

MTP 2050 Plan Advisory Committee (PAC) Meeting Notice

Wednesday, February 22, 2023, @ 10:00 am

In-Person

271 W. 3rd St
Room 203
Wichita, KS 67202

Virtual

*After registering you will
receive an email with how to
access the Zoom Meeting.*

[**HERE**](#)

**Metropolitan
Transportation Plan
2050**




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Project website – <https://www.wampo.org/mtp2050>

WAMPO MTP 2050 Plan Advisory Committee

Name	Title	Agency	Interest
Lynn Packer	Interim Director/County Engineer	Sedgwick County	Roads
James Wagner	Capital Improvement Engineer	City of Wichita	Roads
Will Black	Chief Administrative Officer (Haysville)	Sedgwick County Association of Cities	Roads
Kim Neufeld	Executive Director	Bike Walk Wichita	Bike/Ped
Tia Raamot	Transportation Planner	City of Wichita	Bike/Ped
Troy Anderson	Assistant City Manager for Development Services	City of Wichita	Economic development
Mary Hunt	Principal Planner - Advance Plans	Wichita-Sedgwick Co. Planning	Land use planning
Les Mangus	Director of Community Development	City of Andover	Land use planning
Kim Edgington	Planning Administrator	City of Maize	Land use planning
Mike Tann	Transit Director	Wichita Transit	Transit
Kristen McDaniel	Senior Center Director (Haysville)	United Community Transit Coalition	Transit
Jessica Warren	Mobility Manager	South Central KS CTD	Transit
Nina Rasmussen	Environmental Quality Specialist	City of Wichita	Air quality/EV
Wendell Nicholson	Captain - Central/ Special Operations Bureau	City of Wichita Police Department	Safety
Scott Knebel	City Planner	City of Derby	Government policy
Matt Messina	Chief of Multimodal Transportation	KDOT	Freight, Bike/Ped, EV
Allison Smith	Environmental Coordinator/MPO Liaison	KDOT	KDOT
Cecelie Cochran	Community Planner	FHWA	FHWA
Eva Steinman-Daetwiler	Community Planner	FTA	FTA

Developed by the TPB on 12/13/2022. Contact information updated on 1/25/23



WHY YOU SHOULD GET INVOLVED

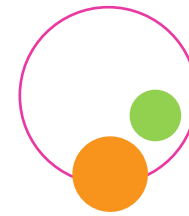
We all require the use of transportation whether it is driving a car, riding a bike, taking the bus, walking to school, taking an Uber/Lyft, or riding a scooter. Transportation helps you get you where you need and want to go. You can help us make a better transportation system that serves you by providing us your input. Your input is critical to the overall quality of our region’s transportation system and helps ensure that we are meeting your transportation needs.

HOW TO STAY INFORMED & GET INVOLVED

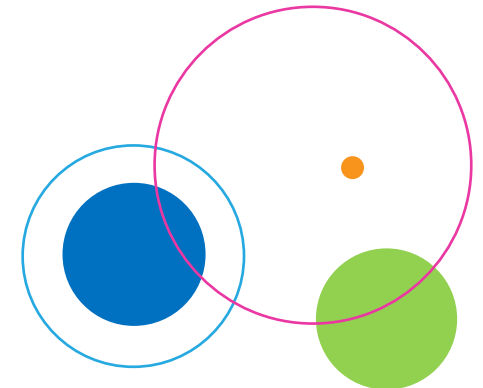
You do not have to be a transportation expert to participate in the planning process! Your knowledge and personal experiences and insights provide valuable information that transportation planners and local officials need to make informed decisions. Try one of these methods to stay informed and get involved:

- » Follow us on social media (Facebook, Twitter, Instagram, & LinkedIn)
- » Sign up for emails
- » Attend TAC & TPB meetings

- » 271 W. 3rd St., Ste. 208
Wichita, KS 67202
Phone: 316.779.1313
Email: wampo@wampo.org
Web: www.wampo.org



Metropolitan Transportation Plan 2050



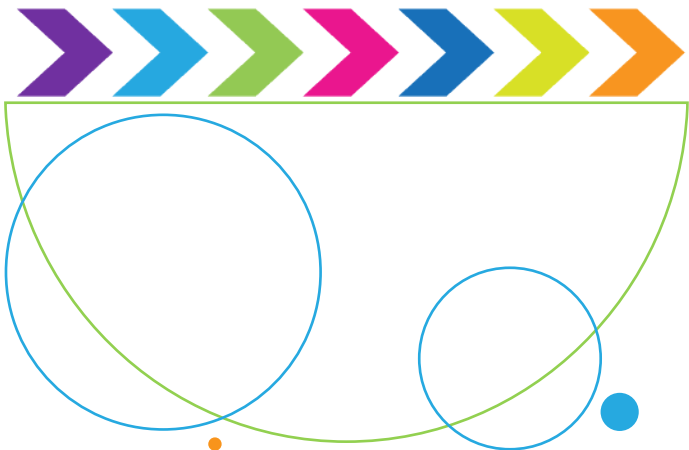
**Wichita
Area
Metropolitan
Planning
Organization**



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MTP 2050



MTP PURPOSE

The MTP is a blueprint that identifies the ways the region plans to invest in the transportation system.

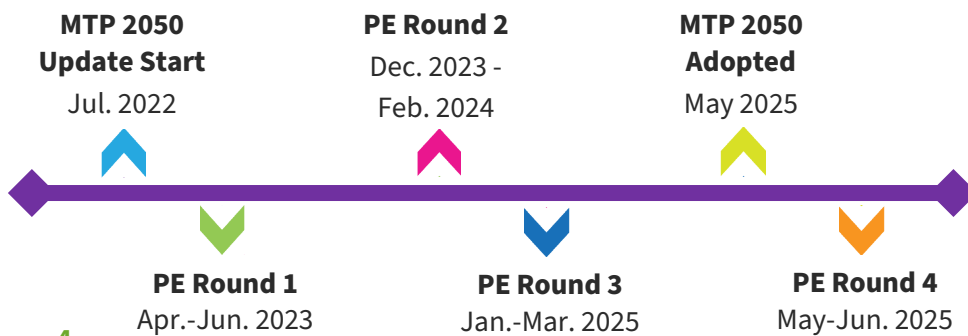
-   **Identify policies, strategies, and projects** for the future
-   **Determine project demand** for transportation services
-   **Focus on the systems level**, including roadways, transit, non-motorized transportation, and intermodal connections
-   Articulate regional land use, development, housing, and employment **goals and plans**
-   Estimate costs and identify **reasonably available financial sources** for operation, maintenance, and capital investments
-   Determine ways to **preserve** existing roads and facilities and make **efficient use** of the existing system
-   **Be consistent** with the statewide transportation plan

METROPOLITAN TRANSPORTATION PLAN

An MTP covers a planning horizon of at least 20 years, with updates every 5 years. WAMPO's MTP is currently going through the update process and the MTP 2050 will be adopted in May 2025. Updating the MTP requires a lot of research, data analysis, public input, and coordination. Serving as a guide for the expenditure of state and federal funds through the year 2050, the plan addresses regional transportation needs that are identified through forecasting current and future travel demand, developing, and evaluating system alternatives, and selecting those options which best meet the mobility needs of the region.

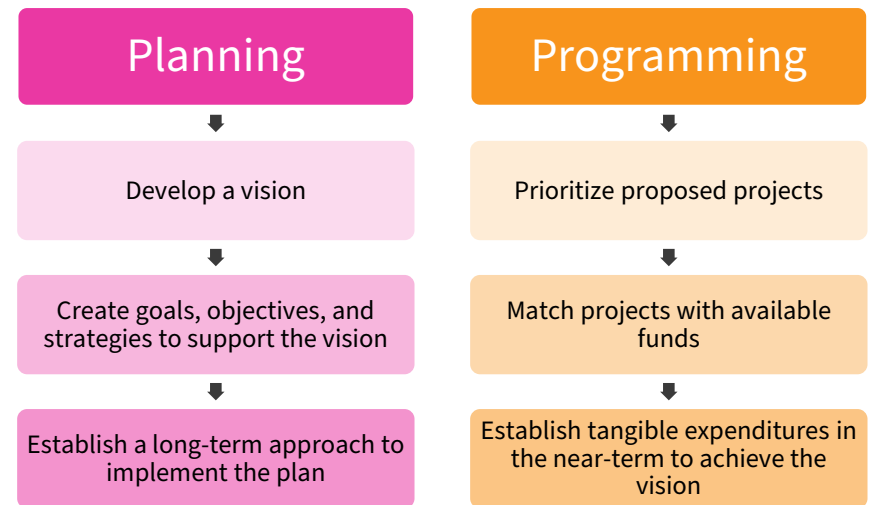


MTP 2050 Timeline: Public Engagement (PE)

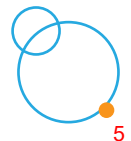


TRANSPORTATION PLANNING

Transportation planning is the process of looking at the current state of transportation in the region, designing for future transportation needs, and combining all of that with the elements of budgets, goals, and policies. This is a cooperative process designed to foster involvement by all users of the transportation system through a proactive public participation process. Transportation helps shape communities and influences quality of life and because of that it requires planning and programming.



MPOs oversee the region's transportation planning, facilitating collaboration between governments, interested parties, and residents in the planning process, with the purpose of providing information and tools and gathering public input for decision makers to make informed decisions.



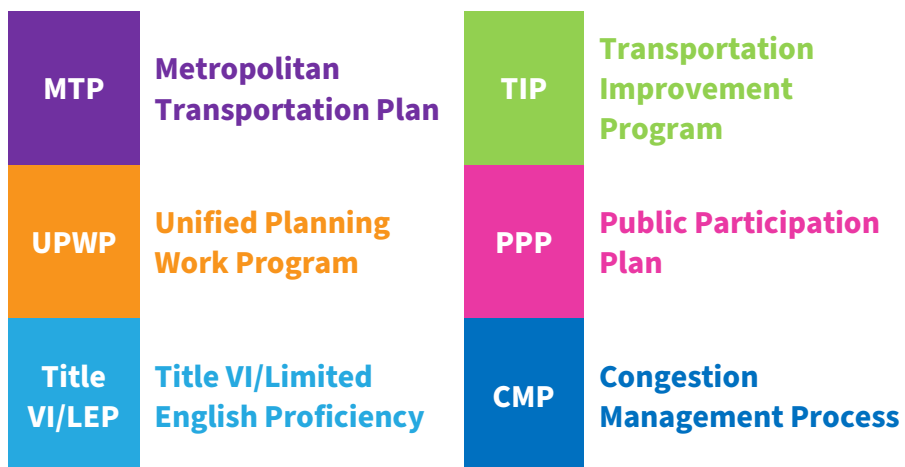
OVERVIEW OF MPOs

About MPOs

Metropolitan Planning Organizations (MPOs) are federally required for urbanized areas with populations over 50,000. MPOs must plan for regional transportation planning expenditures and are responsible for the continuing, cooperative, and comprehensive (3-C) transportation planning process for their urbanized area.

Each MPO must develop a long-range **Metropolitan Transportation Plan (MTP)** to guide transportation decision making and activities. MPOs also must develop a short-range program of projects called the **Transportation Improvement Program (TIP)**, to be implemented with federal transportation funds. By creating a vision for the region in the long-range plan and by identifying projects and investments that help achieve that vision, the MPO ensures that scarce federal transportation funds are wisely invested.

MPO Required Planning Documents



OVERVIEW OF WAMPO

“WAMPO ASPIRES TO DEVELOP AN INTEGRATED REGIONAL TRANSPORTATION NETWORK THAT SAFELY AND EFFICIENTLY MOVES PEOPLE AND GOODS.”

– WAMPO Vision

WAMPO is the Metropolitan Planning Organization (MPO) for the Wichita metropolitan area. The WAMPO region has a population of 547,230 as of 2020 and covers all of Sedgwick County and portions of Butler and Sumner County and includes 22 cities.

WAMPO works with the Kansas Department of Transportation (KDOT), local transit agencies, and the public to recognize the critical links between transportation and safety, economic vitality, environmental justice, and technology, among other areas interest.

WAMPO Structure

WAMPO consists of a policy body of elected officials from WAMPO’s jurisdictions and representatives of transportation authorities. To inform the decision-making process, the policy body relies on an advisory committee. In addition, WAMPO has staff to support the body and advisory committee.

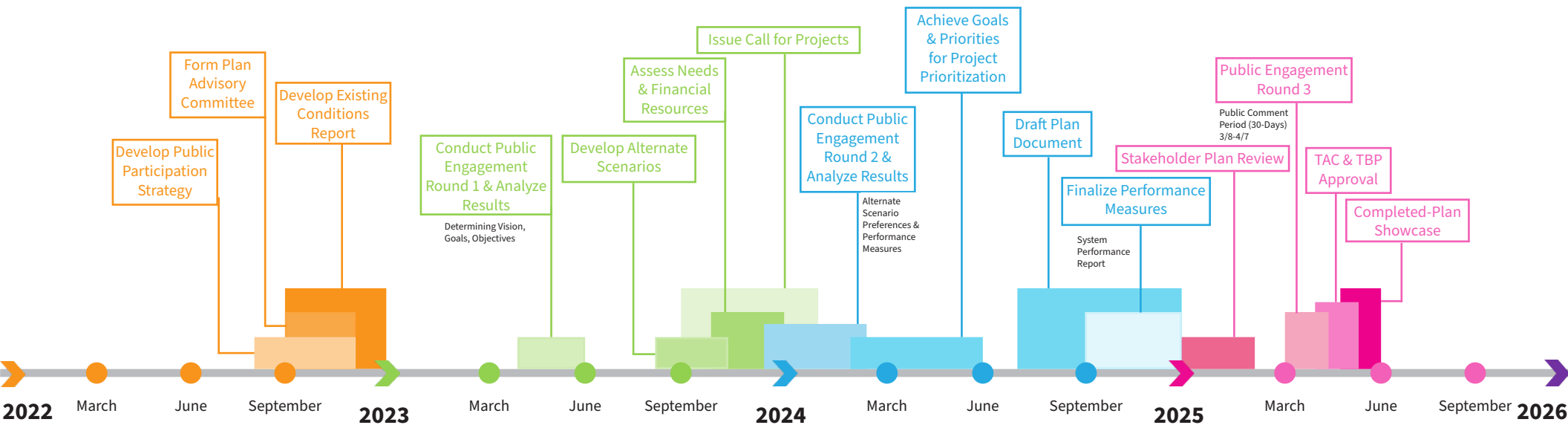
- » **Transportation Policy Body (TPB):** Guides staff planning efforts, assist in developing plans, and makes final decisions on key documents and amendments.
- » **Technical Advisory Committee (TAC):** Provides recommendation on technical issues and suggests revisions.
- » **Planning Staff:** Comprised of planning and technical professionals responsible for day-to-day operations.

Metropolitan Transportation Plan

2050



Timeline:





PLAN ADVISORY COMMITTEE (PAC)

ROLE OF THE PLAN ADVISORY COMMITTEE

- Help engage stakeholders and the public
- Conduct public engagement discussions
- Provide expertise & guide WAMPO staff
- Recommend decisions to the Technical Advisory Committee (TAC) and Transportation Policy Body (TPB)

MEETING SCHEDULE

- At least twice a year (depending on where we are in the planning process)
- Meeting duration: 120 minutes

REPORTING RELATIONSHIPS

- The PAC reports to the Transportation Policy Body
- Regular updates to the TPB and TAC
- TAC members on the PAC will be asked to deliver updates

PROJECT SELECTION PROCESS

- The Project Selection Committee (PSC) will make recommendations to PAC on projects to include in the MTP
- PAC review project selection criteria
- PAC assist in the call for projects

First meeting
Choose
Chairperson

CURRENTLY PLANNED PAC MEETING TOPICS

1. MTP Purpose; Vision, Goals, Objectives, Needs; Regional Connections
2. Updated Data; WAMPO’s Studies Progress Update; Project selection criteria
3. Alternative Scenarios and Public Engagement Round 1 Results (Vision, Goals, Objectives)
4. Expected Revenue
5. Public Engagement Round 2 Results and Select Preferred Scenario (Alternate Scenarios Preferences & Performance Measures)
6. Select Projects and Priorities
7. Fiscal Constraint (Projects and Funding) and Updated Plan Components
8. Review Draft Plan





Travel Demand Model Update

Overview & Purpose

The Wichita Area Metropolitan Planning Organization (WAMPO) is in the process of updating the Travel Demand Model (TDM) for the region. A TDM is a necessary tool for metropolitan planning organizations to develop long range plans and properly evaluate future projects in the region, as well as ensuring compliance with Federal Highway Administration (FHWA) regulations. The purpose of the model is to provide a picture of existing and future travel in the region and the demand it places on the road, sidewalk, bike-path, and public transportation networks. The model also helps decision-makers understand how well future or proposed transportation projects will serve the needs of the region.

JEO Consulting Group and Caliper Corporation were hired to work with the WAMPO project team to update the TDM. The update project kicked off in October 2022 and will conclude in Spring 2024.

Travel demand modeling helps answer questions such as:

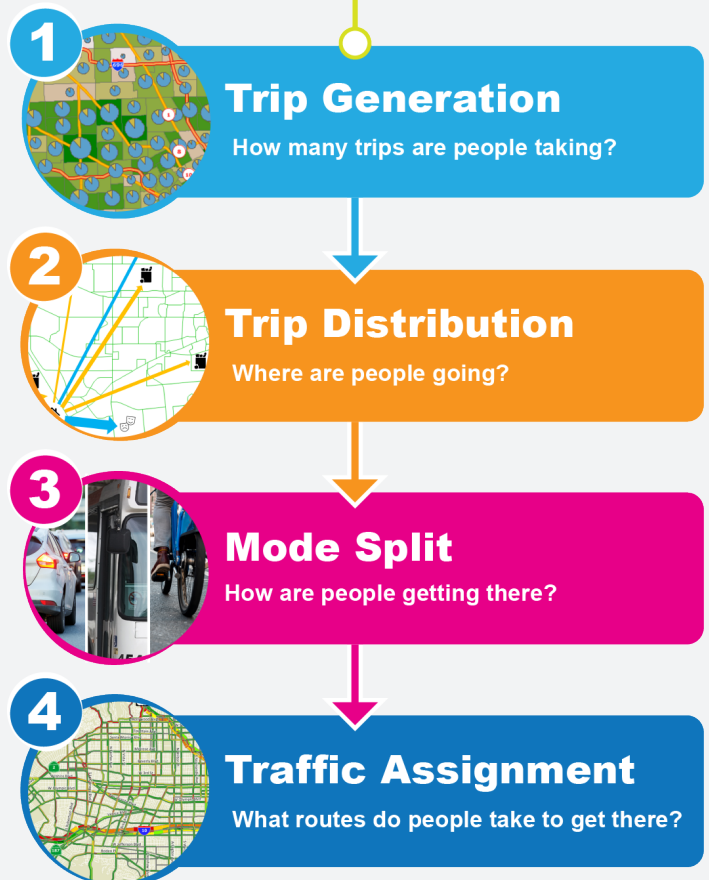
- ?** *Which streets will become congested in the future?*
- ?** *What transportation projects will best improve the region's modes of future travel?*
- ?** *How many people can be expected to use the transportation system in the future, and how will the system be used?*

Travel Demand Modeling Process

The WAMPO TDM includes a four-step process that helps forecast future transportation system needs.

Local Data Inputs

- Land Use
- Population
- Employment
- Road, Public Transit, and Bicycle/Pedestrian Networks





Travel Demand Model Integration into Long-Range Planning

The WAMPO model will be used to provide information on the potential impacts of proposed transportation projects. For example, if a road is found to be congested, meaning more cars are on the road than the road can accommodate, the model can show how much that congestion will be reduced by widening the roadway or providing alternatives, such as highway, transit, or bike/ped improvements. The outcomes of these project types can be modeled, showing how much each will increase or decrease congestion or travel times/distances. This information is used to help decision-makers with the process of selecting and prioritizing future projects.

A travel demand model is a tool; like any other tool, it can only be used for certain purposes and not others. Understanding what the model can and cannot do is important for understanding how it will be integrated into WAMPO's long-range transportation plan, the Metropolitan Transportation Plan (MTP).

What the model CAN do:

- ☑ Show the impact of road widening/narrowing and road additions/removals
- ☑ Analyze the impacts of transportation plans on the regional transportation system
- ☑ Show the impact of new interchanges on traffic patterns
- ☑ Show the impact of large developments on traffic patterns and the transportation network
- ☑ Forecast corridor volumes
- ☑ Test alternative land use plans
- ☑ Provide input for air quality conformity analysis

What the model CAN'T do:

- ☒ Simulate traffic for specific sections of roadway or a specific intersection
- ☒ Model small or local roads very accurately
- ☒ Model bottlenecks
- ☒ Show the land use impact of a new road
- ☒ Show the impacts of small developments



For more information on the WAMPO TDM and the update to the model, please reach out to WAMPO staff: **Ashley Bryers** at wampo@wampo.org or **316.779.1313**.



Interested in receiving updates on the TDM update project? Sign up for our RSS newsfeed at: <https://www.wampo.org/tdm>.

Visit the project website for more information:



[wampo.org/tdm](https://www.wampo.org/tdm)



Existing Conditions & Regional Trends Report

February 2023

Wichita Area Metropolitan Planning Organization

271 W 3rd St., Suite 208, Wichita, KS 67202-1212

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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.

Disclaimer: The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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PEOPLE

Population

The US Census Bureau conducts an official count of the US population once every 10 years. The last official US Census count was conducted in 2020. The WAMPO region includes all of Sedgwick County and portions of Butler and Sumner Counties, as well as 22 cities. Table 1 shows the 2010 and 2020 populations and 2010-2020 percent change in population for each jurisdiction within the WAMPO region.

Table 1: WAMPO region population and percent change. Source: 2010 & 2020 US Census Bureau Decennial Census.

WAMPO Jurisdictions	2010 Population	2020 Population	% Change
Wichita	382,368	397,532	4.0%
Derby	22,158	25,625	15.6%
Andover	11,791	14,892	26.3%
Park City	7,297	8,333	14.2%
Haysville	10,826	11,262	4.0%
Bel Aire	6,769	8,262	22.1%
Valley Center	6,822	7,340	7.6%
Maize	3,420	5,735	67.7%
Goddard	4,344	5,084	17.0%
Mulvane	6,111	6,286	2.9%
Rose Hill	3,931	4,185	6.5%
Kechi	1,909	2,217	16.1%
Clearwater	2,481	2,653	6.9%
Cheney	2,094	2,181	4.2%
Colwich	1,327	1,455	9.6%
Sedgwick*	192	194	1.0%
Andale	928	941	1.4%
Garden Plain	849	948	11.7%
Mount Hope	813	806	-0.9%
Eastborough	773	756	-2.2%
Bentley	530	560	5.7%
Viola	130	115	-11.5%
Sedgwick County*	37,214	36,474	-2.0%
Butler County*	2,666	2,344	-12.1%
Sumner County*	1,233	1,050	-14.8%
WAMPO Region Total	518,976	547,230	5.4%

*Portion of city within the WAMPO planning boundary

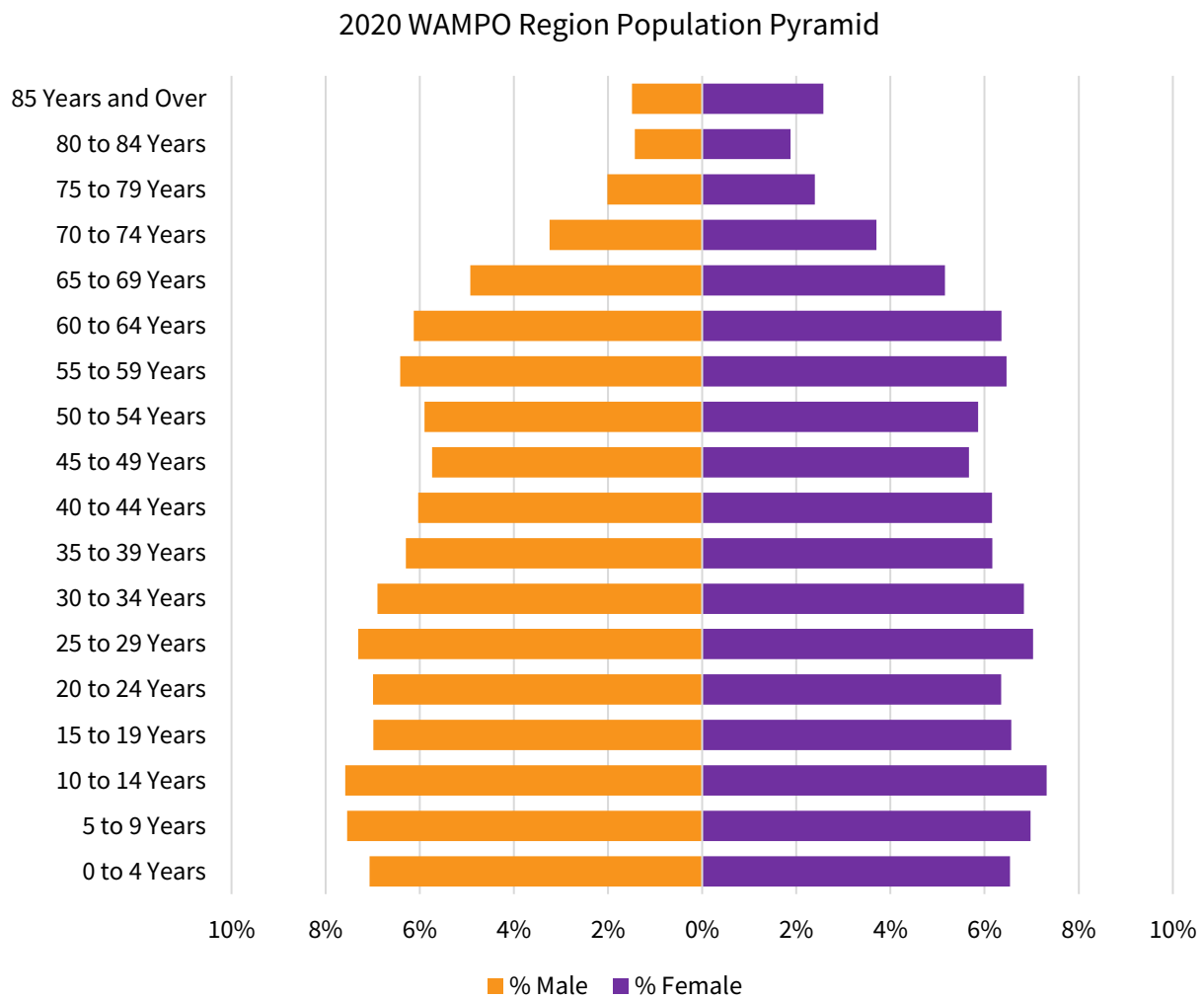
†Unincorporated portion inside WAMPO planning boundary

Overall, the WAMPO region has seen an approximate 5.4% increase in population from 2010 to 2020. Three out of the 22 WAMPO cities experienced a decrease in population over the decade. The City of Maize experienced the highest population growth (67.7%) followed by the City of Andover (26.4%).

Population Pyramid

Figure 1, known as a population pyramid, illustrates the distribution of a population by age group and sex.

Figure 1: WAMPO region 2020 population pyramid. Source: 2020 US Census Bureau Decennial Census.

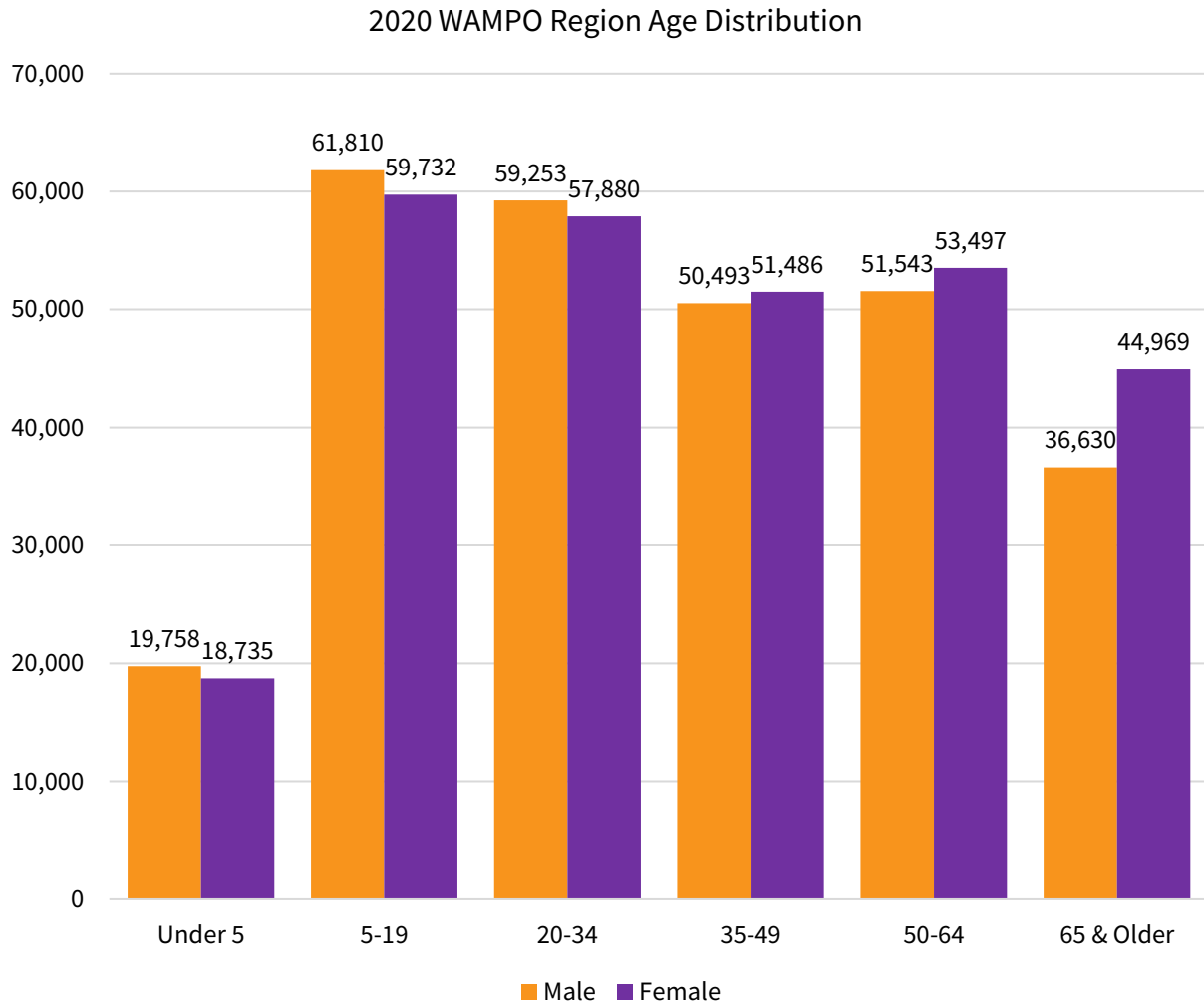


The age group with the highest population is 10 to 14 years of age for both males (21,198) and females (20,958). The percentage of the population divided amongst males (49.4%), and females (50.6%) is half and half.

Age Group Distribution

Figure 2 illustrates population distribution by age groups.

Figure 2: WAMPO region 2020 population age distribution. Source: 2020 US Census Bureau Decennial Census.



Approximately 49% of WAMPO’s population is under the age of 35 with the single largest age group between the ages of 5 to 19 (21.5%). WAMPO residents categorized as elderly (65 years of age or older) represent approximately 14% of the WAMPO population.

Population Density

Figure 3 shows the population density per square mile for the WAMPO region by Census Tract. Census Tracts provide a stable set of geographic units for the presentation of statistical data. Census Tracts generally have a population size between 1,200 and 8,000 people. The spatial size of a Census Tract varies depending on population density.

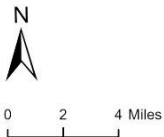
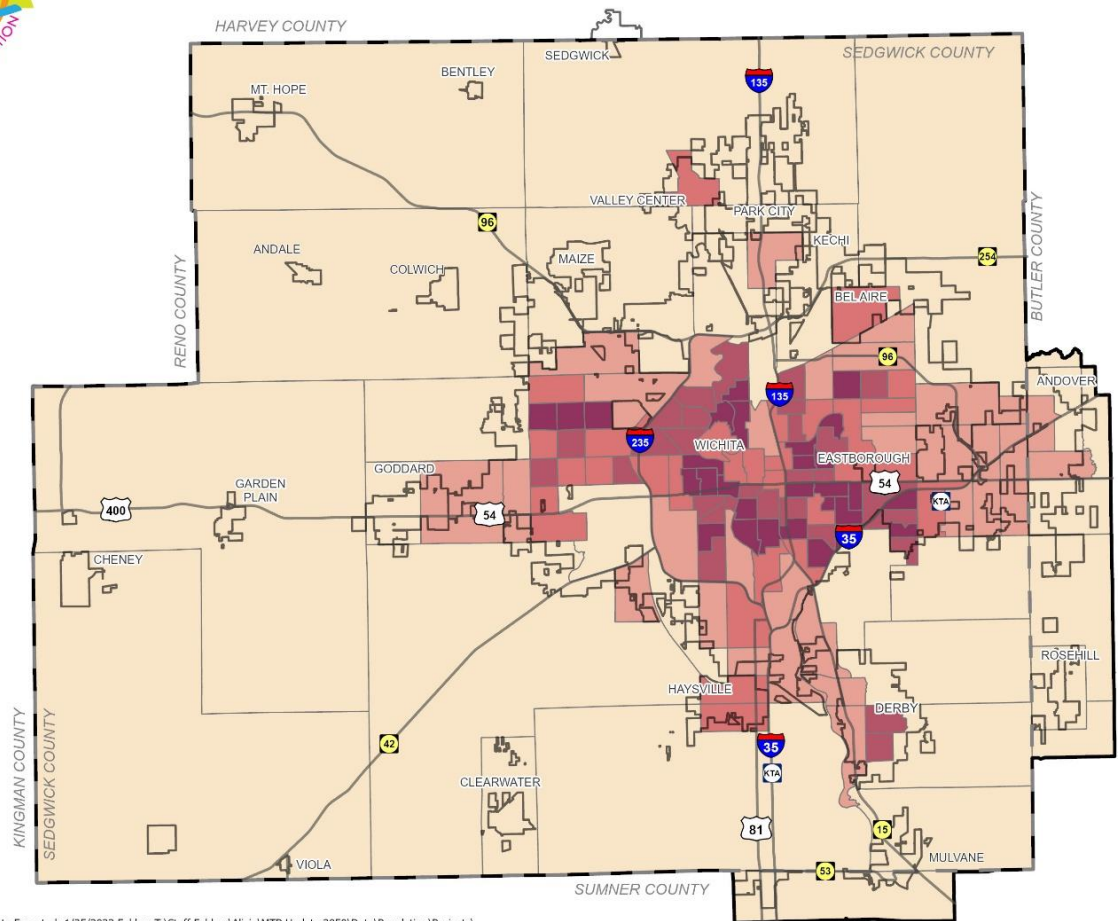
Figure 3: WAMPO region 2020 population density by Census Tract. Source: 2016-2020 US Census Bureau American Community Survey (ACS) S0101.



2020 Population Density Census Tract

Population Density by Square Mile

- 14 - 715 (30)
- 716 - 2,150 (29)
- 2,151 - 3,033 (29)
- 3,034 - 4,372 (29)
- 4,373 - 7,626 (29)
- County Boundaries
- WAMPO Boundary
- WAMPO Cities



Source: 2020 ACS (S0101). Produced by: WAMPO. Date Exported: 1/25/2023 Folder: T:\Staff Folders\Alicia\MTP Update 2050\Data\Population\Projects\
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

WAMPO's 2020 population is 547,230. With a land area of 1,065.7 square miles, the WAMPO region has an approximate population density of 513 residents per square mile. The most densely populated census tract is located south and east of I-35, north of Harry St., and west of Webb Rd.

Language

Individuals who do not speak English as their primary language and who have limited ability to read, speak, write, or understand English can be considered to have Limited English Proficiency, or “LEP.” Table 2 shows the language distribution of the LEP profile in comparison to English and all other languages spoken.

Table 2: WAMPO region 2020 language distribution. Source: 2016-2020 US Census Bureau American Community Survey (ACS) C16001

Language	Population (over age 5)	Percent of Total Population
English Only	424,097	85.4%
LEP	26,474	5.3%

Race & Ethnicity

Table 3 shows the racial/ethnic diversity within the WAMPO region and the State of Kansas.

Table 3: Racial/ethnic diversity with WAMPO region and the State of Kansas. Source: 2016-2020 US Census Bureau American Community Survey (ACS) B02001 & B03003

Race/Ethnicity	WAMPO Region	State of Kansas
White	408,830	2,416,165
Asian	22,841	87,093
Black or African American	43,454	165,837
Hispanic or Latino	79,054	351,602
Some Other Race Alone	20,640	78,857
Two or More Races	32,613	140,045

* Individuals with overlapping Hispanic or Latino ethnicity have been captured among one of the above listed race categories

Figure 4 illustrates minority-population concentrations as part of an Environmental Justice (EJ) analysis, within the WAMPO region. EJ, in transportation planning, means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens. No group of people – by race, ethnicity, or socioeconomic status – should bear a disproportionate share of negative impacts because of decisions made at the federal, state, regional, or local level.

WAMPO will analyze data based on “EJ Thresholds” (whether a given Census Tract’s population is more than a certain percentage minority or low-income) as well as perform a regional-average comparison to help identify concentrations of minority and low-income populations. Census Tracts in this analysis considered to be “Environmental Justice Census Tracts” are those that meet the following criteria:

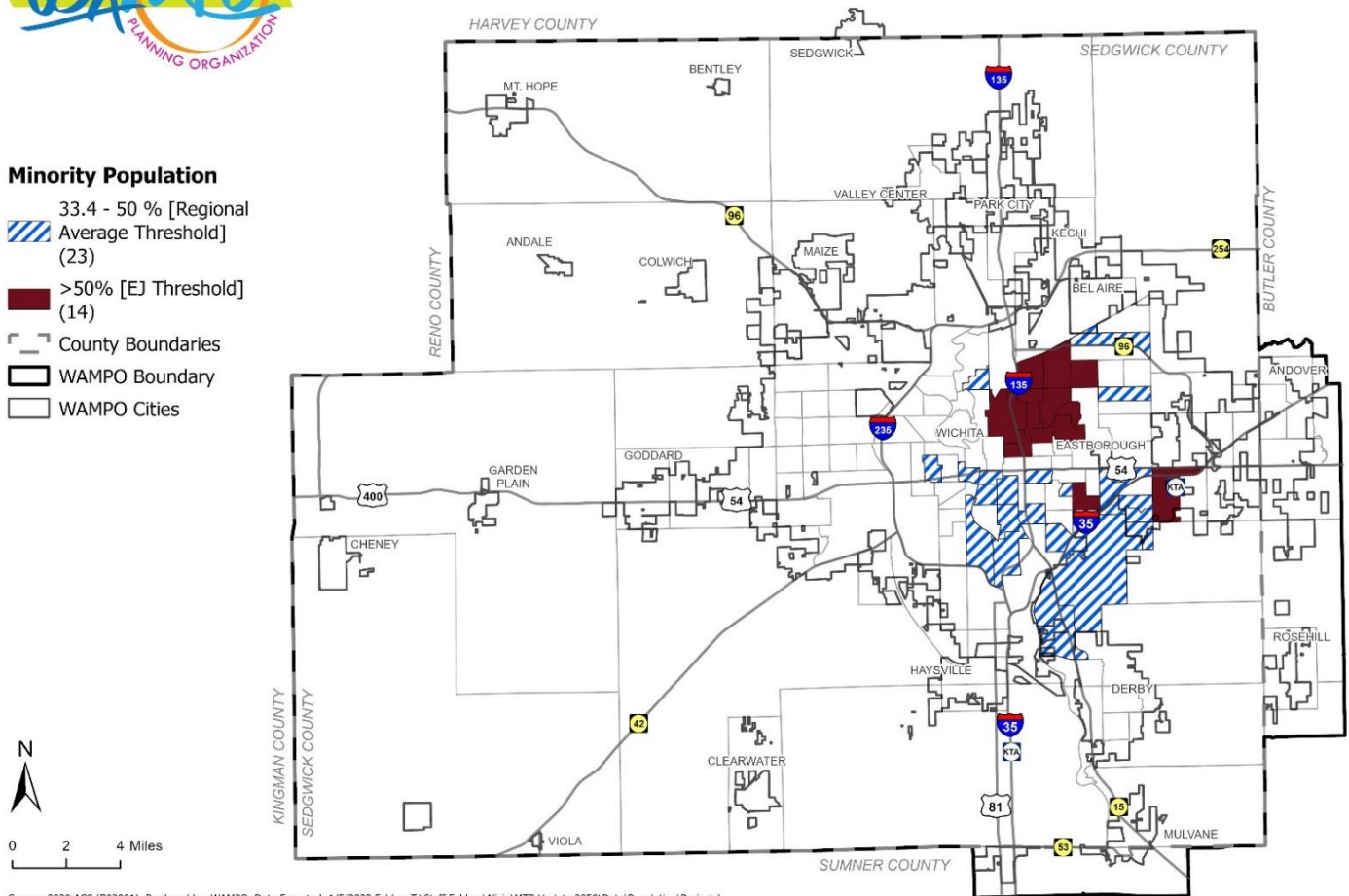
- » **EJ Threshold:** Denotes census tracts with concentrated minority or low-income populations, specifically 50% or greater.
- » **Regional-Average Threshold:** Used for those populations that are less concentrated, but still more than 10% of the WAMPO regional average.

Thresholds for EJ populations were established in accordance with policy guidance on environmental justice. Population thresholds establish the number or percentage of individuals within a geographic area that must be exceeded to identify an EJ population.

Figure 4: WAMPO region 2020 minority population by Census Tract. Source: 2016-2020 US Census Bureau American Community Survey (ACS) B02001



2020 Minority Population Census Tract



Many EJ populations are centrally clustered in the City of Wichita, as shown in dark red in Figure 4. The two Census Tracts with the highest EJ population (over 80%) are located east of I-135, south of 25th St., west of Hillside St., and north of 9th St,

HOUSING

Housing characteristics are important considerations in transportation planning as they can provide valuable information regarding transportation and trending data within the region. Characteristics such as type of housing and number of persons per household, for instance, can be a determinant in trip generation rates.

The following tables and figures are based on 2016-2020 US Census Bureau American Community Survey (ACS) data. ACS data provides detailed information on a community’s population and housing characteristics. Because ACS data provides sample estimates (as opposed to official counts) based on data collected through nation-wide surveys it may not be reflective of current trends.

Table 4: WAMPO region and State of Kansas 2020 housing characteristics. Source: 2016-2020 US Census Bureau American Community Survey (ACS) S1101, DP04, B25002, B25010, B25077, B25003, and B11016.

Households and Dwelling Units	WAMPO Region	State of Kansas
Average Household Size	2.6	2.5
Average Household Size of Owner-Occupied Housing	2.7	2.6
Average Household Size of Renter-Occupied Housing	2.4	2.2
Vacancy Rate	6.9%	10.8%
Owner Occupied	64.0%	66.2%
Renter Occupied	36.0%	33.8%
Average Median Home Value	\$140,457	\$157,600

Owner-Occupied Average Household Size

Figure 5 illustrates the average household size of owner-occupied housing units by Census Tract. The region-wide average household size for owner-occupied housing is three people. The Census Tract with the highest average household size (five people) for owner-occupied units, as shown in dark red, is located in northeast Wichita, east of Oliver St., west of Webb Rd., south of 34th St., and north of K96.

Figure 5: WAMPO region 2020 average household size of owner-occupied housing units by Census Tract. Source: 2016-2020 US Census Bureau American Community Survey (ACS) B25010.



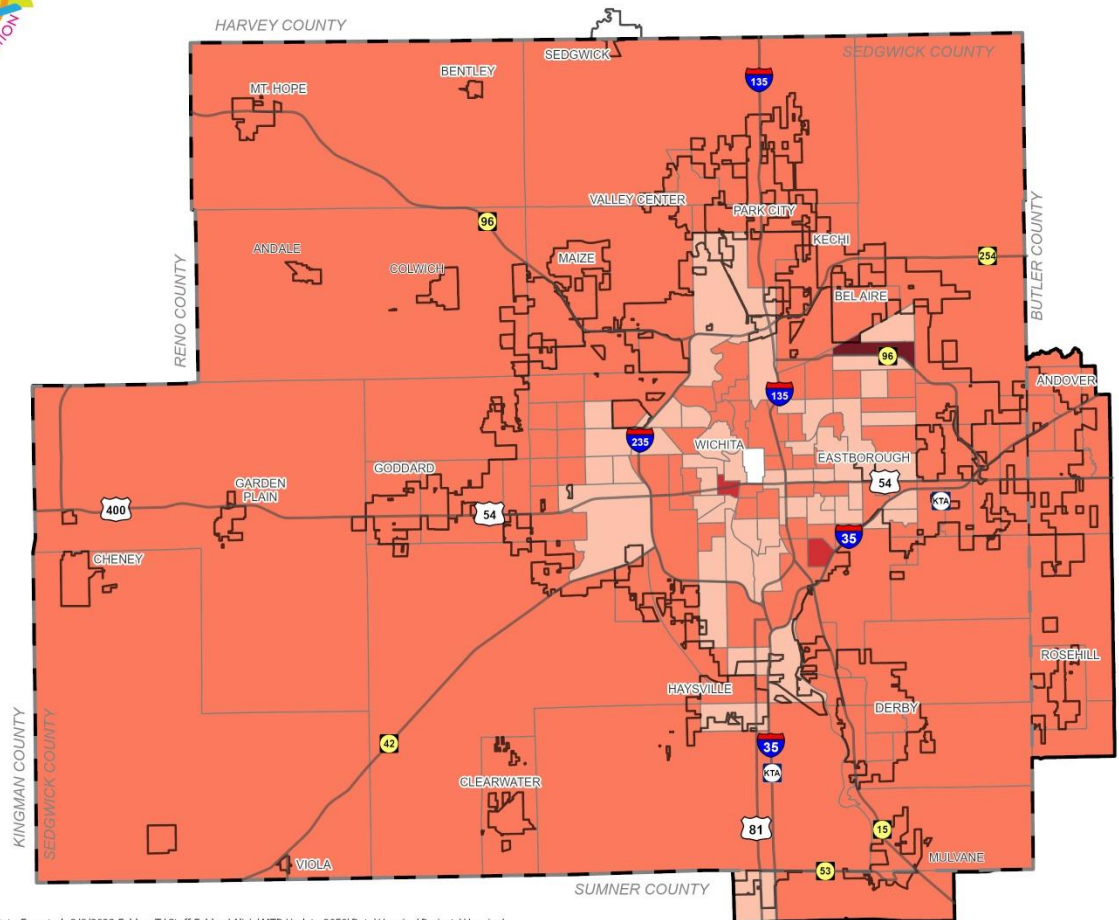
2020 Average Household Size by Tenure: Owner Census Tract

Avg. Household Size of Owner Occupied Housing Units by Census Tracts

- 1 (1)
- 2 (47)
- 3 (98)
- 4 (2)
- 5 (1)
- County Boundaries
- WAMPO Boundary
- WAMPO Cities



0 2 4 Miles



Source: 2020 ACS (B25010). Produced by: WAMPO. Date Exported: 2/8/2023 Folder: T:\Staff Folders\Alicia\MTP Update 2050\Data\Housing\Projects\Housing\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

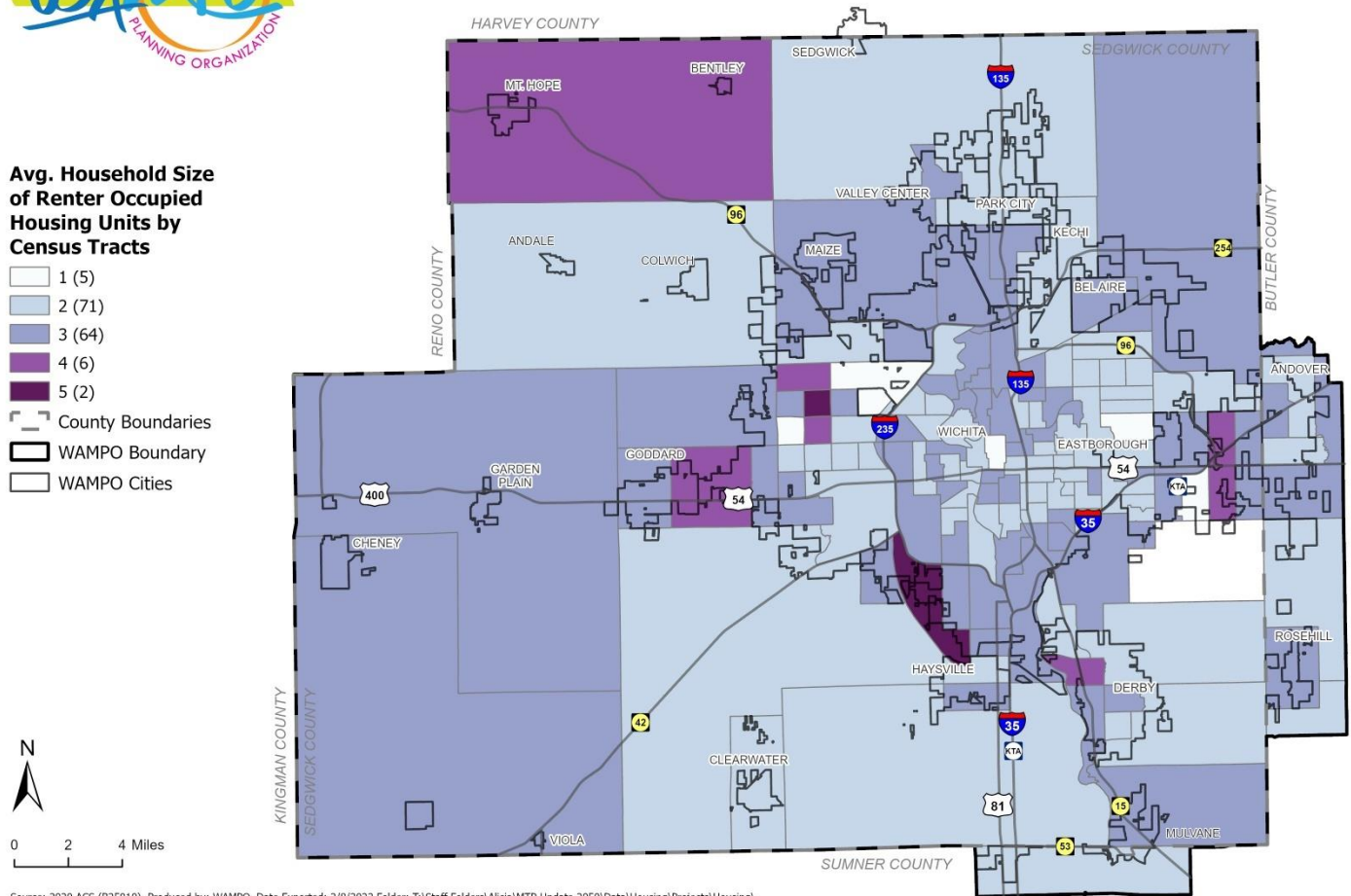
Renter-Occupied Average Household Size

Figure 6 illustrates the average household size of renter-occupied housing units by Census Tract. The region-wide average household size for renter-occupied housing is two people. The Census Tract with the highest average household size (five people) for renter-occupied units, as shown in dark purple, is in south Wichita, just north of Haysville and south of I-235. 65.8% of Census Tracts within the WAMPO region have an average household for renter-occupied units of three people.

Figure 6: WAMPO region 2020 average household size of renter occupied housing units by Census Tract. Source: 2016-2020 US Census Bureau American Community Survey (ACS) B25010.



2020 Average Household Size by Tenure: Renter Census Tract



Source: 2020 ACS (B25010). Produced by: WAMPO. Date Exported: 2/8/2023 Folder: T:\Staff Folders\Alicia\MTP Update 2050\Data\Housing\Projects\Housing\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Occupied Dwelling Units

Figure 7 illustrates the number of occupied dwelling units by Census Tract. Within the WAMPO region, there are approximately 233,615 occupied housing units. Approximately 64.0% of housing units within the WAMPO region are owner-occupied and 36.0% are renter-occupied. The Census Tract with the most occupied dwelling units (3,364), as shown in dark orange, includes portions of the cities of Maize, Wichita, and Valley Center.

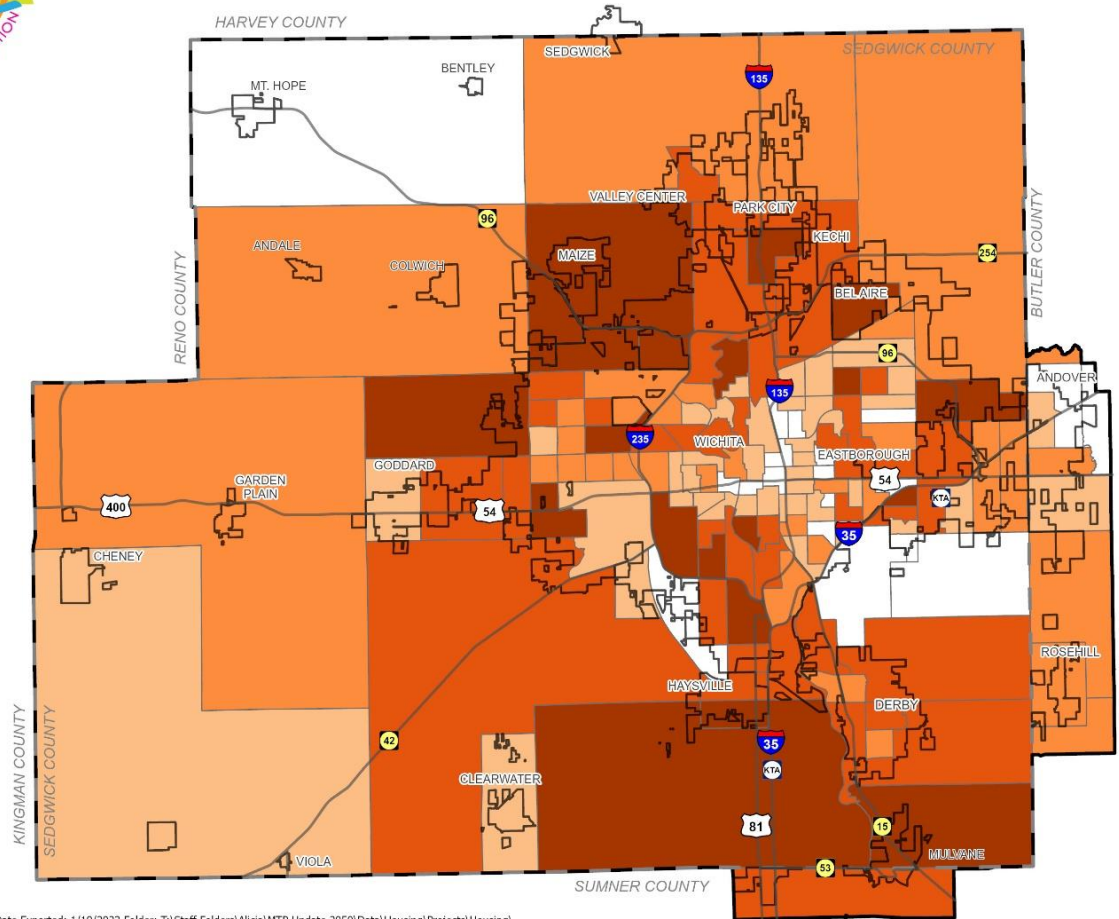
Figure 7: WAMPO region 2020 occupied housing by Census Tract. Source: 2016-2020 US Census Bureau American Community Survey (ACS) B25002.



2020 Occupancy Status: Occupied Census Tract

Occupied Housing Units by Census Tracts

- 504 - 887 (20)
- 888 - 1226 (40)
- 1227 - 1625 (33)
- 1626 - 2142 (38)
- 2143 - 3203 (18)
- County Boundaries
- WAMPO Boundary
- WAMPO Cities



Source: 2020 ACS (B25002). Produced by: WAMPO. Date Exported: 1/19/2023 Folder: T:\Staff Folders\Alicia\WTP Update 2050\Data\Housing\Projects\Housing\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Vacant Households

Figure 8 shows numbers of vacant housing units by Census Tract. Within the WAMPO region there are approximately 25,123 vacant housing units (6.9% vacancy rate). The Census Tract with the most vacant housing units (466), as shown in dark purple, is centrally located in Wichita, east of Waco St., west of Washington St., south of Murdock St., and north of US54. Nearly 15% of Census Tracts within the region have over 290 vacant housing units.

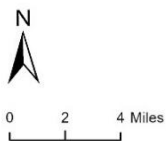
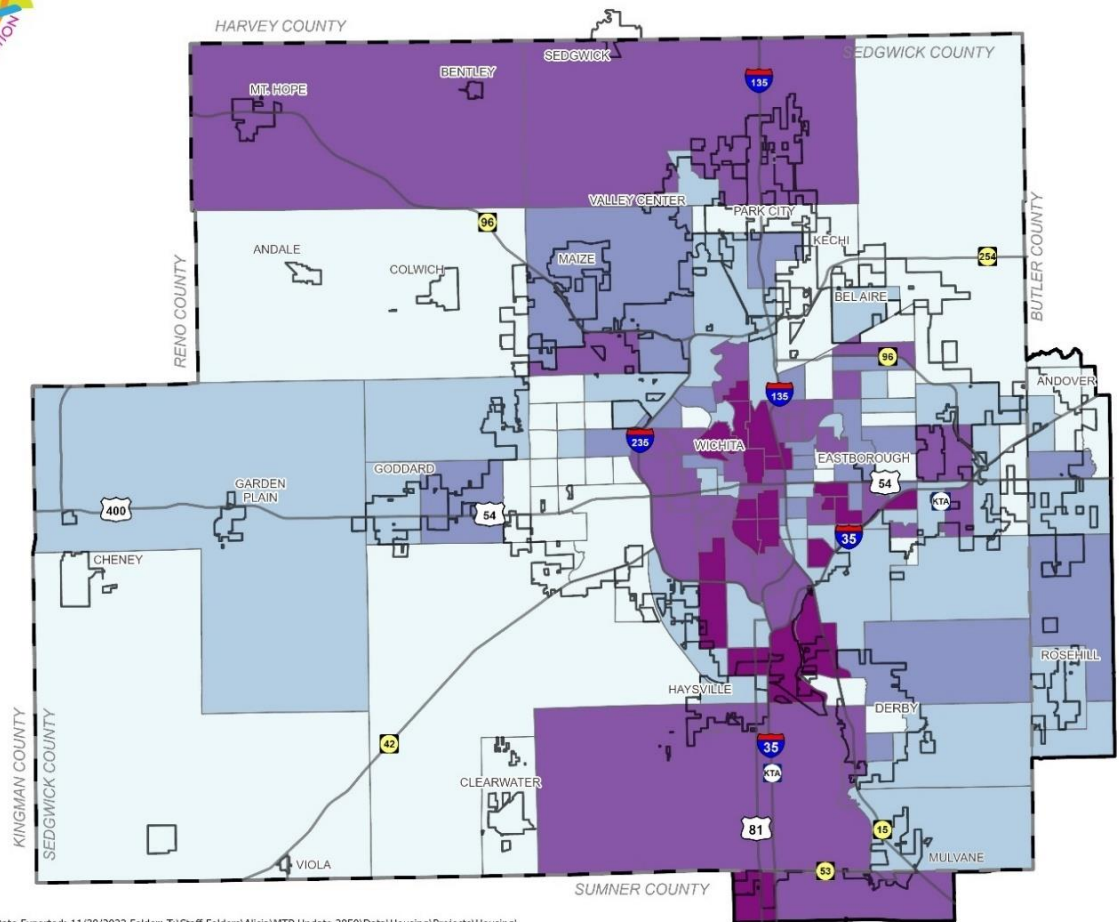
Figure 8: WAMPO region 2020 vacant housing units by Census Tract. Source: 2016-2020 US Census Bureau American Community Survey (ACS) B25002.



2020 Occupancy Status: Vacant Census Tract

Vacant Housing Units by Census Tracts

- 0 - 57 (34)
- 58 - 107 (34)
- 108 - 177 (24)
- 178 - 290 (35)
- 291 - 466 (22)
- County Boundaries
- WAMPO Boundary
- WAMPO Cities



Source: 2020 ACS (B25002). Produced by: WAMPO. Date Exported: 11/30/2022 Folder: T:\Staff Folders\Alicia\MTP Update 2050\Data\Housing\Projects\Housing\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Median Home Value

Figure 9 shows median house values by Census Tract. The average median home value of all Census Tracts in the WAMPO region is \$140,457, as shown in Table 4. Census Tracts with higher median home values are generally located on the perimeter of Wichita. The Census Tract with the highest median home value, as shown in dark red, is in the City of Wichita, east of Woodlawn St., west of Webb Rd., south of 21st St., and north of 13th St.

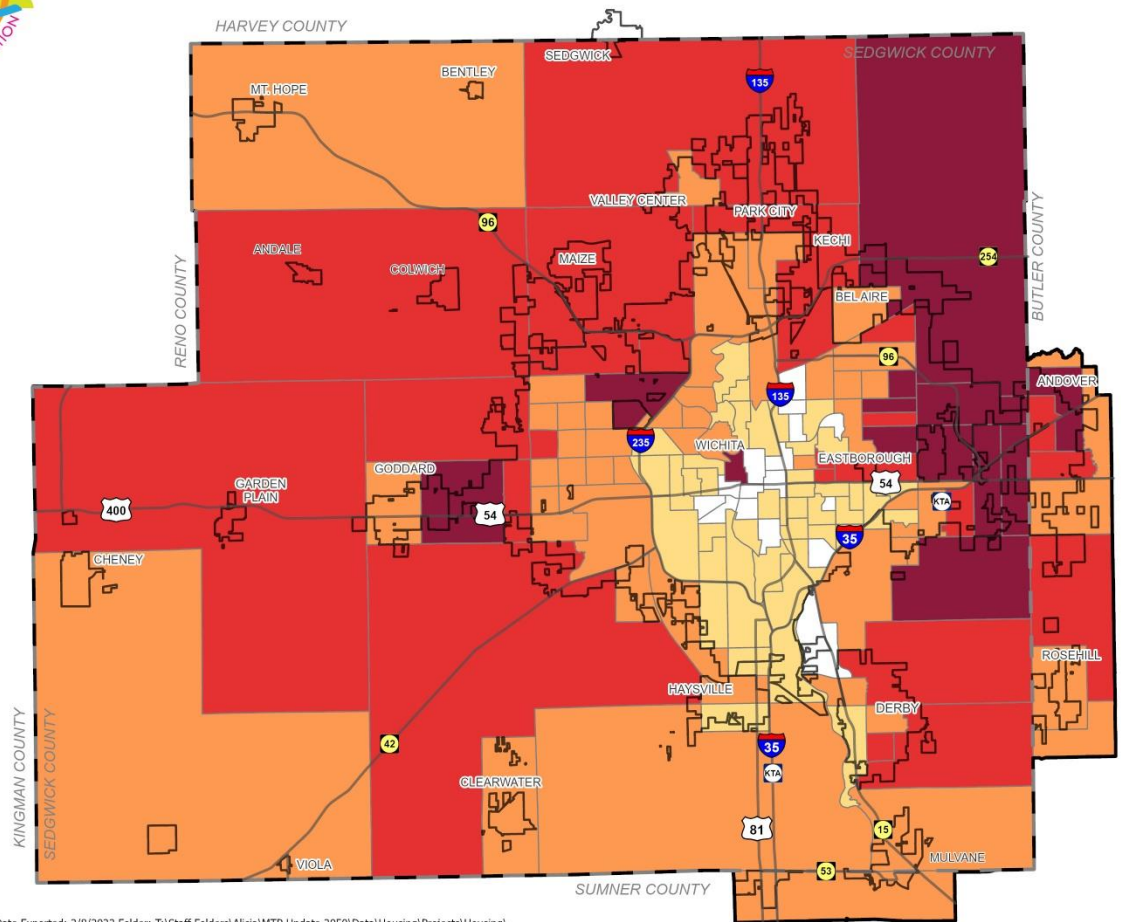
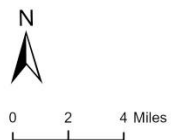
Figure 9: WAMPO region 2020 median home value by Census Tract. Source: 2016-2020 US Census Bureau American Community Survey (ACS) B11016.



2020 Median Home Value Census Tract

Median Home Value by Census Tracts

- \$13,300.00 - \$67,600.00 (17)
- \$67,600.01 - \$103,900.00 (42)
- \$103,900.01 - \$176,900.00 (54)
- \$176,900.01 - \$253,700.00 (23)
- \$253,700.01 - \$406,700.00 (13)
- County Boundaries
- WAMPO Boundary
- WAMPO Cities



Source: 2020 ACS (B11016). Produced by: WAMPO. Date Exported: 2/8/2023 Folder: T:\Staff Folders\Alicia\MTP Update 2050\Data\Housing\Projects\Housing\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

TRAVEL

Understanding travel trends is necessary when planning and considering transportation improvements.

Table 5 identifies the travel trends for means of transportation to work, mean travel time to work, and vehicles available per household within the WAMPO region.

The following tables and figures are based on 2016-2020 US Census Bureau American Community Survey (ACS) data. ACS data provides detailed information on a community's population and housing characteristics. Because ACS data provides sample estimates (as opposed to official counts) based on data collected through nation-wide surveys it may not be reflective of current trends. The population for commuting characteristics of the ACS are for workers 16 years of age and older.

Table 5: 2020 travel trends for the WAMPO region and the State of Kansas. Source: 2016-2020 US Census Bureau American Community Survey (ACS) S0801.

Commute Modes and Times and Household Vehicles	WAMPO Region	State of Kansas
Means of Transportation to Work		
Car, Truck, or Van - Drive Alone	82.0%	74.4%
Car, Truck, or Van - Carpooled	9.6%	7.9%
Public Transportation (excluding taxicab)	0.5%	0.3%
Walk	1.7%	2.2%
Bicycle	0.4%	0.3%
Taxicab, Motorcycle, or Other Means	1.2%	1.1%
Work from Home	4.5%	13.8%
Average Travel Time to Work	20 minutes	19.6 minutes
Vehicles Available per Household		
No Vehicle Available	2.9%	2.0%
One (1) Vehicle Available	19.9%	17.4%
Two (2) Vehicles Available	39.5%	41.5%
Three (3) or More Vehicles Available	37.7%	39.2%

Means of Transportation to Work

Figure 10 shows the percent of the working population over age 16 within a Census Tract that uses public transportation to get to work. The Census Tract with the highest percent of workers for whom public transportation is the most used commute mode (5.9%), as shown in dark blue, is located in the City of Wichita, east of Rock Rd., west of Webb Rd., south of Harry St., and north of Pawnee St.

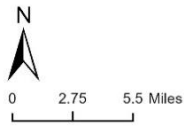
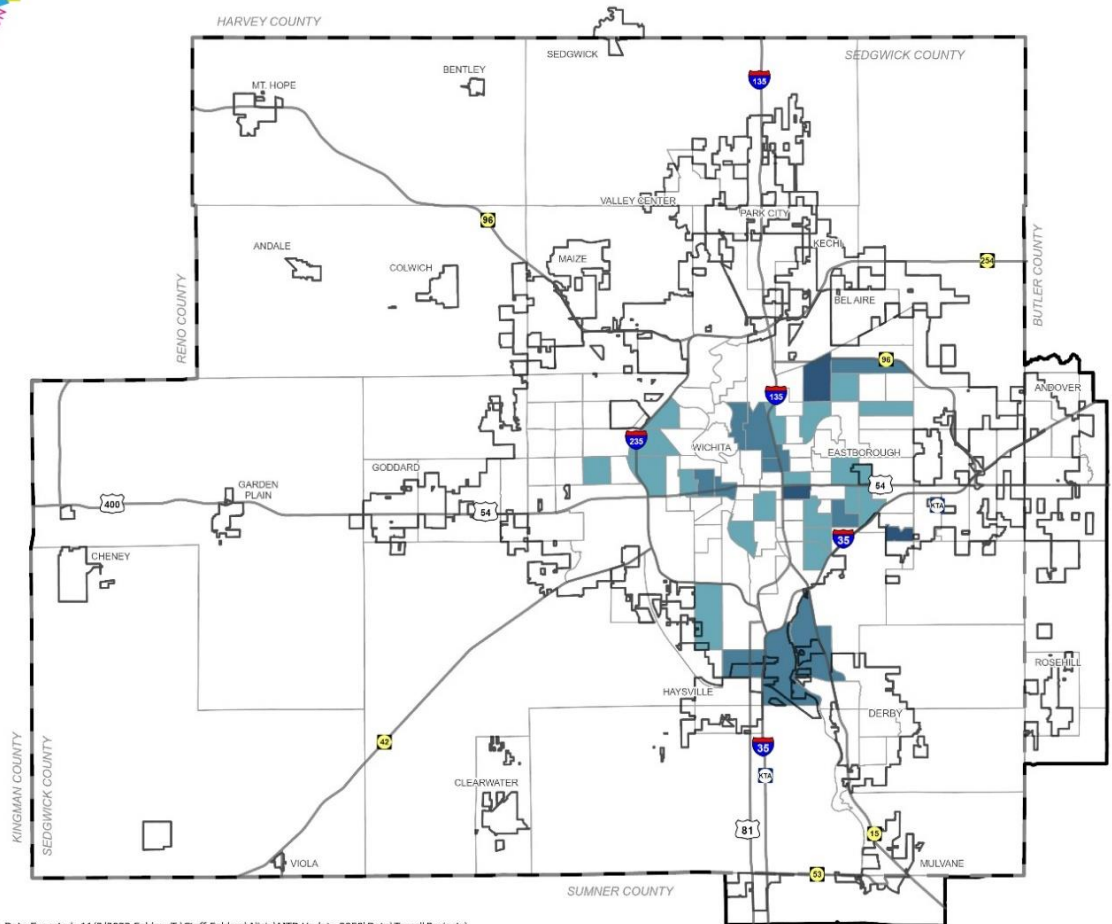
Figure 10: WAMPO region 2020 percent of population, by Census Tract, that uses public transportation as means of transportation to work. Source: 2016-2020 US Census Bureau American Community Survey (ACS) S08001.



2020 Means of Transportation to Work Census Tract

Public Transportation

- 0.0% - 0.9% (116)
- 1.0% - 2.0% (19)
- 2.1% - 3.8% (11)
- 3.9% - 5.9% (3)
- County Boundaries
- WAMPO Boundary
- WAMPO Cities



Source: 2020 ACS (S0801). Produced by: WAMPO. Date Exported: 11/3/2022 Folder: T:\Staff Folders\Alicia\MTP Update 2050\Data\Travel\Projects\
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Figure 11 shows the percent of the working population over age 16 within a Census Tract that bikes or walks as means of transportation to get to work. The Census Tract with the highest percentage of workers biking or walking as their most used mode of transportation to work (19.6%), as shown in dark green, is located in Downtown Wichita, east of Wichita St., west of Washington St., south of Murdock St., and north of US54.

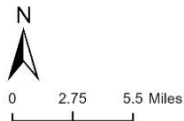
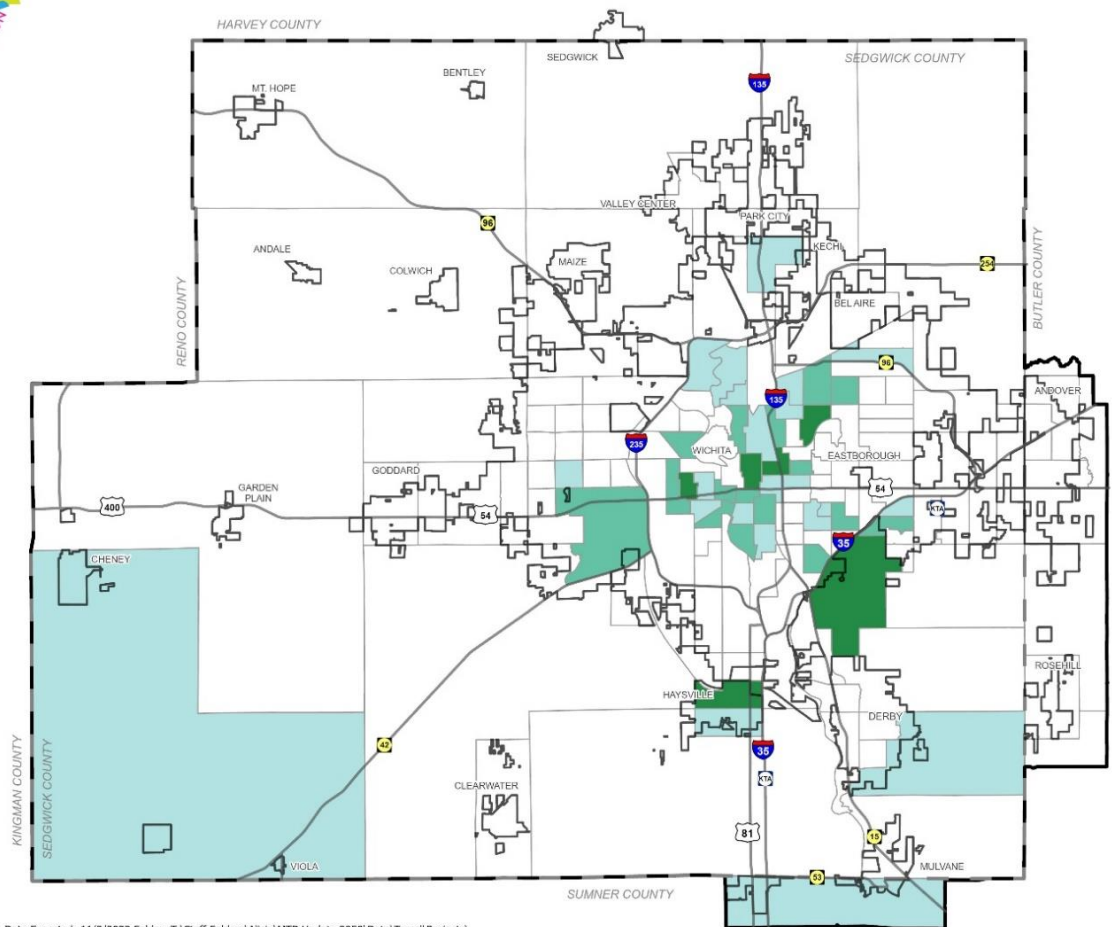
Figure 11: WAMPO region 2020 percent of population, by Census Tract, that bikes or walks as means of transportation to work. Source: 2016-2020 US Census Bureau American Community Survey (ACS) S08001.



2020 Means of Transportation to Work Census Tract

Bicycle or Walked

- 0.00% - 2.00% (103)
- 2.01% - 4.50% (23)
- 4.51% - 7.70% (16)
- 7.71% - 19.60% (7)
- County Boundaries
- WAMPO Boundary
- WAMPO Cities



Source: 2020 ACS (S0801). Produced by: WAMPO. Date Exported: 11/3/2022 Folder: T:\Staff Folders\Alicia\MTP Update 2050\Data\Travel\Projects\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Figure 12 shows the percent of the working population over age 16 within a Census Tract that carpools to work. The Census Tract with the highest percent of workers for whom carpooling is their most used mode of transportation to work (27.1%), as shown in dark red, is located in the City of Wichita, near McConnell Air Force Base, east of Oliver St., west of I-35, and south of Mt. Vernon St.

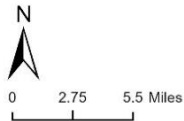
Figure 12: WAMPO region 2020 percent of population, by Census Tract, that carpools to work. Source: 2016-2020 US Census Bureau American Community Survey (ACS) S0801.



2020 Means of Transportation to Work Census Tract

Carpooled

- 0% - 9% (80)
- 9.1% - 12.6% (36)
- 12.7% - 17.2% (25)
- 17.3% - 27.1% (8)
- County Boundaries
- WAMPO Boundary
- WAMPO Cities



Source: 2020 ACS (S0801). Produced by: WAMPO. Date Exported: 11/3/2022 Folder: T:\Staff Folders\Alicia\MTU Update 2050\Data\Travel\Projects\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Figure 13 shows the percent of the working population over age 16 within a Census Tract that works from home. The Census Tract with the highest percentage of workers working from home (16.7%), as shown in dark fuchsia, is in the City of Wichita, east of Maize Rd., west of Tyler Rd., south of Central Ave., and north of Maple St.

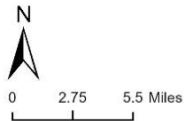
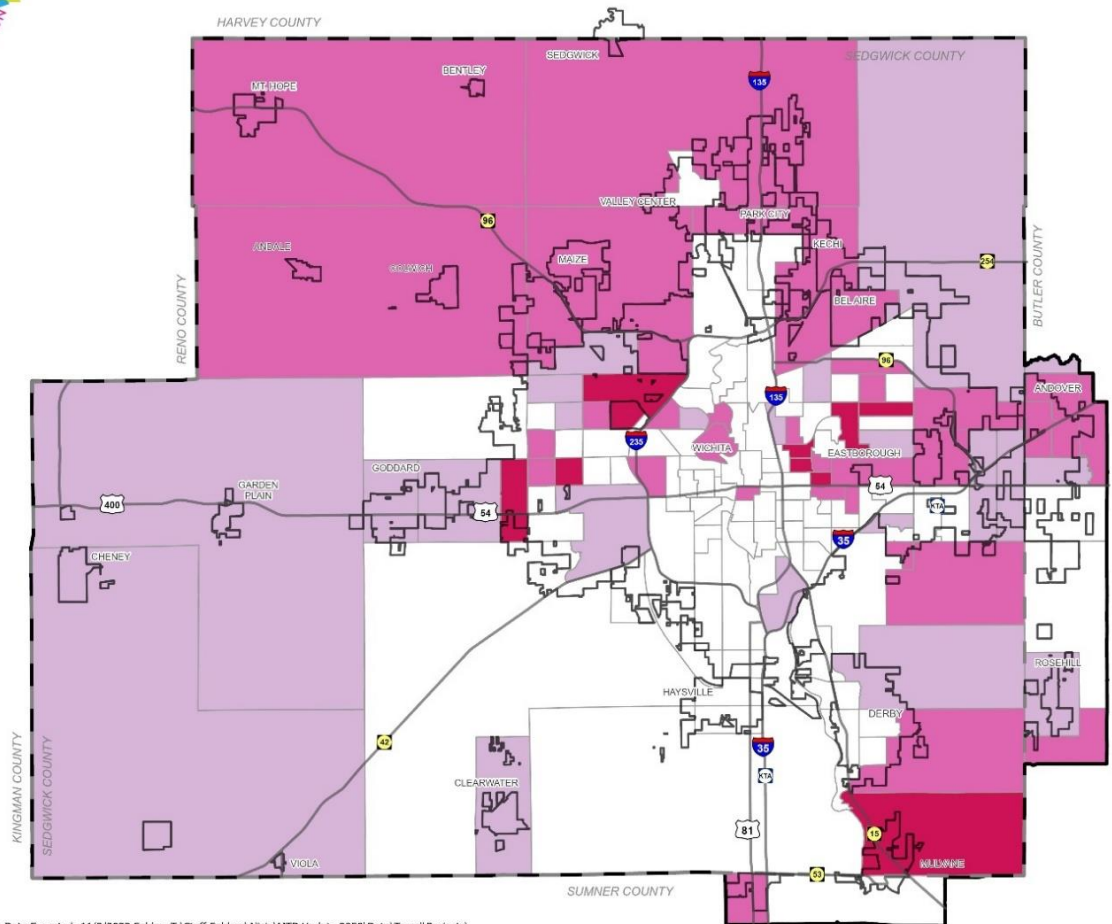
Figure 13: WAMPO region 2020 percent of population, by Census Tract, that works from home. Source: 2016-2020 US Census Bureau American Community Survey (ACS) S0801.



2020 Means of Transportation to Work Census Tract

Worked from Home

- 0.0% - 3.8% (84)
- 3.9% - 6.5% (22)
- 6.6% - 10.0% (34)
- 10.1% - 16.7% (9)
- County Boundaries
- WAMPO Boundary
- WAMPO Cities



Source: 2020 ACS (S0801). Produced by: WAMPO. Date Exported: 11/3/2022 Folder: T:\Staff Folders\Alicia\MTP Update 2050\Data\Travel\Projects\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Average Travel Time to Work

Figure 14 shows average travel times to work by the Census Tract where workers live. For approximately 69% of all Census Tracts within the region, the average travel time to work is 20.6 minutes or less. The Census Tract with the highest average travel time to work (33.3 minutes), as shown in dark blue, is located in Butler County south of Andover. The longer commute for residents within that Census Tract could be attributed to the lack of close proximity to higher functional classifications roads such as interstates, freeways, and arterials. Roads designated as a high functional classification support higher traffic volumes and long trips.

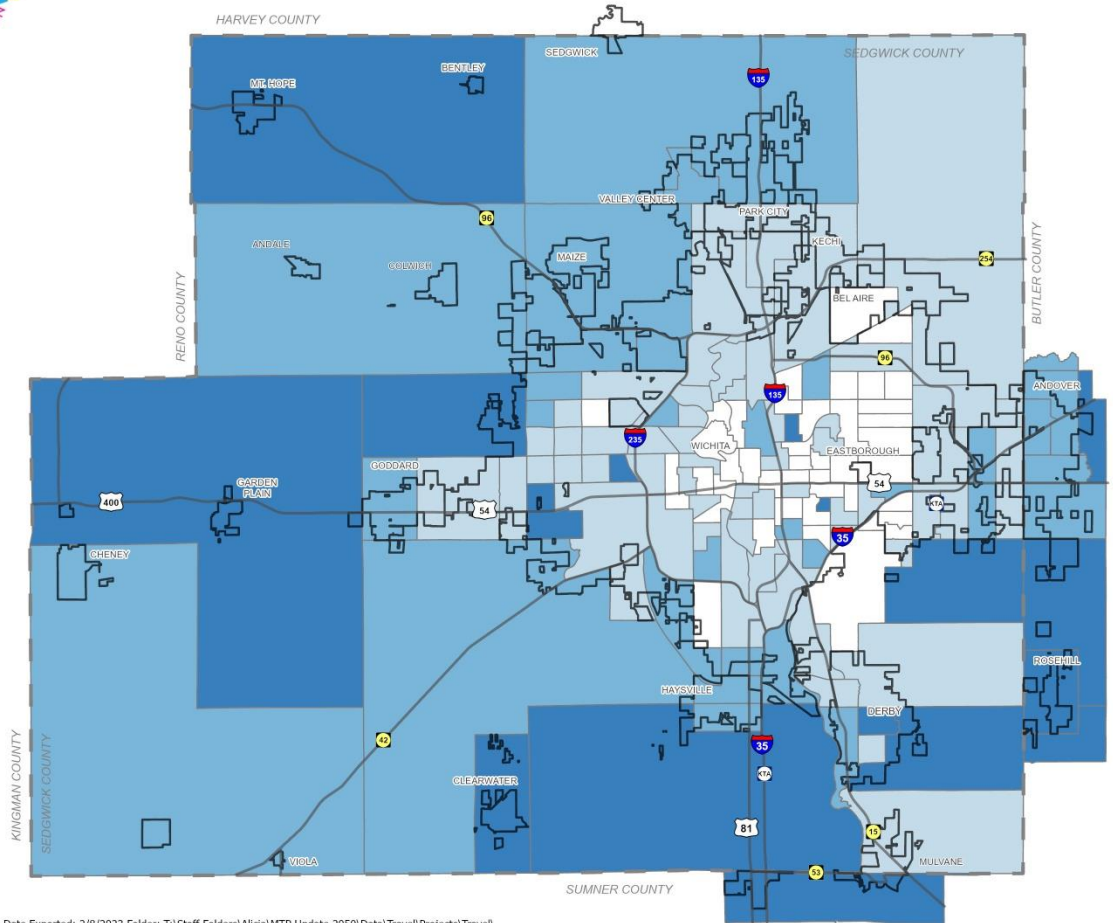
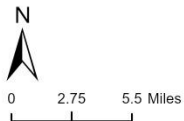
Figure 14: WAMPO region 2020 average travel time to work by Census Tract. Source: 2016-2020 US Census Bureau American Community Survey (ACS) S0801.



2020 Travel Time to Work Census Tract

Average Travel Time (Minutes)

- 11.3 - 17.3 (42)
- 17.4 - 20.6 (60)
- 20.7 - 24.5 (28)
- 24.6 - 33.3 (19)
- County Boundaries
- WAMPO Boundary
- WAMPO Cities



Source: 2020 ACS (S0801). Produced by: WAMPO. Date Exported: 2/8/2023 Folder: T:\Staff Folders\Alicia\MTP Update 2050\Data\Travel\Projects\Travel. The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Vehicles Available Per Household

Figure 15 and Figure 16 show the percentages of the population (age 16 years of age and older) of a Census Tract that have no vehicle available or one vehicle available per household, respectively. Approximately 5% of all Census Tracts in the region have 10.9-20% of the population in households with no vehicle available. The Census Tract with the highest percentage of population with no vehicle available per household, as shown in dark green, is located in northeast central Wichita, east of Madison St., west of Hillside St., south of 17th St., and north of 9th St. This Census Tract also has the second lowest median home value (\$34,300) as shown in Figure 9.

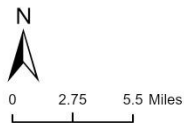
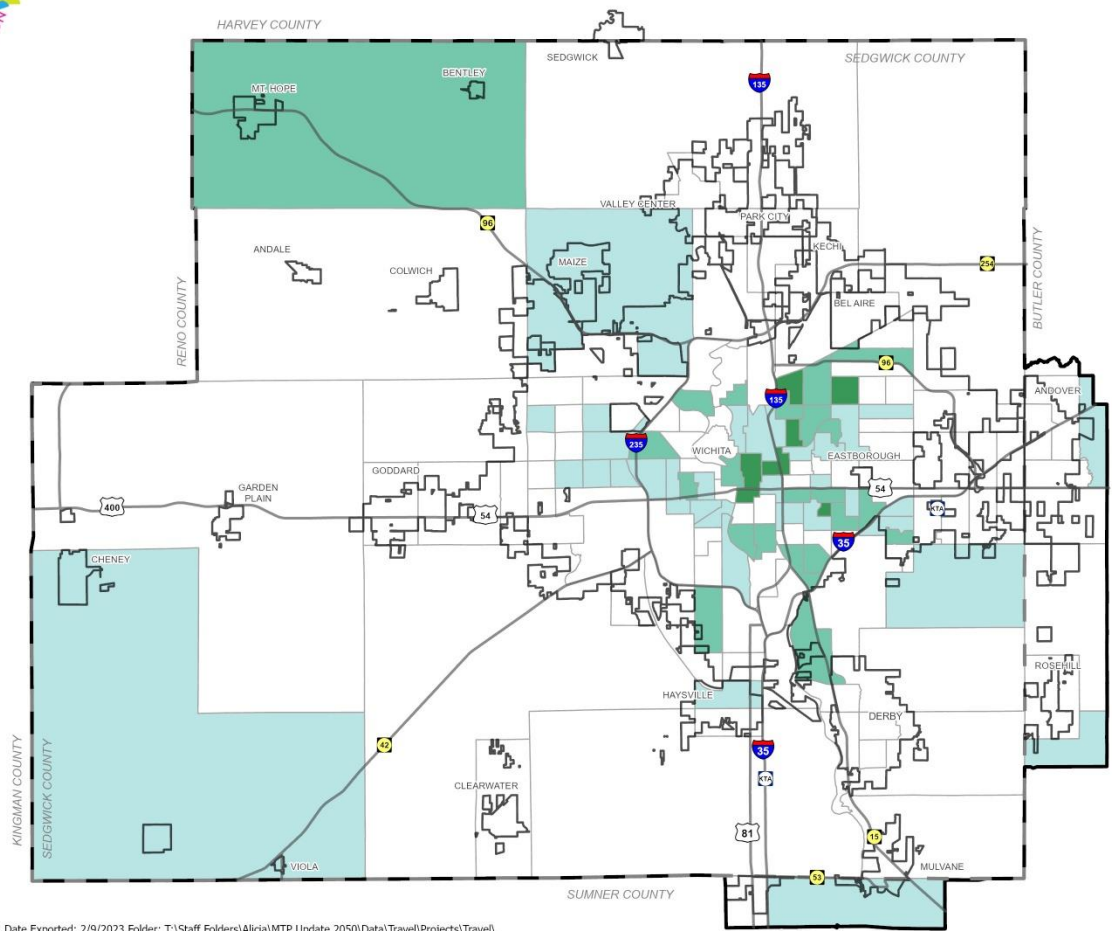
Figure 15: WAMPO region 2020 percent of population, within a Census Tract, in households with no vehicle available. Source: 2016-2020 US Census Bureau American Community Survey (ACS) S0801.



2020 No Vehicle Available Per Household Census Tract

No Vehicle Available

- 0.0% - 1.9% (86)
- 2.0% - 5.3% (33)
- 5.4% - 10.8% (22)
- 10.9% - 20.0% (8)
- County Boundaries
- WAMPO Boundary
- WAMPO Cities



Source: 2020 ACS (S0801). Produced by: WAMPO. Date Exported: 2/9/2023 Folder: T:\Staff Folders\Alicia\MTP Update 2050\Data\Travel\Projects\Travel\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Approximately 14% of all Census Tracts in the region have over 34.2% of the population in households with one vehicle available. The Census Tract with the highest percentage of population with one vehicle available per household, as shown in dark purple, is located in west central Wichita, east of Seneca St., west of Main St., and south of the Little Arkansas River.

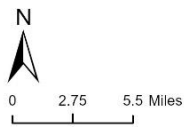
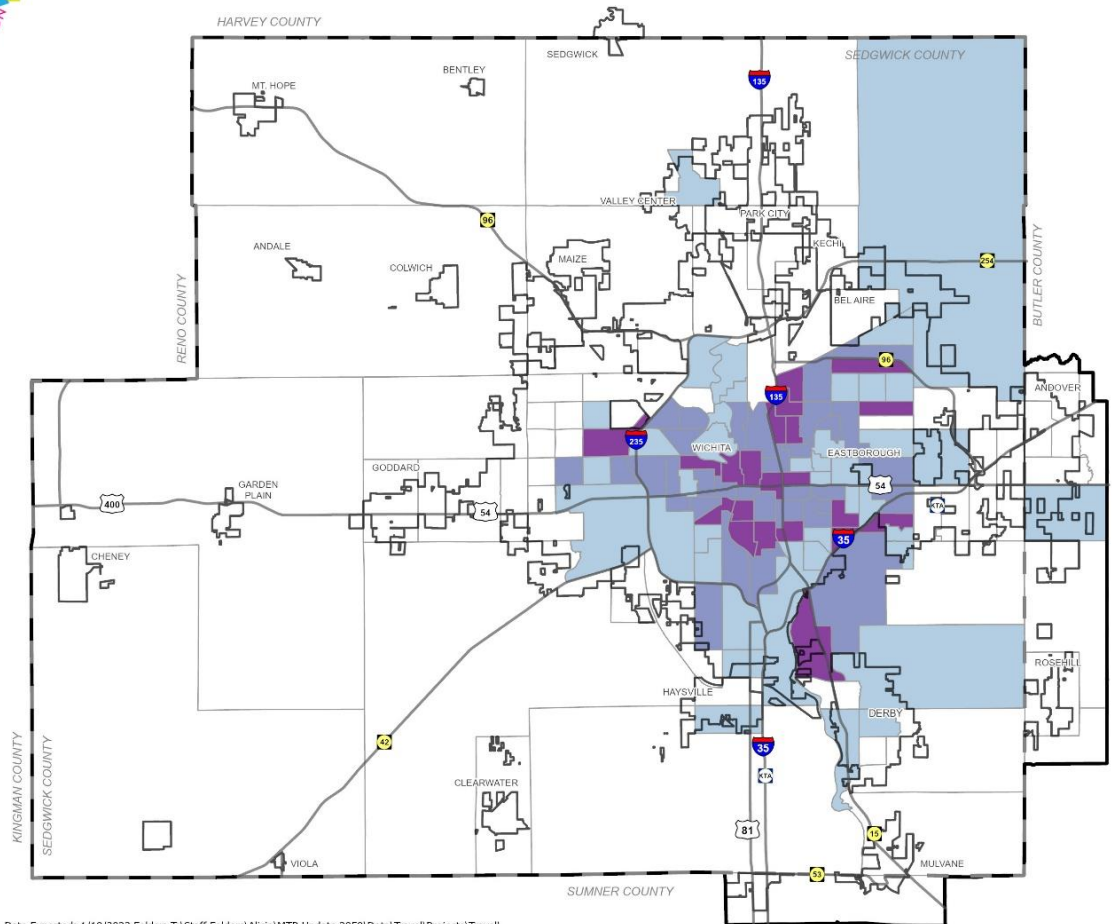
Figure 16: WAMPO region 2020 percent of population, within a Census Tract, in households with one vehicle available. Source: 2016-2020 US Census Bureau American Community Survey (ACS) S0801



2020 One Vehicle Available Per Household Census Tract

One Vehicle Available

- 2.3% - 13.4% (52)
- 13.5% - 23.7% (42)
- 23.8% - 34.2% (34)
- 34.3% - 57.7% (21)
- County Boundaries
- WAMPO Boundary
- WAMPO Cities



Source: 2020 ACS (S0801). Produced by: WAMPO. Date Exported: 1/19/2023 Folder: T:\Staff Folders\Alicia\MTP Update 2050\Data\Travel\Projects\Travel\ The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

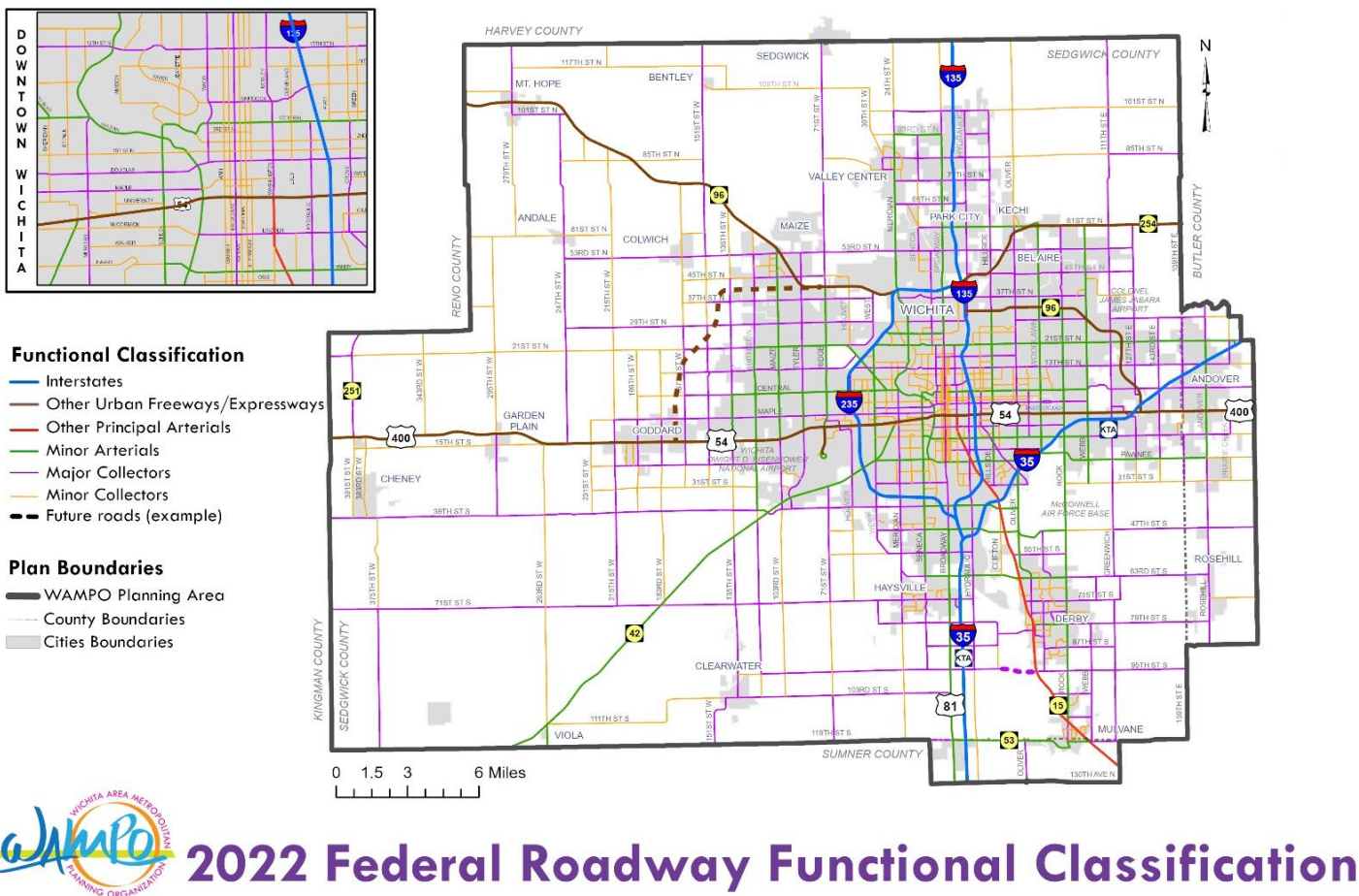
STREET SYSTEM

Functional Classification

The 1989 Federal Highway Administration (FHWA) guidance defines roadway classifications and establishes procedures to update these systems at the local and state levels. Roadways are generally grouped into the following categories: Interstate, Arterial, Collector, or Local. Subcategories such as Principal, Major, and Minor may be applied to better define the roadway and reflect road usage. Roadways that are functionally classified as an Interstate, Arterial, or Collector are eligible to receive federal transportation funds. Figure 17 shows the functional classifications of roadways within the WAMPO region that are classified as minor collectors or higher.

Table 6 tallies roadway centerline miles by functional classification and Table 7 tallies them by functional classification and jurisdiction within the WAMPO region. Centerline miles represent the total length of a given road, not reflecting its width or number of lanes. Centerline mileage provides the most accurate gauge of the overall length of roadways.

Figure 17: WAMPO region federal functional classification.



Centerline Miles by Functional Classification

Table 6: Centerline miles by function classification within the WAMPO region.

Functional Classification	Miles
Interstate	68.6
Urban Freeway/Expressway	117.4
Principal Arterial	28.7
Minor Arterial	256.9
Major Collector	618
Minor Collector	444.9
Local	3,091.8

Centerline Miles by Jurisdiction

Table 7: Centerline miles by jurisdiction within the WAMPO Region

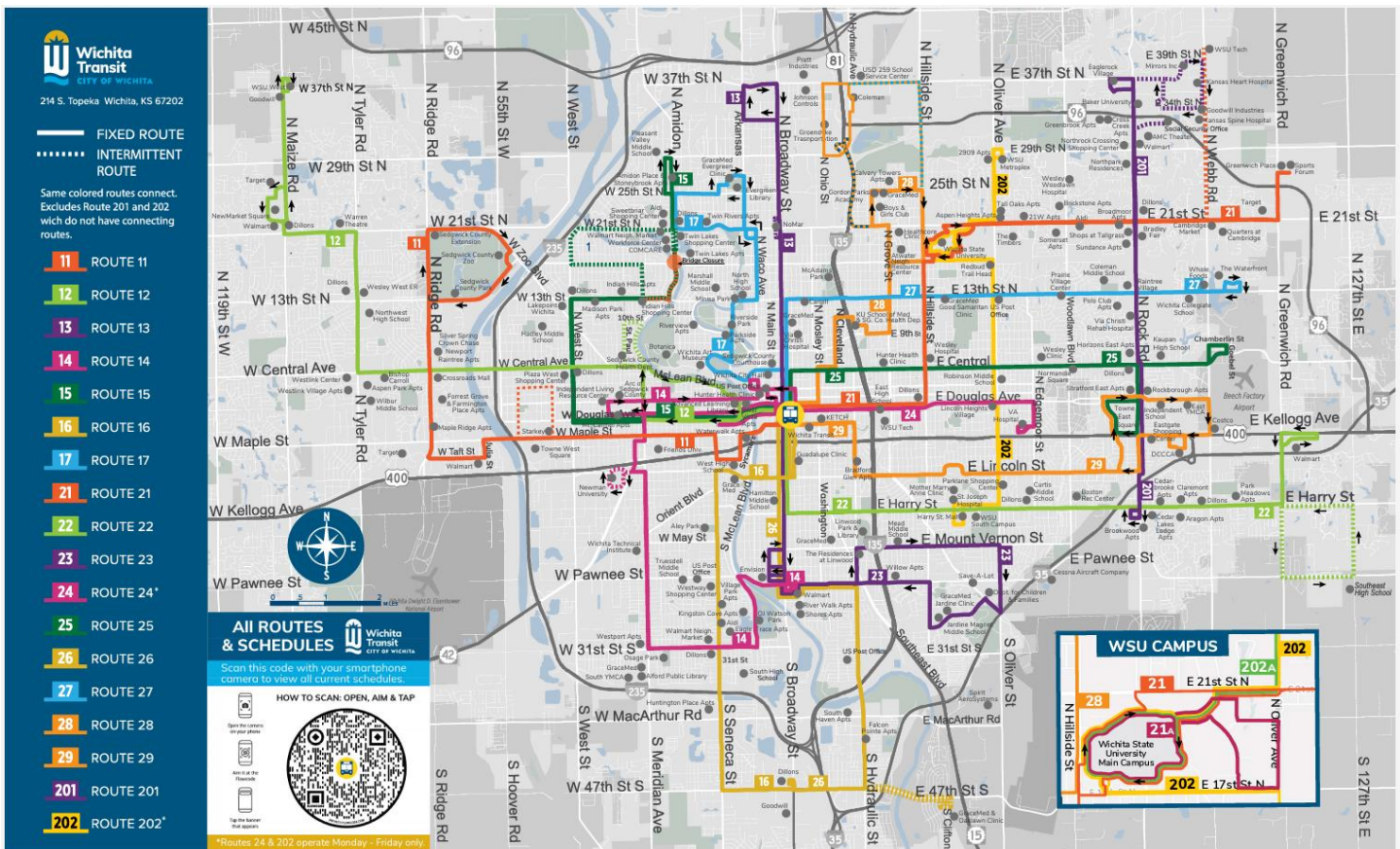
Jurisdiction	Interstate	Urban Freeway/Expressway	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local
Wichita	38.3	27.5	4.1	148.3	186.7	136.7	1,496.6
Derby	-	-	5.7	8.0	14.0	15.1	81.6
Andover	1.6	2.6	-	5.6	9.9	3.5	59.5
Park City	7.3	-	-	5.8	11.9	0.2	41.9
Haysville	-	-	-	2.0	7.7	5.4	37.3
Bel Aire	-	-	-	3.0	9.3	-	33.2
Valley Center	-	-	-	4.4	7.6	6.0	33.1
Maize	-	-	-	2.2	9.4	4.8	22.8
Goddard	-	3.0	-	-	5.0	2.1	18.4
Mulvane	0.5	0.04	3.2	4.0	1.7	5.4	26.7
Rose Hill	-	-	-	-	3.4	0.6	18.3
Kechi	-	3.9	-	2.2	5.5	1.7	12.5
Clearwater	-	-	-	-	2.1	0.5	14.9
Cheney	-	-	-	-	0.3	3.6	15.4
Colwich	-	-	-	-	1.4	2.0	8.5
Sedgwick	-	-	-	-	0.1	1.3	1.1
Andale	-	-	-	-	0.4	1.0	5.1
Garden Plain	-	0.1	-	-	1.1	1.1	7.4
Mount Hope	-	1.5	-	-	1.9	0.4	6.6
Eastborough	-	-	-	0.7	1.2	0.1	6.4
Bentley	-	-	-	-	0.2	0.6	3.5
Viola	-	-	-	0.6	-	-	1.8
Unincorporated	20.9	78.8	15.7	70.0	337.7	255.2	1,141.0

TRANSIT SYSTEM

Transit service within the WAMPO region is currently offered by 28 providers. Of these 28 providers, four are categorized as public transit: Wichita Transit, Butler County Transit Program, Derby Dash, the Haysville Hustle, and Sedgwick County Transportation. The remaining 24 providers are nonprofit organizations offering transit services for various groups in the region (e.g., elderly or disabled individuals).

Transit Route & Stops (Wichita Transit)

Figure 18: Wichita Transit's Bus System Map. Source: Wichita Transit 2023.



Ridership by Transit Provider

Wichita Transit is the largest public transit provider (by ridership) in the WAMPO region, as shown in Table 8. Ridership numbers for Wichita Transit and Haysville Hustle have increased since the disturbance of COVID-19 that occurred in 2020.

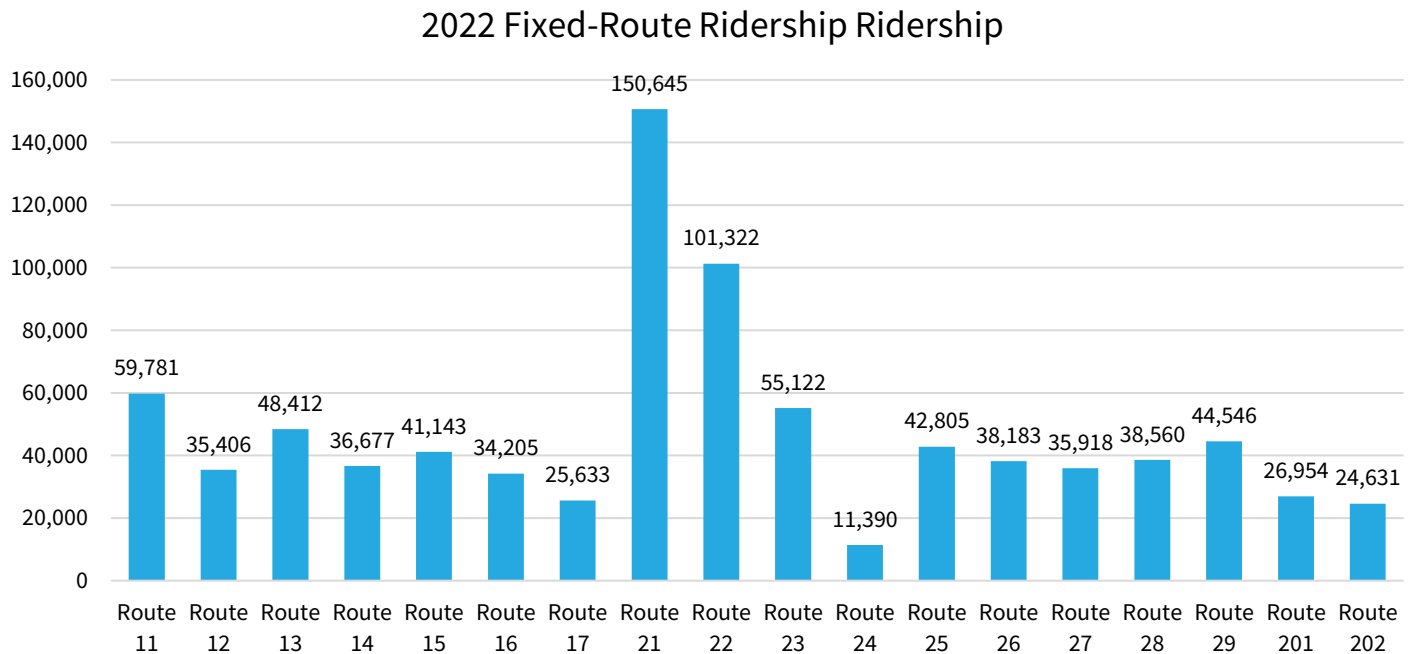
Table 8: Public transit providers within the WAMPO region.

WAMPO Transit Provider	2018	2019	2020	2021	2022
Wichita Transit	1,181,807	1,373,944	759,330	768,717	1,011,541
Derby Dash	11,013	10,394	7,098	9,289	8,142
Haysville Hustle	-	-	31	2,192	3,316
Sedgwick County Transportation	9,789	11,016	9,692	10,666	9,352
Butler County Transit	18,422	19,307	17,107	18,681	16,677

Ridership Numbers by Route (Wichita Transit)

Wichita Transit’s Route 21 had the highest ridership numbers in 2022 (Figure 19). Route 21 services E. Douglas Ave., Hillside St., Wichita State University (WSU), Greenwich Rd., and Webb Rd. Route 21 passes through the 10th most densely populated Census Tract (located east of Grove St., west of Yale Ave., south of Central Ave., and north of Douglas Ave.) within the region. Route 22 has Wichita Transit’s second highest ridership number.

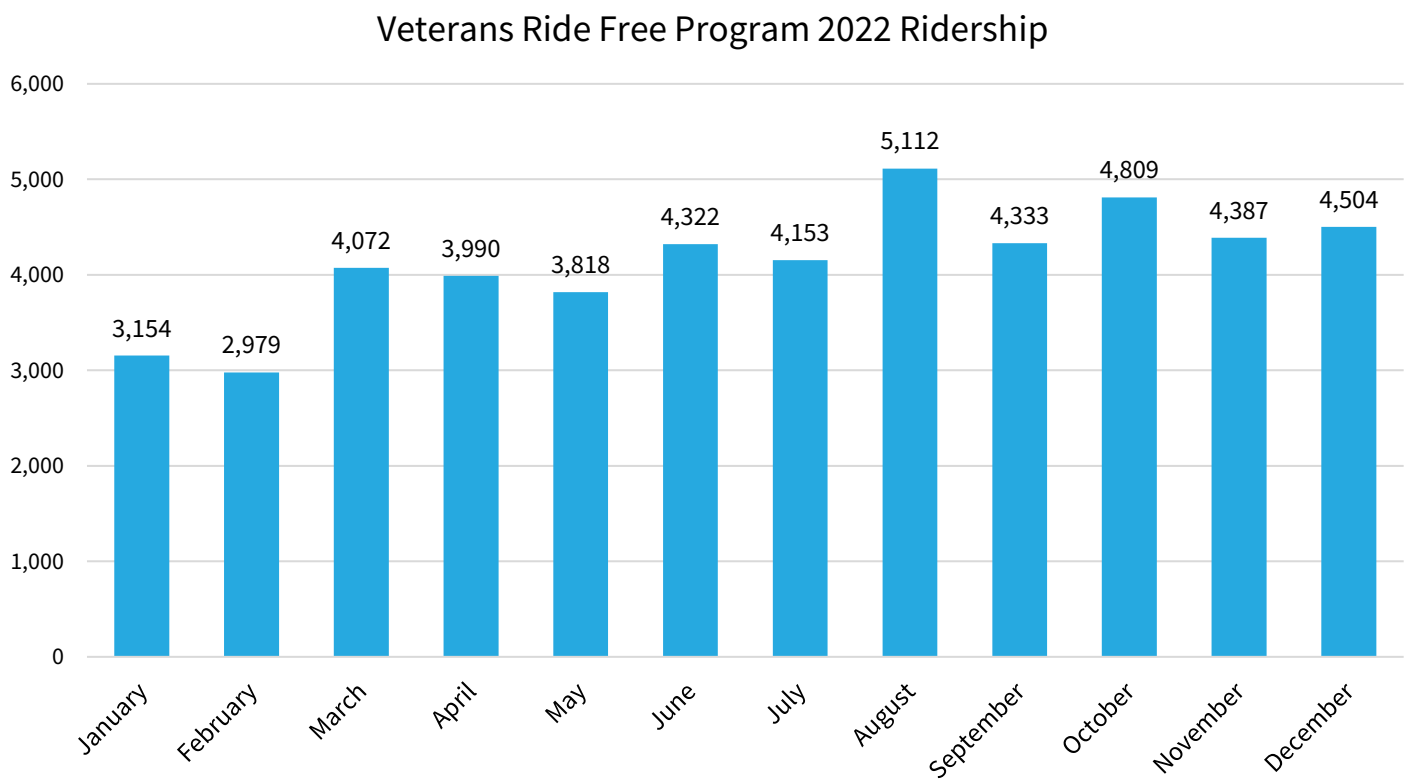
Figure 19: Wichita Transit's 2022 fixed-route ridership by route. Source: Wichita Transit 2022.



Veterans Ride Free Program

The United Way of the Plains and Dole VA funded a two-year pilot project, in partnership with Wichita Transit, in July 2020 that has since transitioned into a continuing program. With a \$20,000 initial program investment from the United Way, veterans utilized 65,858 free rides with a total value of over \$115K if each Veteran were paying full cash fare. Now, veterans consistently average over 4,000 rides per month, with a monthly growth rate of 3.5%. Figure 20 depicts the Veteran Program ridership by month. For 2022, the program had a total ridership of 49,633.

Figure 20: Wichita Transit's Veterans Ride Free Program 2022 ridership. Source: Wichita Transit 2023.

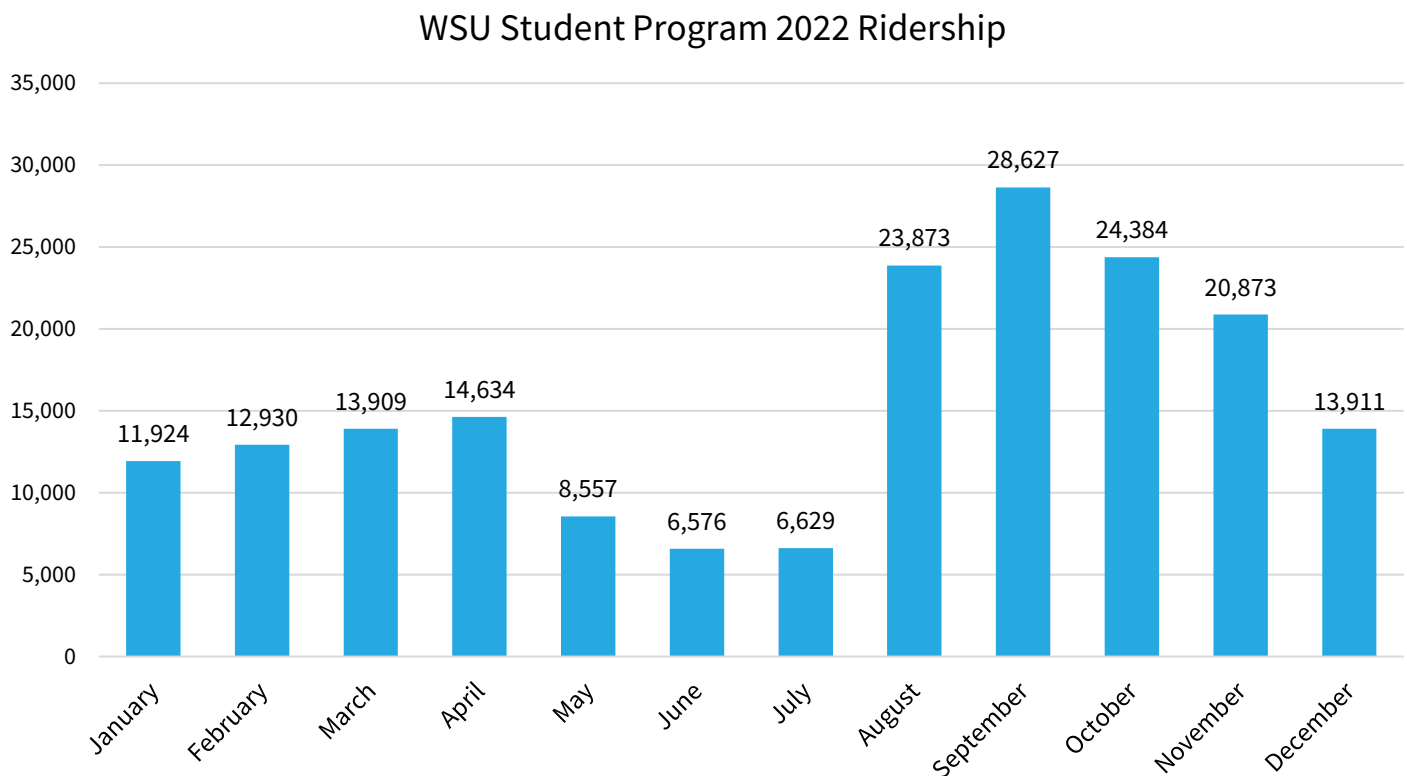


WSU Student Program

Wichita Transit partnered with Wichita State University (WSU) in February 2019 to create Route 202. Route 202 was funded by WSU and provides connectivity between campuses. As part of the partnership, all WSU students, staff, and faculty ride free, on any route, at any time. International students found this program and partnership a beneficial resource to access school and make personal trips. In August 2020, Wichita Transit won a competitive bid to provide campus routes. Service is provided with new co-branded battery-electric buses with modern amenities and real-time tracking. While Wichita Transit's services have the most significant visual presence on campus, most student trips are taken to locations beyond campus (56% in 2022).

Figure 21 shows the WSU Student Program ridership by month. For 2022, the program had a total ridership of 186,827. As expected during the summer months when WSU students are on break (May, June, and July) Wichita Transit's WSU Student Program experiences the lowest ridership numbers.

Figure 21: Wichita Transit's WSU Student Program 2022 ridership. Source: Wichita Transit 2023.

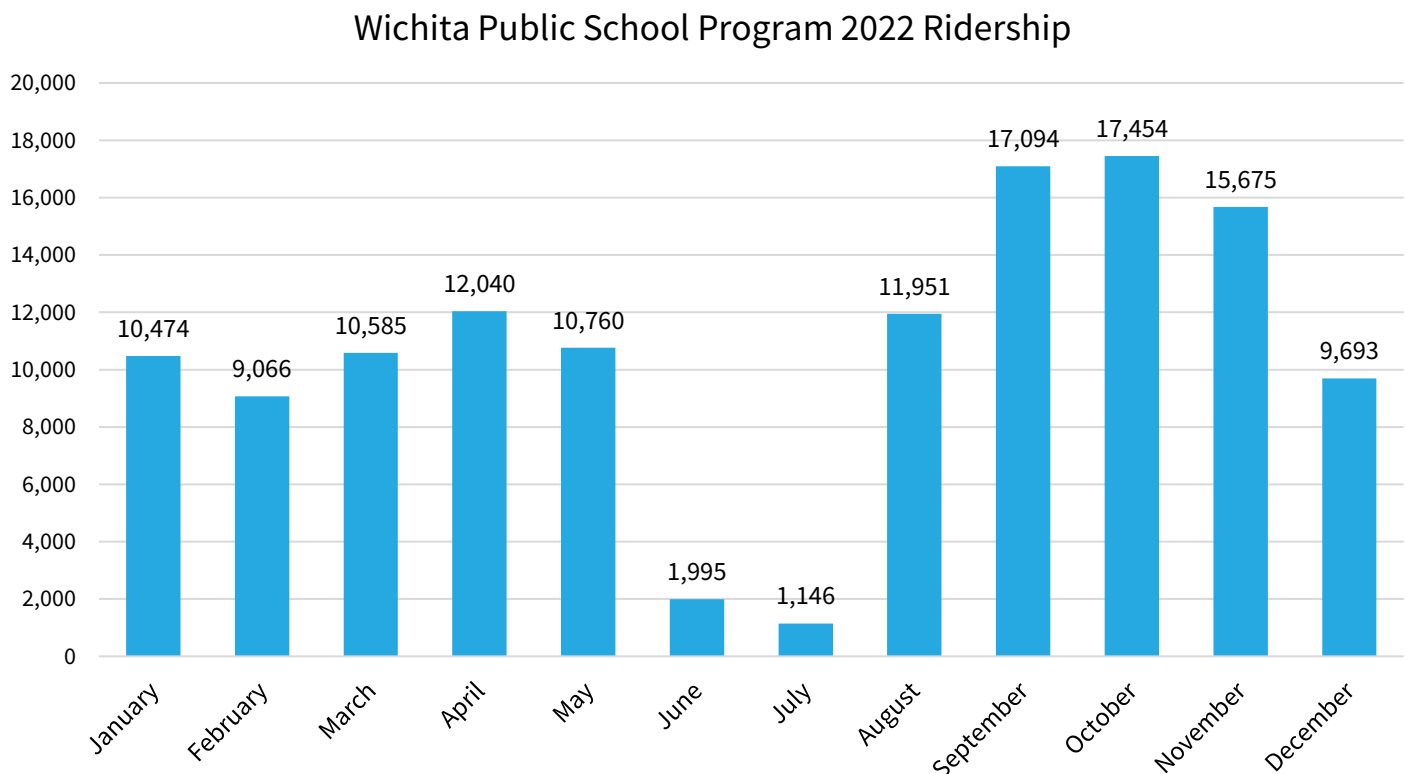


Wichita Public Schools

Following the first summer when youth could ride free through the SayYES! Program in 2017, a pilot program was created to offer discounted student passes for the following school semester. During the summer of 2017, youth used transit to access summer activities with nearly 2,400 rides per month. Wichita Public Schools assisted with the promotion of the new passes, leading to instant success. First seen as an option to get students to and from school without provided busing, student passes offered families another transportation option, and with it came decreased truancy rates. In addition, community organizations donated passes to youth struggling with transportation. The partnership expands to fill transportation needs for the district, with students being assigned to transit routes serving schools. Free rides for youth have continued every summer since 2017, providing access to summer jobs, recreation, free library programs, and more.

Figure 22 shows the Wichita Public Schools Program ridership by month. For 2022, the program had a total ridership of 127,933.

Figure 22: Wichita Transit's Wichita Public Schools Program 2022 ridership. Source: Wichita Transit 2023.



ALTERNATIVE TRANSPORTATION SYSTEM

Alternative transportation refers to all modes of travel other than a private motor vehicle and can include walking, biking, skateboarding, and riding scooters. Active transportation has a large effect on the health of individuals and communities.

Bicycle Riders & Pedestrians

Table 9 shows the total number of sidewalk miles by jurisdiction. As expected, the largest city in the WAMPO region, the City of Wichita accounts for approximately 77% of all sidewalks.

Table 10 shows the total number of bike infrastructure by facility type.

Figure 22 and Figure 24 show types and locations of bicycle and pedestrian facilities, respectively.

Table 9: Total length in miles of sidewalks by jurisdictions within the WAMPO region. 2022.

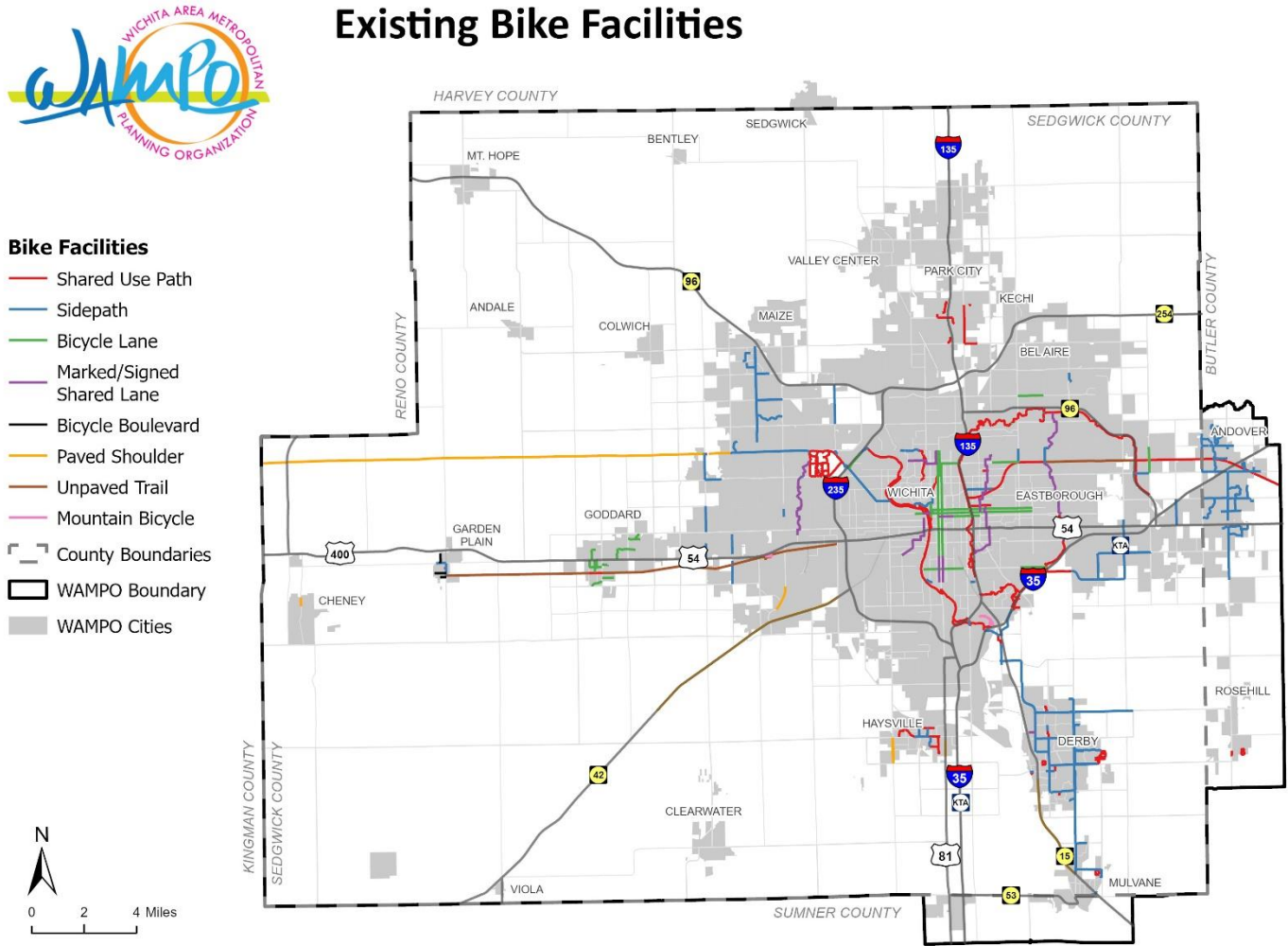
Jurisdiction	Length in Miles
Wichita	1,244.4
Derby	114.8
Andover	40.8
Park City	5.6
Haysville	12.6
Bel Aire	23.6
Valley Center	15.4
Maize	14.8
Goddard	12.8
Mulvane	21.8
Rose Hill	6.3
Kechi	3.7
Clearwater	5.6
Cheney	7.6
Colwich	4.3
Sedgwick*	0.1
Andale	3.1
Garden Plain	1.7
Mount Hope	3.9
Eastborough	-
Bentley	0.2
Viola	1.3
Unincorporated	67.4
Total	1,612.0

*Portion of the City of Sedgwick within the WAMPO Boundary

Table 10: Miles of bicycle and pedestrian facilities within the WAMPO region.

Bicycle Facility Type	Length in Miles
Shared Use Path	133.9
Sidepath	131.4
Bicycle Lane	32.3
Marked/Signed Shared Lane	20.3
Bicycle Boulevard	1.1
Paved Shoulder	34.4
Unpaved Trail	42.4
Mountain Bicycle	7.1

Figure 23: Existing bicycle facilities within the WAMPO region.



Source: 2022 WAMPO. Produced by: WAMPO. Date Exported: 1/19/2023 Folder: T:\Staff Folders\Alicia\MTP Update 2050\Data\Travel\Projects\Bike & Ped\Bike & Ped Facilities\

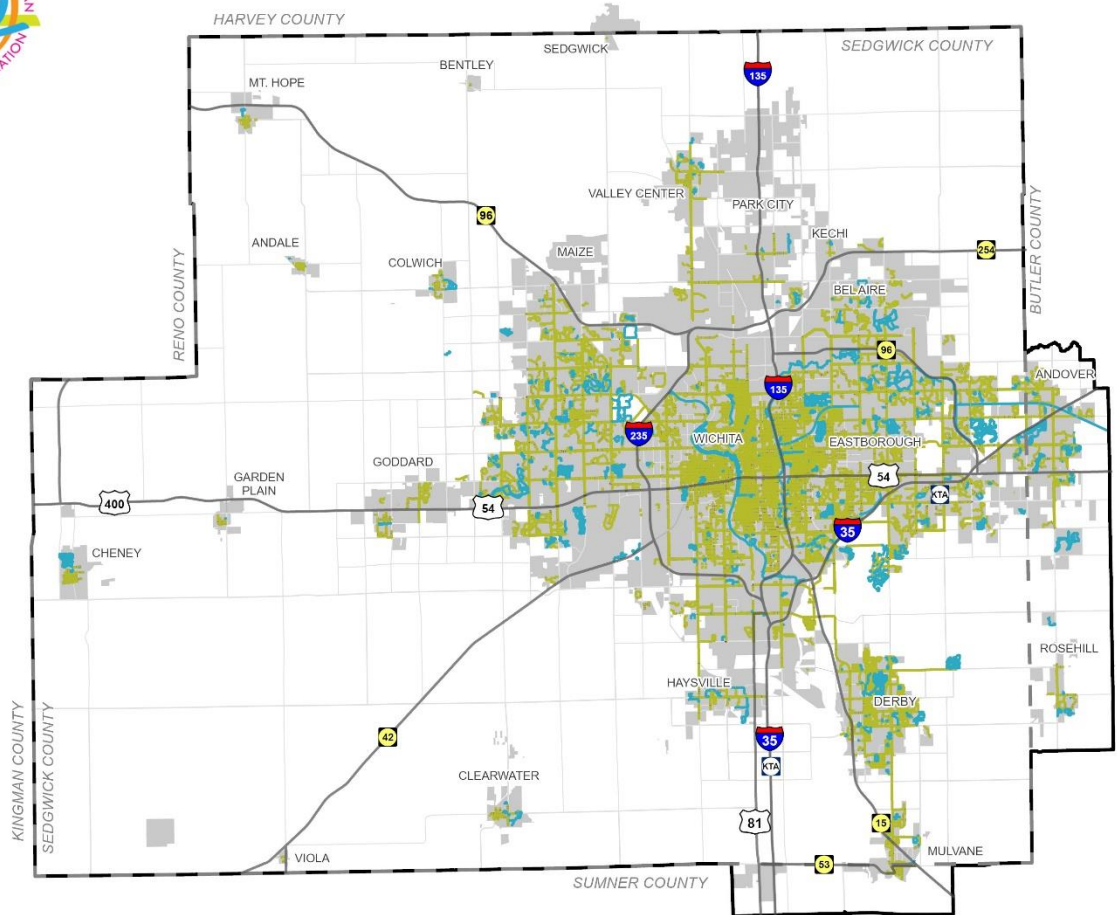
Figure 24: Existing pedestrian facilities within the WAMPO region



Existing Pedestrian Facilities

Pedestrian Facilities

- Crosswalk
- Sidewalk
- Paved Trail
- County Boundaries
- WAMPO Boundary
- WAMPO Cities



Source: 2022 WAMPO. Produced by: WAMPO. Date Exported: 1/19/2023 Folder: T:\Staff Folders\Alicia\MTP Update 2050\Data\Travel\Projects\Bike & Ped\Bike & Ped Facilities\

Shared Mobility

Shared mobility is a short-term shared use of a vehicle, motorcycle, scooter, bicycle, or other travel mode. Carpooling, vanpooling, ridesharing, bike sharing, and carsharing are all common forms of shared mobility. Shared mobility can reduce the carbon footprint of transportation, moving people from carbon intensive cars to more sustainable forms of travel.

The City of Wichita permits bikesharing and dockless electric scooters (e-scooters). Electric scooters were permitted in Wichita in 2019. The Bike Share ICT program began in Wichita in May 2017. Bike Share ICT is a venture funded by Blue Cross and Blue Shield of Kansas and the Knight Foundation (through the Wichita Community Foundation), to promote health and easy access to the heart of the city.

Table 11 shows bikeshare and electric scooter ridership numbers for the WAMPO region. Electric scooter and bikeshare use have decreased in 2022 compared to 2021.

Table 11: Bikeshare and electric scooter ridership within the WAMPO region. Source: Wichita Transit

Shared Mobility	2021	2022
Electric Scooters	101,342	78,582
Bikeshare	14,142	11,183



December 2022

Regional Connections Report

Connectivity: the ability to connect to or communicate across boundaries

Regionalism: kinship and identification with a distinct region



*The
Redbud
Trail*

Wichita Area Metropolitan Planning Organization

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Regional Connections Report

Introduction

Regional connections refer to the networks and relationships of connectivity for industry and commercial development, employment, and residential areas between the cities and counties within the WAMPO region (Figure 1). This connectivity relies on an efficient and accessible transportation network and understanding that network allows WAMPO's partnering agencies to plan for transportation projections that improve a municipality's local quality of life and regional connection. Therefore, a report on regional connections is a report of how the communities of the WAMPO region rely on each other, share their lives, and benefit from their commonalities and proximities.

To highlight the progress, trends, and changes that contribute to regional connectedness this report was developed. This report highlights some growth patterns and transportation projects that connect the region, both in the past and planned for the future.

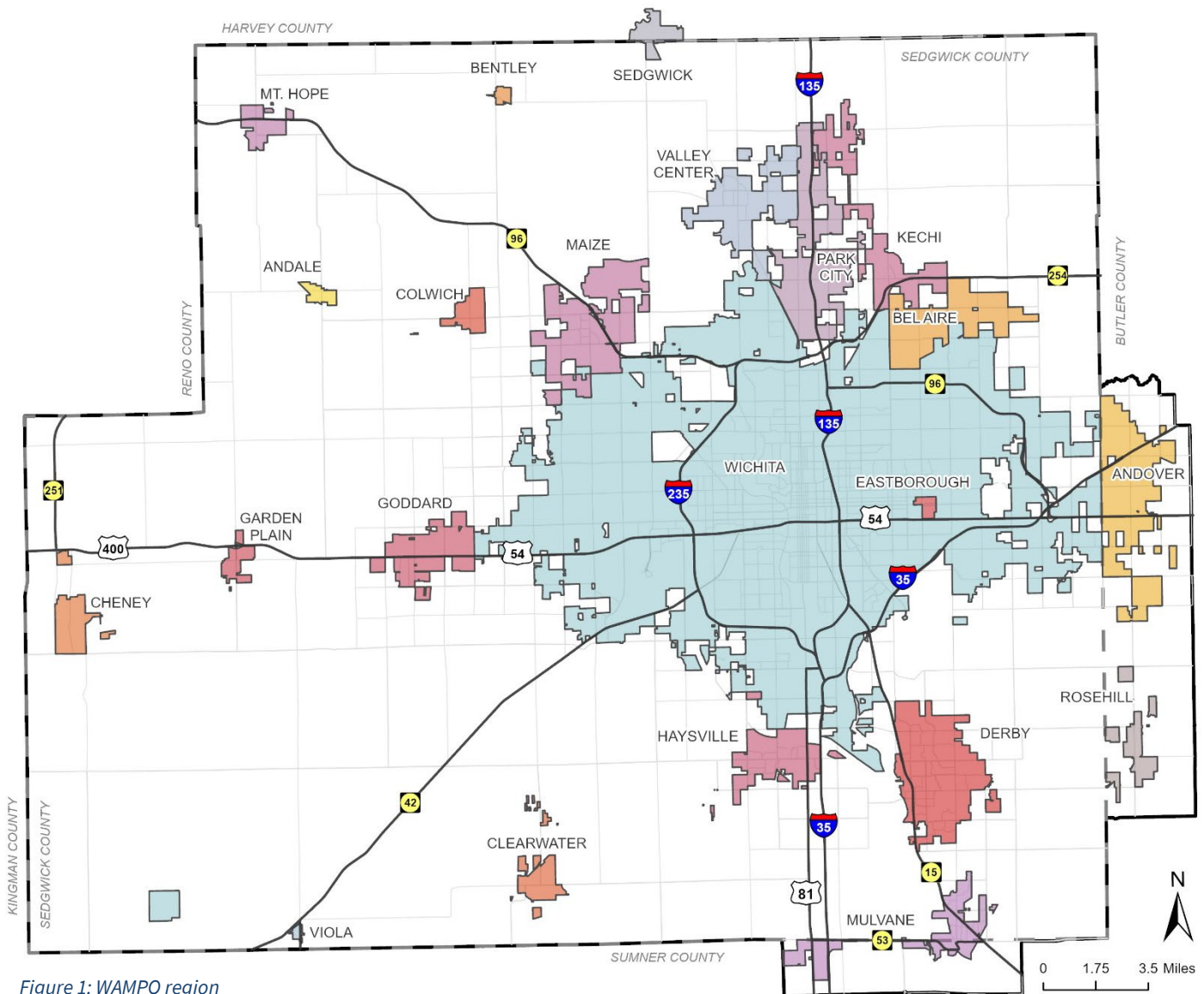


Figure 1: WAMPO region

Background

In 2021, WAMPO invited eleven WAMPO region cities, or municipalities, to present at Transportation Planning Body (TPB) meetings about their regional connections. They were invited to speak about three main themes related to regional connectedness, as shown in Figure 2. These themes and presentations were designed to provide a framework and platform in which representatives might outline how their city has been growing and changing through time, as well as how they interact with the larger WAMPO region economically, culturally, and in terms of transportation.

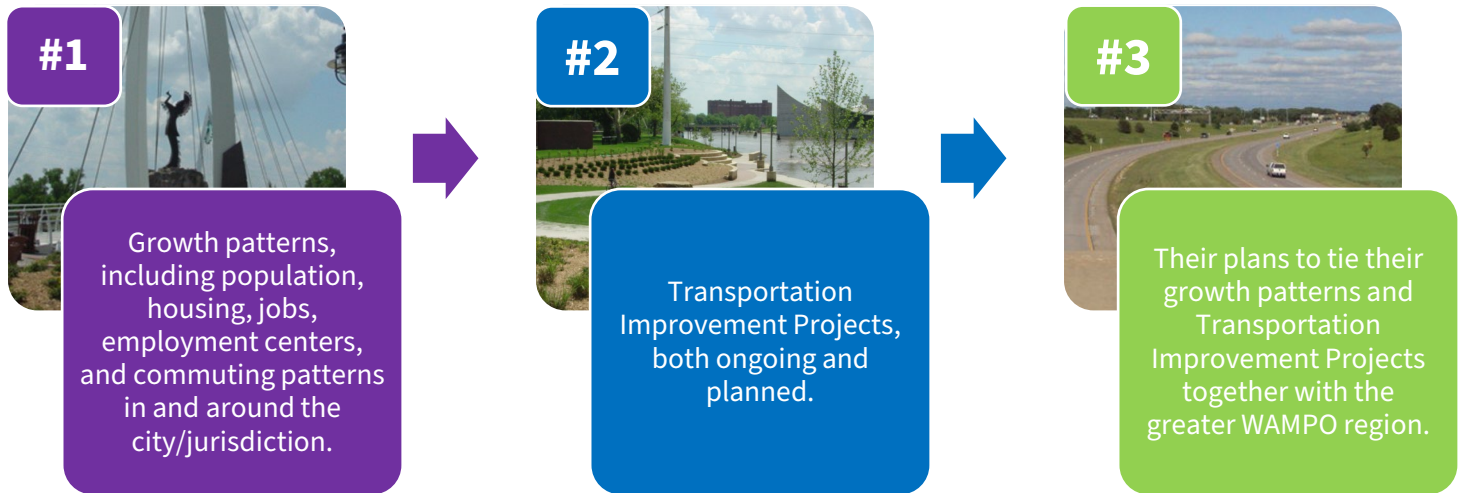


Figure 2: Three guiding themes of regional connections for the WAMPO region

The presenting representatives were primarily professional planning staff such as city administrators, community development directors, and city planners. Their presentations were often a combination of the presenters' individual knowledge and research as well as that of others in their local government structure, like contributors from other departments. The insights and details provided during these presentations have and continue to help highlight the various types of interconnectedness between municipalities in the WAMPO region.

For the purposes of this report, more emphasis is placed on larger cities as there is a correlation between population size and strength to influence regional connections.

While WAMPO cities with larger populations were invited to present, this report discusses regional connections between all cities in the WAMPO region. Some of the most informative connections involve trends in population size and relative geographic scale, as well as the location in the region. For the purposes of this report, some emphasis is placed on the larger cities as there is a correlation between population size and strength to influence regional connections. WAMPO cities vary greatly in population size. Cities range in size from 130 residents, in Viola, to 397,532 in Wichita.¹

¹ US Census 2020: ACS 5-Year Estimates Retrieved from: <https://data.census.gov/cedsci/table?g=1600000US2079000&tid=ACSDP5Y2020.DP03>

In addition, the proximity of cities to both Wichita, as the largest city in the region (and state), and their proximity to highways and interstates, has a great deal of bearing on the regional connectedness of each municipality. This can determine the level at which cities interact and connect with one another.

Regional Growth & Connections

There are many overarching trends toward increased regionalism in the WAMPO area, below is an overview of these trends. All the themes listed here are discussed in more detail in the Individual Cities section.

There have been a variety of growth patterns in the WAMPO region, especially in the last two decades. This encompasses a significant jump in population between 2010 and 2020, as well as an increase in industry and jobs, residential and housing developments, and growth in commuting and transportation networks. These all necessitate evolving transportation projects and infrastructure, to which WAMPO, the Kansas Department of Transportation (KDOT), and the cities and counties in the region work together. There are several key connectors that the municipalities in the region either directly or indirectly benefit from. This report makes a concerted effort to outline the many interworking components of what it means to be part of the WAMPO region. The following sections speak broadly about these growth trends and connections.

Connections Between Cities

Connections between WAMPO cities can include the transportation network employment, housing, and schools. First, highways and interstates, deliver transportation connections around the region and provide for economic and social trade and overlap. And second, the proximity to other cities, particularly Wichita, is an integral physical connection.

Further, the employment benefits that the City of Wichita provides extend to their international industry draw, for companies such as Spirit AeroSystems and Cargill. All of these provide jobs for the WAMPO region, but also for people around the world, where the WAMPO region is carving out a place for itself as an industrial hotspot, particularly for aerospace and manufacturing.²

These connections are supported by a number of reputable universities in the region that provide both employment and training, and also prepare those who live in the WAMPO region for the future outside of employment – by creating educated, conscientious global residents. Wichita State University and the other universities and community colleges in the region certainly serve this purpose, with Wichita State alone drawing in an international presence and corporate businesses that are set up on campus, all due to their engineering program, Innovation Campus, and more. The Innovation Campus has partnerships with major international corporations Spirit AeroSystems and NetApp, which provide valuable partnerships, education, experience, and employment for residents and students alike. Wichita State University is ranked number three academically in Kansas, and in the mid-200s nationally.³ They have a regularly growing enrollment as well, with 16,921 in 2022, the third highest in the state behind the University of Kansas and Kansas State University.⁴

It should be noted that Sedgwick County’s unincorporated portions are also active participants and integral components of regional connections. They are general connectors between cities and rural areas, as well as

² [Kansas’ International Trade Experts | Kansas Global Trade](#)

³ [Wichita State University \[Rankings 2022: World + Topical\] \(edurank.org\)](#)

⁴ [Wichita State sees highest enrollment in more than 30 years \(kwch.com\)](#)

cities in general. The unincorporated county helps to bridge the gaps between smaller, more spread-out cities. Sedgwick County helps with industrial growth through freight transportation with their roads and bridges, as well as providing further residential areas for those that commute for work into the WAMPO region. As presented by the county, 197,000 residents live and work in the unincorporated areas of Sedgwick County, 62,000 people commute into the county for work, and 40,000 commutes outside the county daily. In addition, the networks of bike paths and parkways within unincorporated Sedgwick County also allow for pedestrian and bike travel around the region as well.

Population Growth

The municipalities in the WAMPO region have grown in population over the decades. Comparing the 2010 Decennial Census population with the 2020 Decennial Census population, approximately 80% of the cities in the WAMPO region experienced population growth, as illustrated in Table 1. The cities listed in Table 1 are in order of highest to lowest population size in 2020. Also visible in this list is what cities increased or decreased in population over the decade.

Table 1: 2012 and 2020 population comparison and percent change for cities within the WAMPO region (US Census Bureau)

WAMPO Region Population Change			
City	2010 Population	2020 Population	% Change from 2010 to 2020
Wichita	382,368	397,532	4.0% ↑
Derby	22,158	25,625	15.6% ↑
Andover	11,791	14,892	26.3% ↑
Haysville	10,826	11,262	4.0% ↑
Park City	7,297	8,333	14.2% ↑
Bel Aire	6,769	8,262	22.1% ↑
Valley Center	6,822	7,340	7.6% ↑
Mulvane	6,111	6,286	2.9% ↑
Maize	3,420	5,735	67.7% ↑
Goddard	4,344	5,084	17.0% ↑
Rose Hill	3,931	4,185	6.5% ↑
Clearwater	2,481	2,653	6.9% ↑
Kechi	1,909	2,217	16.1% ↑
Cheney	2,094	2,181	4.2% ↑
Sedgwick	1,695	1,603	-5.4% ↓
Colwich	1,327	1,455	9.6% ↓
Garden Plain	849	948	11.7% ↑
Andale	928	941	1.4% ↑
Mount Hope	813	806	-0.9% ↓
Eastborough	773	756	-2.2% ↓
Bentley	530	560	5.7% ↑
Viola	130	115	-11.5% ↓

Employment Growth

Beyond the changes in population size, many municipalities in the WAMPO region saw changes in employment and industry. As new businesses take interest in the WAMPO region they begin to invest in cities, these investments can lead to, among other things, employment growth. Additional employment growth also comes from existing businesses growing their operations.

One notable example of new business taking interest in the region has been the addition of the Amazon Fulfillment Center in Park City (Figure 3). This has provided jobs for over a thousand WAMPO residents, and even more during their peak seasons. This type of development also necessitated street improvements around the region and in Park City because of the number of new commuters this employer draws. Valley Center, to the northeast of Park City, has been one of the major suppliers of Amazon employees outside of Park City, per Brent Clark's presentation about Valley Center.



Figure 3: Amazon Fulfillment Center in Park City Kansas

Several other new industrial developments or parks have been constructed in the WAMPO region in the past decade. Six cities emphasized them in their Regional Connections presentations: Maize, Andover, Rose Hill, Valley Center, Bel Aire, and Park City. Specific details on industrial for these cities are covered in the Individual Cities subsection of this report.

Residential Growth

Generally speaking, residential growth and industrial growth go hand in hand as employers need employees and employees need housing. Residential growth has a significant impact on the community and region in many ways, one of which is the need for more comprehensive and growing transportation systems. Much like increases in population, more residences spread out around the region coincide with a rise in commuters who need reliable roads, as well as paths, trails, and bikeways.

Many of the municipalities that presented discussed residential growth. Haysville's city government has been specifically involved in developing new residential areas, and Goddard discussed how the majority of their growth has been residential in the past decade. Valley Center has three new housing developments and Maize has five new housing developments.

Transportation Growth

Employment and residential growth both contribute to increased transportation around the region, and with that comes the need for transportation projects and infrastructure improvements. In terms of commuting patterns, most cities see a higher number of their residents leave for work every day than they see staying or coming in for work. This is illustrated in the [WAMPO 2022 Commuter Flows Report](#), from which some of the data in this report is drawn.

These commuting patterns illustrate the connectivity and reliance between each city and its neighbors, all feeding each other with employers and employees alike. To support the transportation needs of these commuting trips cities must maintain and improve their transportation network. The connections between growth patterns and transportation projects are vast and far-reaching. Every presentation in 2021 discussed the significance of regional interconnectedness, as well as a desire to integrate more and be more involved with each other.

Major Transportation Corridors

Table 2 illustrates Federal Fiscal Year 2023 to 2026 TIP, or Transportation Improvement Program, projects planned along the major transportation corridors in the WAMPO region. The TIP is one of the main planning documents in which WAMPO, its governing bodies, and the cities in the WAMPO region determine what transportation projects will be occurring in the coming four years. It also identifies the funding sources for those projects.

For the purposes of this report, only transportation projects programmed in WAMPO’s TIP are included. Many municipalities have their own local transportation projects included in their CIPs, or Capital Improvement Plans.

WAMPO’s FFY2023-FFY2026 TIP includes 108 individual projects and programs, valued at approximately \$1.4 billion. Figure 4 shows the location, by type, of FFY 2023 – 2026 TIP projects within the WAMPO region. There are many types of transportation projects beyond roads and highways. Bicycle and pedestrian pathways and infrastructure also serve as a significant component to regional connectivity. Bicycle and pedestrian paths and trails connect cities and serve as a way to explore, be active, and even serve as a commuting option.

Table 2: FFY23-26 TIP projects by major corridor, including number of planned projects per corridor and list of cities connected/benefiting from the corridor projects.

FFY2023-FFY2026 TIP Projects on Major Corridors

Corridor	Projects Per Corridor	Project Types	Cities Connected by the Corridor
I-135	13	Rehabilitation, Modernization, Technology	Park City, Wichita, Kechi, Valley Center
I-235	10	Expansion, Rehabilitation, Modernization, Bike/Ped	Wichita
I-35	5	Expansion	Haysville, Wichita, Andover
K-96	11	Expansion	Mount Hope, Maize, Wichita, Andale, Colwich, Bentley
US-54/400	17	Expansion, Bike/Ped, Technology, Modernization, Rehabilitation, Expansion	Garden Plain, Goddard, Wichita, Andover, Cheney
K-15	4	Rehabilitation, Modernization, Technology	Mulvane, Derby, Wichita

For the purposes of this report, only the major corridors – interstates, urban freeways, and principal arteries – are listed here, but TIP projects certainly contribute in many ways by supporting transportation developments on smaller roads. TIP projects have contributed to enhancing these regional corridors in many ways. And these projects are funded as a result of the connections these corridors facilitate for the regional community.



FFY 2023 - FFY 2026 Transportation Improvement Program Projects

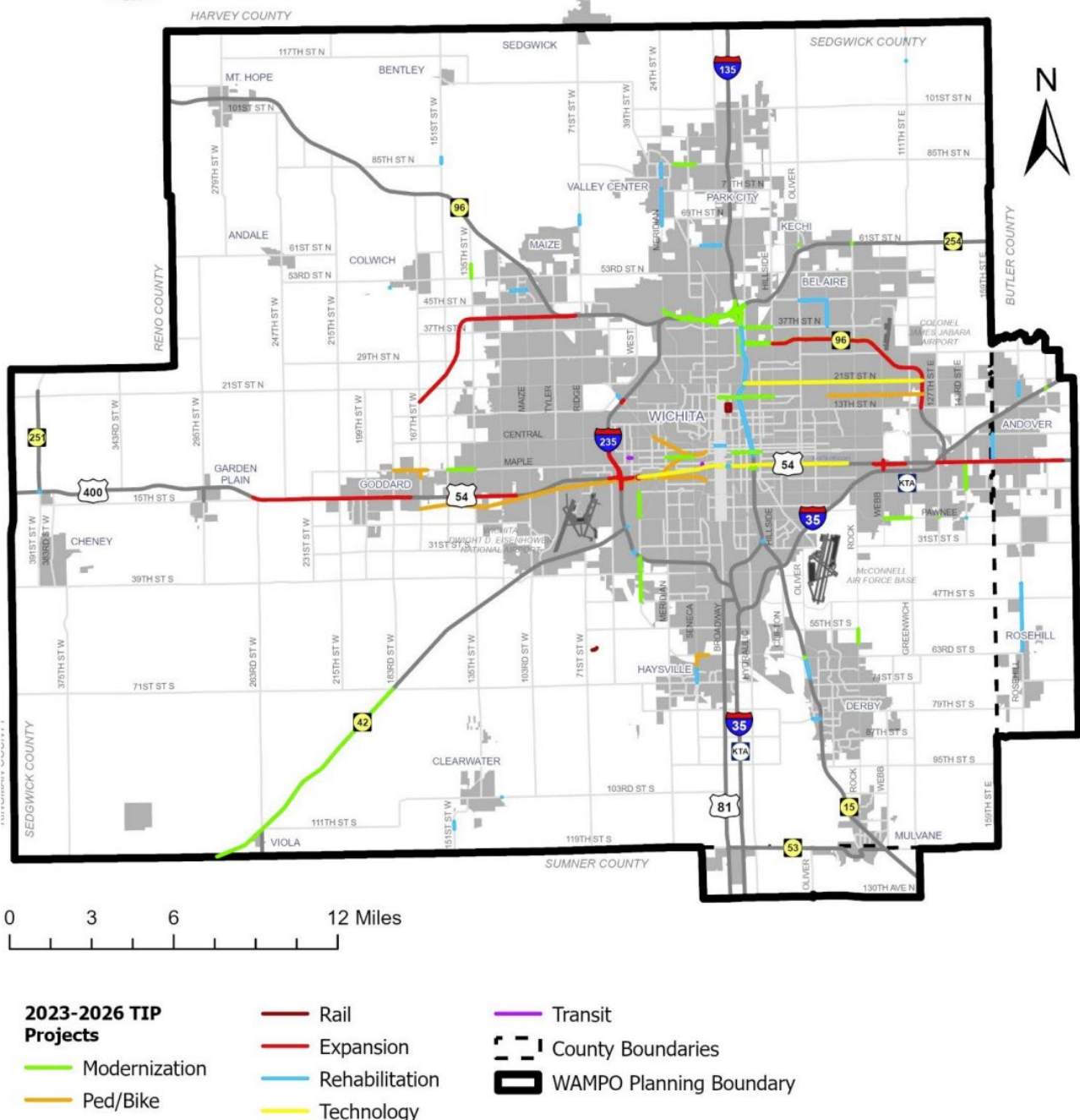


Figure 4: FFY2023-2026 TIP projects, by type, within the WAMPO region.

These corridors connect and draw together the many cities around the WAMPO region in many ways. Transportation networks allow the movement of trade, cargo, and resources around the region, as well as commuters, students, emergency services, consumers, and more. For example, as I-135 connects Kechi, Valley Center, Wichita, and Park City, it can be used to ease and speed the flow of traffic to and from the Amazon Warehouse in Park City. Some examples of TIP projects that enhanced these corridors are listed in Table 3 below.

Table 3: Example projects from the FFY 2023-2026 TIP along major corridors.

Selected Examples of TIP Projects Enhancing Corridors

Corridor	Project Type	Project Title	Project Limits	Project Description	Cities Connected
I-135	Technology	Wichita Intelligent Transportation System – E 21st St N	21st St N, I-135 to K-96	Traffic signal optimization of 6.5 miles of 21st St N from I-135 to K-96. Project includes 19 signalized intersections and the installation of conduit and fiber.	Mount Hope, Maize, Wichita, Andale, Colwich, Bentley, Park City, Kechi, Valley Center
I-235	Road – Highway	I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita	I-235, I-135, K-254 and K-96 interchange in northeast Wichita, Kansas	Reconstruction of the I-235, I-135, K-254 and K-96 interchange in northeast Wichita – to include light tower and sign structure replacements.	Mount Hope, Maize, Wichita, Andale, Colwich, Bentley, Park City, Kechi, Valley Center
I-35	Bridge	Prairie Creek Rd bridge over KTA	Prairie Creek Road Bridge across the Kansas Turnpike	Bridge project located on Prairie Creek Road over I-35, to replace and widen the existing bridge to accommodate an urban roadway bridge with a bicycle and pedestrian accommodations.	Andover, Haysville, Wichita
K-96	Ped – Bike	Redbud Path. Woodlawn to K-96	Redbud Path. Woodlawn to K-96	Construct a multi-use path from Woodlawn to K-96. Crossings at mile line roadways (Woodlawn, Rock, Webb, and Greenwich) will be addressed (signals, a bridge, or other means) with the project.	Mount Hope, Maize, Wichita, Andale, Colwich, Bentley
US-54	Intersection	Intersection Improvements at US-54 and Barber Dr.	US-54 and Barber Dr. in Goddard	Signalized Restricted Crossing U-Turn (RCUT) Intersection Improvement at Barber Dr. and US-54.	Garden Plain, Goddard, Wichita, Andover
US-54/400	Transit	Delano Transit Center	Between US-54/400 and Wichita Ice Center	Construct a new multimodal transit center.	Entire WAMPO region
K-15	Road	Market St Reconstruction, from Ark River to K-15	Market St Reconstruction, from Ark River to K-15	Reconstruct Market Street, from Ark River to K-15.	Derby, Mulvane, Wichita

Individual Cities

The WAMPO region cities are listed by population size, largest to smallest, using U.S. Census Bureau Decennial 2020 Data. Each city has specific information pertaining to it in its section, coming primarily from the individual cities' 2021 presentations and the WAMPO Commuter Flow Report. These all contribute to the main three themes of Regional Connections. This section on individual cities will primarily focus on commuting patterns and specific individual growth factors that affect their connections within the region, such as new and historic industrial growth or cultural elements.

Using the 2019 (the newest data available) numbers of commuter trips (Table 4), it is possible to understand the commuting patterns or behaviors of these cities.⁵ Some municipalities have higher outflow trips than inflow trips, for example, and some have the opposite. This information allows WAMPO and individual cities to see the effect their growth has on drawing employees and residents.

To further elaborate upon these commuting trip patterns, there is a general trend in the WAMPO region for municipalities to send out more commuters (outflow) than those they take in (inflow) or keep within them internally combined. Only three cities Wichita, Mulvane, and Sedgwick have a higher number of inflow and internal trips than outflow trips.

Table 4: 2019 WAMPO region commuter trips by commuting trip type.

2019 WAMPO Region Commuter Trip Numbers

City	Internal (% of Total)	Inflow (% of Total)	Outflow (% of Total)	Total Commuter Trips
Wichita	120,413 (46.4%)	81,932 (31.6%)	56,978 (22.0%)	259,323
Derby	1,583 (9.3%)	5,871 (34.5%)	9,584 (56.3%)	17,038
Andover	572 (6.2%)	3,488 (37.9%)	5,136 (55.9%)	9,196
Haysville	141 (2.0%)	3,226 (46.1%)	3,635 (51.9%)	7,002
Park City	402 (5.8%)	2,087 (30.3%)	4,390 (63.8%)	6,879
Bel Aire	106 (2.0%)	1,768 (33.4%)	3,426 (64.6%)	5,300
Valley Center	283 (5.8%)	1,243 (25.5%)	3,341 (68.6%)	4,867
Mulvane	99 (2.2%)	2,416 (53.1%)	2,033 (44.7%)	4,548
Maize	129 (3.1%)	1,673 (40.8%)	2,298 (56.0%)	4,100
Goddard	205 (5.1%)	1,047 (26.3%)	2,734 (68.6%)	3,986
Rose Hill	149 (4.9%)	951 (31.6%)	1,911 (63.5%)	3,011
Clearwater	10 (0.6%)	356 (22.6%)	1,209 (76.8%)	1,575
Kechi	186 (10.7%)	454 (26.1%)	1,099 (63.2%)	1,739
Cheney	181 (11.5%)	470 (29.8%)	926 (58.7%)	1,577
Sedgwick	34 (2.4%)	730 (51.8%)	644 (45.7%)	1,408
Colwich	9 (0.9%)	228 (21.6%)	818 (77.5%)	1,055
Garden Plain	26 (2.7%)	405 (42.6%)	519 (54.6%)	950
Andale	7 (1.2%)	192 (34.2%)	363 (64.6%)	562
Mount Hope	14 (2.7%)	103 (20.2%)	393 (77.1%)	510
Eastborough	10 (2.5%)	32 (7.9%)	361 (89.6%)	403
Bentley	4 (1.3%)	30 (9.8%)	272 (88.9%)	306
Viola	0 (0.0%)	5 (8.8%)	52 (91.2%)	57

⁵ U.S. Census Bureau, Center for Economic Studies, LEHD, OnTheMap



Wichita

Wichita is the largest city in Kansas and in many ways serves as a source of major cohesion and common interest for the entirety of the WAMPO region. Wichita provides a large percentage of employment for its neighboring cities and has a national and international industrial draw. Further, Wichita is in the middle of a period of growth, much like the rest of the WAMPO region. While Wichita has increased in population by

only 4% over the past decade, that is still an increase of more than 15,000 residents (reference Table 1). As shown in Table 4, almost half (46.4) of all working Wichita residents live and work in Wichita. Table 5 shows that internal commuter flow trips decreased by nearly 5% in 2019 compared to 2015.

Wichita’s transportation projects are numerous and comprehensive, linking the edges of the city and region together and providing better transportation connections for those traveling for work or leisure. The regional connections that Wichita is prioritizing include the Kellogg (US-54) highway, the Wichita State University Innovation Campus, the Amtrak rail system, and the electric buses the city has invested in recently. For example, in the Delano neighborhood near the Arkansas River, the city is building a multimodal facility for transportation, particularly transit. Wichita is also proud of its developed network of bicycle and pedestrian master plans, like the Places for People plan and the Redbud Path connection. The Redbud trail starts in downtown Wichita and travels throughout the region on an east-west route, through to Andover.

Table 5: Wichita commuter flow trips and percentage change.

Wichita	Number of Commuter Flow Trips 2019	% Change 2015-2019
Inflow	81,932	0.99%
Internal	120,413	-4.63%
Outflow	56,978	19.11%



Derby

Derby is the second most populous city in the WAMPO region, making up 5% of the region’s population. Derby has a higher income than much of the state, region, and country, with 30% of their residents making over \$100,000 in their yearly salary.⁶ The Derby median household income is \$70,768, compared to \$55,447 at the State level and \$57,652 at the national level.⁷ They also have a slightly higher homeowner (as opposed to renter) ratio in their

housing than the national average, at 67% of homes being owner-occupied, as opposed to the State average of 59% and the national average of 56%.⁸ Manufacturing industrial jobs employ more of Derby’s residents than any other industry.

Derby has become a residential hotspot for those commuting around the region, necessitating their prioritization of transportation projects that connect them to other cities. Just over 56%, as shown in Table 4, of Derby commuter trips are outflow trips, where Derby residents commute to another city for work. These projects include the Arc 95 east-west corridor in southern Sedgwick County, on which they have partnered with Rose Hill, Mulvane, Clearwater, Haysville, and more, who will all benefit from Arc 95. The WAMPO and Sedgwick County Aviation Pathway and Mulvane Pathway projects would connect Derby to other cities and their bicycle path networks. Derby also has an investment in WICHWay ITS with WAMPO and Wichita, seeking to connect and encourage growth with transportation updates. Upcoming Derby projects include the Derby Grand Tour and Patriot Parkway, both of which are upgrades to existing corridors to connect green spaces together.

Table 6: Derby commuter flow trips and percentage change.

Derby	Number of Commuter Flow Trips 2019	% Change 2015-2019
Inflow	5,871	18.03%
Internal	1,583	-0.31%
Outflow	9,584	1.65%

⁶ U.S. Census Bureau, American Community Survey

⁷ U.S. Census Bureau, American Community Survey

⁸ 2013-2017 American Community Survey; RDG Planning and Design



Andover

Andover has seen a sizable increase in population over the past decade, the second largest increase in the region at 26.3% (see Table 1). It is the larger in population of the two Butler County cities in the WAMPO region, ahead of Rose Hill. Like Derby, Andover is a major residential area for residents that commute around the WAMPO region. Nearly 56% of Andover’s commuting trips are categorized as outflow trips, as shown in Table 4. Andover contains the Kansas Medical Center, the Capitol Federal Amphitheater, a YMCA, and a reputable school system of which they are very proud. 53% of the

students they serve are from Sedgwick County. The Andover Heritage Square Mixed-Use project is intended for both residential and commercial usage, all to attract more inhabitants and businesses to Andover.

In terms of their regional transportation influence, Andover lies along the US-54/400 corridor, the most significant East-West corridor in south-central Kansas. A priority transportation project for Andover is the Wichita K-96 to 143rd St Concept project. They also conducted a traffic study and determined that Yorktown Pathway improvements are needed for the future. And last, Andover wants to work to improve trails like the Redbud Trail that connect the region.

Table 7: Andover commuter flow trips and percentage change.

Andover	Number of Commuter Flow Trips 2019	% Change 2015-2019
Inflow	572	7.72%
Internal	120,413	-4.63%
Outflow	5,136	4.14%



Haysville

Haysville sits in the south end of Sedgwick County, approximately fifteen to twenty minutes from Downtown Wichita. The city has been developing their residential areas due to its high commuting population percentage. Compared from 2015 to 2019, Haysville experienced an approximate 11% increase in inflow commuter trips (Table 8). This increase suggests that Haysville is attracting residents from other cities to work in Haysville. The Haysville Activity Center, Haysville Community Library, the Veteran’s Memorial, parks, and the WSU Haysville Campus all attract traffic and investment to the community.

investment to the community.

Regarding transportation projects, Haysville boasts the affordable Haysville Hustle transit system to transport residents around town and to and from Wichita. This was recently started in late 2020. They are working with WAMPO on the Main Street Reconstruction project and are invested in roads that connect Haysville to the rest of the region. Haysville also prioritizes its multi-use paths and Priority Path projects, all part of its bicycle pedestrian implementation plan.

Table 8: Haysville commuter flow trips and percentage change.

Haysville	Number of Commuter Flow Trips 2019	% Change 2015-2019
Inflow	2,087	11.07%
Internal	402	2.29%
Outflow	4,390	1.76%



Park City

Park City sits to the north of Wichita and has enjoyed its own economic and population growth spurt in recent years. Due to their being the northern gateway into Wichita, they have been able to capture the interest and investment of businesses looking to

capitalize upon the region as whole. Such industrial growth is led by the new Amazon fulfillment center, which provides employment for more than just Park City and has increased the traffic on the city’s roads, necessitating transportation improvement projects, many of which have led Park City to work with regional partners like Valley Center and Sedgwick County. Other industries and employers in the city include the Crosswinds Casino, Pratt Industries, Ditch Witch, and the 81 Speedway. Park City has also seen a corresponding residential growth, with nine active neighborhoods in 2021.

Park City is implementing a connectivity plan, along with a regional pedestrian and bike trail. Park City has made use of Industrial Revenue Bonds, as well as a Kansas Economic Development grant, the latter of which KDOT provided for intersection repair. WAMPO has also worked with Park City on a bridge project and the KDOT intersection. They are also at work on a downtown development masterplan to invigorate the city through the creation of a downtown area.

Table 9: Park City commuter flow trips and percentage change.

Park City	Number of Commuter Flow Trips 2019	% Change 2015-2019
Inflow	572	7.72%
Internal	120,413	-4.63%
Outflow	5,136	4.14%



Bel Aire

Bel Aire holds the honor of being one of the safest cities in Kansas, as well as that of being one of the fastest-growing cities in Sedgwick County. Their growth has been mostly residential, but they have also seen an industrial spike as well. The Sunflower Commerce Park and Bel Aire Industrial Park have attracted businesses to the area. Bel Aire has worked on Bel Aire Park, as well as putting sidewalks and bike paths throughout the town. In their future plans is a Commons

Park across from City Hall, to create a main downtown gathering space.

While over 60% of Bel Aire’s commuting trips are outflow trips (Table 4), in 2019 compared to 2015 Bel Aire experienced an approximate 21% increase in inflow commuter trips (Table 10).

WAMPO and Bel Aire partnered on the Woodlawn Expansion Project and to make a pedestrian and master bike plan. Bel Aire is working on an improvement project concerning the K-254 Interchange, a dangerous intersection with a high fatality rate, as well as several other future road improvements such as Webb and Greenwich.

Table 10: Bel Aire commuter flow trips and percentage change.

Bel Aire	Number of Commuter Flow Trips 2019	% Change 2015-2019
Inflow	1,768	21.26%
Internal	106	11.58%
Outflow	3,426	10.62%



Valley Center

In northern Sedgwick County, Valley Center sits just to the west of I-135 and has seen a growth in residential interest and development in recent years. Valley Center has low housing interest rates and has a high owner (rather than renter) ratio. They have seen a high desire from people to move there. Valley Center has also experienced recent industrial and employment growth, such as from the new Builders First Sources and the Amazon fulfillment center in nearby Park City. Valley Center has planned a water treatment plant construction, and has a new recreation and aquatic center, which is open to a larger regional population.

In 2019, Valley Center started a new bicycle and pedestrian master plan, with networks around the surrounding region. Some of their upcoming transportation plans and projects include street and flood control measures and the extension of the city’s main water line. These will be financed in part by KDOT and Sedgwick County. There is also a Meridian Avenue upgrade that was funded by WAMPO.

Table 11: Valley Center commuter flow trips and percentage change.

Valley Center	Number of Commuter Flow Trips 2019	% Change 2015-2019
Inflow	1,243	4.10%
Internal	283	-4.07%
Outflow	3,341	7.84%



Mulvane

Mulvane has seen a stable growth increase of about 5% in recent years, often exceeding the addition of fifty single-family homes per year. They are also increasing in size spatially, gradually nearing the Derby city limits. Their goal is to promote the development of infrastructure out to 95th street. Mulvane has its own public school district, as well as the Cowley County Community College’s Mulvane satellite campus. The Kansas Star Casino sees a great regional draw.

In their employment trends, Mulvane has an industrial park that includes machine shops that support the aircraft industry. In addition, Mulvane has a technical school and serves as a residential community for many who commute to other cities across the region. Just under 45% of Mulvane’s commuting trips are outflow, as shown in Table 4.

Mulvane has emphasized the commercial and retail businesses along Rock Road. Their largest employers are the casino and the school district. Mulvane has its own electrical company and is pursuing electric transportation more by installing electric vehicle charging stations downtown. They have installed electric vehicle charging stations downtown, as well.

Mulvane has worked with KDOT on a bicycle and pedestrian program (transportation alternatives program) to connect downtown Mulvane through Derby and all the way to Wichita. This will eventually reach all the way to Cheney. Regarding transportation projects, Mulvane is working on maintenance and resurfacing projects like Rock Road and from the K-15 intersection north through the 103rd intersection. In terms of regional transportation, the ARC95 project to build a bridge over the Arkansas River is of high importance to Mulvane. At present, Mulvane only has access to one bridge across the river into the rest of the county.

Table 12: Mulvane commuter flow trips and percentage change.

Mulvane	Number of Commuter Flow Trips 2019	% Change 2015-2019
Inflow	1,047	1.45%
Internal	205	17.82%
Outflow	2,734	0.04%



Maize

Maize is growing rapidly as well, at the highest rate in the region over the past decade – 67.7% (Table 1). Maize directly benefits from their location to the west of Wichita and their school district, which is a large draw for families who live outside of Maize. Their daily population nearly doubles during the school day. Compared to 2015, Maize experienced an over 30% increase in both inflow trips (the number of non-Maize residents commuting to Maize for work) and internal (the number of residents living and working in Maize) commuter trips (Table 13). They have seen residential growth, having over one hundred housing unit permits issued per year. Maize’s industrial park which was built in 2014 is now full. It hosts the Japanese Company Kyodo Yushi, which provides 70% of the vehicle grease for North America, and the German Company Reifenhauer, which has hundreds of employees. Maize has the great advantage of being close to the airport, interstate, and railroads.

Maize is performing major road upgrades due to its population outgrowing its present transportation system. The 119th street improvement project was completed in 2021. They are also at work on a WAMPO-funded Academy Street improvement project. They are aiming to work on the 53rd Street regional project in the future, with WAMPO’s help. The Maize City Council is looking at a Major Gateway project, an Amphitheater in their park, and a continually upgraded wastewater plant. A new water line is going in on 53rd and Tyler Road. And Maize is working on a future bicycle and pedestrian network.

Table 13: Maize commuter flow trips and percentage change.

Maize	Number of Commuter Flow Trips 2019	% Change 2015-2019
Inflow	2,416	36.19%
Internal	99	32.00%
Outflow	2,033	17.58%



Goddard

The majority of Goddard’s growth over the past decade has been concentrated in residential and commercial areas. Their population is made up of approximately 20% Baby Boomers, 24% Millennials, and 24% Gen Z. Goddard’s school districts are a major economic driver in their city. The largest business and employment sectors in Goddard are the service industry, retail, construction, and real estate. Their recent developments include the Goddard Genesis and a Hampton Inn, as well as a new baseball diamond and veterinary clinic.

Table 14: Goddard commuter flow trips and percentage change.

Goddard	Number of Commuter Flow Trips 2019	% Change 2015-2019
Inflow	1,673	9.20%
Internal	129	-30.27%
Outflow	2,298	8.35%



Rose Hill

Although Rose Hill sits eight to ten miles away from the nearest state or federal highways, but they still have seen growth in the past decade. As a result, all their commuter traffic takes place on local roads, necessitating a different kind of upkeep and maintenance than some other communities in the region. Recently, Rose Hill has seen two large new industries in its industrial park. These are Dynamic NC, which works in aerospace alongside SpaceX, and Viking, which manufactures industrial shot blast cleaning systems. There is a Rose Hill campus location of Butler Community College. Rose Hill has also seen residential growth in the past decade, with the intent to connect more with Sedgwick County and provide a community from which to commute. 25% of the Rose Hill school district boundary is located in Sedgwick County.

Rose Hill Road is the central nervous system of the city, providing a transportation network for the community. This is their number one priority. Rose Hill also encourages bicycle and pedestrian projects throughout the city.

Table 15: Rose Hill commuter flow trips and percentage change.

Rose Hill	Number of Commuter Flow Trips 2019	% Change 2015-2019
Inflow	951	9.56%
Internal	149	-0.67%
Outflow	1,911	5.64%

Smaller Municipalities

As was discussed at the beginning of this report, when the municipalities convened at the 2021 Transportation Planning Body (TPB) meetings, only the larger half of the cities presented on regional connections. However, the smaller half of the cities still have an enormous contribution and significance at the regional level.

These cities, ranging in 2020 population size from Clearwater at 2,653 to Viola at 115, all contribute to regional economic growth and development in a variety of important ways. They are all connected by or rely on the TIP projects and major corridors discussed in this report. This enables them to provide employment opportunities, commuters, students, and schools to other cities in the region. To learn more about the commuter flows of the smaller municipalities reference WAMPO's 2022 Commuter Flows Report (www.wampo.org/commuter-flows)



Mount Hope



Garden Plain



Andale



Bentley



Eastborough



Cheney



Colwich



Sedgwick



Kechi



Clearwater



Viola

MTP 2050 Vision, Goals, Objectives Draft

VISION

To enhance connectivity in a way that supports equitable development of a safe, reliable, multimodal transportation network that enriches the quality of place within the WAMPO Region.

GOALS

- » Safe & Reliable
 - Support transportation improvements, technologies, and programs that increase safety for all system users and improve travel times and ease of travel throughout the region.
- » Equitable & Accessible
 - Improve access to all destinations in the WAMPO region by all modes of travel for all people.
- » Connected & Multimodal
 - Improve interconnectivity for all system users and all modes of travel.
- » Environmental & Financial Stewardship
 - Emphasize environmental protection & efficient use of funds.

OBJECTIVES

- » Safe & Reliable
 - Expand technology that improves the roadway experience (e.g., coordinated lights, digital message board signs)
 - Improve how quickly emergency crashes are cleared
 - Improve predictability of travel times
 - Improving travel times by all modes
 - Maintain the bike & pedestrian infrastructure
 - Maintain the roadway/transportation system(s)
 - Reduce fatalities & serious injuries
- » Equitable & Accessible
 - Improve access to basic human needs & services (e.g., grocery stores, medical)
 - Improve ADA compliance (e.g., accessible ramps, blind detectable walkway)
 - Increase improvements in underserved and disadvantaged communities
 - Reduce negative impacts in underserved and disadvantaged communities

- » Connected & Multimodal
 - Support economic growth by enhancing commute access
 - Fill gaps to create a connected network for pedestrians and bike riders
 - Support initiatives that improve affordable transportation options
 - Reduce single-person vehicle trips
 - Make transit a more viable option
- » Environmental & Financial Stewardship
 - Utilize cost-benefit analysis when selecting projects
 - Reduce greenhouse gas emissions
 - Minimize air quality effects of the transportation system
 - Minimize water-related impacts of transportation infrastructure