Annual Bicycle and Pedestrian Data Report

2012 - 2025

Wichita Area Metropolitan Planning Organization (WAMPO)

Overview of Counts

To better understand how bicycle and pedestrian data collection methods and counts have evolved, this report includes data spanning from 2012 to 2025. The accuracy and reliability of the data collected at each count location can be influenced by several factors, which should be considered when interpreting trends and making comparisons between years.

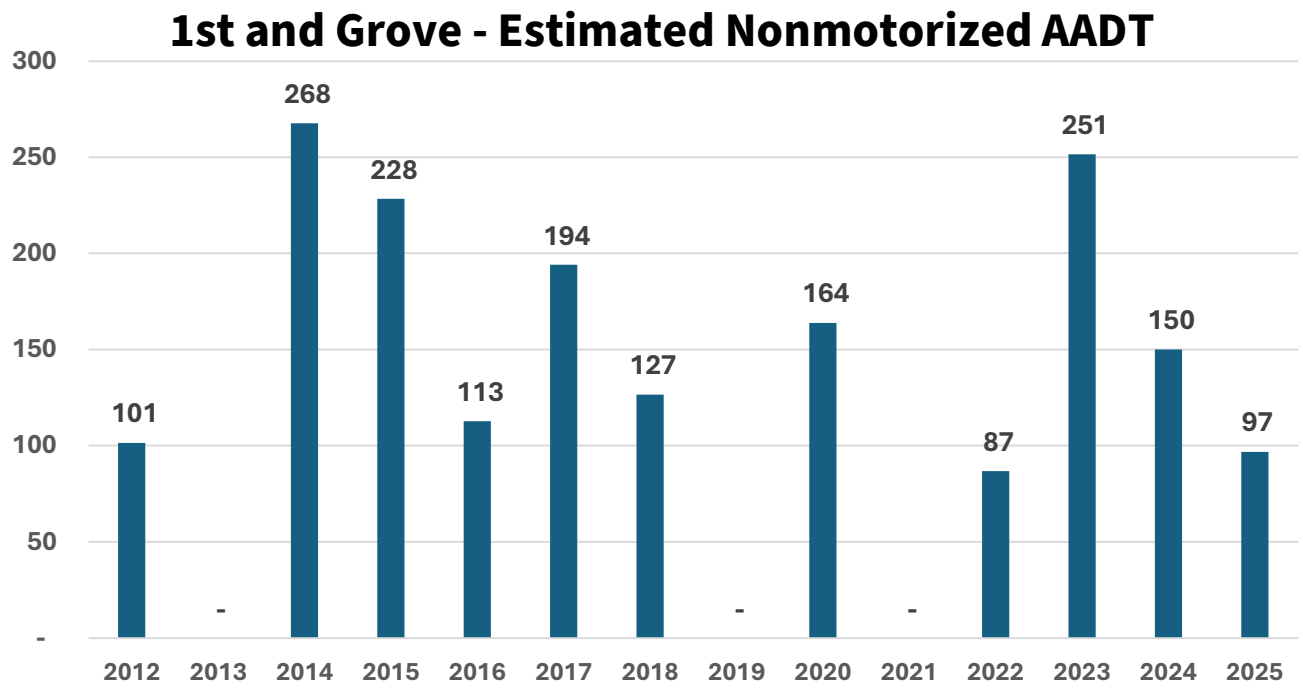
One significant factor is weather conditions during the count periods. Weather can affect a person's decision to walk or bike. For example, if unusually cold or rainy weather occurs on the count days, it can lead to lower counts across all sites, as fewer individuals are willing to engage in outdoor activities. Conversely, warmer and more favorable weather may result in higher participation, leading to a potential spike in count numbers.

Another critical aspect is the availability of volunteers to perform the counts. Bicycle and pedestrian counts rely on volunteers to collect data at multiple locations across the region. If there is a shortage of volunteers, some locations may be left uncounted or only partially covered, affecting the completeness and representativeness of the data. This can introduce variability in the counts from year to year. Figure 1 provides an example of this inconsistency by illustrating variations in count numbers at one specific location over multiple years.

Additionally, 2025* marks the fourth year that WAMPO has implemented mathematical methods to estimate typical daily nonmotorized traffic based on collected data. Converting multiple observations at a site into a single daily estimate produces one consistent number for that location, which simplifies reporting and trend tracking. Standardizing results this way also improves comparability across locations, because it reduces the influence of when a count happened, different days of the week or times of year, so differences you see are more likely to reflect the places themselves rather than timing effects. However, the approach has limits. The procedure outlined by the National Bike Pedestrian Documentation organization relies on development of an average hourly count for both weekdays and weekends. These averages are derived from raw count numbers. Therefore, a location should have at least two counts, including at least one weekday and one weekend count for estimates to be calculated. By applying these formulas consistently, WAMPO hopes to offer a clearer picture of long-term active transportation patterns.

*In 2025, WAMPO reviewed the methodology used to extrapolate nonmotorized annual average daily traffic from raw counts. The review found that some conversion factors from the National Bicycle and Pedestrian Documentation (NPBD) program had been applied inconsistently in prior years and that some locations with no count data collected had been misinterpreted as a completed count with no nonmotorized traffic observed. As a result, WAMPO reviewed all raw count data and documented a clear interpretation of methods from the NBPD. These were then applied consistently to the 2025 counts, and then all prior-year raw values were reviewed and estimates recalculated.

Figure 1: Estimated Nonmotorized Annual Average Daily Traffic (AADT) at site 26 (1st & Grove, in Wichita), 2012-2025



Note: *' - ' indicates years were data was insufficient for AADT estimation*

Project Background

Since 2012, WAMPO has been conducting bicycle and pedestrian traffic counts at numerous designated locations throughout the region. These counts follow the standardized methodology set by the National Bicycle and Pedestrian Documentation Project (http://bikepeddocumentation.org) to ensure consistency and accuracy in data collection and analysis.

The counts are carried out in September over the course of five separate two-hour sessions: two weekday mornings, two weekday evenings, and one Saturday afternoon. A complete count for a particular site includes data from one weekday morning, one weekday evening, and the Saturday afternoon session. These specific times and days are recommended by the National Bicycle and Pedestrian Documentation Project to capture a representative sample of pedestrian and bicycle traffic.

Each location where counts take place is categorized as either a screenline or an intersection. At screenline sites, all non-motorized traffic passing a specific line is counted. At intersection sites, volunteers not only count the individuals but also record their direction of travel. This level of detail is crucial for understanding movement patterns and traffic flow. All counts are conducted by volunteers who play a vital role in collecting this important data for the region.

Figure 2: Example of an Intersection Count

Figure 3: Example of an Screenline Count Location

The collected count data is returned to WAMPO and entered into spreadsheets for further analysis. Using the methodology outlined by the National Bicycle and Pedestrian Documentation Project, these raw counts serve as inputs to estimate nonmotorized Annual Average Daily Traffic (AADT). These estimates are intended to reflect the annual average amount of daily nonmotorized traffic at a particular location and are utilized to create various maps that visually represent active transportation patterns across the region.

Utility of Count Results

Bicycle and pedestrian counts provide valuable insights into multimodal traffic volumes, helping prioritize improvements to roads, sidewalks, and paths, as well as guiding the development of new transportation projects based on usage levels. Additionally, because the information is standardized and easily shared, it enables comparisons with other regions across the country, offering a broader context for local transportation planning decisions.

Interactive Map

WAMPO has created a user-friendly, interactive ArcGIS Online map that showcases bicycle and pedestrian count data, available at www.wampo.org/bicycle-pedestrian. This interactive tool allows users to explore both recent and historical count data at various locations throughout the region. The map provides context by showing how count locations are situated in relation to multiuse trails, sidewalks, bikeways, major roadways, and the different municipalities within the WAMPO region.

2025 Nonmotorized AADT

Of the forty (40) locations planned for counting in 2025, at least one two-hour count was completed at thirty-eight (38) locations. Twenty-six (26) of those sites had at least one weekday and one weekend count performed, which allows for the meaningful estimation of nonmotorized Annual Average Daily Traffic (AADT) at those locations.

Figure 4 highlights the five locations with the highest bicycle and pedestrian AADT in 2025. For this year and for four of the five annual count years from 2020 to 2024, the Arkansas River Path at the Keeper of the Plains recorded the highest estimated AADT. The only exception was 2022, when the intersection of Douglas Ave. and Washington St. had the highest estimated nonmotorized AADT.

Figure 4: Top five (5) count locations in the WAMPO Region in 2025

2025 Data by Count Location

Table 1 presents summary data for each count location in 2025. The three columns to the right of the nonmotorized AADT column show the percentage breakdown of nonmotorized travel, referred to in the table as the "Average Daily Split," for bicycle use, pedestrian travel, and other nonmotorized modes (e.g., rollerblades, skateboards, scooters, etc.). The last two columns provide information on motor vehicle travel at these same locations. The final column shows the split between nonmotorized and motorized traffic at each location where data was available and applicable.

Table 1: 2025 Bicycle and Pedestrian Count – Estimated Nonmotorized AADT and Mode Splits

City	Site	Nonmotorized AADT 2025	Average Daily Split Bicycle 2025	Average Daily Split Pedestrian 2025	Average Daily Split Other* 2025	Vehicle AADT 2025	Average Daily Split Vehicle 2025
Wichita	K-96 Path, at Greenwich	72	70.6%	29.4%	0.0%	-	-
Kechi	Oliver at 61st (Kechi Park)	220	10.6%	85.6%	3.8%	-	-
Wichita	17th St Rail bed, at Rock	93	43.2%	56.8%	0.0%	-	-
Mulvane	Main and 2nd	144	36.5%	63.5%	0.0%	2528	94.6%
Wichita	Mt. Vernon and Edgemoor	-	100.0%	0.0%	0.0%	2123	-
Wichita	I-135 Canal Route, at Linwood Pk	122	31.3%	68.8%	0.0%	535	81.5%
Wichita	Pawnee and Broadway	-	23.8%	66.7%	9.5%	15655	-
Wichita	Ark River Path, near Broadway	103	65.3%	32.7%	2.0%	-	-
Wichita	Douglas and Washington	706	15.4%	78.7%	5.9%	16847	96.0%
Wichita	1st and Grove	97	52.8%	38.9%	8.3%	7440	98.7%
Wichita	Redbud Path, East of I-135 Canal Path	114	46.3%	50.0%	3.7%		-
Wichita	Broadway and 1st	-	26.5%	68.4%	5.1%	9967	-
Wichita	Ark River Path, at 13th (Oak Park)	267	13.7%	84.7%	1.6%	-	-
Wichita	Ark River Path, at Keeper of the Plains	1397	23.8%	68.9%	7.4%	-	-
Wichita	Zoo Path, at Westdale	-	100.0%	0.0%	0.0%	-	-
Wichita	21st and Maize Rd	-	59.1%	40.9%	0.0%	33874	-
Wichita	21st St, West of 135th	-	100.0%	0.0%	0.0%	9105	-
Mt. Hope	Ohio and Main	91	5.9%	61.8%	32.4%	1007	91.7%
Wichita	53rd St, at Ark River Bridge	-	-	-	-	5445	-
Wichita	Pawnee and Greenwich	-	27.8%	66.7%	5.6%	19485	-
Goddard	Prairie Sunset Trail	410	36.9%	63.1%	0.0%	-	-
Wichita	1st and Waco	364	35.0%	60.7%	4.3%	8169	95.7%
Wichita	Broadway and Central	890	9.6%	88.1%	2.3%	21469	96.0%
Haysville	Main and Grand	240	37.0%	47.8%	15.2%	8580	97.3%
Andover	Central and Andover Rd	89	38.9%	61.1%	0.0%	20809	99.6%
Wichita	Central and Socora	68	47.1%	52.9%	0.0%	10330	99.3%
Wichita	Maple at the Big Ditch	-	28.6%	71.4%	0.0%	8093	-
Derby	Rock St, South of Madison	-	33.3%	66.7%	0.0%	7030	-
Wichita	K-96 Path, at Great Plains Nature Center	199	30.9%	69.1%	0.0%	-	-
Wichita	Sedgwick County Park at 13th Street	405	43.6%	54.9%	1.5%	-	-
Wichita	Sedgwick County Park at 21st Street	-	23.2%	75.0%	1.8%	-	-
Wichita	Triple Creek & Tall Tree	221	11.6%	87.2%	1.2%	1234	84.8%
Wichita	17st St & Hillside St	198	8.2%	87.7%	4.1%	12984	98.5%
Wichita	15th St & Broadway St	87	32.4%	64.7%	2.9%	5260	98.4%
Andover	Redbud Path, Patrica Ln	274	40.3%	57.4%	2.3%	-	-
Wichita	Broadway & Mt. Vernon	-	38.4%	61.6%	0.0%	11807	-
Bel Aire	Isely School - Multi-Use Path @ Woodlawn	30	25.0%	75.0%	0.0%	-	-
Wichita	17th & Grove	-	-	-	-	12010	-
Wichita	Hoover & 45th	-	0.0%	100.0%	0.0%	1414	-
Wichita	New Delano Path	264	23.1%	73.1%	3.7%	-	-

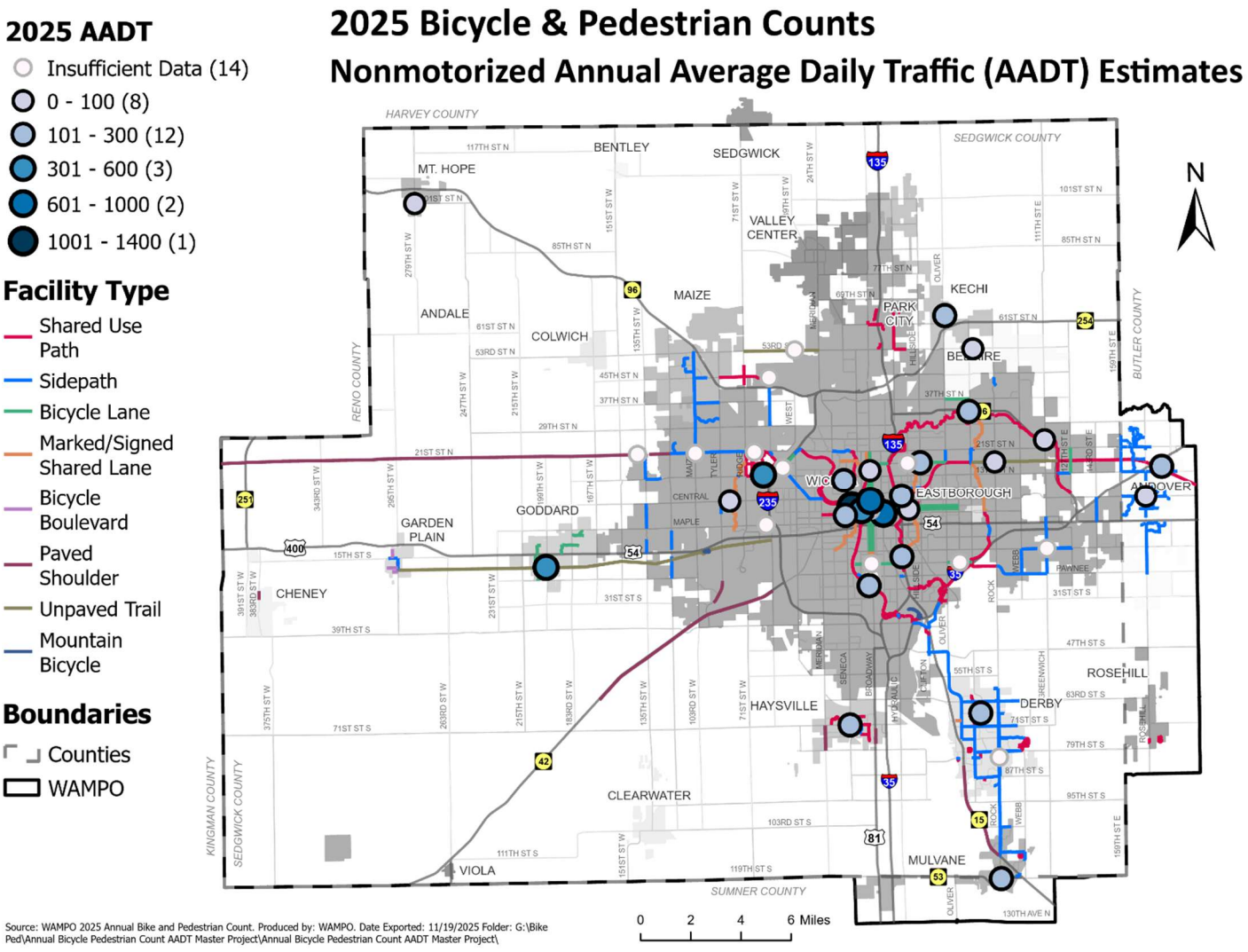
***** *Other includes rollerblades, skateboards, and scooters, etc.*

Note: *A zero (0) in the Nonmotorized AADT column indicates zero traffic when counted. A dash (-) indicates there was insufficent data to develop an AADT projection or no data collected. If the location does not have vehicle AADT or the count data were insufficient, the Average Daily Vehicle split could not be calculated.*

Mapped Count Projections

Map 1 below shows nonmotorized AADT estimates throughout the region. Darker shades of blue represent higher levels of nonmotorized traffic. The locations with the most traffic are concentrated in central Wichita.

Map 1: 2025 Bicycle and Pedestrian Count Projections



Source: WAMPO 2025 Annual Bike and Pedestrian Count. Produced by: WAMPO. Date Exported: 11/19/2025 Folder: G:\Bike Ped\Annual Bicycle Pedestrian Count AADT Master Project\Annual Bicycle Pedestrian Count AADT Master Project\

Mode-Share Maps

Some Metropolitan Planning Organizations (MPOs) present site-specific AADT data using mode-share maps, which display the percentage of travelers using different modes of transportation, such as walking, biking, and driving. These maps typically feature pie charts at each location, showing the proportion of motor-vehicle usage compared to bicycle and pedestrian travel, provided motor-vehicle AADT data is available for that location. Sites lacking motor-vehicle AADT data, such as screenlines on shared-use paths not near roadways, may not include this information.

In the WAMPO region, most count locations show highly imbalanced mode shares, with either very high motor-vehicle usage or very high bicycle and pedestrian activity. As a result, mode-share maps were not considered useful visuals for this report. However, WAMPO can provide mode-share data and pie charts upon request for those interested in a detailed breakdown of transportation modes at specific locations.

Future Innovation

In tandem with the 2025 Bicycle and Pedestrian Count, WAMPO also began testing new tools for bicycle and pedestrian data collection. Nine MioVision cameras were deployed across the region and completed full daytime counts. Several cameras were placed at locations where manual counts were also conducted to verify accuracy and assess the practical feasibility of equipment deployment. Looking ahead, WAMPO will continue working with member jurisdictions to determine the most effective ways to incorporate these cameras into future counts and to explore how this method of data collection can enhance data quality and support more reliable trend analysis.