



# Active Transportation Committee (ATC) Meeting

Wednesday, December 7, 2022, @ 9:30 AM

Virtual

Register for Zoom meeting  
[HERE](#)

Please call WAMPO at 316.779.1313 at least 48 hours in advance if you require special accommodations to participate in this meeting. WAMPO will make every effort to accommodate all reasonable requests.

Tentative Meeting Agenda	Packet Page #
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A. Kansas Active Transportation Plan Jenny Kramer, KDOT	
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F. <a href="#">Pedestrian and Bicycle Funding Opportunities Link</a> Ashley Bryers, WAMPO	
G. The Big Picture Ashley Bryers, WAMPO	Pg 10
H. Bike/Ped Count Report <i>*An additional report will be attached.</i> Dora Gallo, WAMPO	Pg 11 - 30
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V. Adjournment	
<p><b>The next Active Transportation Committee meeting is March 1, 2023, at 9:30 AM</b></p>	

# Meeting Summary

Active Transportation Committee (ATC) Meeting

Tuesday, September 07, 2022, @ 9:30 AM

Online

**Meeting Duration:** 82 minutes

## Attendance:

Jack Brown, *Co-Chair*

Alan Kailer, *Co-Chair*

Ashley Bryers, *WAMPO*

Nick Flanders, *WAMPO*

Dora Gallo, *WAMPO*

Jolene Graham, *Maize*

Jack Hezlep, *Derby*

Alicia Hunter, *WAMPO*

Kim Neufeld, *Bike Walk Wichita*

Ron Nuessen, *Benesch*

Chad Parasa, *WAMPO*

Marcela Quintanilla, *WAMPO*

Nina Rasmussen, *Wichita*

Justin Shore, *Clearwater*

Jonathan Tardif, *Haysville*

Emily Thon, *WAMPO*

Cailyn Trevaskiss, *WAMPO*

Jessica Warren, *Sedgwick Co.*

1. **Co-chair Alan Kailer called the meeting to order at 9:30 AM.**
2. **June 1, 2022, Meeting Summary**
3. **Agenda Items**

- a. **Existing Sidewalk Data Update**

Eldon Taskinen said WAMPO staff are developing an existing-sidewalks map from publicly available satellite imagery. Staff manually traced the locations of sidewalks, paved trails, and crosswalks that are visible in the satellite imagery into ArcGIS feature classes. When this is done, WAMPO will have a comprehensive map of the entire sidewalk network within its borders.

- b. **Bike/Ped Count Projections**

Cailyn Trevaskiss informed ATC that from 2012 to 2020, counts were conducted at 35 locations, and that three new locations were added in 2021. Counts are conducted at each location for two two-hour periods on either of two weekdays - Wednesday or Thursday - and one two-hour period on Saturday. Each location is either a screenline (a line across a path or road the crossing of which produces a count) or an intersection (where passage through the intersection is counted). WAMPO enlists support from community volunteers to collect this information. The counts were put through a mathematical equation to develop the Average Annual Daily Traffic (AADT) of bike rider and pedestrians at each location for each year.

- c. **Health Maps**

Marcela Quintanilla presented that WAMPO staff have created maps that display model-based data from the Centers for Disease Control and Prevention (CDC) that show crude prevalence of conditions that could benefit from physical activity such as walking and biking.

- d. **Bike/Ped Plan Elements to Include**

Co-chairs Kailer and Brown presented the planned elements for the Bike/Ped plan. It included:

- Inventory existing active transportation infrastructure, including on & off-street, paths and parking
- Review connectivity of existing facilities, identify gaps, prioritize improvements
- Review regional communities' plans
- Update existing plan or adopt new plan
- Consider not only proposed routes, but also policies affecting active transportation

**e. Association of Pedestrian and Bicycle Professionals (APBP) Conference**

Nick Flanders shared some of what he learned from attending the APBP conference from Monday, 8/22/2022, to Wednesday, 8/24/2022 in Minneapolis, MN.

**f. Social Media Question**

Emily Thon presented that WAMPO is developing the Public Participation plan for the next 5 years. As part of the process, WAMPO is asking the committee what they feel WAMPO should be sharing on our social media, email, and publications.

**g. Bike/Ped Count - Volunteers are needed**

Dora Gallo presented that WAMPO is carrying out a bicycle/pedestrian planning process, identifying, and prioritizing system improvements based on existing conditions and plans and on the needs of bicycle riders and pedestrians. To better assess where bicycle/pedestrian improvements are most warranted, WAMPO conducts an annual bicycle/pedestrian count across the region, most recently at 38 locations in September 2021. WAMPO staff have added three additional locations for this year's count. WAMPO's annual bicycle and pedestrian count will take place on September 21st, 22nd, and 24th, 2022. Volunteers can sign up at [www.wampo.org/volunteer](http://www.wampo.org/volunteer).

**4. Open Discussion**

**5. Meeting adjourned at 10:52 AM**

**The next regular meeting will be held **ONLINE** on Wednesday, December 07, 2022, at 9:30 AM.**



## Background

The United States Bicycle Route System (USBRS) (<https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/>) is a network of signed, numbered, intercity/interstate bicycle routes along existing roadways and trails throughout the United States. Although the USBRS is still being developed, it currently includes 18,534 miles of routes across 33 U.S. states (including Kansas). Even though there is not federal funding dedicated specifically for infrastructure improvements or maintenance along U.S. Bicycle Routes, the standardized signing, numbering, and mapping of such routes (in a similar fashion to the standardized signing, numbering, and mapping of interstate highways) facilitates and promotes long-distance bicycle travel.

Primary responsibility for development of U.S. Bicycle Routes lies with state Departments of Transportation. However, it requires the cooperation of each of the individual local jurisdictions through which a route will pass, as well as any other U.S. state at whose border the route segment will terminate (to ensure route connectivity between states). Then, the state DOT submits its planned routes to the American Association of State Highway and Transportation Officials (AASHTO) for official designation and the assignment of a route number (odd numbers for north-south routes and even numbers for east-west routes, with numbers generally increasing from northeast to southwest). Under a contract with AASHTO, state DOTs may receive technical support from the Adventure Cycling Association.

When a state DOT submits a route for the USBRS, it needs to both begin and end at either a state border, an international border, the ocean, or another U.S. Bicycle Route. There is also a USBRS National Corridor Plan (see attachment), indicating 50-mile-wide corridors in which future trunk (as opposed to spur/alternate) segments of the USBRS could be designated. However, state DOTs may still propose routes outside of those corridors for designation.

Currently, the nearest U.S. Bicycle Route to the Wichita metropolitan area is Route 76, which runs across the entire east-west width of Kansas, through Newton, to the north of the WAMPO region (see attachment). The next closest route is Route 66, which follows the more famous Route 66 highway across Oklahoma. Currently, the USBRS National Corridor Plan does not show any potential corridors for trunk routes through the WAMPO region.

## Attachments

- » USBRS National Corridor Plan (June 2022)
- » United States Bicycle Routes in Kansas





# NATIONAL CORRIDOR PLAN

The goal of the United States Bicycle Route System is to connect America through a network of numbered interstate bicycle routes.



18,534 miles designated

Jun. 2022



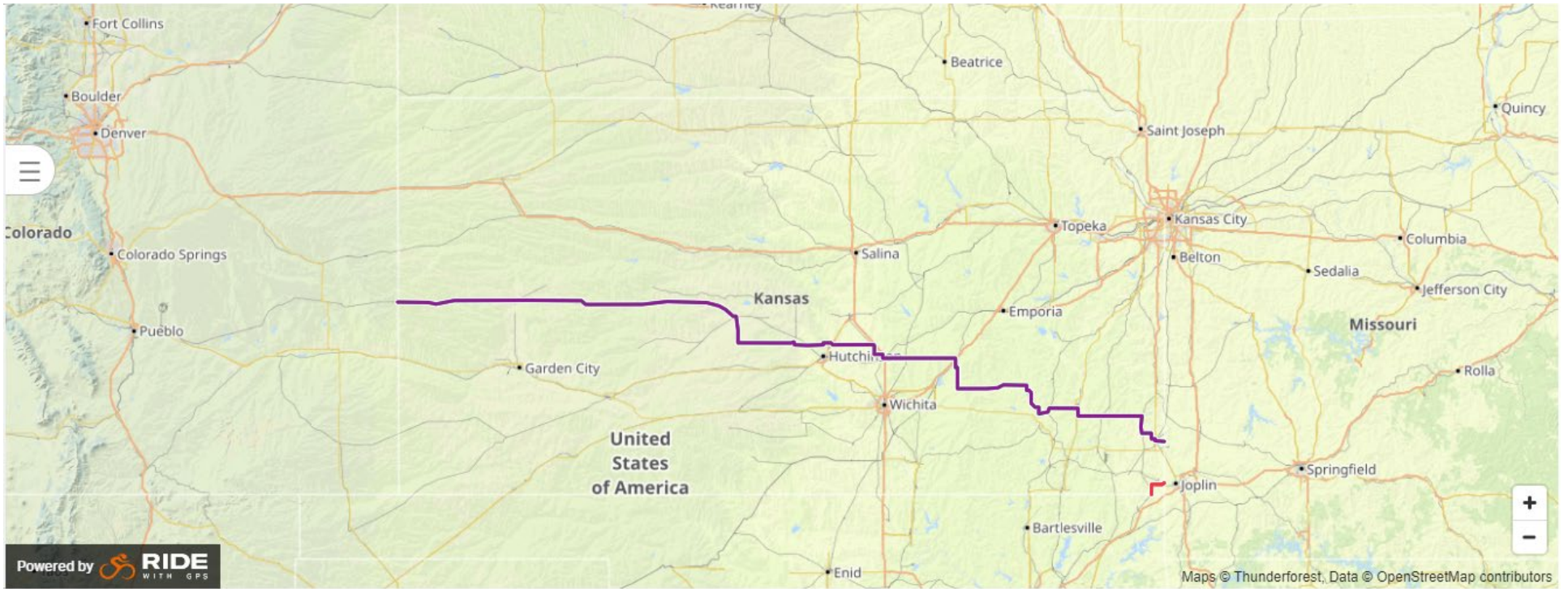
### DESIGNATED U.S. BICYCLE ROUTE

Established U.S. Bicycle Route designated by AASHTO.

### UNDEVELOPED CORRIDOR

These corridors are not routes, but 50-mile wide areas where a route may be developed.







## Background

Biking, walking, and other forms of active transportation are important alternatives to automobiles in the WAMPO region, promoting healthy living, reducing emissions, and serving as the primary means of travel by those who do not have the option of motorized transportation. People’s ability to use these nonmotorized modes is largely dependent upon the availability of sidewalks and/or paved trails between their intended origins and destinations. To determine how connected and accessible the WAMPO region’s sidewalk/trail network is, WAMPO staff are developing a comprehensive map of all sidewalks and paved trails in the region. This map will be used to identify gaps in the active transportation network that ought to be filled, help travelers plan what routes they will take, and identify critical links in the system.

## WAMPO’s Existing-Sidewalks Map

The map’s initial development phase was from April to October 2022. Using publicly available aerial/satellite imagery, WAMPO staff manually traced the locations of sidewalks, paved trails, and crosswalks into ArcGIS feature classes, creating a comprehensive map of the entire sidewalk network within the WAMPO region. WAMPO member jurisdictions have been given access to the draft ArcGIS feature class for review. They have been asked to inform WAMPO staff of any omissions or inaccuracies in the sidewalk/trail map by 5:00 PM CST on Friday, December 16, 2022.

The ArcGIS feature class distinguishes between sidewalks, crosswalks, and paved trails. Sidewalks are adjacent to a road but do not cross over it. Crosswalks cross a road, and paved trails neither are adjacent to nor cross a road. Additional feature-attribute data differentiate between regular sidewalks and shared-use sidepaths, which must be at least 8 feet wide to accommodate nonmotorized vehicles like bicycles and scooters. Publicly accessible paths on private property at golf courses, college campuses, and hospitals are also mapped, but with an attribute designating them as private property, so that they may be omitted in contexts where only public facilities are relevant.

The sidewalk/paved trail map provides a clear and complete account of the locations of off-road active transportation facilities in the WAMPO region, which will assist in the planning and prioritization of future active transportation projects by providing a way to assess how much connectivity is improved by any given project. The map will also be used during the development of the WAMPO Active Transportation Plan to identify gaps in the network and will assist individual communities in assessing their respective levels of pedestrian accessibility. Ultimately, it is intended that an interactive online version of the map will be provided as a public resource for trip planning. WAMPO staff are looking into options for keeping the map up to date in the future.

The sidewalk map can be viewed publicly on ArcGIS Online:

<https://wampo.maps.arcgis.com/apps/instant/basic/index.html?appid=cecccfb34bfe4ddb86e6fcf2cae4b1bc>



## **Agenda Item 3E** **Comprehensive Safety Action Plan (CSAP) Progress** Ashley Bryers, Transportation Planning Manager

### **Background**

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

The TPB signed a contract at their November 8<sup>th</sup> meeting with Burgess & Niple/TranSystems/Vireo.

### **Comprehensive Safety Action Plan**

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

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

### **Safety & Health Committee**

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



## Schedule & Scope of Work

### SCHEDULE

Section 3 | WAMPO | Comprehensive Safety Action Plan

Task	Month/Year												
	11/2022	12/2022	1/2023	2/2023	3/2023	4/2023	5/2023	6/2023	7/2023	8/2023	9/2023		
<b>Task 1. Project Coordination and Management Plan</b>													
Kickoff Meeting													
Project Management Plan													
<b>Task 2. Stakeholder and Public Engagement Plan (SPEP)</b>													
SPEP													SPEP Implementation
TSTA Meeting													
TSC Workshop													
<b>Task 3. State of Practice and Data Review</b>													
Plan Coordination & MPO Review Technical Memo													
Data Assessment Technical Memo													
<b>Task 4. Safety and Health Report</b>													
Safety and Health Technical Memo													
<b>Task 5. Crash Data Analysis</b>													
Data Analysis Findings Technical Memo													
Crash Tool													
<b>Task 6. Countermeasure Toolbox</b>													
Toolbox(es)													
<b>Task 7. Implementation Plan and Programs</b>													
Safe Roads Implementation Plan													
Safe Road Users Implementation Plan													
<b>Task 8. Safe Streets Visualization and Vision Zero Toolkit</b>													
Safe Streets Visualization													
Vision Zero Toolkit													
<b>Task 9. Comprehensive Safety Action Plan</b>													
CSAP													
<b>Task 10. SS4A Implementation Grant</b>													
Full Set of Completed Grant Materials													

## Next Steps

The Consultant team created a Project Management Plan and is in the process of developing the Stakeholder and Public Engagement Plan, and the Data Assessment Technical Memo. These deliverables will outline a public engagement strategy and identify data availability and needs.





## Background

The WAMPO Regional Pathway System Plan (RPSP) was originally developed in 2007, with an update in 2011. The RPSP can be viewed at [www.wampo.org/bicycle-pedestrian](http://www.wampo.org/bicycle-pedestrian).

In anticipation of the development of a new plan, WAMPO formed the Active Transportation Committee (ATC) in 2020 to discuss bicycle/pedestrian-related subjects. Meetings have been held quarterly and covered a multitude of topics, listed below:

- » Goals of the ATC:
  - Inventory of Pedestrian/Bicycle/Trail infrastructure
  - Review of regional Pedestrian/Bicycle/Trail plans
  - System connectivity in the WAMPO region: identifying gaps and prioritizing proposed improvements through inter-agency cooperation
  - Inventory of existing facilities, including on-street & off-street bike lanes, multi-use paths, and parking
  - Prioritization of regional corridors
  - Integration with the public transit network
  - Safety
- » System Connectivity
- » Bicycle Level of Traffic Stress (BLTS)
- » Mapping of bicycle/pedestrian facilities
- » Wichita: Capital Improvement Program (CIP) projects; challenges of constrained roadway cross-sections; Right of Way (ROW) acquisition; and Wichita’s bicycle/pedestrian progress
- » Existing-sidewalk mapping
- » Bicycle/pedestrian count projections
- » Health prevalence maps
- » Elements to include in the future active transportation plan
- » Regional plans
- » Individual city plans:
  - Derby
  - Andover
  - Valley Center
  - Haysville
  - Rose Hill
  - Goddard
  - Sedgwick County
  - Maize
  - Garden Plain
  - Wichita
- » Association of Pedestrian and Bicycle Professionals (APBP) conference topics

The ATC’s conversations over the last two and half years have been building towards the development of a new Regional Active Transportation Plan. This planning process will begin after the City of Wichita completes a new Wichita Bicycle Master Plan in 2023. WAMPO staff will convey the contents of the ATC’s conversations to the City of Wichita staff/consultants developing the Wichita Bicycle Master Plan, to ensure coordination between the two planning efforts.

## Next Steps

WAMPO staff will compile what the ATC learned about the various bicycle/pedestrian plans in the region and present their common goals and policies. All this information will be utilized to develop the WAMPO Regional Active Transportation Plan.



## Background

The general planning process for bicycle and pedestrian projects consists of identifying and prioritizing bicycle and pedestrian improvements based on existing conditions, existing plans, and the needs of bicycle riders and pedestrians.

Since 2012, WAMPO has conducted annual counts of bicycles and pedestrians at various locations throughout the region. These counts measure non-motorized travel within the WAMPO region. This helps to determine long-term walking and biking trends as well as where the emphasis should be placed by member jurisdictions in terms of road improvements, repairs, and new non-motorized transportation projects.

## WAMPO Bicycle and Pedestrian Count Projections

WAMPO's Annual Bicycle and Pedestrian Count took place on September 21st, 22nd, and 24th. Counts were measured at 42 site locations; four new site locations were added due to our bicycle and pedestrian facility growth in the region. Due to there being more bicycle and pedestrian facilities, there has been an increase in bicycle and pedestrian activity. WAMPO staff received complete data for half of the designated count sites. Each site was measured for six hours on two weekdays (am and pm)- either Wednesday or Thursday and one weekend, Saturday. The sites are counted based on whether it is a screenline (a line along a path or road that when crossed, is counted) or an intersection (where passage through the intersection is counted). WAMPO enlisted support from approximately 57 community volunteers this year to collect the count information. If it wasn't for the help and efforts of the volunteers, WAMPO wouldn't have the resources to gather this data.

Calculating projections from daily counts is used to predict and analyze daily, weekly, monthly, and yearly volumes and averages. These counts and their methodology are based on national standards from the [National Bicycle and Pedestrian Documentation Project](#). This methodology allows planners to predict the AADT (Average Annual Daily Traffic) for bicycle and pedestrian counts each year.

Attached are charts and maps for the 2022 bicycle and pedestrian count projections. The pie chart shows the traffic distribution between pedestrians, bicycle riders, and other (scooters, skateboards, rollerblades, etc.). WAMPO has an accessible [online interactive map](#). The interactive map allows the public access to past count data and current projections.

## Attachments:

- 2022 Bicycle and Pedestrian Report
- 2012-2022 Bicycle and Pedestrian Count Report – *Will be attached soon.*

# 2022

## Bicycle & Pedestrian Count Results Report



The project goal of this event is to collect data that is representative of actual levels of biking and pedestrian activity in the WAMPO region. Understanding the trends and locations of existing bicycle and pedestrian activity helps WAMPO and its partners plan for future system improvements in the places where people use them. This year marked the eleventh annual count of bicycle and pedestrian activity across different locations within the WAMPO region (all of Sedgwick County and parts of Butler and Sumner Counties). This year, the number of count sites increased to 42 from the previous year's 38, to better help our municipal partners in understanding their own unique active transport needs.

Held on Wednesday, September 21<sup>st</sup>, Thursday, September 29<sup>th</sup>, and Saturday, September 24<sup>th</sup>, this year's count would not have been possible without the assistance and commitment of our 57 (10 WAMPO employees) volunteers! The National Bicycle and Pedestrian Documentation Project (NBPDP) methodology was used for the 2022 count.

An interactive report is available at:

<https://wampo.maps.arcgis.com/apps/webappviewer/index.html?id=098e4737763d4fc485e406c0716e5303>

## Bicycle and Pedestrian Count Event

At each of the WAMPO-area sites, volunteers manually count the number of people using bicycle and pedestrian facilities over the course of two hours. Volunteer affiliations included a wide variety of service organizations, advocacy groups, and interested individuals from across the region.

## Count Site Categories

There were three categories of individuals counted during the 2022 event: bicycle riders, pedestrians (including people using wheelchairs or other mobility devices and children in strollers), and an "other" category that captured individuals traveling via other equipment (roller skates, skateboard, scooter, Segway, etc.).

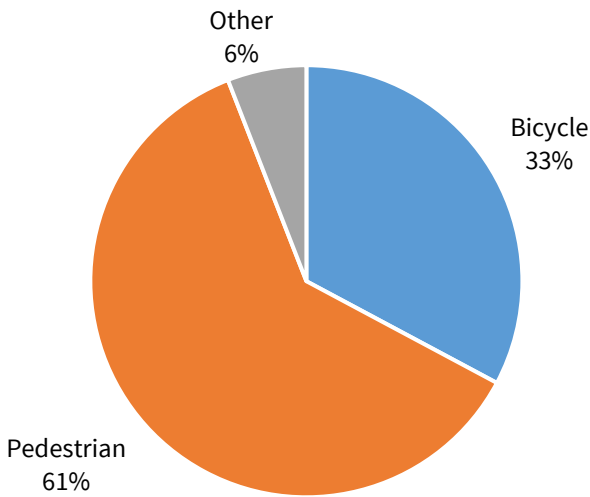
## Results



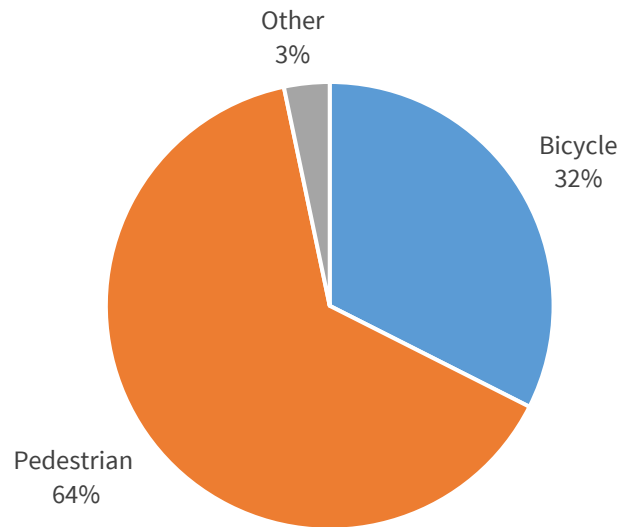
In 2022, the majority of individuals counted by volunteers fell into the “pedestrian” category. The percentage share of traffic in the “bicycle rider” category slightly decreased from 2021 to 2022. As the pandemic has simmered down since the prior years, there was an increase of individuals walking. The makeup of people counted stayed consistent—about 1 out of every 3 persons counted was a bicycle rider. Bicycle and pedestrian activity across all sites have been on a steady rise.

2022 Top 10 Count Sites			
City	Site Name	Site #	AADT
Wichita	Douglas and Washington	25	2752
Wichita	Broadway and 1st	37	2249
Wichita	Sedgwick County Park at 21st Street	112	1700
Wichita	Sedgwick County Park at 13th Street	111	1583
Andover	Redbud Path, Patrica Ln	116	1448
Wichita	Ark River Path, at Keeper of the Plains	43	1324
Wichita	Pawnee and Broadway	15	1261
Wichita	1st and Waco	81	1255
Wichita	Central at Nims	78	1007
Wichita	Broadway and Central	84	1002

2021 Traffic Distribution



2022 Traffic Distribution



# WAMPO Bicycle and Pedestrian Projections Data Report 2012-2022

## Overview of Counts

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

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

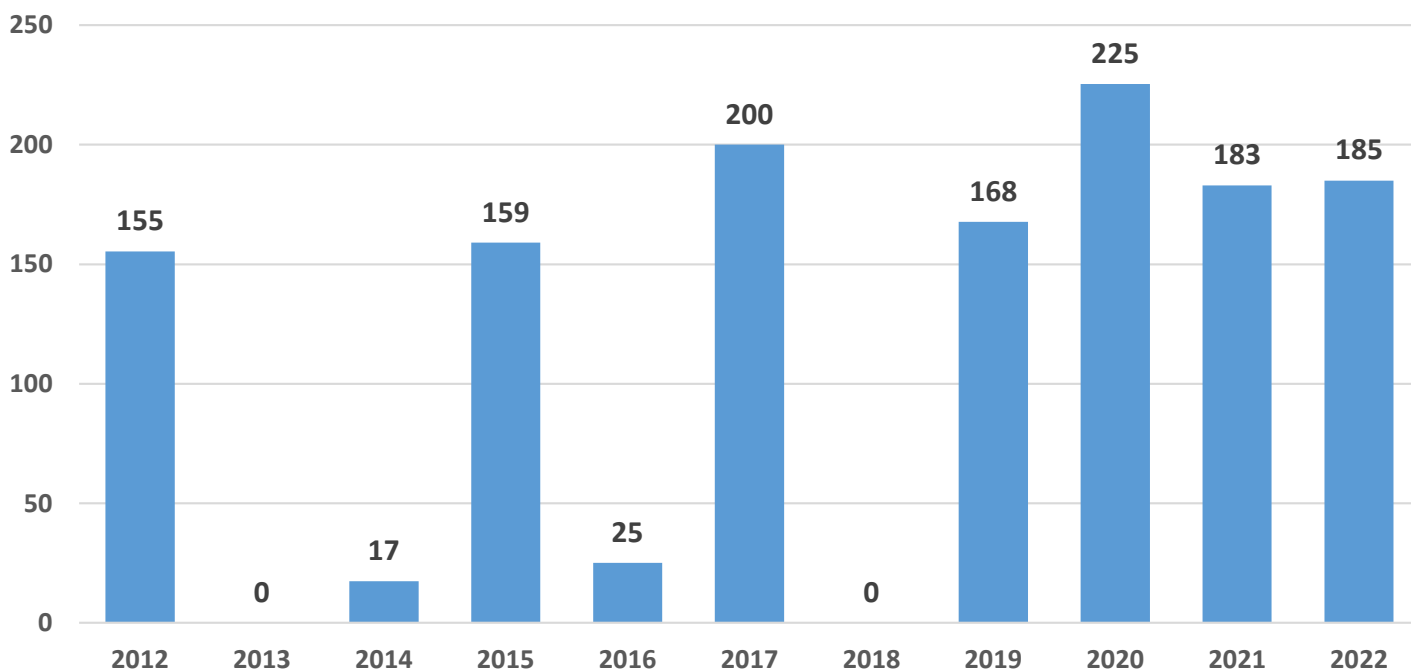


Table 1: Counts collected at Site 5 from 2012-2022 (Oliver at 61<sup>st</sup>)

## Project Background

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

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

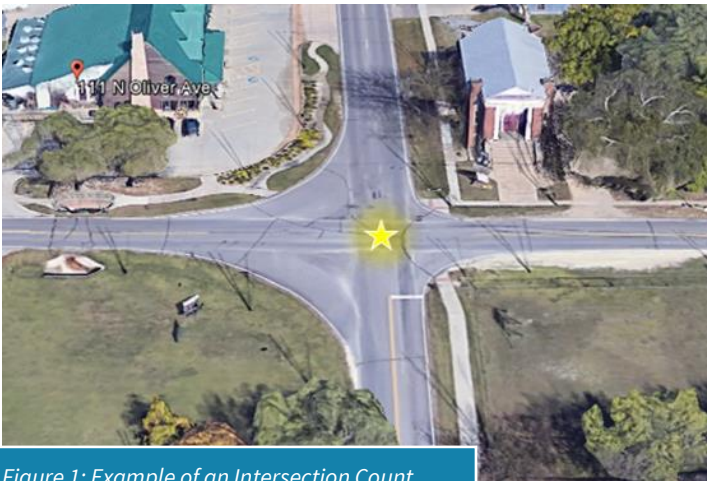


Figure 1: Example of an Intersection Count



Figure 2: Example of a Screenline Count

The collected count data is returned to WAMPO and transcribed onto spreadsheets, then mathematical projections from the National Bicycle and Pedestrian Documentation Project are conducted. The counts are projected into Average Annual Daily Traffic numbers. (The “T” in AADT can refer to trips or traffic, they have the same meaning.) This resulting data is then used to make various maps.

## Utility of Count Results

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

## Interactive Maps

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

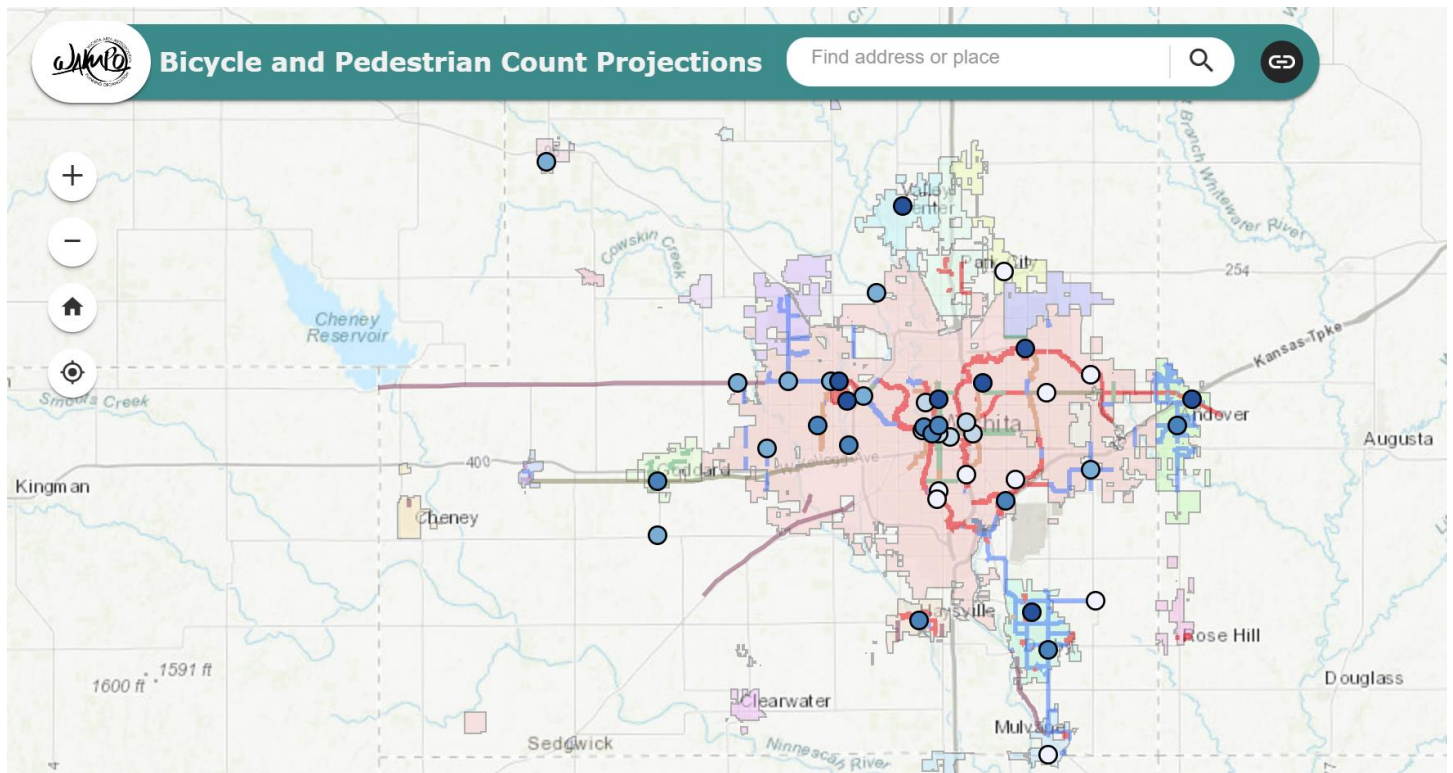


Figure 3: Screenshot of the ArcGIS Interactive Map

## 2022 Bicycle and Pedestrian Annual Average Daily Traffic (AADT)

In 2022, there were 42 locations counted around the WAMPO region. About half of the count locations were missing data, so projections were done with two days of counts rather than three. The 2022 bicycle and pedestrian daily trips range from 2,752 to 0, although some sites are recorded as 0 AADT. They could be 0 because they had no trips or because there was no data recorded, perhaps because the site was not counted. In looking at the data comprehensively, the average AADT is 608 and the median AADT is 288.

Figure 4 illustrates the range of the top five count locations, which have a large range between them. The intersection of Douglas and Washington is by far the most populated location in the region this year.

The Keeper of the Plains count location has historically been in a high-count location. This year it had a projected count of 1,324. It is unknown why it didn't have a higher count this year.



Figure 4: Top Five Count Locations in WAMPO Region in 2022

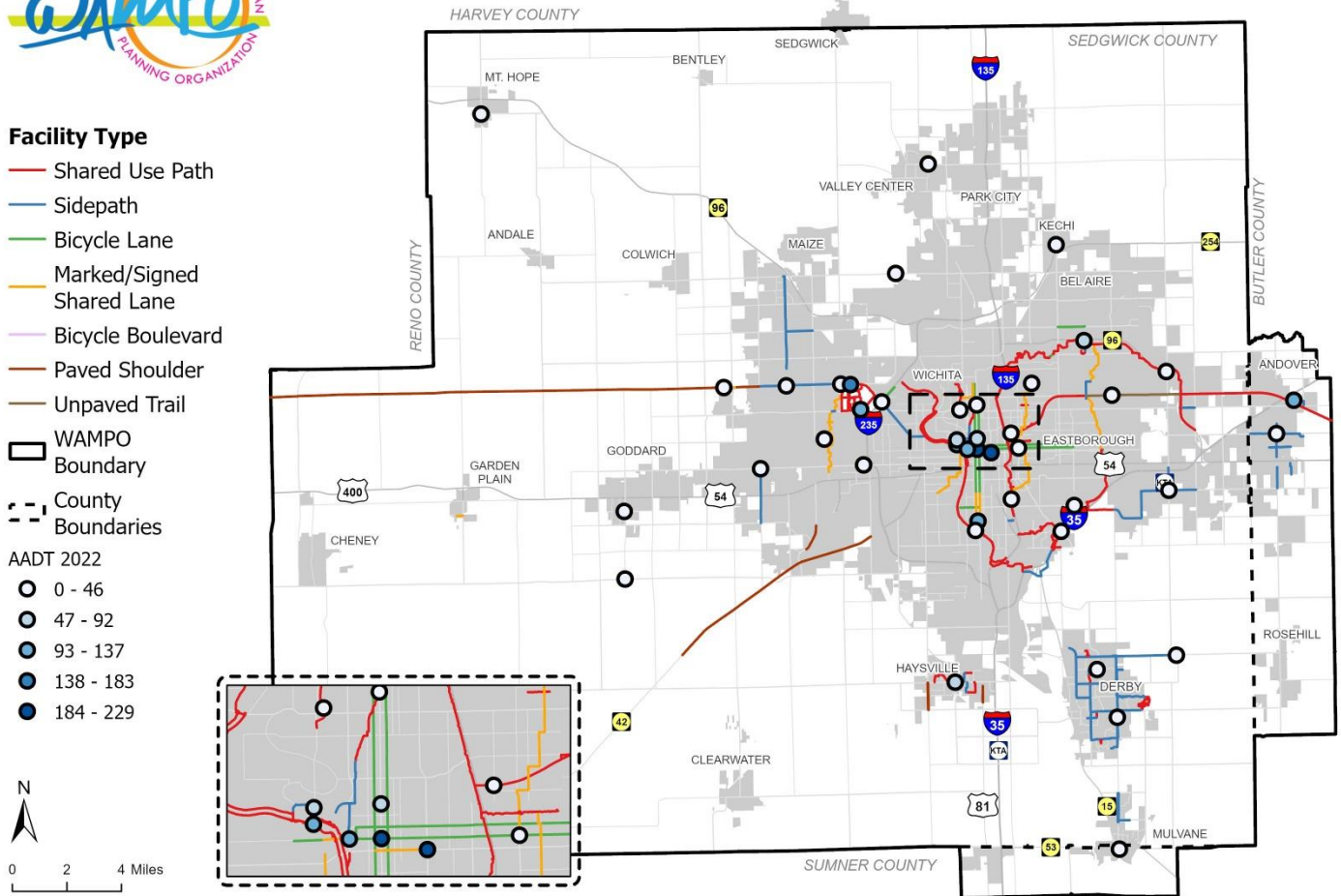


# Mapped Count Projections

In the following map, the color scale from very light blue to dark blue illustrates the increase in traffic density and volume. It is observable that the darkest blue and therefore most trafficked count locations are in the highlighted box, which shows the center of Wichita.



## Bicycle & Pedestrian 2022 Count Projections

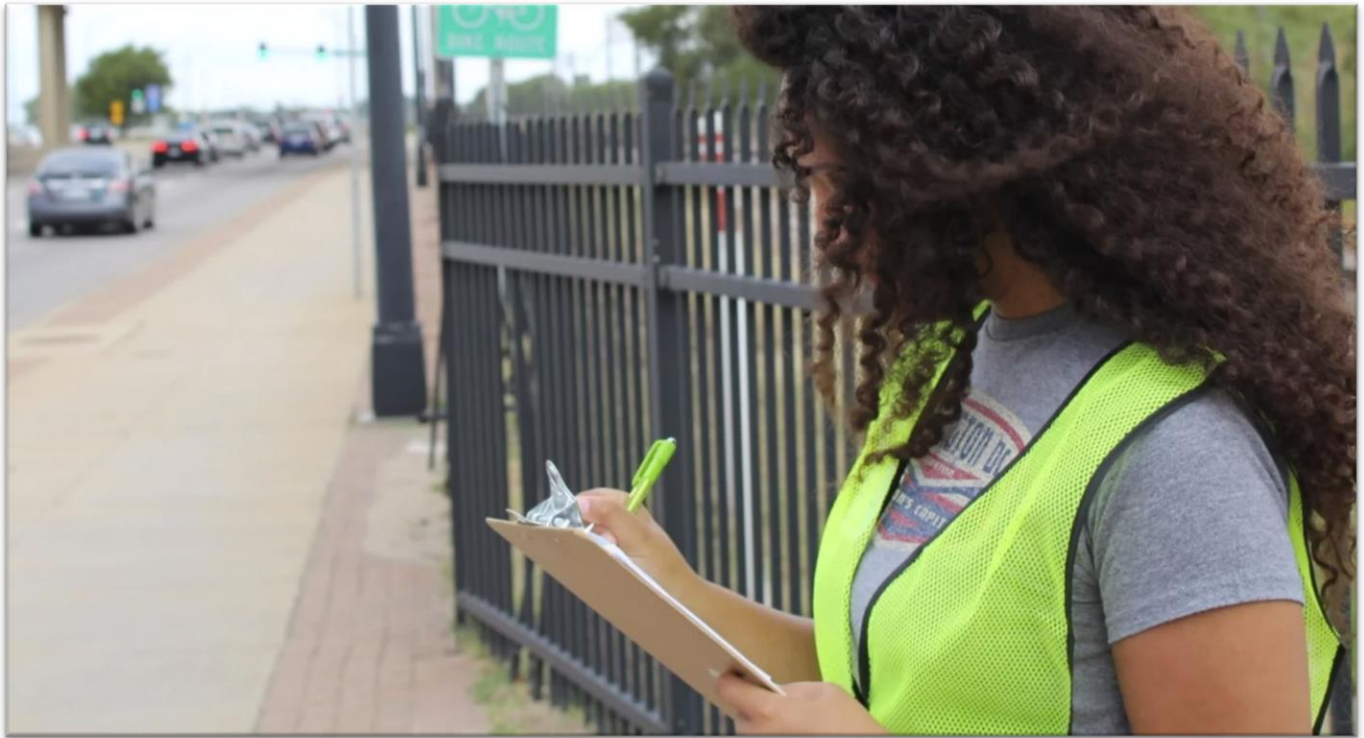


Source: WAMPO. Produced by: WAMPO. Date Exported: 11/21/2022. Folder: G:\Bike Ped\Projections (2012-2021)\. The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Figure 5: Screenshot of the ArcGIS Interactive Map Most recent counts per location

## Mode Share Maps

Some MPO's display their AADT information by site in the form of mode share maps. Mode share is defined as the percentage of people using a particular mode of transportation such as walking, biking, and driving. Mode share maps use pie charts to illustrate the breakdown of vehicle usage versus bicycle and pedestrian usage at each count site. All sites that qualify for a AADT count have one. Sites that do not qualify for Vehicle AADT are not near a road and are both a screenline location and a shared use path. Nearly all the sites in the WAMPO region showed high percentages in favor of one mode choice (either high vehicle use or high bicycle/pedestrian use) meaning there was not a meaningful share of mode usage at any of the count locations. The mode share maps created were not deemed as informative. However, WAMPO has the data and pie charts available for mode share breakdowns, and can be available upon request.



*Figure 6: Volunteers are an essential part of WAMPO's mission*

## 2021-2012 Historic Count Data for Each Count Location

In the following tables, the summary data for each site for each year is displayed. The last three columns of each table show the percentage breakdown, or “Average Daily Split,” of bicycle use, pedestrian use, and vehicle use. In 2022, most sites have an overwhelming majority of vehicle use, illustrated by 100%.

Although, for example, 2022 site 115 shows the highest non-vehicle breakdown at 64% bicycle use and 37% vehicle use. Other years further back tend to have greater percentage diversity.

### 2022 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2022	Vehicle AADT 2022	Average Daily Split Cycling 2022	Average Daily Split Walking 2022	Average Daily Split Vehicle 2022
Wichita	K-96 Path, at Greenwich	4	198	-	68%	32%	-
Kechi	Oliver at 61st	5	185	2,877	0.000%	0.032%	99.968%
Wichita	17th St Rail bed, at Rock	6	129	14,470	0.061%	0.001%	99.938%
Derby	63rd St Sidepath, at Greenwich	8	12	2,338	0.04%	0.00%	100%
Mulvane	Main and 2nd	9	112	3,193	0.12%	0.02%	100%
Wichita	Mt. Vernon and Edgemoor	13	238	2,559	0.26%	0.02%	100%
Wichita	I-135 Canal Route, at Linwood Pk	14	241	780	1.72%	0.03%	98%
Wichita	Pawnee and Broadway	15	1,261	14,065	0.22%	0.00%	100%
Wichita	Ark River Path, near Broadway	18	435	-	45.83%	54.17%	-
Wichita	Douglas and Washington	25	2,752	15,524	0.20%	0.00%	100%
Wichita	1st and Grove	26	410	4,556	0.56%	0.00%	99%
Wichita	Redbud Path, East of I-135 Canal Path	33	520	-	34.04%	65.96%	-
Wichita	Broadway and 1st	37	2,249	9,439	0.33%	0.01%	100%
Wichita	Ark River Path, at 13th	41	118	-	28.57%	71.43%	-
Wichita	Ark River Path, at Keeper of the Plains	43	1,324	-	22.50%	77.50%	-
Wichita	21st and Ridge	47	394	18,137	0.16%	0.00%	100%
Wichita	Zoo Path, at Westdale	48	223	8,686	0.20%	0.00%	100%
Wichita	21st and Maize Rd	49	118	13,416	0.03%	0.00%	100%
Wichita	21st St, West of 135th	50	15	9,315	0.01%	0.00%	100%
Goddard	Macarthur and 199th	52	0	1,157	0.00%	0.00%	100%
Mt. Hope	Ohio and Main	56	-	697	-	-	-
Wichita	Maple and 119th	61	-	6,067	-	-	-
Wichita	53rd St, at Ark River Bridge	65	11	3,177	0.03%	0.00%	100%
Wichita	Harry and Greenwich	69	-	7,080	-	-	100%
Goddard	Prairie Sunset Trail	77	235	-	63.33%	36.67%	-
Wichita	Central at Nims	78	1,007	5,701	0.54%	0.01%	99%
Wichita	1st and Waco	81	1,255	4,851	0.86%	0.01%	99%
Wichita	Broadway and Central	84	1,002	10,547	0.17%	0.01%	100%
Haysville	Main and Grand	86	885	5,842	0.44%	0.01%	100%
Andover	Central and Andover Rd	87	462	10,983	0.09%	0.01%	100%
Wichita	Central and Socora	89	277	5,372	0.11%	0.01%	100%
Wichita	Maple at the Big Ditch	90	288	11,194	0.16%	0.00%	100%
Wichita	Oliver and George Washington Blvd	92	-	7,120	0.00%	0.00%	100%
Derby	Rock St, South of Madison	94	169	8,456	0.07%	0.01%	100%
Wichita	K-96 Path, at Great Plains Nature Center	100	722	-	43.01%	56.99%	-
Wichita	Sedgwick County Park at 13th Street	111	1,583	-	35.80%	64.20%	-
Wichita	Sedgwick County Park at 21st Street	112	1,700	-	41.59%	58.41%	-
Wichita	Triple Creek & Tall Tree	113	-	1,103	-	-	100%
Wichita	21st St & Hillside St	114	166	-	16.67%	83.33%	-
Wichita	15th St a& Broadway St	115	30	-	63.64%	36.36%	-
Andover	Redbud Path, Patrica Ln	116	1,448	-	57.42%	42.58%	-
Valley Center	5th St & Meridian	117	340	-	36.07%	63.93%	-



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## 2021 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2021	Vehicle AADT 2021	Average Daily Split Cycling 2021	Average Daily Split Walking 2021	Average Daily Spilt Vehicle 2021
Wichita	K-96 Path, at Greenwich	4	30	-	47.17%	52.83%	-
Kechi	Oliver at 61st	5	15	2,876.75	0.00%	0.32%	99.00%
Wichita	17th St Rail bed, at Rock	6	7	14,470.00	0.02%	0.02%	99.95%
Derby	63rd St Sidepath, at Greenwich	8	6	2,338.00	0.25%	0.00%	99.75%
Mulvane	Main and 2nd	9	52	3,193.00	0.52%	1.09%	98.39%
Wichita	Mt. Vernon and Edgemoor	13	13	2,559.00	0.07%	0.45%	99.49%
Wichita	I-135 Canal Route, at Linwood Pk	14	12	780.00	0.49%	1.07%	98.44%
Wichita	Pawnee and Broadway	15	68	14,064.75	0.15%	0.33%	99.52%
Wichita	Ark River Path, near Broadway	18	18	-	50.00%	50.00%	-
Wichita	Douglas and Washington	25	175	15,524.00	0.13%	0.98%	98.89%
Wichita	1st and Grove	26	21	4,556.00	0.28%	0.18%	99.53%
Wichita	Redbud Path, East of I-135 Canal Path	33	15	-	57.78%	42.22%	100.00%
Wichita	Broadway and 1st	37	64	9,438.50	0.17%	0.50%	99.33%
Wichita	Ark River Path, at 13th	41	6	-	0.00%	100.00%	-
Wichita	Ark River Path, at Keeper of the Plains	43	359	-	30.35%	69.65%	-
Wichita	21st and Ridge	47	32	18,136.75	0.08%	0.09%	99.82%
Wichita	Zoo Path, at Westdale	48	24	8,686.00	0.26%	0.01%	99.73%
Wichita	21st and Maize Rd	49	8	13,416.00	0.01%	0.05%	99.94%
Wichita	21st St, West of 135th	50	4	9,315.00	0.05%	0.00%	99.95%
Goddard	Macarthur and 199th	52	0	1,157.00	-	-	100.00%
Mt. Hope	Ohio and Main	56	0	696.75	-	-	100.00%
Wichita	Maple and 119th	61	18	6,066.75	0.19%	0.11%	99.70%
Wichita	53rd St, at Ark River Bridge	65	0	3,177.00	0.01%	0.00%	99.99%
Wichita	Harry and Greenwich	69	9	7,079.75	0.05%	0.08%	99.88%
Goddard	Prairie Sunset Trail	77	33	-	49.23%	50.77%	-
Wichita	Central at Nims	78	61	5,700.50	0.62%	0.44%	98.93%
Wichita	1st and Waco	81	94	4,850.67	0.94%	0.96%	98.11%
Wichita	Broadway and Central	84	156	10,546.75	0.27%	1.19%	98.54%
Haysville	Main and Grand	86	52	5,842.33	0.45%	0.44%	99.11%
Andover	Central and Andover Rd	87	18	10,983.00	0.02%	0.14%	99.84%
Wichita	Central and Socora	89	27	5,372.00	0.16%	0.35%	99.49%
Wichita	Maple at the Big Ditch	90	16	11,194.00	0.07%	0.07%	99.86%
Wichita	Oliver and George Washington Blvd	92	11	7,119.67	0.10%	0.05%	99.85%
Derby	Rock St, South of Madison	94	8	8,456.00	0.04%	0.05%	99.90%
Wichita	K-96 Path, at Great Plains Nature Center	100	34	-	41.30%	58.70%	-
Wichita	Sedgwick County Park at 13th Street	111	90	-	59.84%	40.16%	-
Wichita	Sedgwick County Park at 21st Street	112	88	-	49.29%	50.71%	-
Wichita	Triple Creek & Tall Tree	113	35	1,102.50	0.35%	2.75%	96.90%

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## 2020 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2020	Vehicle AADT 2020	Average Daily Split Cycling 2020	Average Daily Split Walking 2020	Average Daily Spilt Vehicle 2020
Wichita	K-96 Path, at Greenwich	4	232	-	86.84%	13.16%	-
Kechi	Oliver at 61st	5	225	2,376	4.20%	4.46%	91.33%
Wichita	17th St Rail bed, at Rock	6	149	12,321	0.75%	0.44%	98.81%
Derby	63rd St Sidepath, at Greenwich	8	260	1,995	7.43%	4.08%	88.49%
Mulvane	Main and 2nd	9	237	2,880	4.81%	2.78%	92.41%
Wichita	Mt. Vernon and Edgemoor	13	285	2,167	2.32%	9.29%	88.38%
Wichita	I-135 Canal Route, at Linwood Pk	14	446	638	19.33%	21.82%	58.85%
Wichita	Pawnee and Broadway	15	805	12,069	2.12%	4.14%	93.75%
Wichita	Ark River Path, near Broadway	18	207	-	78.13%	21.88%	-
Wichita	Douglas and Washington	25	1,433	13,225	3.10%	6.68%	90.22%
Wichita	1st and Grove	26	308	3,544	5.60%	2.40%	92.00%
Wichita	Redbud Path, East of I-135 Canal Path	33	388	-	66.10%	33.90%	-
Wichita	Broadway and 1st	37	803	7,759	4.30%	5.08%	90.62%
Wichita	Ark River Path, at 13th	41	183	-	40.00%	60.00%	-
Wichita	Ark River Path, at Keeper of the Plains	43	5,457	-	21.26%	78.74%	-
Wichita	21st and Ridge	47	1,272	18,137	4.17%	2.39%	93.45%
Wichita	Zoo Path, at Westdale	48	420	7,396	4.93%	0.44%	94.63%
Wichita	21st and Maize Rd	49	1,488	11,423	1.69%	9.83%	88.48%
Wichita	21st St, West of 135th	50	52	7,935	0.41%	0.24%	99.35%
Goddard	Macarthur and 199th	52	-	1,185	-	-	100.00%
Mt. Hope	Ohio and Main	56	178	492	11.68%	14.87%	73.45%
Wichita	Maple and 119th	61	274	5,167	1.22%	3.81%	94.97%
Wichita	53rd St, at Ark River Bridge	65	9	2,694	0.00%	0.00%	100.00%
Wichita	Harry and Greenwich	69	258	6,031	2.51%	1.59%	95.90%
Goddard	Prairie Sunset Trail	77	362	-	60.98%	39.02%	-
Wichita	Central at Nims	78	1,084	5,392	6.57%	10.17%	83.26%
Wichita	1st and Waco	81	1,003	3,835	12.85%	7.89%	79.26%
Wichita	Broadway and Central	84	2,816	9,085	4.75%	18.92%	76.34%
Haysville	Main and Grand	86	457	4,943	4.23%	4.23%	91.54%
Andover	Central and Andover Rd	87	421	9,268	2.58%	1.77%	95.65%
Wichita	Central and Socora	89	367	4,561	0.53%	6.92%	92.55%
Wichita	Maple at the Big Ditch	90	95	9,257	0.66%	0.36%	98.98%
Wichita	Oliver and George Washington Blvd	92	292	6,063	3.33%	1.26%	95.41%
Derby	Rock St, South of Madison	94	327	7,528	2.62%	1.55%	95.83%
Wichita	K-96 Path, at Great Plains Nature Center	100	572	-	45.78%	54.22%	-

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## 2019 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2019	Vehicle AADT 2019	Average Daily Split Cycling 2019	Average Daily Split Walking 2019	Average Daily Spilt Vehicle 2019
Wichita	K-96 Path, at Greenwich	4	132	-	73.91%	26.09%	-
Kechi	Oliver at 61st	5	168	2,869	0.58%	5.55%	93.87%
Wichita	17th St Rail bed, at Rock	6	53	14,668	0.14%	0.36%	99.49%
Derby	63rd St Sidepath, at Greenwich	8	82	2,267	2.63%	3.52%	93.85%
Mulvane	Main and 2nd	9	277	3,315	2.17%	7.72%	90.11%
Wichita	Mt. Vernon and Edgemoor	13	-	2,524	-	-	100.00%
Wichita	I-135 Canal Route, at Linwood Pk	14	-	750	-	-	100.00%
Wichita	Pawnee and Broadway	15	574	14,151	1.56%	3.90%	94.54%
Wichita	Ark River Path, near Broadway	18	177	-	94.44%	5.56%	-
Wichita	Douglas and Washington	25	2,474	15,378	2.21%	13.87%	83.93%
Wichita	1st and Grove	26	194	4,450	2.72%	4.19%	93.09%
Wichita	Redbud Path, East of I-135 Canal Path	33	-	-	-	-	-
Wichita	Broadway and 1st	37	3,723	9,297	6.77%	28.60%	64.63%
Wichita	Ark River Path, at 13th	41	435	-	21.67%	78.33%	-
Wichita	Ark River Path, at Keeper of the Plains	43	3,921	-	25.27%	74.73%	-
Wichita	21st and Ridge	47	401	21,591	0.85%	1.83%	97.32%
Wichita	Zoo Path, at Westdale	48	317	8,805	3.32%	3.48%	93.20%
Wichita	21st and Maize Rd	49	372	13,599	1.78%	2.67%	95.55%
Wichita	21st St, West of 135th	50	52	9,227	0.42%	0.56%	99.02%
Goddard	Macarthur and 199th	52	18	1,110	0.78%	1.61%	97.61%
Mt. Hope	Ohio and Main	56	-	438	-	-	100.00%
Wichita	Maple and 119th	61	160	6,099	1.02%	2.57%	96.41%
Wichita	53rd St, at Ark River Bridge	65	-	3,136	-	-	100.00%
Wichita	Harry and Greenwich	69	114	7,013	0.74%	1.61%	97.65%
Goddard	Prairie Sunset Trail	77	168	-	66.67%	33.33%	-
Wichita	Central at Nims	78	645	5,665	4.35%	10.23%	85.42%
Wichita	1st and Waco	81	1,102	4,749	7.33%	18.85%	73.83%
Wichita	Broadway and Central	84	2,745	10,565	5.54%	20.63%	73.83%
Haysville	Main and Grand	86	-	5,781	-	-	100.00%
Andover	Central and Andover Rd	87	310	10,945	0.99%	2.76%	96.25%
Wichita	Central and Socora	89	-	5,425	-	-	100.00%
Wichita	Maple at the Big Ditch	90	174	11,037	0.91%	1.56%	97.54%
Wichita	Oliver and George Washington Blvd	92	418	7,162	2.28%	5.52%	92.20%
Derby	Rock St, South of Madison	94	143	7,584	0.97%	1.86%	97.17%
Wichita	K-96 Path, at Great Plains Nature Center	100	327	-	43.24%	56.76%	-

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## 2018 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2018	Vehicle AADT 2018	Average Daily Split Cycling 2018	Average Daily Split Walking 2018	Average Daily Spilt Vehicle 2018
Wichita	K-96 Path, at Greenwich	4	10	-	57.14%	42.86%	-
Kechi	Oliver at 61st	5	-	2,869	-	-	100.00%
Wichita	17th St Rail bed, at Rock	6	17	14,668	0.04%	0.07%	99.88%
Derby	63rd St Sidepath, at Greenwich	8	20	2,200	0.61%	0.32%	99.08%
Mulvane	Main and 2nd	9	31	4,000	0.27%	0.51%	99.22%
Wichita	Mt. Vernon and Edgemoor	13	9	2,524	0.08%	0.29%	99.64%
Wichita	I-135 Canal Route, at Linwood Pk	14	23	723	1.03%	1.99%	96.98%
Wichita	Pawnee and Broadway	15	36	14,151	0.12%	0.14%	99.74%
Wichita	Ark River Path, near Broadway	18	21	-	73.68%	26.32%	-
Wichita	Douglas and Washington	25	105	15,378	0.06%	0.62%	99.32%
Wichita	1st and Grove	26	20	4,450	0.35%	0.09%	99.56%
Wichita	Redbud Path, East of I-135 Canal Path	33	-	-	-	-	-
Wichita	Broadway and 1st	37	134	9,297	0.22%	1.20%	98.57%
Wichita	Ark River Path, at 13th	41	33	-	32.69%	67.31%	-
Wichita	Ark River Path, at Keeper of the Plains	43	374	-	13.45%	86.55%	-
Wichita	21st and Ridge	47	40	21,591	0.10%	0.08%	99.81%
Wichita	Zoo Path, at Westdale	48	19	8,805	0.20%	0.01%	99.79%
Wichita	21st and Maize Rd	49	31	13,599	0.13%	0.10%	99.77%
Wichita	21st St, West of 135th	50	3	9,227	0.03%	0.00%	99.97%
Goddard	Macarthur and 199th	52	1	1,151	0.09%	0.00%	99.91%
Mt. Hope	Ohio and Main	56	-	542	-	-	100.00%
Wichita	Maple and 119th	61	20	6,099	0.17%	0.16%	99.67%
Wichita	53rd St, at Ark River Bridge	65	1	3,136	0.02%	0.00%	99.98%
Wichita	Harry and Greenwich	69	7	7,013	0.06%	0.04%	99.90%
Goddard	Prairie Sunset Trail	77	31	-	48.28%	51.72%	-
Wichita	Central at Nims	78	80	5,665	0.50%	0.89%	98.61%
Wichita	1st and Waco	81	199	4,749	0.75%	3.27%	95.99%
Wichita	Broadway and Central	84	29	10,565	0.07%	0.20%	99.72%
Haysville	Main and Grand	86	-	5,781	-	-	100.00%
Andover	Central and Andover Rd	87	9	10,945	0.05%	0.04%	99.92%
Wichita	Central and Socora	89	14	5,425	0.05%	0.21%	99.74%
Wichita	Maple at the Big Ditch	90	14	11,037	0.08%	0.04%	99.88%
Wichita	Oliver and George Washington Blvd	92	31	7,162	0.22%	0.22%	99.56%
Derby	Rock St, South of Madison	94	10	7,584	0.02%	0.11%	99.87%
Wichita	K-96 Path, at Great Plains Nature Center	100	22	-	50.00%	50.00%	-

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## 2017 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2017	Vehicle AADT 2017	Average Daily Split Cycling 2017	Average Daily Split Walking 2017	Average Daily Spilt Vehicle 2017
Wichita	K-96 Path, at Greenwich	4	5	-	50.00%	50.00%	-
Kechi	Oliver at 61st	5	17	3,108	0.19%	0.34%	99.47%
Wichita	17th St Rail bed, at Rock	6	9	30,540	0.02%	0.01%	99.97%
Derby	63rd St Sidepath, at Greenwich	8	7	2,200	0.31%	0.00%	99.69%
Mulvane	Main and 2nd	9	14	4,710	0.00%	0.30%	99.70%
Wichita	Mt. Vernon and Edgemoor	13	12	4,455	0.18%	0.10%	99.72%
Wichita	I-135 Canal Route, at Linwood Pk	14	27	723	1.86%	1.77%	96.37%
Wichita	Pawnee and Broadway	15	53	14,705	0.15%	0.21%	99.64%
Wichita	Ark River Path, near Broadway	18	20	-	67.57%	32.43%	-
Wichita	Douglas and Washington	25	390	15,928	0.24%	2.15%	97.61%
Wichita	1st and Grove	26	31	6,443	0.26%	0.22%	99.53%
Wichita	Redbud Path, East of I-135 Canal Path	33	32	-	75.00%	25.00%	-
Wichita	Broadway and 1st	37	28	9,830	0.12%	0.17%	99.71%
Wichita	Ark River Path, at 13th	41	43	-	24.00%	76.00%	-
Wichita	Ark River Path, at Keeper of the Plains	43	178	-	24.15%	75.85%	-
Wichita	21st and Ridge	47	37	22,475	0.08%	0.09%	99.84%
Wichita	Zoo Path, at Westdale	48	15	18,325	0.08%	0.00%	99.92%
Wichita	21st and Maize Rd	49	21	17,189	0.05%	0.07%	99.88%
Wichita	21st St, West of 135th	50	5	9,560	0.05%	0.00%	99.95%
Goddard	Macarthur and 199th	52	4	1,151	0.39%	0.00%	99.61%
Mt. Hope	Ohio and Main	56	1	542	0.00%	0.19%	99.81%
Wichita	Maple and 119th	61	7	9,989	0.04%	0.03%	99.93%
Wichita	53rd St, at Ark River Bridge	65	0	5,715	0.01%	0.00%	99.99%
Wichita	Harry and Greenwich	69	12	8,306	0.03%	0.11%	99.86%
Goddard	Prairie Sunset Trail	77	8	-	100.00%	0.00%	-
Wichita	Central at Nims	78	108	9,115	0.45%	0.72%	98.83%
Wichita	1st and Waco	81	91	5,132	0.77%	0.97%	98.26%
Wichita	Broadway and Central	84	255	10,969	0.56%	1.71%	97.72%
Haysville	Main and Grand	86	32	8,428	0.13%	0.24%	99.63%
Andover	Central and Andover Rd	87	34	11,252	0.18%	0.12%	99.70%
Wichita	Central and Socora	89	13	21,030	0.03%	0.03%	99.94%
Wichita	Maple at the Big Ditch	90	12	11,633	0.05%	0.05%	99.90%
Wichita	Oliver and George Washington Blvd	92	10	7,190	0.06%	0.08%	99.87%
Derby	Rock St, South of Madison	94	14	15,015	0.03%	0.06%	99.91%
Wichita	K-96 Path, at Great Plains Nature Center	100	12	-	55.17%	44.83%	-

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## 2016 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2016	Vehicle AADT 2016	Average Daily Split Cycling 2016	Average Daily Split Walking 2016	Average Daily Spilt Vehicle 2016
Wichita	K-96 Path, at Greenwich	4	111	-	52.00%	48.00%	-
Kechi	Oliver at 61st	5	25	3,108	0.49%	0.31%	99.20%
Wichita	17th St Rail bed, at Rock	6	12	30,540	0.01%	0.02%	99.96%
Derby	63rd St Sidepath, at Greenwich	8	6	2,200	0.29%	0.00%	99.71%
Mulvane	Main and 2nd	9	32	4,370	0.15%	0.57%	99.28%
Wichita	Mt. Vernon and Edgemoor	13	32	4,455	0.09%	0.61%	99.29%
Wichita	I-135 Canal Route, at Linwood Pk	14	119	723	10.76%	3.42%	85.82%
Wichita	Pawnee and Broadway	15	-	14,705	-	-	100.00%
Wichita	Ark River Path, near Broadway	18	89	-	28.57%	71.43%	-
Wichita	Douglas and Washington	25	2,034	15,928	1.28%	10.04%	88.68%
Wichita	1st and Grove	26	101	6,443	0.58%	0.97%	98.45%
Wichita	Redbud Path, East of I-135 Canal Path	33	34	-	43.75%	56.25%	-
Wichita	Broadway and 1st	37	680	9,830	1.42%	5.05%	93.53%
Wichita	Ark River Path, at 13th	41	112	-	20.97%	79.03%	-
Wichita	Ark River Path, at Keeper of the Plains	43	1,498	-	16.70%	83.30%	-
Wichita	21st and Ridge	47	197	22,475	0.60%	0.27%	99.13%
Wichita	Zoo Path, at Westdale	48	91	18,325	0.42%	0.08%	99.50%
Wichita	21st and Maize Rd	49	-	17,189	-	-	100.00%
Wichita	21st St, West of 135th	50	31	9,560	0.25%	0.07%	99.68%
Goddard	Macarthur and 199th	52	12	1,151	0.72%	0.36%	98.93%
Mt. Hope	Ohio and Main	56	-	542	-	-	100.00%
Wichita	Maple and 119th	61	90	9,989	0.24%	0.65%	99.11%
Wichita	53rd St, at Ark River Bridge	65	-	5,715	-	-	100.00%
Wichita	Harry and Greenwich	69	11	8,306	0.11%	0.02%	99.87%
Goddard	Prairie Sunset Trail	77	646	-	1.26%	98.74%	-
Wichita	Central at Nims	78	174	9,115	0.90%	0.97%	98.13%
Wichita	1st and Waco	81	596	5,132	3.69%	6.72%	89.59%
Wichita	Broadway and Central	84	218	10,969	0.34%	1.61%	98.05%
Haysville	Main and Grand	86	-	8,428	-	-	100.00%
Andover	Central and Andover Rd	87	15	11,252	0.07%	0.07%	99.87%
Wichita	Central and Socora	89	16	21,030	0.01%	0.07%	99.92%
Wichita	Maple at the Big Ditch	90	5	11,633	0.05%	0.00%	99.95%
Wichita	Oliver and George Washington Blvd	92	350	7,190	2.91%	1.73%	95.36%
Derby	Rock St, South of Madison	94	49	15,015	0.15%	0.17%	99.67%

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## 2015 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2015	Vehicle AADT 2015	Average Daily Split Cycling 2015	Average Daily Split Walking 2015	Average Daily Spilt Vehicle 2015
Wichita	K-96 Path, at Greenwich	4	18	-	82.93%	17.07%	-
Kechi	Oliver at 61st	5	13	3,058	0.17%	0.26%	99.57%
Wichita	17th St Rail bed, at Rock	6	13	30,000	0.03%	0.02%	99.96%
Derby	63rd St Sidepath, at Greenwich	8	0	2,200	0.02%	0.00%	99.98%
Mulvane	Main and 2nd	9	-	4,275	-	-	100.00%
Wichita	Mt. Vernon and Edgemoor	13	-	4,245	-	-	100.00%
Wichita	I-135 Canal Route, at Linwood Pk	14	12	723	0.95%	0.67%	98.38%
Wichita	Pawnee and Broadway	15	55	14,305	0.15%	0.23%	99.62%
Wichita	Ark River Path, near Broadway	18	40	-	78.38%	21.62%	-
Wichita	Douglas and Washington	25	123	15,170	0.15%	0.65%	99.20%
Wichita	1st and Grove	26	36	6,290	0.24%	0.32%	99.43%
Wichita	Redbud Path, East of I-135 Canal Path	33	27	-	64.00%	36.00%	-
Wichita	Broadway and 1st	37	264	9,550	0.37%	2.32%	97.31%
Wichita	Ark River Path, at 13th	41	18	-	31.03%	68.97%	-
Wichita	Ark River Path, at Keeper of the Plains	43	172	-	23.28%	76.72%	-
Wichita	21st and Ridge	47	80	22,079	0.19%	0.17%	99.64%
Wichita	Zoo Path, at Westdale	48	80	18,000	0.23%	0.21%	99.56%
Wichita	21st and Maize Rd	49	25	16,884	0.13%	0.02%	99.85%
Wichita	21st St, West of 135th	50	5	9,105	0.06%	0.00%	99.94%
Goddard	Macarthur and 199th	52	0	1,151	0.03%	0.00%	99.97%
Mt. Hope	Ohio and Main	56	-	542	-	-	100.00%
Wichita	Maple and 119th	61	19	9,678	0.05%	0.15%	99.80%
Wichita	53rd St, at Ark River Bridge	65	-	5,445	-	-	100.00%
Wichita	Harry and Greenwich	69	4	7,913	0.05%	0.01%	99.94%
Goddard	Prairie Sunset Trail	77	13	-	73.91%	26.09%	-
Wichita	Central at Nims	78	22	9,038	0.11%	0.13%	99.76%
Wichita	1st and Waco	81	101	5,087	0.75%	1.21%	98.05%
Wichita	Broadway and Central	84	306	10,606	0.69%	2.12%	97.19%
Haysville	Main and Grand	86	22	8,028	0.11%	0.16%	99.73%
Andover	Central and Andover Rd	87	30	10,890	0.05%	0.23%	99.72%
Wichita	Central and Socora	89	21	20,660	0.04%	0.06%	99.90%
Wichita	Maple at the Big Ditch	90	13	11,265	0.08%	0.04%	99.88%
Wichita	Oliver and George Washington Blvd	92	61	6,992	0.47%	0.39%	99.13%
Derby	Rock St, South of Madison	94	4	14,750	0.01%	0.01%	99.97%

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## 2014 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2014	Vehicle AADT 2014	Average Daily Split Cycling 2014	Average Daily Split Walking 2014	Average Daily Spilt Vehicle 2014
Wichita	K-96 Path, at Greenwich	4	18	-	82.93%	17.07%	-
Kechi	Oliver at 61st	5	13	3,058	0.17%	0.26%	99.57%
Wichita	17th St Rail bed, at Rock	6	13	30,000	0.03%	0.02%	99.96%
Derby	63rd St Sidepath, at Greenwich	8	0	2,200	0.02%	0.00%	99.98%
Mulvane	Main and 2nd	9	-	4,275	-	-	100.00%
Wichita	Mt. Vernon and Edgemoor	13	-	4,245	-	-	100.00%
Wichita	I-135 Canal Route, at Linwood Pk	14	12	723	0.95%	0.67%	98.38%
Wichita	Pawnee and Broadway	15	55	14,305	0.15%	0.23%	99.62%
Wichita	Ark River Path, near Broadway	18	40	-	78.38%	21.62%	-
Wichita	Douglas and Washington	25	123	15,170	0.15%	0.65%	99.20%
Wichita	1st and Grove	26	36	6,290	0.24%	0.32%	99.43%
Wichita	Redbud Path, East of I-135 Canal Path	33	27	-	64.00%	36.00%	-
Wichita	Broadway and 1st	37	264	9,550	0.37%	2.32%	97.31%
Wichita	Ark River Path, at 13th	41	18	-	31.03%	68.97%	-
Wichita	Ark River Path, at Keeper of the Plains	43	172	-	23.28%	76.72%	-
Wichita	21st and Ridge	47	80	22,079	0.19%	0.17%	99.64%
Wichita	Zoo Path, at Westdale	48	80	18,000	0.23%	0.21%	99.56%
Wichita	21st and Maize Rd	49	25	16,884	0.13%	0.02%	99.85%
Wichita	21st St, West of 135th	50	5	9,105	0.06%	0.00%	99.94%
Goddard	Macarthur and 199th	52	0	1,151	0.03%	0.00%	99.97%
Mt. Hope	Ohio and Main	56	-	542	-	-	100.00%
Wichita	Maple and 119th	61	19	9,678	0.05%	0.15%	99.80%
Wichita	53rd St, at Ark River Bridge	65	-	5,445	-	-	100.00%
Wichita	Harry and Greenwich	69	4	7,913	0.05%	0.01%	99.94%
Goddard	Prairie Sunset Trail	77	13	-	73.91%	26.09%	-
Wichita	Central at Nims	78	22	9,038	0.11%	0.13%	99.76%
Wichita	1st and Waco	81	101	5,087	0.75%	1.21%	98.05%
Wichita	Broadway and Central	84	306	10,606	0.69%	2.12%	97.19%
Haysville	Main and Grand	86	22	8,028	0.11%	0.16%	99.73%
Andover	Central and Andover Rd	87	30	10,890	0.05%	0.23%	99.72%
Wichita	Central and Socora	89	21	20,660	0.04%	0.06%	99.90%
Wichita	Maple at the Big Ditch	90	13	11,265	0.08%	0.04%	99.88%
Wichita	Oliver and George Washington Blvd	92	61	6,992	0.47%	0.39%	99.13%
Derby	Rock St, South of Madison	94	4	14,750	0.01%	0.01%	99.97%

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## 2013 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2013	Vehicle AADT 2013	Average Daily Split Cycling 2013	Average Daily Split Walking 2013	Average Daily Spilt Vehicle 2013
Wichita	K-96 Path, at Greenwich	4	18	-	82.93%	17.07%	-
Kechi	Oliver at 61st	5	13	3,058	0.17%	0.26%	99.57%
Wichita	17th St Rail bed, at Rock	6	13	30,000	0.03%	0.02%	99.96%
Derby	63rd St Sidepath, at Greenwich	8	0	2,200	0.02%	0.00%	99.98%
Mulvane	Main and 2nd	9	-	4,275	-	-	100.00%
Wichita	Mt. Vernon and Edgemoor	13	-	4,245	-	-	100.00%
Wichita	I-135 Canal Route, at Linwood Pk	14	12	723	0.95%	0.67%	98.38%
Wichita	Pawnee and Broadway	15	55	14,305	0.15%	0.23%	99.62%
Wichita	Ark River Path, near Broadway	18	40	-	78.38%	21.62%	-
Wichita	Douglas and Washington	25	123	15,170	0.15%	0.65%	99.20%
Wichita	1st and Grove	26	36	6,290	0.24%	0.32%	99.43%
Wichita	Redbud Path, East of I-135 Canal Path	33	27	-	64.00%	36.00%	-
Wichita	Broadway and 1st	37	264	9,550	0.37%	2.32%	97.31%
Wichita	Ark River Path, at 13th	41	18	-	31.03%	68.97%	-
Wichita	Ark River Path, at Keeper of the Plains	43	172	-	23.28%	76.72%	-
Wichita	21st and Ridge	47	80	22,079	0.19%	0.17%	99.64%
Wichita	Zoo Path, at Westdale	48	80	18,000	0.23%	0.21%	99.56%
Wichita	21st and Maize Rd	49	25	16,884	0.13%	0.02%	99.85%
Wichita	21st St, West of 135th	50	5	9,105	0.06%	0.00%	99.94%
Goddard	Macarthur and 199th	52	0	1,151	0.03%	0.00%	99.97%
Mt. Hope	Ohio and Main	56	-	542	-	-	100.00%
Wichita	Maple and 119th	61	19	9,678	0.05%	0.15%	99.80%
Wichita	53rd St, at Ark River Bridge	65	-	5,445	-	-	100.00%
Wichita	Harry and Greenwich	69	4	7,913	0.05%	0.01%	99.94%
Goddard	Prairie Sunset Trail	77	13	-	73.91%	26.09%	-
Wichita	Central at Nims	78	22	9,038	0.11%	0.13%	99.76%
Wichita	1st and Waco	81	101	5,087	0.75%	1.21%	98.05%
Wichita	Broadway and Central	84	306	10,606	0.69%	2.12%	97.19%
Haysville	Main and Grand	86	22	8,028	0.11%	0.16%	99.73%
Andover	Central and Andover Rd	87	30	10,890	0.05%	0.23%	99.72%
Wichita	Central and Socora	89	21	20,660	0.04%	0.06%	99.90%
Wichita	Maple at the Big Ditch	90	13	11,265	0.08%	0.04%	99.88%
Wichita	Oliver and George Washington Blvd	92	61	6,992	0.47%	0.39%	99.13%
Derby	Rock St, South of Madison	94	4	14,750	0.01%	0.01%	99.97%

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## 2012 Count Data

City	Site	Site Number	Bicycle & Pedestrian AADT 2012	Vehicle AADT 2012	Average Daily Split Cycling 2012	Average Daily Split Walking 2012	Average Daily Spilt Vehicle 2012
Wichita	K-96 Path, at Greenwich	4	375	-	63.79%	36.21%	-
Kechi	Oliver at 61st	5	155	3,020	4.89%	0.00%	95.11%
Wichita	17th St Rail bed, at Rock	6	105	28,145	0.18%	0.20%	99.63%
Derby	63rd St Sidepath, at Greenwich	8	44	2,200	1.62%	0.32%	98.06%
Mulvane	Main and 2nd	9	74	4,798	0.42%	1.10%	98.48%
Wichita	Mt. Vernon and Edgemoor	13	322	6,120	2.21%	2.79%	94.99%
Wichita	I-135 Canal Route, at Linwood Pk	14	418	723	24.75%	11.88%	63.37%
Wichita	Pawnee and Broadway	15	334	14,389	0.97%	1.30%	97.73%
Wichita	Ark River Path, near Broadway	18	310	-	48.94%	51.06%	-
Wichita	Douglas and Washington	25	1,413	15,408	2.53%	5.87%	91.60%
Wichita	1st and Grove	26	191	7,268	1.37%	1.19%	97.44%
Wichita	Redbud Path, East of I-135 Canal Path	33	4	-	0.00%	100.00%	-
Wichita	Broadway and 1st	37	1,038	9,598	4.25%	5.51%	90.24%
Wichita	Ark River Path, at 13th	41	328	-	48.98%	51.02%	-
Wichita	Ark River Path, at Keeper of the Plains	43	1,445	-	24.89%	75.11%	-
Wichita	21st and Ridge	47	721	22,060	2.04%	1.13%	96.83%
Wichita	Zoo Path, at Westdale	48	366	8,100	4.17%	0.15%	95.68%
Wichita	21st and Maize Rd	49	351	17,419	0.75%	1.23%	98.02%
Wichita	21st St, West of 135th	50	172	9,025	1.60%	0.27%	98.13%
Goddard	Macarthur and 199th	52	89	1,151	7.17%	0.00%	92.83%
Mt. Hope	Ohio and Main	56	107	542	6.34%	10.15%	83.51%
Wichita	Maple and 119th	61	438	8,286	1.18%	3.84%	94.98%
Wichita	53rd St, at Ark River Bridge	65	8	4,385	0.19%	0.00%	99.81%
Wichita	Harry and Greenwich	69	94	10,528	0.50%	0.39%	99.11%
Goddard	Prairie Sunset Trail	77	202	-	90.24%	9.76%	-
Wichita	Central at Nims	78	409	8,963	2.51%	1.85%	95.64%
Wichita	1st and Waco	81	949	4,693	5.88%	10.94%	83.18%
Wichita	Broadway and Central	84	2,092	11,005	4.81%	11.16%	84.03%
Haysville	Main and Grand	86	714	8,027	2.45%	5.72%	91.83%
Andover	Central and Andover Rd	87	323	11,843	1.19%	1.46%	97.34%
Wichita	Central and Socora	89	211	20,565	0.39%	0.63%	98.99%
Wichita	Maple at the Big Ditch	90	132	10,700	0.73%	0.49%	98.78%
Wichita	Oliver and George Washington Blvd	92	364	6,260	3.46%	2.03%	94.51%
Derby	Rock St, South of Madison	94	212	13,990	0.51%	0.98%	98.51%

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## 2023 WAMPO MEETING SCHEDULE

Meeting Location: ZOOM or 271 W 3rd St, Suite 203, Wichita, KS 67202

Meeting times and dates are subject to change by the Chair of that committee's discretion.

Transportation Policy Body	Technical Advisory Committee	Executive Committee	Active Transportation Committee	Safety & Health Committee
<i>3:00 PM Unless otherwise stated</i>	<i>10:00 AM Unless otherwise stated</i>	<i>11:00 AM unless otherwise stated</i>	<i>9:30 AM Unless otherwise stated</i>	<i>9:30 AM Unless otherwise stated</i>
<b>JANUARY 10</b>	<b>JANUARY 23</b>			
<b>FEBRUARY 14</b>	<b>FEBRUARY 27</b>	<b>FEBRUARY 2</b>		<b>FEBRUARY 1</b>
<b>MARCH 14</b>	<b>MARCH 27</b>		<b>MARCH 1</b>	
<b>APRIL 11</b>	<b>APRIL 24</b>			
<b>MAY 9</b>	<b>MAY 22</b>	<b>MAY 4</b>		<b>MAY 3</b>
<b>JUNE 13</b>	<b>JUNE 26</b>		<b>JUNE 7</b>	
<b>JULY 11</b>	<b>JULY 24</b>			
<b>AUGUST 8</b>	<b>AUGUST 28</b>	<b>AUGUST 2</b>		<b>AUGUST 2</b>
<b>SEPTEMBER 12</b>	<b>SEPTEMBER 25</b>		<b>SEPTEMBER 6</b>	
<b>OCTOBER 10</b>	<b>OCTOBER 23</b>			
<b>NOVEMBER 14</b>	<b>NOVEMBER 27</b>	<b>NOVEMBER 2</b>		<b>NOVEMBER 1</b>
<b>DECEMBER 12</b>			<b>DECEMBER 6</b>	

