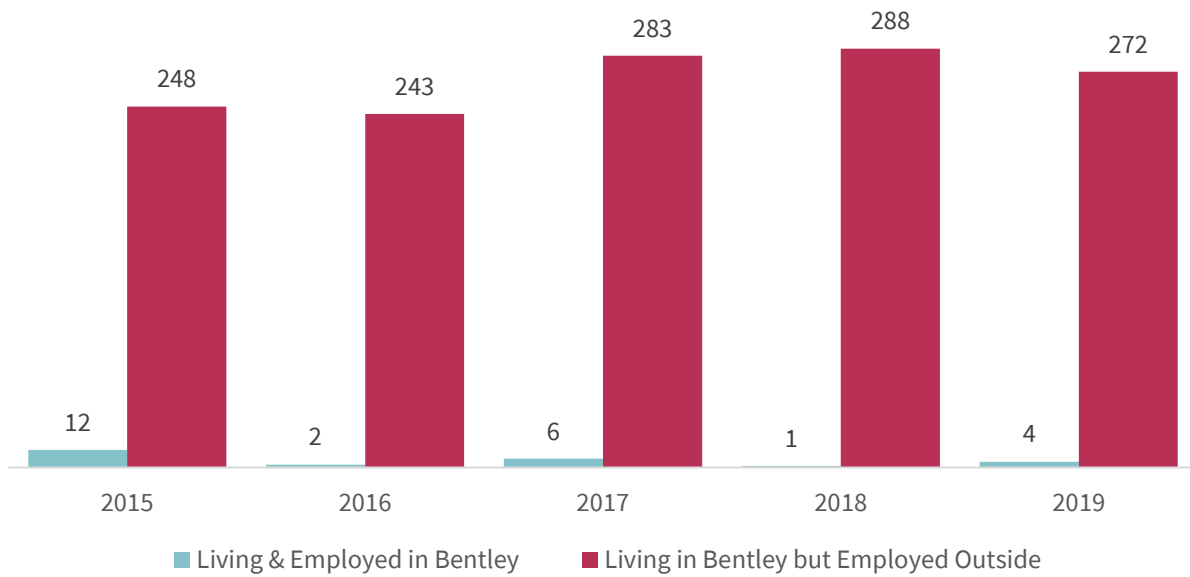
16	47.1%		less than 10 miles	
12	35.3%	of workers who work in Bentley live	10 – 24 Miles	from their place of employment
2	5.9%		25 – 50 Miles	
4	11.8%		greater than 50 Miles	

Sparse
Dense
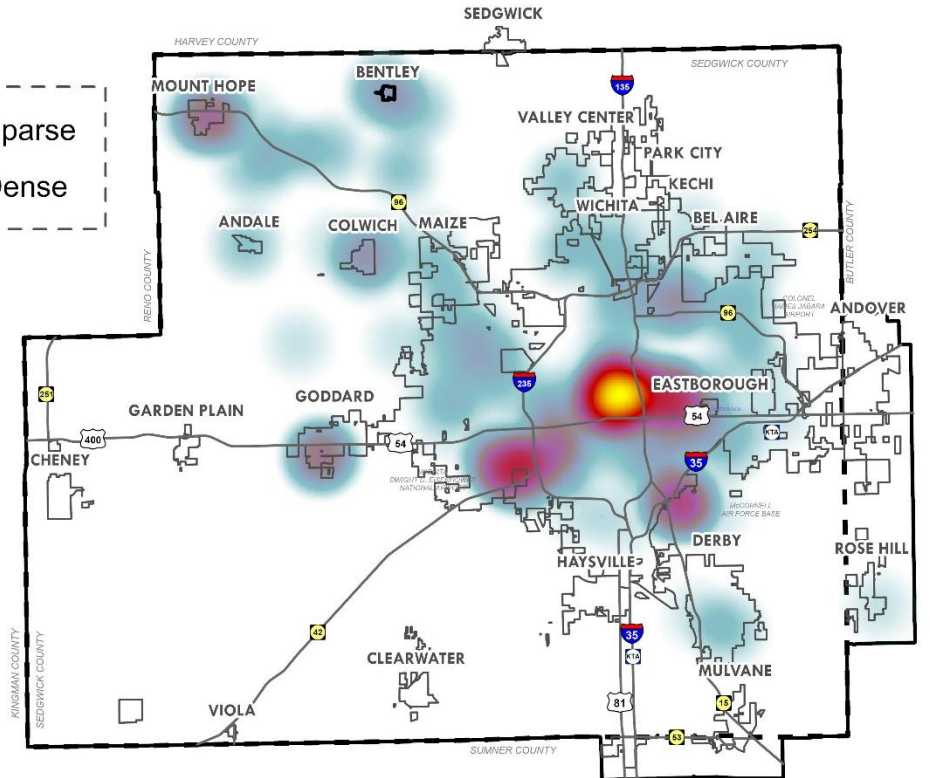
42	15.2%		less than 10 miles	
183	66.3%	of workers who live in Bentley work	10 – 24 Miles	from their place of residence
26	9.4%		25 – 50 Miles	
25	9.1%		greater than 50 Miles	

Where Workers Work Who Live in Bentley
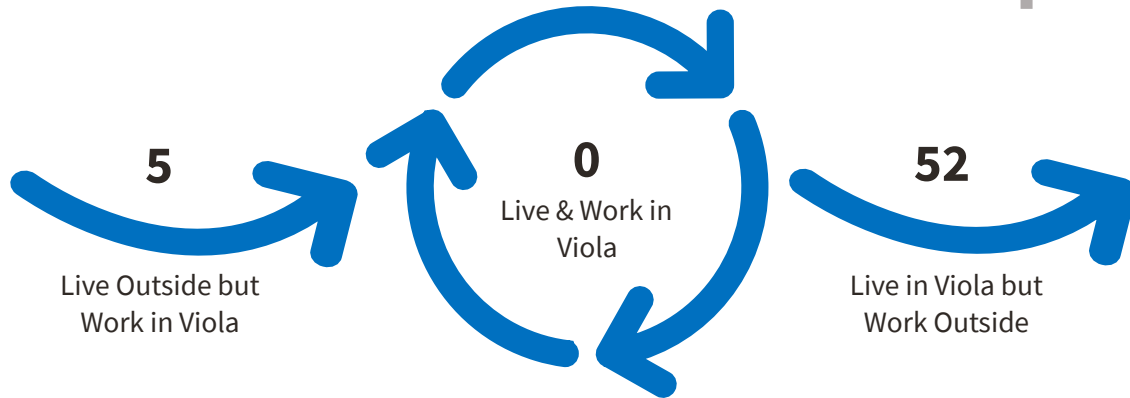
74

Viola

5

Live Outside but
Work in Viola

0
Live & Work in
Viola

52

Live in Viola but
Work Outside

Source: U.S. Census Bureau, Center for Economic Studies, LEHD. Accessed in July 2022 at https://onthemap.ces.census.gov/

Viola was first founded in 1870 as a town off the Englewood branch of the Santa Fe railroad but has faced a decreasing population since the late nineteenth century. The city was incorporated in 1909. Viola is home to Lake Afton, a popular recreation spot. Viola does not have their own school district. Instead, the community is served by the Conway Springs Public School District in Sumner County which is outside of WAMPO boundaries. As of 2020, Viola's population was 115, of which approximately 72% are in the labor force.[23] The mean travel time to work is 22.8 minutes.
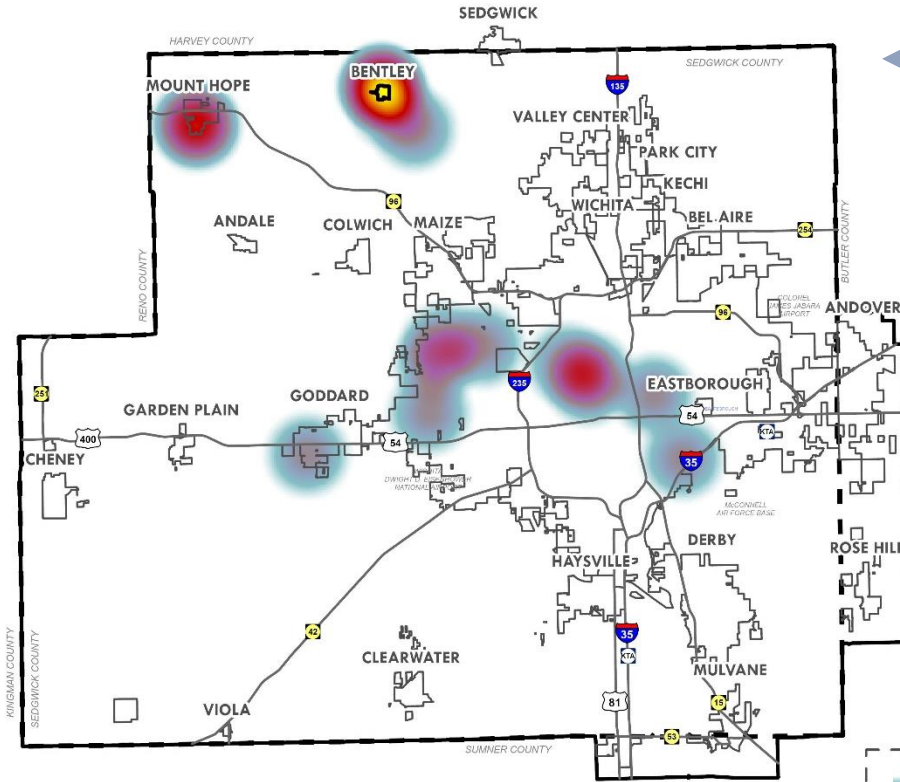
As of 2019, there were a total of 128 residents in the city. There are no residents who live and work in Viola. 52 residents live in Viola but commute to another city for work, which is an approximate 13% decrease in 2019 compared to 2015. There are 5 residents who live in another city but travel to Viola for work.

Industry Class (2019)	Internal		Inflow		Outflow	
Goods Producing	0	(-)	0	(0.0%)	18	(34.6%)
Trade, Transportation, & Utilities	0	(-)	0	(0.0%)	9	(17.3%)
All Other Services	0	(-)	5	(100.0%)	25	(48.1%)

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[23] US Census 2020: ACS 5-Year Estimates Data Profiles
Retrieved from: https://data.census.gov/cedsci/table?g=1600000US2074025&tid=ACSDP5Y2020.DP03

2015   2016   2017   2018   2019

■ Living & Employed in Viola   ■ Living in Viola but Employed Outside

7

5   6   5   5

2015   2016   2017   2018   2019

■ Living & Employed in Viola   ■ Employed in Viola but Living Outside
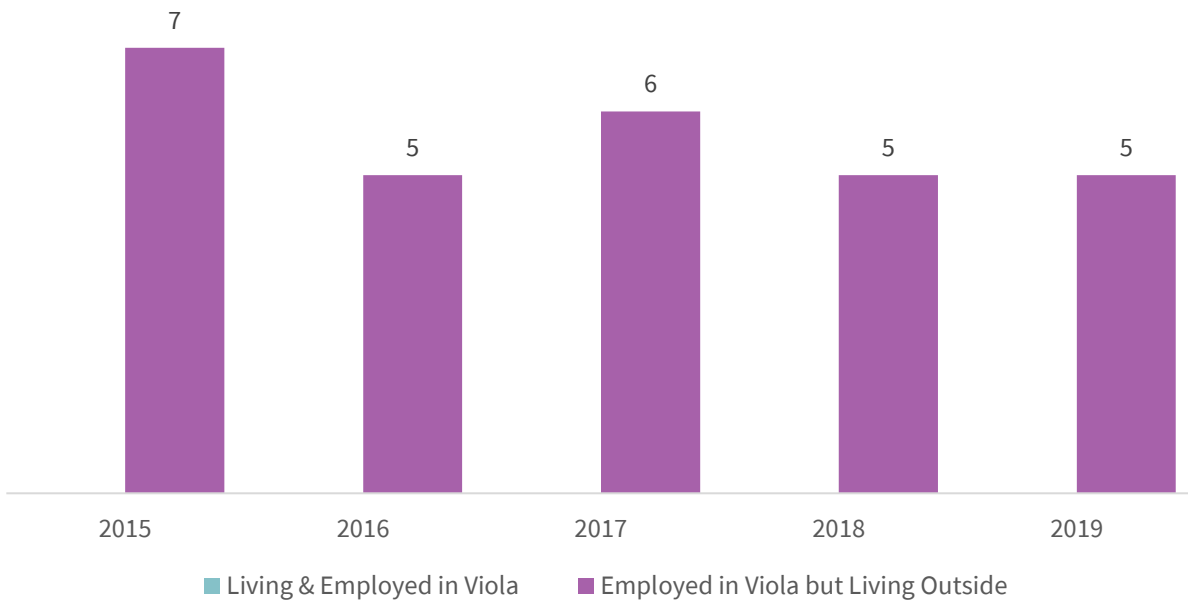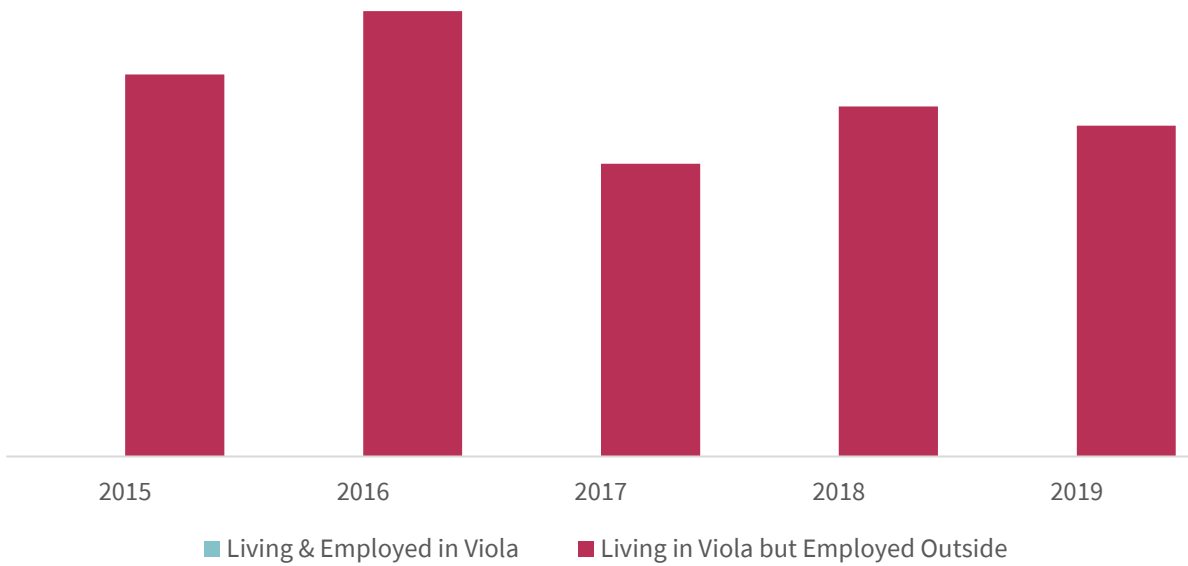
2	40.0%	of workers who work in Viola live	less than 10 miles	from their place of employment
3	60.0%		10 – 24 Miles	
0	0.0%		25 – 50 Miles	
0	0.0%		greater than 50 Miles	

Sparse

Dense
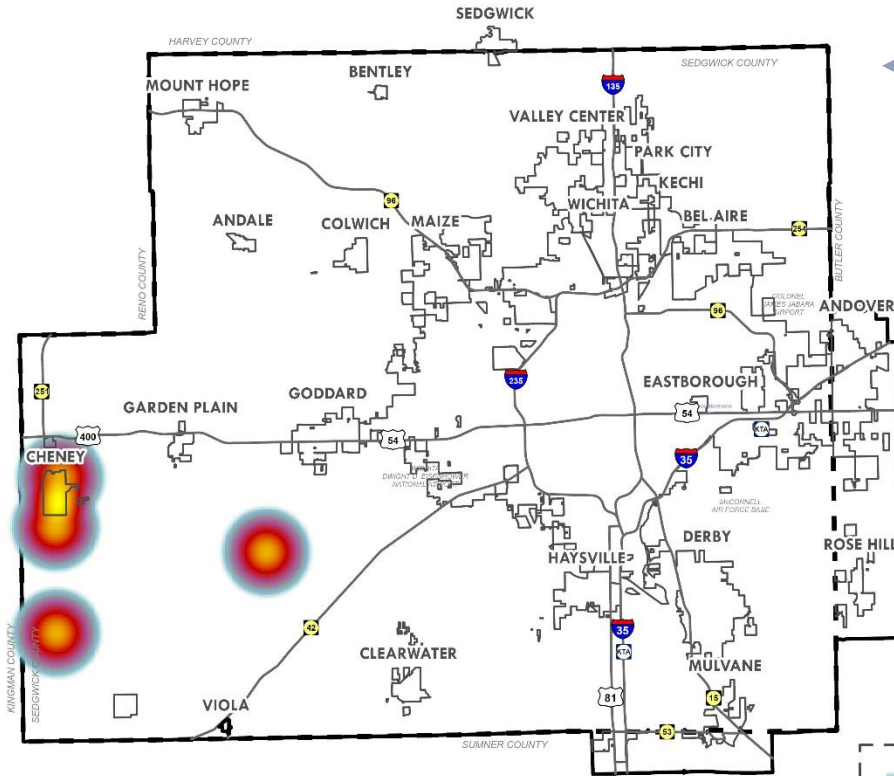
2	3.8%	of workers who live in Viola work	less than 10 miles	from their place of residence
38	73.1%		10 – 24 Miles	
5	9.6%		25 – 50 Miles	
7	13.5%		greater than 50 Miles	

Where Workers Work Who Live in Viola

77
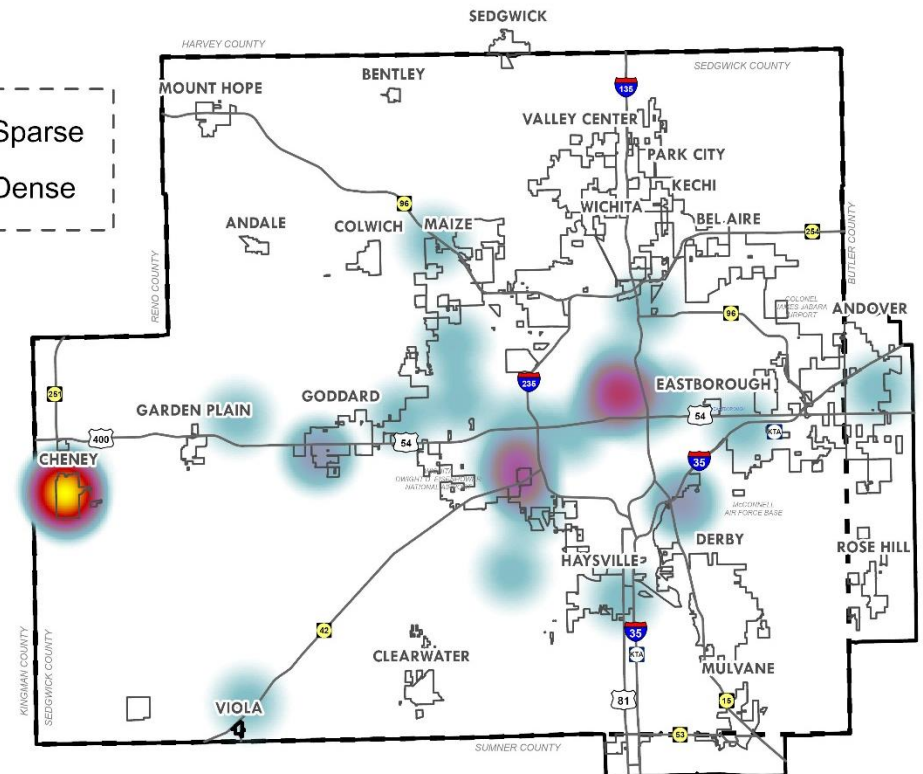
Background

WICHway maintains a live online website to view the most current traffic events monitored through ITS technology. WICHway is the Intelligent Transportation System (ITS) for the highway network in Wichita, Kansas. It is owned and operated by the Kansas Department of Transportation in cooperation with many partners including Sedgwick County, City of Wichita, City of Derby, Kansas Highway Patrol, Kansas Turnpike Authority, Wichita Area Metropolitan Planning Organization, and Federal Highway Administration.

(www.WICHway.org)

ITS Maps

With support from KDOT, WAMPO staff have created ITS equipment maps. These maps highlight the location of ITS equipment such as cameras and dynamic messaging signs. WAMPO will utilize these maps to visually communicate and inform the public about ITS equipment in the WAMPO region.

Attachment

- ITS Equipment Maps

Intelligent Transportation System (ITS) Dynamic Messaging Signs

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

WAMPO

Legend

● Dynamic Messaging Signs (42)

County Boundaries

WAMPO Boundary

HARVEY COUNTY

SEDGWICK COUNTY

SEDGWICK

BENTLEY

MT. HOPE

135

VALLEY CENTER

PARK CITY

KECHI

96

BUTLER COUNTY

RENO COUNTY

ANDALE

COLWICH

MAIZE

BEL AIRE

254

96

235

WICHITA

EASTBOROUGH

ANDOVER

GARDEN PLAIN

GODDARD

54

54

KTA

35

CHENEY

ROSEHILL

400

DERBY

HAYSVILLE

35

KTA

KINGMAN COUNTY

SEDGWICK COUNTY

42

CLEARWATER

81

15

N

VIOLA

53

MULVANE

0   2   4 Miles

SUMNER COUNTY

Intelligent Transportation System (ITS) Cameras

Legend:
- ● ITS Cameras (97)
- County Boundaries
- WAMPO Boundary
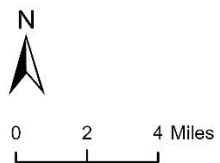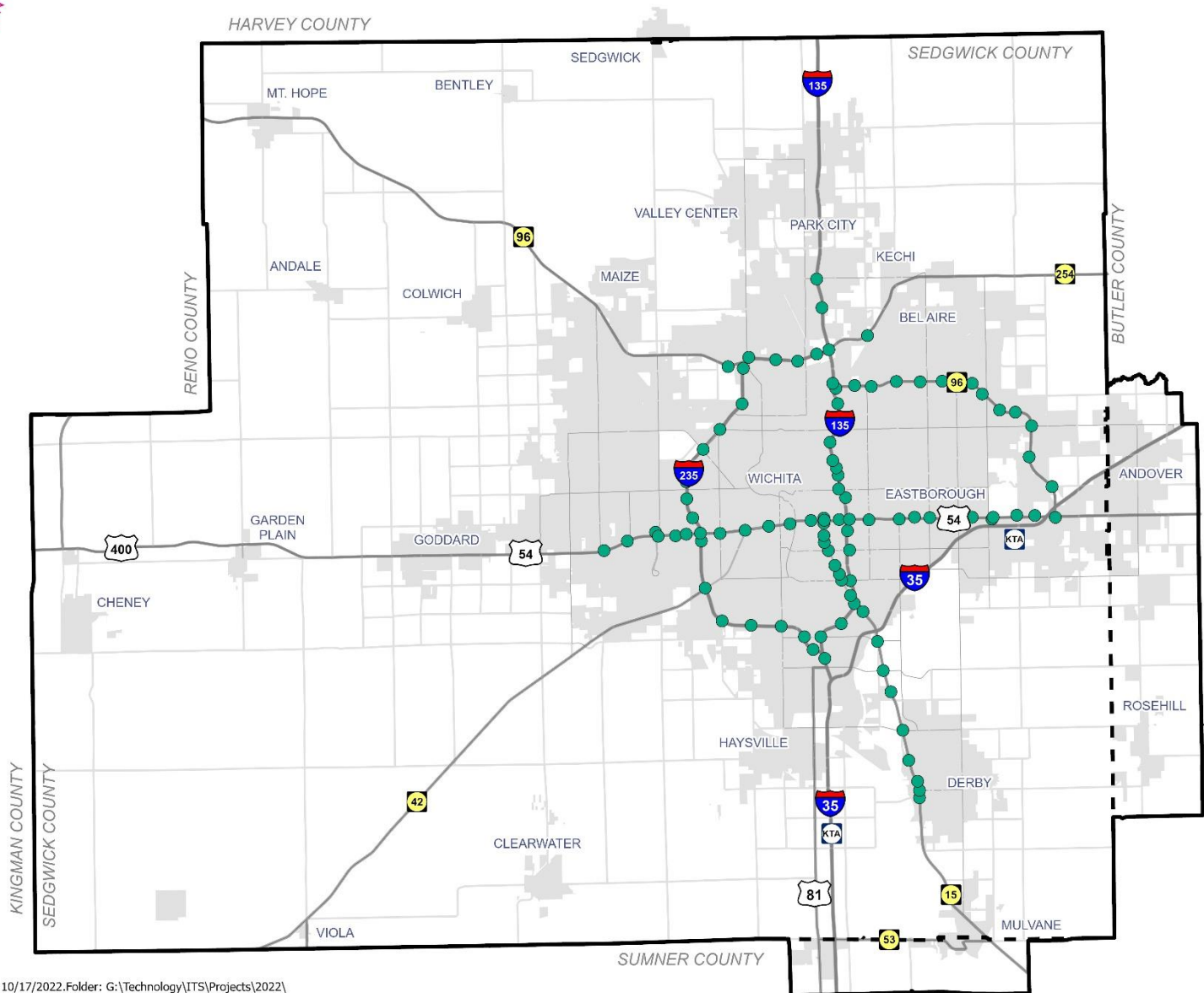
HARVEY COUNTY

SEDGWICK COUNTY

SEDGWICK

BENTLEY

MT. HOPE

135

VALLEY CENTER

PARK CITY

KECHI

96

254

BUTLER COUNTY

ANDALE

COLWICH

MAIZE

BEL AIRE

96

RENO COUNTY

235

WICHITA

EASTBOROUGH

54

ANDOVER

KTA

35

GARDEN PLAIN

GODDARD

54

400

CHENEY

ROSEHILL

KINGMAN COUNTY

SEDGWICK COUNTY

HAYSVILLE

DERBY

42

35

KTA

CLEARWATER

81

15

N

0   2   4 Miles

VIOLA

53

MULVANE

SUMNER COUNTY

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

WAMPO

Background

Since 2012, WAMPO has conducted annual counts of bicycle riders and pedestrians at various locations throughout the region. These counts measure non-motorized travel within the WAMPO region. This helps to determine long-term walking and biking trends as well as where the emphasis should be placed by member jurisdictions in terms of road improvements, repairs, and new non-motorized transportation projects. Further, this information can also be shared with the public and other governing bodies, creating a more developed and thorough understanding of how the WAMPO region commutes, stays active, and interacts with the transportation system. It also sheds light on the relationships between transportation, land use, and climate by illustrating trends in road and path usage.

WAMPO Bicycle and Pedestrian Count Projections

From 2012 to 2020, counts were measured at 35 site locations, and in 2021, three new site locations were added. Each site was measured for two hours on two weekdays- either Wednesday or Thursday and one weekend, Saturday. The sites are counted based on whether it is a screenline (a line along a path or road that when crossed, is counted) or an intersection (where passage through the intersection is counted). WAMPO enlists support from approximately 70 community volunteers each year to collect this information.

This is the first year WAMPO is projecting these counts to represent larger swaths of time and traffic. Calculating projections from daily counts can be used to predict and analyze daily, weekly, monthly, and yearly volumes and averages. These counts and their methodology are based on national standards from the [National Bicycle and Pedestrian Documentation Project](). This methodology allows planners to predict the AADT (Average Annual Daily Traffic) for bicycle and pedestrian counts each year.

Attached are charts and maps for the 2021 bicycle and pedestrian count projections. WAMPO has developed an accessible online interactive map. The interactive map will allow for public access to past count data and current projections. All the bicycle and pedestrian count data, analysis, and projections are compiled in a comprehensive report, the WAMPO Bicycle and Pedestrian Projections Data Report 2021-2012.

Timeline

Task 1: Review and compile 2012 to 2021 bike/ped count information

Task 2: Calculate projections using National Bicycle and Pedestrian Documentation Project formulas in excel

Task 3: Evaluate the characteristics of the counts in terms bicycle and pedestrian make up.

Task 4: Import the excel date into ArcGIS

Task 5: Create ArcGIS maps to illustrate patterns and trends in the data

Task 6: Develop the WAMPO Bicycle and Pedestrian Projections Data Report 2021-2012

Task 7: Use ArcGIS online to create an interactive map to be hosted on WAMPO's website

Attachments

- WAMPO Bicycle and Pedestrian Projections Data Report 2012-2021

WAMPO Bicycle and Pedestrian Projections Data Report 2012-2021

Overview of Historic Counts

This report focuses on 2021 bicycle and pedestrian count data, which is the most complete and reliable historic count to illustrate how the projections function. To understand how bicycle and pedestrian counts and collection methods have evolved over time, count data dating back to 2012 is included. The data collected at each site each year can vary in quality and reliability due to several variables. For example, the weather has a strong effect on people's desire to walk and bike, so if the weather was particularly cold one count year all the sites may have lower count numbers. Another example is based on the number of volunteers available. If WAMPO does not have enough volunteers some sites may go uncounted or partially counted. Table 1 is an example of how counts can be inconsistent over the years.

This is the first year that WAMPO is projecting its bicycle and pedestrian count data using mathematical formulas. Projections provide an estimate of counts and are the best analysis method for offsetting the fluctuations in the count data.

**Bicycle and Pedestrian Counts
2021-2012 at Site 5
Oliver at 61st**
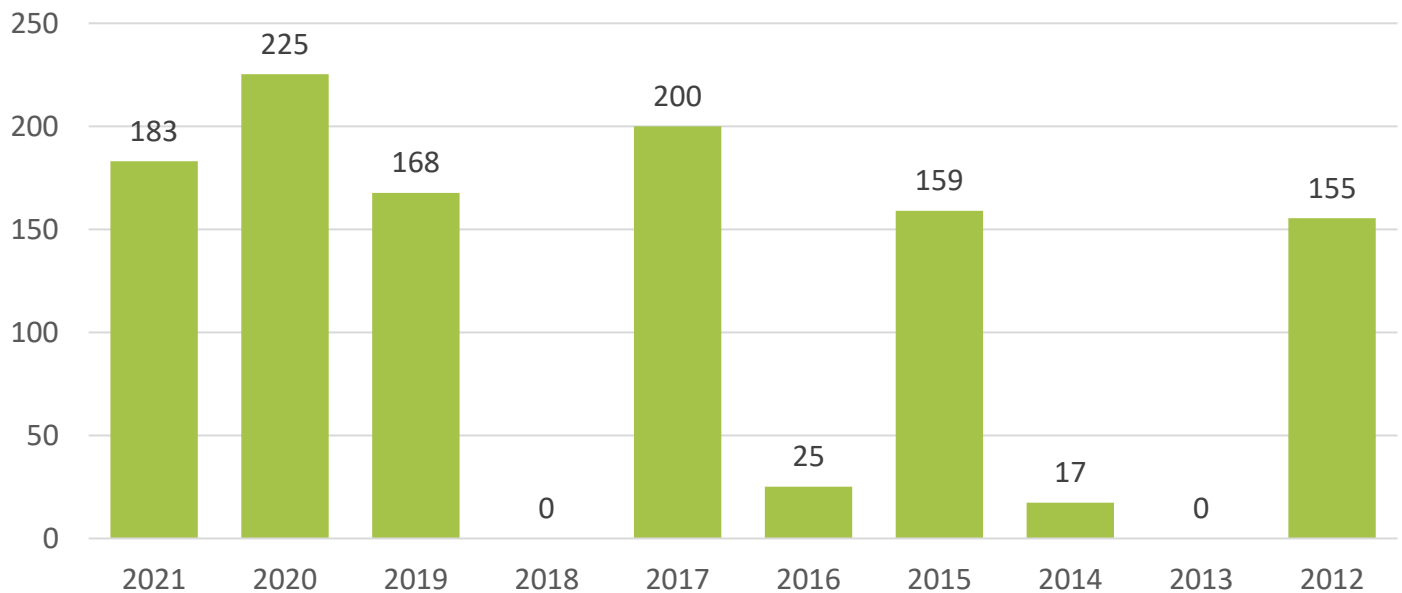
Table 1: Counts collected at Site 5 from 2012-2021.

Project Background

Since 2012, WAMPO has counted bicycle and pedestrian traffic at dozens of specific locations throughout the region. The methodology for collecting and projecting these counts is standardized by the National Bicycle and Pedestrian Documentation Project standards (http://bikepeddocumentation.org).

The counts are based on two-hour time slots from two days in September: a weekday and a Saturday. These days were chosen based on the recommendations from the National Bicycle and Pedestrian Documentation Project. Each site is counted as either a screenline or an intersection, which determines the directions from which countable traffic is traveling. The counts are conducted by volunteers.
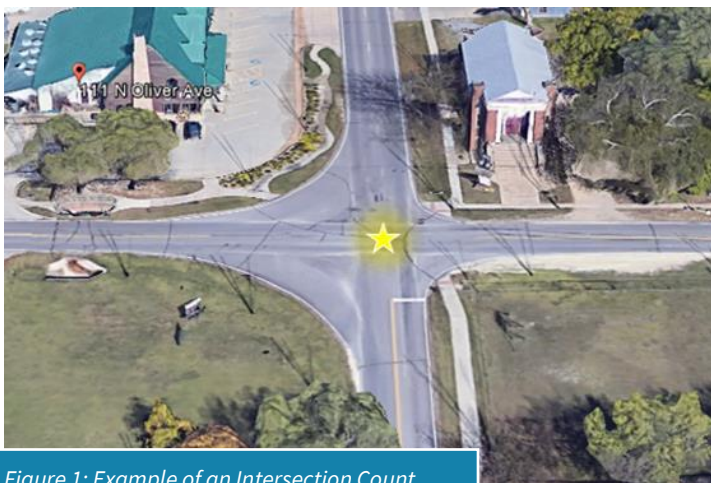
Figure 1: Example of an Intersection Count

Figure 2: Example of an Screenline Count

The collected count data is returned to WAMPO and transcribed onto spreadsheets, then mathematical projections from the National Bicycle and Pedestrian Documentation Project are conducted. This resulting data is then used to make various maps for public consumption online.

Utility of Count Results

Bicycle and pedestrian counts can measure multi-modal traffic volume and aid in the prioritization of road improvements and new transportation projects based on levels of usage. This count data helps to understand how the region chooses to get around and to stay active. It also Illustrates relationships between transportation, land use, and mobility. And last, as this information is standardized and shareable, it can assist in comparisons against the rest of the nation.

Interactive Maps

WAMPO has developed ArcGIS online user-friendly maps that can be found at
https://www.wampo.org/bicycle-pedestrian An interactive map allows users to explore the count locations
and the most recent and historical count data. Interactive maps allow users to isolate information that
pertains to their interests or personal investments. On this map, users can see where the count locations are
and where they are in relation to bike ways, major roadways, and the numerous municipalities in the
WAMPO region.
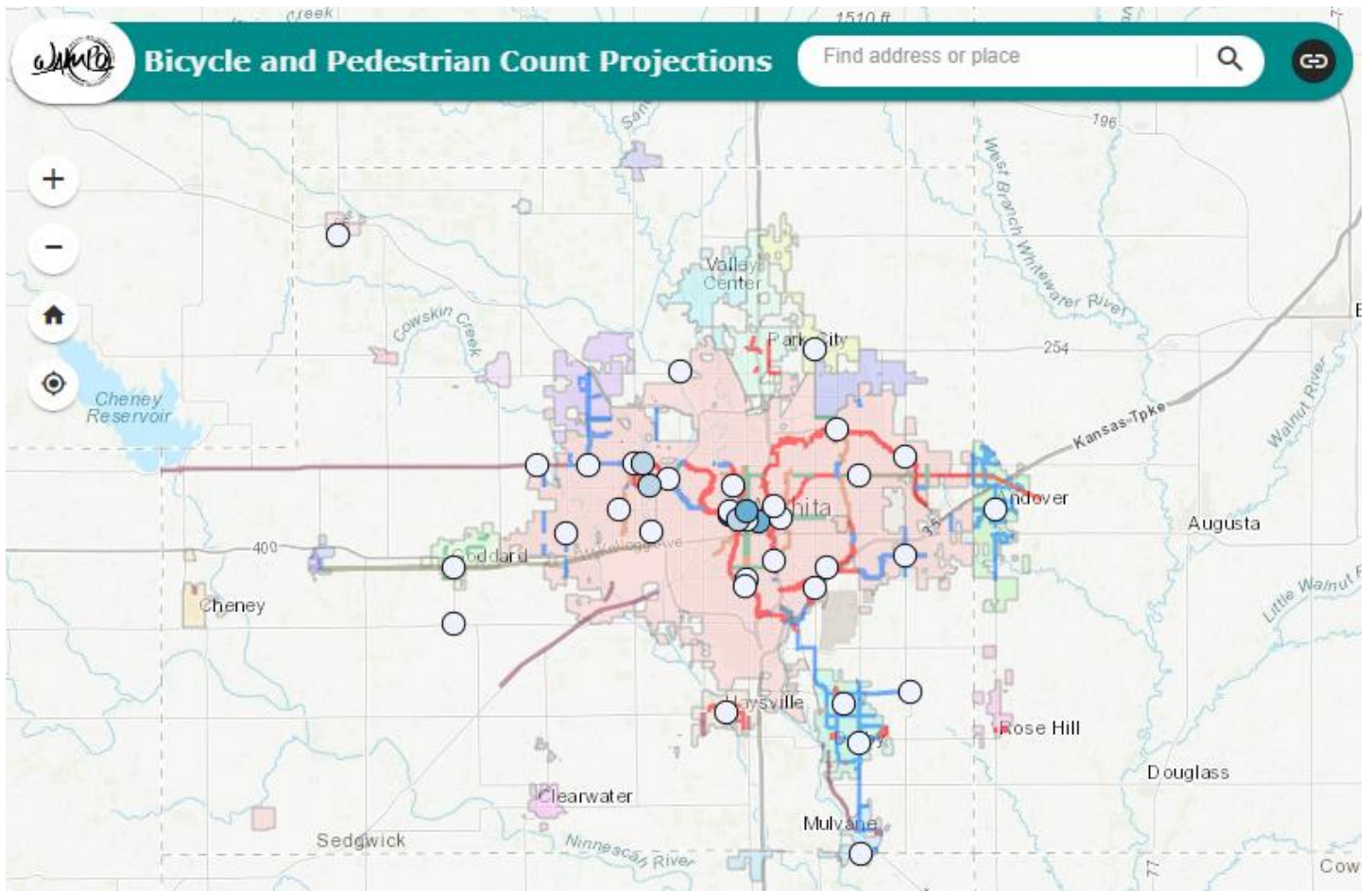
Figure 1: Screenshot of the ArcGIS Interactive Map

2021- Most Recent & Comprehensive Counts

2021 had the most complete and comprehensive data of all the count years from 2012 onward. 2021's data is illustrated in Figure 6. Nearly all sites have a recorded daily average of bicycle and pedestrian counts. And all sites that qualify for a Vehicle Average Annual Daily Traffic (AADT) count have one. (The "T" in AADT can refer to trips or traffic, they have the same meaning.) Sites that do not qualify for Vehicle AADT are not near a road and are both a screenline location and a shared use path. Years both past and future can compare against 2021 with the most confidence.

Bicycle and Pedestrian Annual Average Daily Traffic (AADT)

In 2021, there were 38 locations counted around the WAMPO region. The 2021 bicycle and pedestrian daily trips range from 4310 to 4, although some sites are recorded as 0 AADT. They could be 0 because they had no trips or because there was no data recorded, perhaps because the site was not counted. In looking at the data comprehensively, the average AADT is 531 and the median AADT is 238.

Figure 4 illustrates the range of the top five count locations, which have a large range between them. The scenic Ark River Path at the Keeper of the Plains is by far the most used location in the region.

AADT 4310 — Ark River Path, at Keeper of the Plains

AADT 2095 — Douglas and Washington

AADT 1875 — Broadway and Central

AADT 1122 — 1st Street and Waco

AADT 1086 — Sedgwick County Park at 13th Street
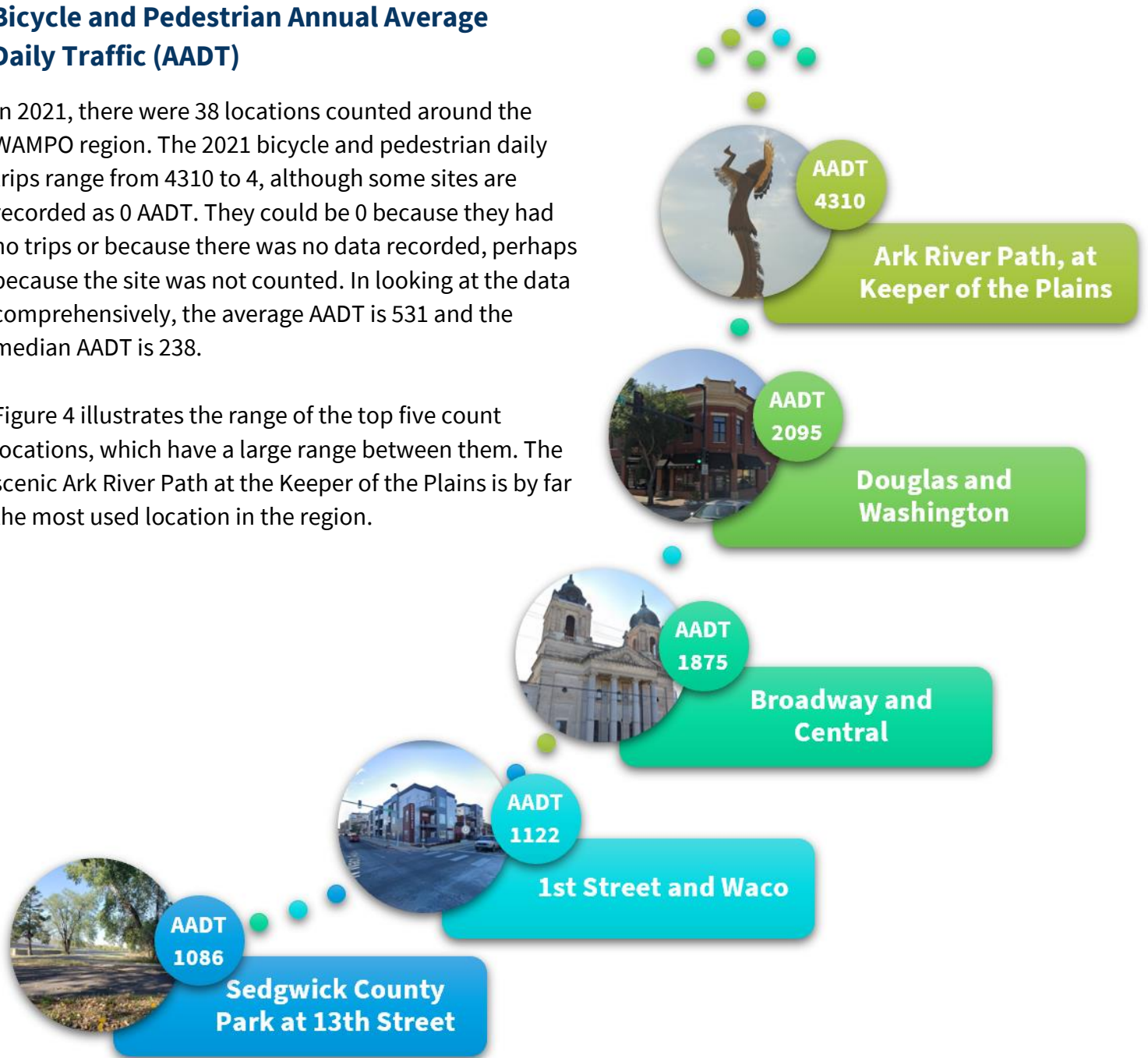
Figure 2: Top Five Count Locations in WAMPO Region

Mode Share Maps

Some MPO's display their AADT information by site in the form of mode share maps. Mode share is defined as the percentage of people using a particular mode of transportation such as walking, biking, and driving. Mode share maps use pie charts to illustrate the breakdown of vehicle usage versus bicycle and pedestrian usage at each count site. Nearly all the sites in the WAMPO region showed high percentages in favor of one mode choice (either high vehicle use or high bicycle/pedestrian use) meaning there was not a meaningful share of mode usage at any of the count locations. The mode share maps created were not deemed as informative. However, WAMPO has the data and pie charts available for mode share breakdowns, and can be available upon request. For future reports, WAMPO will continue to input updated information and evaluate mode share.
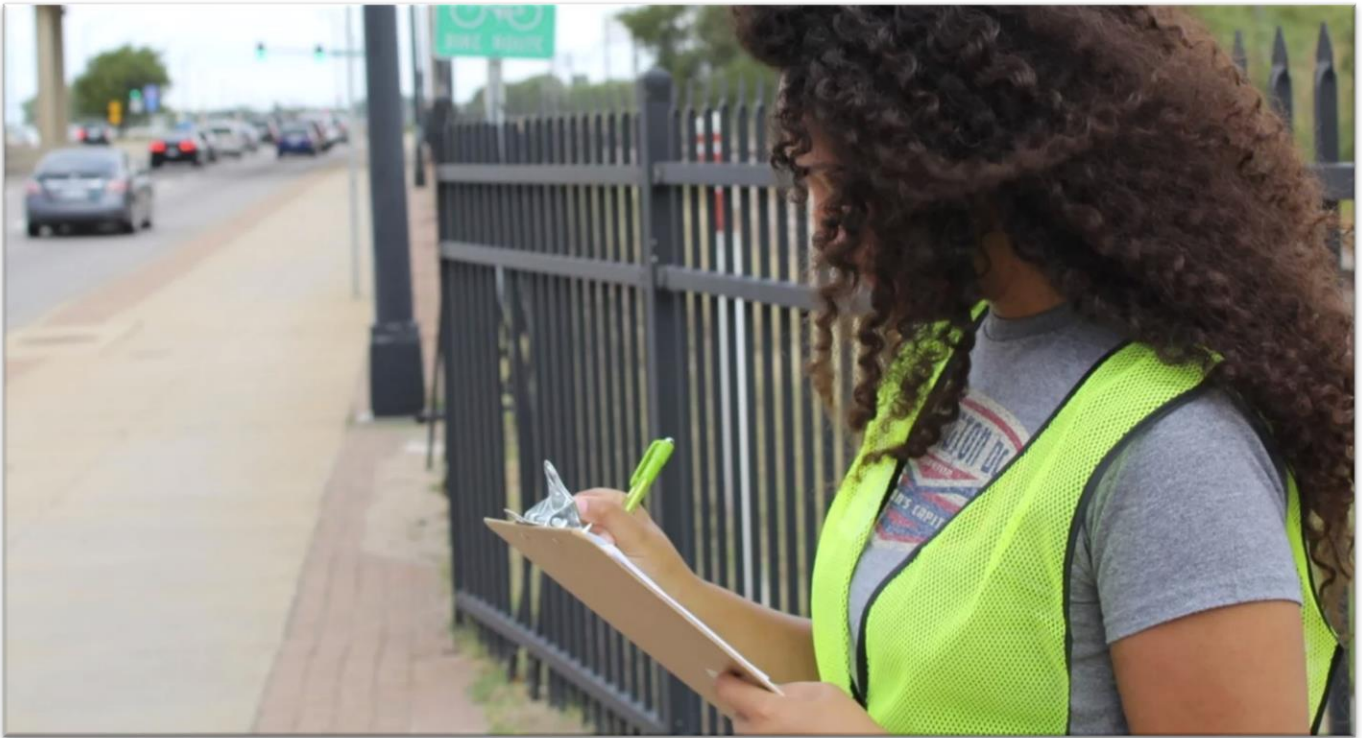
Figure 5: Volunteers are an essential part of WAMPO's mission

Most Recent Data - Count Projections

In the following map, the color scale from very light blue to dark blue illustrates the increase in traffic density and volume. It is observable that the darkest blue and therefore most trafficked count locations are in the highlighted box, which shows the center of Wichita.
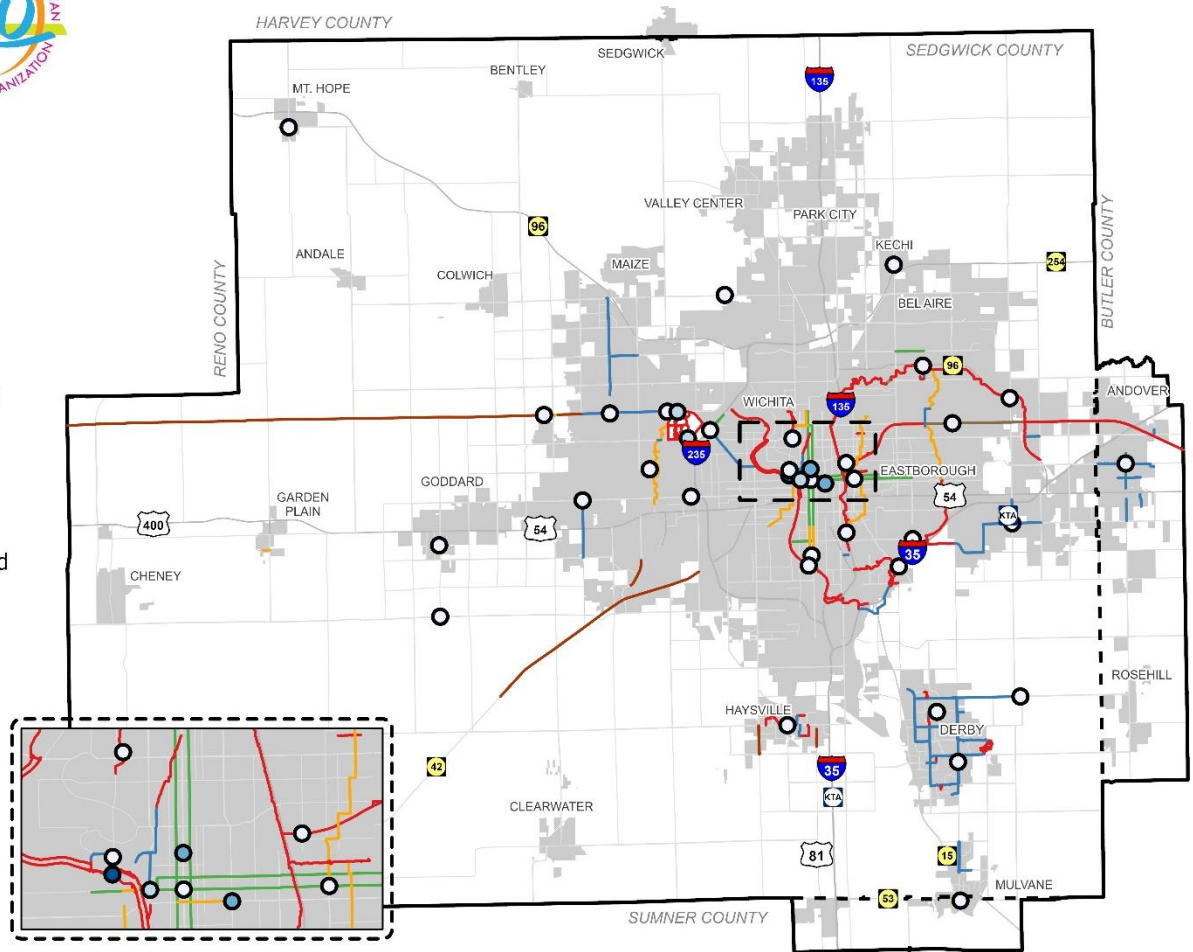
Figure 6: Screenshot of the ArcGIS Interactive Map Most recent counts per location

2021-2012 Historic Count Data for Each Count Location

In the following tables, the summary data for each site for each year is displayed. The last three columns of each table show the percentage breakdown, or "Average Daily Split," of bicycle use, pedestrian use, and vehicle use. In 2021, most sites have an overwhelming majority of vehicle use, illustrated by 100%. For example. For 2021, site 113 shows the highest non-vehicle breakdown at 3% pedestrian use and 97% pedestrian use. Other years further back tend to have greater percentage diversity.

2021 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2021	Vehicle AADT 2021	Average Daily Split Cycling 2021	Average Daily Split Walking 2021	Vehicle Per 2021
Wichita	K-96 Path, at Greenwich	4	354	-	-	-	-
Kechi	Oliver at 61st	5	183	2,877	-	0%	-
Wichita	17th St Rail bed, at Rock	6	78	14,470	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	71	2,338	0%	0%	100%
Mulvane	Main and 2nd	9	627	3,193	1%	1%	98%
Wichita	Mt. Vernon and Edgemoor	13	159	2,559	0%	0%	99%
Wichita	I-135 Canal Route, at Linwood Pk	14	148	780	0%	1%	98%
Wichita	Pawnee and Broadway	15	815	14,065	0%	0%	100%
Wichita	Ark River Path, near Broadway	18	220	-	-	-	100%
Wichita	Douglas and Washington	25	2,095	15,524	0%	1%	99%
Wichita	1st and Grove	26	256	4,556	0%	0%	100%
Wichita	Redbud Path, East of I-135 Canal Path	33	185	-	-	-	100%
Wichita	Broadway and 1st	37	765	9,439	0%	0%	99%
Wichita	Ark River Path, at 13th	41	71	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	4,310	-	-	-	100%
Wichita	21st and Ridge	47	385	18,137	0%	0%	100%
Wichita	Zoo Path, at Westdale	48	282	8,686	0%	0%	100%
Wichita	21st and Maize Rd	49	95	13,416	0%	0%	100%
Wichita	21st St, West of 135th	50	53	9,315	0%	0%	100%
Goddard	Macarthur and 199th	52	-	1,157	-	-	-
Mt. Hope	Ohio and Main	56	-	697	-	-	-
Wichita	Maple and 119th	61	221	6,067	0%	0%	100%
Wichita	53rd St, at Ark River Bridge	65	4	3,177	0%	0%	100%
Wichita	Harry and Greenwich	69	106	7,080	0%	0%	100%
Goddard	Prairie Sunset Trail	77	390	-	-	-	100%
Wichita	Central at Nims	78	737	5,701	1%	0%	99%
Wichita	1st and Waco	81	1,122	4,851	1%	1%	98%
Wichita	Broadway and Central	84	1,875	10,547	0%	1%	99%
Haysville	Main and Grand	86	626	5,842	0%	0%	99%
Andover	Central and Andover Rd	87	212	10,983	0%	0%	100%
Wichita	Central and Socora	89	330	5,372	0%	0%	99%
Wichita	Maple at the Big Ditch	90	195	11,194	0%	0%	100%
Wichita	Oliver and George Washington Blvd	92	132	7,120	0%	0%	100%
Derby	Rock St, South of Madison	94	97	8,456	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	406	-	-	-	100%
Wichita	Sedgwick County Park at 13th Street	111	1,086	-	-	-	100%
Wichita	Sedgwick County Park at 21st Street	112	1,055	-	-	-	100%
Wichita	Triple Creek & Tall Tree	113	424	1,103	0%	3%	97%

2020 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2020	Vehicle AADT 2020	Average Daily Split Cycling 2020	Average Daily Split Walking 2020	Vehicle Per 2020
Wichita	K-96 Path, at Greenwich	4	232	-	-	-	-
Kechi	Oliver at 61st	5	225	2,376	4%	4%	91%
Wichita	17th St Rail bed, at Rock	6	149	12,321	1%	0%	99%
Derby	63rd St Sidepath, at Greenwich	8	260	1,995	7%	4%	88%
Mulvane	Main and 2nd	9	237	2,880	5%	3%	92%
Wichita	Mt. Vernon and Edgemoor	13	285	2,167	2%	9%	88%
Wichita	I-135 Canal Route, at Linwood Pk	14	446	638	19%	22%	59%
Wichita	Pawnee and Broadway	15	805	12,069	2%	4%	94%
Wichita	Ark River Path, near Broadway	18	207	-	-	-	-
Wichita	Douglas and Washington	25	1,433	13,225	3%	7%	90%
Wichita	1st and Grove	26	308	3,544	6%	2%	92%
Wichita	Redbud Path, East of I-135 Canal Path	33	388	-	-	-	-
Wichita	Broadway and 1st	37	803	7,759	4%	5%	91%
Wichita	Ark River Path, at 13th	41	183	-	-	-	-
Wichita	Ark River Path, at Keeper of the Plains	43	5,457	-	-	-	-
Wichita	21st and Ridge	47	1,272	18,137	4%	2%	93%
Wichita	Zoo Path, at Westdale	48	420	7,396	5%	0%	95%
Wichita	21st and Maize Rd	49	1,488	11,423	2%	10%	88%
Wichita	21st St, West of 135th	50	52	7,935	0%	0%	99%
Goddard	Macarthur and 199th	52	-	1,185	-	-	-
Mt. Hope	Ohio and Main	56	178	492	12%	15%	73%
Wichita	Maple and 119th	61	274	5,167	1%	4%	95%
Wichita	53rd St, at Ark River Bridge	65	9	2,694	-	-	-
Wichita	Harry and Greenwich	69	258	6,031	3%	2%	96%
Goddard	Prairie Sunset Trail	77	362	-	-	-	-
Wichita	Central at Nims	78	1,084	5,392	7%	10%	83%
Wichita	1st and Waco	81	1,003	3,835	13%	8%	79%
Wichita	Broadway and Central	84	2,816	9,085	5%	19%	76%
Haysville	Main and Grand	86	457	4,943	4%	4%	92%
Andover	Central and Andover Rd	87	421	9,268	3%	2%	96%
Wichita	Central and Socora	89	367	4,561	1%	7%	93%
Wichita	Maple at the Big Ditch	90	95	9,257	1%	0%	99%
Wichita	Oliver and George Washington Blvd	92	292	6,063	3%	1%	95%
Derby	Rock St, South of Madison	94	327	7,528	3%	2%	96%
Wichita	K-96 Path, at Great Plains Nature Center	100	572	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2019 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2019	Vehicle AADT 2019	Average Daily Split Cycling 2019	Average Daily Split Walking 2019	Vehicle Per 2019
Wichita	K-96 Path, at Greenwich	4	132	-	-	-	-
Kechi	Oliver at 61st	5	168	2,869	1%	6%	94%
Wichita	17th St Rail bed, at Rock	6	53	14,668	0%	0%	99%
Derby	63rd St Sidepath, at Greenwich	8	82	2,267	3%	4%	94%
Mulvane	Main and 2nd	9	277	3,315	2%	8%	90%
Wichita	Mt. Vernon and Edgemoor	13	-	2,524	-	-	-
Wichita	I-135 Canal Route, at Linwood Pk	14	-	750	-	-	-
Wichita	Pawnee and Broadway	15	574	14,151	2%	4%	95%
Wichita	Ark River Path, near Broadway	18	177	-	-	-	100%
Wichita	Douglas and Washington	25	2,474	15,378	2%	14%	84%
Wichita	1st and Grove	26	194	4,450	3%	4%	93%
Wichita	Redbud Path, East of I-135 Canal Path	33	-				
Wichita	Broadway and 1st	37	3,723	9,297	7%	29%	65%
Wichita	Ark River Path, at 13th	41	435	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	3,921	-	-	-	100%
Wichita	21st and Ridge	47	401	21,591	1%	2%	97%
Wichita	Zoo Path, at Westdale	48	317	8,805	3%	3%	93%
Wichita	21st and Maize Rd	49	372	13,599	2%	3%	96%
Wichita	21st St, West of 135th	50	52	9,227	0%	1%	99%
Goddard	Macarthur and 199th	52	18	1,110	1%	2%	98%
Mt. Hope	Ohio and Main	56	-	438			
Wichita	Maple and 119th	61	160	6,099	1%	3%	96%
Wichita	53rd St, at Ark River Bridge	65	-	3,136	-	-	-
Wichita	Harry and Greenwich	69	114	7,013	1%	2%	98%
Goddard	Prairie Sunset Trail	77	168		-	-	100%
Wichita	Central at Nims	78	645	5,665	4%	10%	85%
Wichita	1st and Waco	81	1,102	4,749	7%	19%	74%
Wichita	Broadway and Central	84	2,745	10,565	6%	21%	74%
Haysville	Main and Grand	86	-	5,781	-	-	-
Andover	Central and Andover Rd	87	310	10,945	1%	3%	96%
Wichita	Central and Socora	89	-	5,425	-	-	-
Wichita	Maple at the Big Ditch	90	174	11,037	1%	2%	98%
Wichita	Oliver and George Washington Blvd	92	418	7,162	2%	6%	92%
Derby	Rock St, South of Madison	94	143	7,584	1%	2%	97%
Wichita	K-96 Path, at Great Plains Nature Center	100	327	-	-	-	100%
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2018 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2018	Vehicle AADT 2018	Average Daily Split Cycling 2018	Average Daily Split Walking 2018	Vehicle Per 2018
Wichita	K-96 Path, at Greenwich	4	119	-	-	-	-
Kechi	Oliver at 61st	5	-	2,869	-	-	-
Wichita	17th St Rail bed, at Rock	6	209	14,668	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	246	2,200	1%	0%	99%
Mulvane	Main and 2nd	9	378	4,000	0%	1%	99%
Wichita	Mt. Vernon and Edgemoor	13	110	2,524	0%	0%	100%
Wichita	I-135 Canal Route, at Linwood Pk	14	270	723	1%	2%	97%
Wichita	Pawnee and Broadway	15	437	14,151	0%	0%	100%
Wichita	Ark River Path, near Broadway	18	254	-	-	-	100%
Wichita	Douglas and Washington	25	1,265	15,378	0%	1%	99%
Wichita	1st and Grove	26	237	4,450	0%	0%	100%
Wichita	Redbud Path, East of I-135 Canal Path	33	-	-	-	-	-
Wichita	Broadway and 1st	37	1,613	9,297	0%	1%	99%
Wichita	Ark River Path, at 13th	41	396	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	4,482	-	-	-	100%
Wichita	21st and Ridge	47	481	21,591	0%	0%	100%
Wichita	Zoo Path, at Westdale	48	226	8,805	0%	0%	100%
Wichita	21st and Maize Rd	49	372	13,599	0%	0%	100%
Wichita	21st St, West of 135th	50	33	9,227	0%	0%	100%
Goddard	Macarthur and 199th	52	12	1,151	0%	0%	100%
Mt. Hope	Ohio and Main	56	-	542	-	-	-
Wichita	Maple and 119th	61	241	6,099	0%	0%	100%
Wichita	53rd St, at Ark River Bridge	65	8	3,136	0%	0%	100%
Wichita	Harry and Greenwich	69	82	7,013	0%	0%	100%
Goddard	Prairie Sunset Trail	77	375	-	-	-	100%
Wichita	Central at Nims	78	959	5,665	0%	1%	99%
Wichita	1st and Waco	81	2,383	4,749	1%	3%	96%
Wichita	Broadway and Central	84	350	10,565	0%	0%	100%
Haysville	Main and Grand	86	-	5,781	-	-	-
Andover	Central and Andover Rd	87	110	10,945	0%	0%	100%
Wichita	Central and Socora	89	167	5,425	0%	0%	100%
Wichita	Maple at the Big Ditch	90	163	11,037	0%	0%	100%
Wichita	Oliver and George Washington Blvd	92	376	7,162	0%	0%	100%
Derby	Rock St, South of Madison	94	114	7,584	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	269	-	-	-	100%
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2017 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2017	Vehicle AADT 2017	Average Daily Split Cycling 2017	Average Daily Split Walking 2017	Vehicle Per 2017
Wichita	K-96 Path, at Greenwich	4	60	-	-	-	-
Kechi	Oliver at 61st	5	200	3,108	2%	4%	94%
Wichita	17th St Rail bed, at Rock	6	108	30,540	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	81	2,200	4%	0%	96%
Mulvane	Main and 2nd	9	168	4,710	0%	3%	97%
Wichita	Mt. Vernon and Edgemoor	13	148	4,455	2%	1%	97%
Wichita	I-135 Canal Route, at Linwood Pk	14	327	723	16%	15%	69%
Wichita	Pawnee and Broadway	15	634	14,705	2%	2%	96%
Wichita	Ark River Path, near Broadway	18	237	-	-	-	100%
Wichita	Douglas and Washington	25	4,683	15,928	2%	20%	77%
Wichita	1st and Grove	26	367	6,443	3%	2%	95%
Wichita	Redbud Path, East of I-135 Canal Path	33	386	-	-	-	-
Wichita	Broadway and 1st	37	342	9,830	1%	2%	97%
Wichita	Ark River Path, at 13th	41	519	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	2,141	-	-	-	100%
Wichita	21st and Ridge	47	438	22,475	1%	1%	98%
Wichita	Zoo Path, at Westdale	48	185	18,325	1%	0%	99%
Wichita	21st and Maize Rd	49	256	17,189	1%	1%	99%
Wichita	21st St, West of 135th	50	59	9,560	1%	0%	99%
Goddard	Macarthur and 199th	52	54	1,151	4%	0%	96%
Mt. Hope	Ohio and Main	56	12	542	0%	2%	98%
Wichita	Maple and 119th	61	83	9,989	0%	0%	99%
Wichita	53rd St, at Ark River Bridge	65	4	5,715	0%	0%	100%
Wichita	Harry and Greenwich	69	141	8,306	0%	1%	98%
Goddard	Prairie Sunset Trail	77	97	-	-	-	100%
Wichita	Central at Nims	78	1,299	9,115	5%	8%	88%
Wichita	1st and Waco	81	1,092	5,132	8%	10%	82%
Wichita	Broadway and Central	84	3,065	10,969	5%	16%	78%
Haysville	Main and Grand	86	378	8,428	2%	3%	96%
Andover	Central and Andover Rd	87	409	11,252	2%	1%	96%
Wichita	Central and Socora	89	156	21,030	0%	0%	99%
Wichita	Maple at the Big Ditch	90	145	11,633	1%	1%	99%
Wichita	Oliver and George Washington Blvd	92	115	7,190	1%	1%	98%
Derby	Rock St, South of Madison	94	171	15,015	0%	1%	99%
Wichita	K-96 Path, at Great Plains Nature Center	100	143	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2016 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2016	Vehicle AADT 2016	Average Daily Split Cycling 2016	Average Daily Split Walking 2016	Vehicle Per 2016
Wichita	K-96 Path, at Greenwich	4	111	-	-	-	-
Kechi	Oliver at 61st	5	25	3,108	0%	0%	99%
Wichita	17th St Rail bed, at Rock	6	12	30,540	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	6	2,200	0%	0%	100%
Mulvane	Main and 2nd	9	32	4,370	0%	1%	99%
Wichita	Mt. Vernon and Edgemoor	13	32	4,455	0%	1%	99%
Wichita	I-135 Canal Route, at Linwood Pk	14	119	723	11%	3%	86%
Wichita	Pawnee and Broadway	15	-	14,705	-	-	-
Wichita	Ark River Path, near Broadway	18	89	-	-	-	100%
Wichita	Douglas and Washington	25	2,034	15,928	1%	10%	89%
Wichita	1st and Grove	26	101	6,443	1%	1%	98%
Wichita	Redbud Path, East of I-135 Canal Path	33	34	-	-	-	100%
Wichita	Broadway and 1st	37	680	9,830	1%	5%	94%
Wichita	Ark River Path, at 13th	41	112	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	1,498	-	-	-	100%
Wichita	21st and Ridge	47	197	22,475	1%	0%	99%
Wichita	Zoo Path, at Westdale	48	91	18,325	0%	0%	100%
Wichita	21st and Maize Rd	49	-	17,189	-	-	-
Wichita	21st St, West of 135th	50	31	9,560	0%	0%	100%
Goddard	Macarthur and 199th	52	12	1,151	1%	0%	99%
Mt. Hope	Ohio and Main	56	-	542			
Wichita	Maple and 119th	61	90	9,989	0%	1%	99%
Wichita	53rd St, at Ark River Bridge	65	-	5,715	-	-	-
Wichita	Harry and Greenwich	69	11	8,306	0%	0%	100%
Goddard	Prairie Sunset Trail	77	646	-	-	-	100%
Wichita	Central at Nims	78	174	9,115	1%	1%	98%
Wichita	1st and Waco	81	596	5,132	4%	7%	90%
Wichita	Broadway and Central	84	218	10,969	0%	2%	98%
Haysville	Main and Grand	86	-	8,428	-	-	-
Andover	Central and Andover Rd	87	15	11,252	0%	0%	100%
Wichita	Central and Socora	89	16	21,030	0%	0%	100%
Wichita	Maple at the Big Ditch	90	5	11,633	0%	0%	100%
Wichita	Oliver and George Washington Blvd	92	350	7,190	3%	2%	95%
Derby	Rock St, South of Madison	94	49	15,015	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	28	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2015 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2015	Vehicle AADT 2015	Average Daily Split Cycling 2015	Average Daily Split Walking 2015	Vehicle Per 2015
Wichita	K-96 Path, at Greenwich	4	221	-	-	-	-
Kechi	Oliver at 61st	5	159	3,058	2%	3%	95%
Wichita	17th St Rail bed, at Rock	6	157	30,000	0%	0%	99%
Derby	63rd St Sidepath, at Greenwich	8	4	2,200	0%	0%	100%
Mulvane	Main and 2nd	9	-	4,275	-	-	-
Wichita	Mt. Vernon and Edgemoor	13	-	4,245	-	-	-
Wichita	I-135 Canal Route, at Linwood Pk	14	143	723	10%	7%	83%
Wichita	Pawnee and Broadway	15	663	14,305	2%	3%	96%
Wichita	Ark River Path, near Broadway	18	484	-	-	-	-
Wichita	Douglas and Washington	25	1,472	15,170	2%	7%	91%
Wichita	1st and Grove	26	429	6,290	3%	4%	94%
Wichita	Redbud Path, East of I-135 Canal Path	33	324	-	-	-	-
Wichita	Broadway and 1st	37	3,172	9,550	3%	22%	75%
Wichita	Ark River Path, at 13th	41	213	-	-	-	-
Wichita	Ark River Path, at Keeper of the Plains	43	2,067	-	-	-	-
Wichita	21st and Ridge	47	965	22,079	2%	2%	96%
Wichita	Zoo Path, at Westdale	48	965	18,000	3%	2%	95%
Wichita	21st and Maize Rd	49	304	16,884	2%	0%	98%
Wichita	21st St, West of 135th	50	62	9,105	1%	0%	99%
Goddard	Macarthur and 199th	52	4	1,151	0%	0%	100%
Mt. Hope	Ohio and Main	56	-	542	-	-	-
Wichita	Maple and 119th	61	229	9,678	1%	2%	98%
Wichita	53rd St, at Ark River Bridge	65	-	5,445	-	-	-
Wichita	Harry and Greenwich	69	54	7,913	1%	0%	99%
Goddard	Prairie Sunset Trail	77	161	-	-	-	-
Wichita	Central at Nims	78	264	9,038	1%	2%	97%
Wichita	1st and Waco	81	1,217	5,087	7%	12%	81%
Wichita	Broadway and Central	84	3,677	10,606	6%	19%	74%
Haysville	Main and Grand	86	265	8,028	1%	2%	97%
Andover	Central and Andover Rd	87	362	10,890	1%	3%	97%
Wichita	Central and Socora	89	248	20,660	0%	1%	99%
Wichita	Maple at the Big Ditch	90	159	11,265	1%	0%	99%
Wichita	Oliver and George Washington Blvd	92	733	6,992	5%	4%	91%
Derby	Rock St, South of Madison	94	45	14,750	0%	0%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	-	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2014 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2014	Vehicle AADT 2014	Average Daily Split Cycling 2014	Average Daily Split Walking 2014	Vehicle Per 2014
Wichita	K-96 Path, at Greenwich	4	-	-	-	-	-
Kechi	Oliver at 61st	5	209	2,840	3%	4%	93%
Wichita	17th St Rail bed, at Rock	6	88	27,750	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	41	2,200	1%	1%	98%
Mulvane	Main and 2nd	9	203	4,160	1%	3%	95%
Wichita	Mt. Vernon and Edgemoor	13	21	6,140	0%	0%	100%
Wichita	I-135 Canal Route, at Linwood Pk	14	649	723	17%	30%	53%
Wichita	Pawnee and Broadway	15	387	14,273	1%	2%	97%
Wichita	Ark River Path, near Broadway	18	-	-	-	-	-
Wichita	Douglas and Washington	25	1,388	15,452	3%	6%	92%
Wichita	1st and Grove	26	504	5,090	4%	5%	91%
Wichita	Redbud Path, East of I-135 Canal Path	33	374	-	-	-	100%
Wichita	Broadway and 1st	37	1,279	9,453	3%	9%	88%
Wichita	Ark River Path, at 13th	41	567	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	3,531	-	-	-	100%
Wichita	21st and Ridge	47	847	20,463	2%	2%	96%
Wichita	Zoo Path, at Westdale	48	551	7,980	6%	0%	94%
Wichita	21st and Maize Rd	49	161	17,174	0%	0%	99%
Wichita	21st St, West of 135th	50	29	9,050	0%	0%	100%
Goddard	Macarthur and 199th	52	-	1,151	-	-	-
Mt. Hope	Ohio and Main	56	313	542	9%	28%	63%
Wichita	Maple and 119th	61	589	8,238	3%	4%	93%
Wichita	53rd St, at Ark River Bridge	65	-	4,400	-	-	-
Wichita	Harry and Greenwich	69	-	10,559	-	-	-
Goddard	Prairie Sunset Trail	77	21	-	-	-	100%
Wichita	Central at Nims	78	1,106	8,735	4%	7%	89%
Wichita	1st and Waco	81	697	4,552	5%	8%	87%
Wichita	Broadway and Central	84	2,649	10,955	5%	15%	81%
Haysville	Main and Grand	86	539	8,050	2%	4%	94%
Andover	Central and Andover Rd	87	624	11,775	2%	3%	95%
Wichita	Central and Socora	89	82	20,275	0%	0%	100%
Wichita	Maple at the Big Ditch	90	117	10,550	1%	0%	99%
Wichita	Oliver and George Washington Blvd	92	388	6,210	2%	3%	94%
Derby	Rock St, South of Madison	94	124	13,795	0%	1%	99%
Wichita	K-96 Path, at Great Plains Nature Center	100	692	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2013 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2013	Vehicle AADT 2013	Average Daily Split Cycling 2013	Average Daily Split Walking 2013	Vehicle Per 2013
Wichita	K-96 Path, at Greenwich	4	512	-	-	-	-
Kechi	Oliver at 61st	5	-	2,965	-	-	-
Wichita	17th St Rail bed, at Rock	6	-	27,630	-	-	-
Derby	63rd St Sidepath, at Greenwich	8	-	2,200	-	-	-
Mulvane	Main and 2nd	9	-	4,727	-	-	-
Wichita	Mt. Vernon and Edgemoor	13	-	6,010	-	-	-
Wichita	I-135 Canal Route, at Linwood Pk	14	385	723	15%	20%	65%
Wichita	Pawnee and Broadway	15	674	14,125	2%	2%	95%
Wichita	Ark River Path, near Broadway	18	-	-	-	-	-
Wichita	Douglas and Washington	25	902	15,127	1%	4%	94%
Wichita	1st and Grove	26	91	7,135	1%	1%	99%
Wichita	Redbud Path, East of I-135 Canal Path	33	4		-	-	-
Wichita	Broadway and 1st	37	674	9,420	4%	2%	93%
Wichita	Ark River Path, at 13th	41	412	-	-	-	100%
Wichita	Ark River Path, at Keeper of the Plains	43	1,474	-	-	-	100%
Wichita	21st and Ridge	47	1,269	20,375	3%	3%	94%
Wichita	Zoo Path, at Westdale	48	-	7,950			
Wichita	21st and Maize Rd	49	730	17,101	2%	2%	96%
Wichita	21st St, West of 135th	50	-	8,860	-	-	-
Goddard	Macarthur and 199th	52	-	1,151	-	-	-
Mt. Hope	Ohio and Main	56	-	542	-	-	-
Wichita	Maple and 119th	61	115	8,133	1%	1%	99%
Wichita	53rd St, at Ark River Bridge	65	-	4,305	-	-	-
Wichita	Harry and Greenwich	69	203	10,335	1%	1%	98%
Goddard	Prairie Sunset Trail	77	-	-	-	-	-
Wichita	Central at Nims	78	346	8,798	2%	2%	96%
Wichita	1st and Waco	81	-	4,606	-	-	-
Wichita	Broadway and Central	84	-	10,803	-	-	-
Haysville	Main and Grand	86	821	7,880	1%	8%	91%
Andover	Central and Andover Rd	87	612	11,627	2%	3%	95%
Wichita	Central and Socora	89	194	20,190	0%	1%	99%
Wichita	Maple at the Big Ditch	90	-	10,505			
Wichita	Oliver and George Washington Blvd	92	148	6,145	1%	1%	98%
Derby	Rock St, South of Madison	94	-	13,735	-	-	-
Wichita	K-96 Path, at Great Plains Nature Center	100	365	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

2012 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2012	Vehicle AADT 2012	Average Daily Split Cycling 2012	Average Daily Split Walking 2012	Vehicle Per 2012
Wichita	K-96 Path, at Greenwich	4	375	-	-	-	-
Kechi	Oliver at 61st	5	155	3,020	5%	0%	95%
Wichita	17th St Rail bed, at Rock	6	105	28,145	0%	0%	100%
Derby	63rd St Sidepath, at Greenwich	8	44	2,200	2%	0%	98%
Mulvane	Main and 2nd	9	74	4,798	0%	1%	98%
Wichita	Mt. Vernon and Edgemoor	13	322	6,120	2%	3%	95%
Wichita	I-135 Canal Route, at Linwood Pk	14	418	723	25%	12%	63%
Wichita	Pawnee and Broadway	15	334	14,389	1%	1%	98%
Wichita	Ark River Path, near Broadway	18	310	-	-	-	-
Wichita	Douglas and Washington	25	1,413	15,408	3%	6%	92%
Wichita	1st and Grove	26	191	7,268	1%	1%	97%
Wichita	Redbud Path, East of I-135 Canal Path	33	4	-	-	-	-
Wichita	Broadway and 1st	37	1,038	9,598	4%	6%	90%
Wichita	Ark River Path, at 13th	41	328	-	-	-	-
Wichita	Ark River Path, at Keeper of the Plains	43	1,445	-	-	-	-
Wichita	21st and Ridge	47	721	22,060	2%	1%	97%
Wichita	Zoo Path, at Westdale	48	366	8,100	4%	0%	96%
Wichita	21st and Maize Rd	49	351	17,419	1%	1%	98%
Wichita	21st St, West of 135th	50	172	9,025	2%	0%	98%
Goddard	Macarthur and 199th	52	89	1,151	7%	0%	93%
Mt. Hope	Ohio and Main	56	107	542	6%	10%	84%
Wichita	Maple and 119th	61	438	8,286	1%	4%	95%
Wichita	53rd St, at Ark River Bridge	65	8	4,385	0%	0%	100%
Wichita	Harry and Greenwich	69	94	10,528	0%	0%	99%
Goddard	Prairie Sunset Trail	77	202	-	-	-	-
Wichita	Central at Nims	78	409	8,963	3%	2%	96%
Wichita	1st and Waco	81	949	4,693	6%	11%	83%
Wichita	Broadway and Central	84	2,092	11,005	5%	11%	84%
Haysville	Main and Grand	86	714	8,027	2%	6%	92%
Andover	Central and Andover Rd	87	323	11,843	1%	1%	97%
Wichita	Central and Socora	89	211	20,565	0%	1%	99%
Wichita	Maple at the Big Ditch	90	132	10,700	1%	0%	99%
Wichita	Oliver and George Washington Blvd	92	364	6,260	3%	2%	95%
Derby	Rock St, South of Madison	94	212	13,990	1%	1%	99%
Wichita	K-96 Path, at Great Plains Nature Center	100	405	-	-	-	-
Wichita	Sedgwick County Park at 13th Street	111	-	-	-	-	-
Wichita	Sedgwick County Park at 21st Street	112	-	-	-	-	-
Wichita	Triple Creek & Tall Tree	113	-	-	-	-	-

WAMPO Safety and Health Committee Members				
ORGANIZATION	REPRESENTATIVES	CONTACT		CC:
Bike Walk Wichita	Alan Kailer	alan@bikewalkwichita.org		
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				Rev. 10/26/2022

2023 WAMPO MEETING SCHEDULE

Meeting Location: *ZOOM* or *271 W 3rd St, Suite 203, Wichita, KS 67202*
Meeting times and dates are subject to change by the Chair's discretion.

Transportation Policy Body	Technical Advisory Committee	Safety & Health Committee	Transportation Committee	Executive Committee
3:00 PM Unless otherwise stated	*10:00 AM Unless otherwise stated*	*9:30 AM Unless otherwise stated*	*9:30 AM Unless otherwise stated*	*11:00 AM Unless otherwise stated*
Meeting dates will be available once approved.				
		FEBRUARY 1		FEBRUARY 2
			MARCH 1	
		MAY 3		MAY 4
			JUNE 7	
		AUGUST 2		AUGUST 2
			SEPTEMBER 6	
		NOVEMBER 1		NOVEMBER 2
			DECEMBER 6	