



WAMPO Region Labor Mobility Report

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In Partnership With:



CEDBR
Center for Economic Development
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JEO CONSULTING GROUP



Transportation plays a critical role in connecting people to job opportunities. If workers can access jobs more efficiently, they may be more likely to find employment, increasing their income and contributing to overall economic growth. Therefore, optimizing transportation options can expand the geographic reach of the labor market. Workers may be able to commute longer distances or work remotely, increasing the pool and leading to more efficient labor allocation.

Another way to think about how transportation impacts the labor market is through an effective real wage, which factors in commuting costs. The more efficient the overall system is, it will translate into either an increased take-home pay or an increased distance and labor pool for the firm to hire from. Given the tight labor market, any increase in labor availability will increase regional competitiveness.

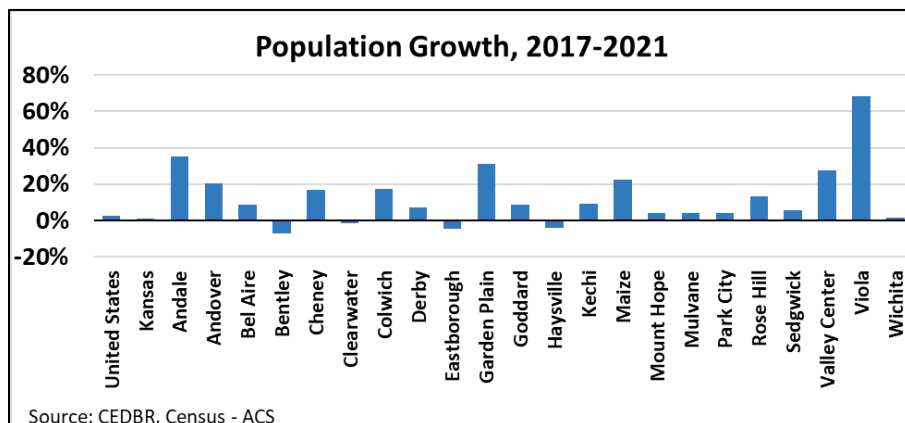
Demographics

Population

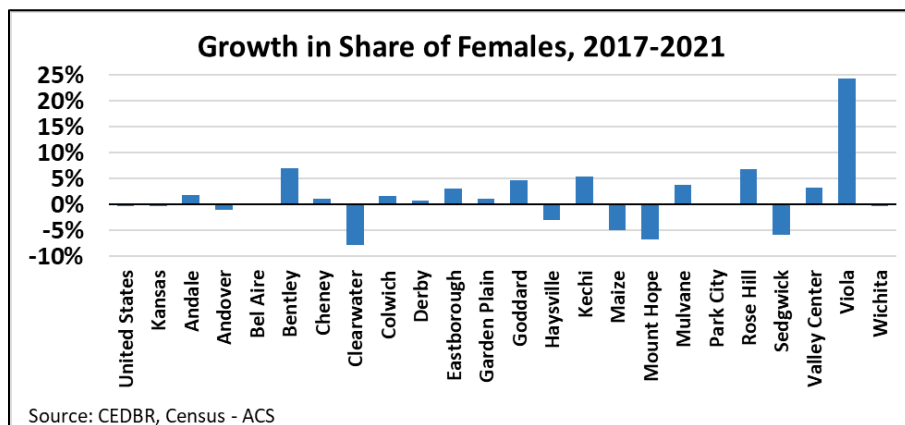
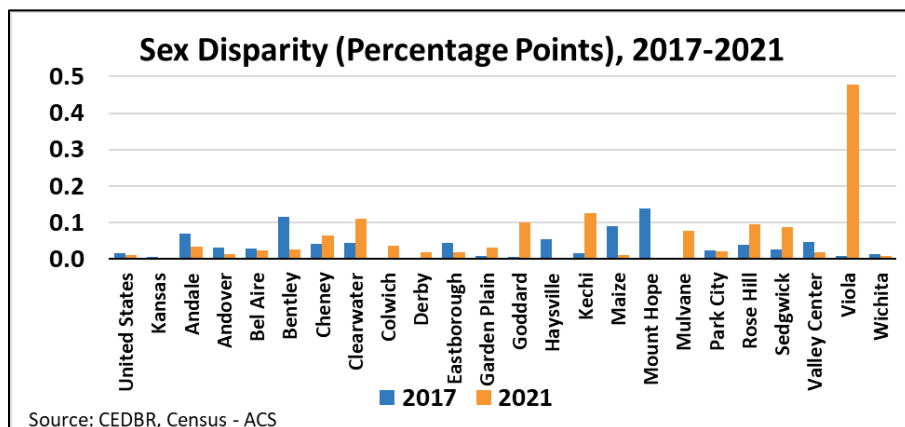
Population Composition by Sex						
Community	Total		Male		Female	
	2017	2021	2017	2021	2017	2021
United States	317,248,555	326,169,561	49.2%	49.5%	50.8%	50.5%
Kansas	2,866,057	2,898,470	49.8%	50.0%	50.2%	50.0%
Andale	872	1,179	53.4%	51.7%	46.6%	48.3%
Andover	12,499	15,027	48.4%	49.4%	51.6%	50.6%
Bel Aire	7,281	7,913	51.4%	51.1%	48.6%	48.9%
Bentley	491	456	55.8%	48.7%	44.2%	51.3%
Cheney	1,902	2,220	47.9%	46.8%	52.1%	53.2%
Clearwater	2,485	2,449	47.8%	55.6%	52.2%	44.4%
Colwich	1,165	1,367	49.9%	48.2%	50.1%	51.8%
Derby	23,429	25,146	49.9%	49.0%	50.1%	51.0%
Eastborough	709	676	52.2%	49.1%	47.8%	50.9%
Garden Plain	764	1,001	49.6%	48.5%	50.4%	51.5%
Goddard	4,078	4,425	49.7%	45.0%	50.3%	55.0%
Haysville	11,351	10,887	47.2%	50.2%	52.8%	49.8%
Kechi	2,691	2,937	49.2%	43.8%	50.8%	56.2%
Maize	4,449	5,441	45.5%	50.5%	54.5%	49.5%
Mount Hope	771	801	43.1%	49.8%	56.9%	50.2%
Mulvane	5,392	5,601	50.0%	46.1%	50.0%	53.9%
Park City	7,387	7,696	48.8%	48.9%	51.2%	51.1%
Rose Hill	3,863	4,369	52.0%	45.2%	48.0%	54.8%
Sedgwick	1,476	1,563	48.6%	54.4%	51.4%	45.6%
Valley Center	6,423	8,186	52.3%	49.0%	47.7%	51.0%
Viola	123	207	50.4%	26.1%	49.6%	73.9%
Wichita	383,078	389,387	49.3%	49.5%	50.7%	50.5%

Source: CEDBR, Census - ACS

The five most populated towns and cities in the WAMPO region in 2021 were, in order, Wichita, Derby, Andover, Haysville, and Valley Center, with a combined population of 448,633, representing 15.5% of the state's population of the same year. At the state level, there is a near-even ratio of males to females in 2021, a figure which has decreased in disparity by 0.4 percentage points over the past five years. Broadly, the WAMPO region followed the same trend, though outliers exist, detailed in the charts below.



Population growth is a vital transportation factor to consider, as it could lead to traffic congestion, demand for public transportation, increased infrastructure, and changes in commuting patterns. Populations grew in most communities, excluding Bentley, Eastborough, and Haysville. As a share of its local population, Viola experienced the fastest growth over the past five years, though it is the smallest of WAMPO communities and thus more prone to volatility in growth figures. Of the larger communities in the region, Valley Center and Maize experienced the fastest growth rates, exceeding 20% over the period. Across most of the area, however, populations grew faster than the state and national average.



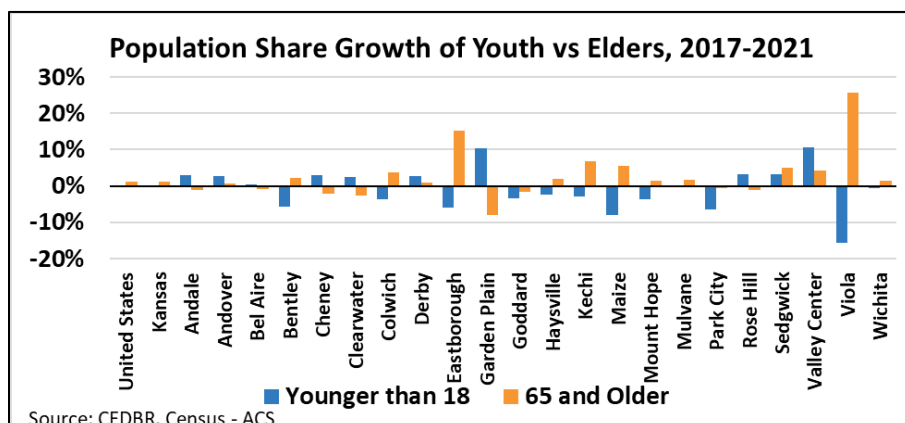
The disparity in the population sex ratios (the absolute value difference in ratios) between males and females tended to be greater in magnitude and show greater volatility among smaller communities in the WAMPO region, though the driving factors behind these trends varied. Viola experienced the highest disparity and possessed the largest share of females in 2021. In Bentley, strong growth in the percentage of females resulted in a significant reduction. However, the opposite effect was seen in Mount Hope, where a significant drop in the share of females reduced the difference.

Age

Population Composition by Broad Age Group						
Community	Younger than 18		18-64 Years		65 and Older	
	2017	2021	2017	2021	2017	2021
United States	22.0%	21.7%	62.9%	62.1%	15.0%	16.2%
Kansas	23.7%	23.5%	61.4%	60.5%	14.9%	16.0%
Andale	36.6%	39.4%	54.2%	52.4%	9.2%	8.1%
Andover	30.3%	33.1%	58.3%	54.9%	11.3%	11.9%
Bel Aire	25.2%	25.6%	62.0%	62.3%	12.9%	12.1%
Bentley	27.9%	22.1%	56.8%	60.3%	15.3%	17.5%
Cheney	28.1%	31.2%	54.5%	53.6%	17.4%	15.2%
Clearwater	27.1%	29.6%	55.0%	55.2%	17.9%	15.2%
Colwich	30.3%	26.6%	59.1%	58.9%	10.6%	14.5%
Derby	23.7%	26.5%	62.5%	58.6%	13.8%	14.9%
Eastborough	21.3%	15.2%	59.5%	50.4%	19.2%	34.3%
Garden Plain	27.4%	37.9%	54.7%	52.1%	17.9%	10.0%
Goddard	33.9%	30.4%	56.0%	61.1%	10.1%	8.5%
Haysville	31.2%	29.0%	55.9%	56.3%	12.8%	14.8%
Kechi	27.2%	24.3%	63.2%	59.3%	9.6%	16.4%
Maize	35.4%	27.3%	54.2%	56.8%	10.5%	16.0%
Mount Hope	22.2%	18.5%	54.3%	56.6%	23.5%	25.0%
Mulvane	24.5%	24.1%	57.6%	56.2%	17.9%	19.7%
Park City	31.7%	25.3%	57.6%	64.6%	10.7%	10.1%
Rose Hill	25.9%	29.0%	61.0%	59.0%	13.2%	11.9%
Sedgwick	23.2%	26.4%	60.2%	52.1%	16.6%	21.5%
Valley Center	24.4%	34.9%	61.8%	47.2%	13.7%	17.9%
Viola	24.4%	8.7%	61.8%	51.7%	13.8%	39.6%
Wichita	24.7%	24.1%	62.0%	61.2%	13.3%	14.8%

Source: CEDBR, Census - ACS

The population's age distribution can significantly impact transportation needs, as the different cohorts have varying transportation requirements. For example, older adults may require more accessibility paratransit and on-demand ride services, while young adults are more likely to use public transportation, bikes, and walking paths. The WAMPO region possesses a diverse range of communities regarding their age characteristics and trends. The working age cohort, or those 18-64 years old, was lower than the state average in 19 of the region's 22 cities, though slightly higher in Wichita, representing the population majority. This age group's share of the population was lowest in Valley Center and Eastborough, which had representative shares of 13.3% and 10.1% lower than the 2021 state averages, respectively. The largest working age cohort in 2021 was Park City, at 4.1% higher than the state average.



Population age cohort trends further varied between youths and elders. The share of the population under age 18 grew most rapidly in Garden Plain and Valley Center, while the elder population share grew significantly in Viola and Eastborough. Most communities in the WAMPO region possessed a greater total non-working-age cohort compared to state and national levels – a potential risk within the labor market as the robustness of the workforce is a significant driver of economic activity. Interconnectivity of the labor markets of the WAMPO region somewhat mitigates this risk, allowing some communities to specialize as, for example, retirement communities with services more targeted to specific age groups.

Race and Ethnicity

Population Composition by Race and Ethnicity																
Community	White		Black/African American		Asian		American Indian or Alaska Native		Native Hawaiian or Pacific Islander		Some Other Race		Two or More Races		Hispanic or Latino Origin	
	2017	2021	2017	2021	2017	2021	2017	2021	2017	2021	2017	2021	2017	2021	2017	2021
United States	73.1%	68.3%	12.6%	12.5%	5.4%	5.7%	0.8%	0.8%	0.2%	0.2%	4.8%	5.6%	3.1%	6.9%	17.5%	18.4%
Kansas	85.0%	81.5%	5.8%	5.6%	2.8%	3.0%	0.8%	0.7%	0.1%	0.1%	2.2%	3.0%	3.3%	6.0%	11.5%	12.3%
Andale	99.5%	97.2%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	2.1%	0.0%	0.2%	6.5%	0.2%
Andover	92.4%	85.3%	1.2%	1.8%	3.3%	4.2%	0.7%	0.6%	0.0%	0.4%	0.1%	2.3%	2.4%	5.4%	7.7%	8.5%
Bel Aire	83.8%	74.8%	8.4%	11.1%	4.8%	5.2%	1.0%	0.0%	0.0%	0.0%	0.8%	0.8%	1.2%	8.1%	5.7%	11.2%
Bentley	95.5%	93.9%	0.8%	0.4%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.4%	0.9%	2.0%	4.8%	12.0%	18.9%
Cheney	97.3%	97.7%	0.2%	0.2%	0.0%	0.0%	0.2%	0.6%	0.0%	0.0%	0.5%	1.0%	1.8%	0.5%	1.2%	4.1%
Clearwater	97.7%	90.5%	0.5%	0.4%	0.0%	2.2%	0.0%	0.2%	0.0%	0.0%	0.8%	1.1%	1.0%	5.7%	1.7%	3.3%
Colwich	98.7%	94.3%	0.0%	0.0%	0.2%	0.1%	0.3%	0.4%	0.0%	0.0%	0.3%	2.6%	0.5%	2.6%	2.4%	6.1%
Derby	90.5%	85.8%	2.5%	1.3%	2.8%	1.3%	0.4%	0.7%	0.0%	0.1%	0.5%	2.7%	3.3%	8.0%	5.1%	8.8%
Eastborough	93.4%	96.2%	0.0%	1.0%	4.2%	2.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	2.4%	0.4%	0.0%	1.0%
Garden Plain	98.7%	98.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	0.0%	0.7%
Goddard	91.1%	92.5%	0.1%	0.3%	1.5%	0.2%	0.0%	0.0%	0.3%	0.0%	2.2%	0.3%	4.7%	6.6%	6.4%	7.5%
Haysville	92.2%	88.3%	0.4%	0.2%	0.7%	0.6%	1.4%	0.3%	0.0%	1.7%	0.8%	1.6%	4.6%	7.2%	3.5%	6.5%
Kechi	91.7%	77.1%	2.2%	5.5%	0.7%	9.0%	3.7%	2.6%	0.0%	0.2%	0.1%	0.7%	1.5%	4.9%	3.3%	6.5%
Maize	90.7%	90.5%	0.0%	0.7%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.7%	2.9%	6.8%	5.9%	9.1%	5.0%
Mount Hope	98.2%	92.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	4.5%	1.4%	2.9%	7.5%	11.9%
Mulvane	95.8%	93.8%	0.0%	0.0%	1.6%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.6%	2.2%	5.6%	1.4%	2.9%
Park City	80.3%	78.6%	6.9%	6.7%	7.3%	6.8%	1.4%	0.2%	0.0%	0.0%	0.3%	3.9%	3.7%	3.8%	7.7%	8.6%
Rose Hill	96.8%	93.0%	0.7%	0.8%	0.8%	0.9%	0.1%	1.2%	0.0%	0.0%	0.6%	0.7%	1.1%	3.3%	2.1%	7.6%
Sedgwick	96.6%	90.0%	0.0%	0.2%	0.0%	0.0%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	3.3%	9.3%	2.2%	7.7%
Valley Center	96.1%	88.9%	1.2%	0.0%	0.2%	1.8%	0.5%	0.0%	0.0%	0.0%	0.3%	0.0%	1.7%	9.3%	4.9%	5.7%
Viola	95.9%	71.5%	0.0%	0.0%	0.0%	0.0%	3.3%	28.5%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	1.6%	0.0%
Wichita	75.4%	70.6%	11.2%	10.3%	5.0%	4.9%	0.9%	1.0%	0.0%	0.0%	3.3%	5.2%	4.1%	8.0%	16.5%	17.5%

*Hispanic or Latino Origin includes persons of any race

Source: CEDBR, Census - ACS

Overall, Kansas had lower racial diversity than national averages from 2017 to 2021, and most communities in the WAMPO region are less racially diverse than the state. The exceptions to this trend are Bel Aire, Park City, and Wichita, which each possessed lower shares of persons in the population who identify as white alone. Ethnic diversity is similarly trended, with typically a lower percentage of persons (of any race) identifying as of Hispanic or Latino origin than state and national values. Wichita, the largest city in the region, had the highest share of minorities across most groups. A notable trend, likely seen as a result of sample

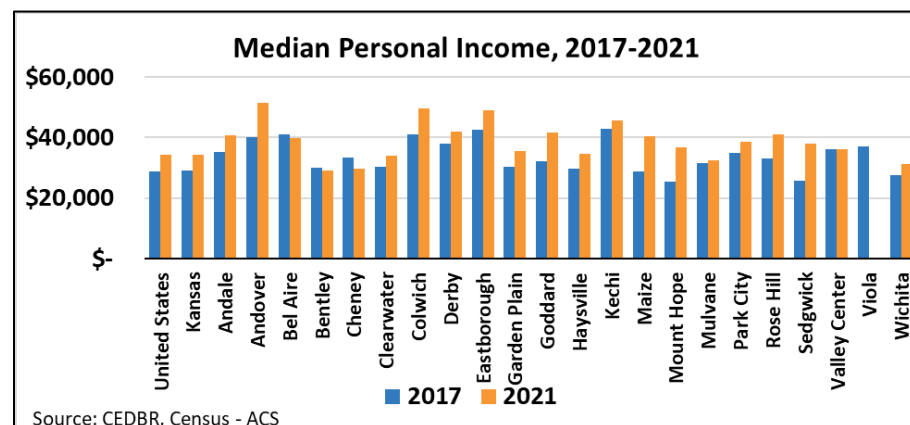
size bias, was 28.5% of Viola's population in 2021 identifying as American Indian or Alaska Native, a jump from only 3.3% seen in 2017.

Personal Income

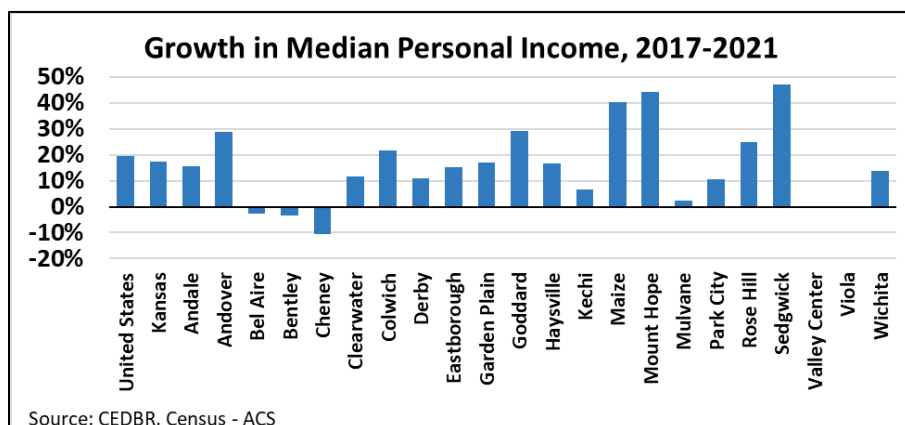
Community	Population Net Personal Income															
	\$1 to \$9,999 or less		\$10,000 to \$14,999		\$15,000 to \$24,999		\$25,000 to \$34,999		\$35,000 to \$49,999		\$50,000 to \$64,999		\$65,000 to \$74,999		\$75,000 or more	
	2017	2021	2017	2021	2017	2021	2017	2021	2017	2021	2017	2021	2017	2021	2017	2021
United States	13.2%	11.0%	7.1%	6.3%	11.3%	10.0%	9.0%	9.1%	9.8%	10.1%	6.9%	7.5%	2.9%	3.5%	10.6%	14.3%
Kansas	13.2%	11.3%	6.9%	5.8%	11.5%	10.2%	9.9%	9.7%	11.2%	11.5%	7.3%	8.3%	2.8%	3.6%	8.9%	12.1%
Andale	11.4%	8.1%	6.1%	4.0%	5.4%	4.0%	8.8%	9.3%	11.8%	9.2%	8.7%	9.7%	3.9%	5.1%	7.8%	8.7%
Andover	10.7%	7.8%	6.1%	4.7%	6.5%	3.0%	7.0%	5.1%	11.1%	8.5%	7.9%	10.8%	3.5%	5.6%	14.4%	15.9%
Bel Aire	10.5%	8.7%	2.7%	2.6%	7.7%	7.6%	7.9%	9.3%	13.4%	14.0%	7.9%	8.6%	4.9%	3.7%	16.2%	14.7%
Bentley	10.2%	11.6%	8.4%	6.8%	9.2%	9.0%	9.2%	11.4%	10.6%	12.3%	6.7%	7.5%	2.9%	2.4%	7.1%	7.9%
Cheney	10.5%	9.4%	7.5%	6.4%	11.0%	14.2%	6.3%	6.3%	11.5%	8.7%	10.4%	8.4%	3.2%	2.1%	8.3%	9.1%
Clearwater	13.7%	9.7%	6.3%	4.9%	10.0%	9.9%	9.0%	11.5%	12.1%	10.9%	6.7%	8.5%	4.4%	3.1%	8.7%	10.5%
Colwich	9.4%	8.3%	3.3%	5.3%	7.5%	5.9%	8.5%	4.6%	13.0%	12.1%	8.3%	15.1%	6.4%	6.3%	12.7%	13.9%
Derby	10.2%	8.2%	5.8%	4.1%	10.4%	8.0%	7.4%	9.7%	13.5%	10.5%	10.8%	10.1%	3.8%	3.8%	11.3%	15.2%
Eastborough	10.4%	11.1%	2.4%	3.6%	7.9%	7.4%	7.3%	3.8%	8.3%	17.5%	3.4%	5.9%	5.6%	1.8%	23.7%	31.1%
Garden Plain	11.3%	11.9%	6.7%	2.4%	12.0%	8.3%	10.2%	7.1%	7.9%	7.9%	7.7%	6.2%	3.4%	2.4%	11.3%	13.9%
Goddard	9.9%	9.4%	4.8%	3.9%	8.2%	9.5%	12.0%	5.3%	9.7%	11.9%	10.3%	11.3%	2.6%	4.1%	5.5%	11.8%
Haysville	10.2%	7.7%	6.8%	6.1%	10.5%	8.9%	11.8%	11.1%	10.5%	12.8%	8.2%	12.5%	2.8%	2.6%	4.0%	5.3%
Kechi	11.3%	7.4%	3.8%	4.5%	6.4%	6.4%	7.4%	9.8%	12.6%	7.4%	12.9%	12.7%	4.7%	2.5%	12.7%	18.2%
Maize	9.3%	5.4%	6.0%	5.2%	10.2%	7.1%	10.0%	14.0%	10.8%	8.7%	6.6%	10.3%	2.0%	2.1%	8.4%	13.9%
Mount Hope	11.5%	6.5%	7.8%	6.2%	15.0%	11.4%	6.1%	12.2%	13.5%	18.5%	4.8%	6.6%	5.2%	6.0%	6.0%	8.0%
Mulvane	10.0%	10.7%	7.8%	8.0%	11.1%	9.3%	8.6%	10.1%	7.5%	10.4%	12.4%	9.8%	4.5%	4.3%	9.6%	10.6%
Park City	10.2%	7.8%	3.3%	6.1%	7.7%	6.5%	11.4%	10.9%	13.7%	15.6%	9.3%	8.7%	3.1%	3.8%	6.5%	11.3%
Rose Hill	12.3%	9.8%	8.9%	6.0%	8.4%	5.6%	7.3%	6.2%	8.7%	13.8%	11.4%	7.1%	7.4%	9.0%	7.7%	11.2%
Sedgwick	16.2%	9.0%	7.1%	4.4%	12.5%	8.8%	8.3%	11.1%	14.2%	13.4%	6.9%	9.0%	2.1%	4.0%	6.3%	12.3%
Valley Center	10.6%	9.2%	5.3%	3.9%	10.9%	8.7%	8.5%	10.2%	16.0%	11.2%	11.2%	11.5%	1.6%	3.9%	10.4%	7.2%
Viola	3.3%	6.8%	5.7%	0.5%	10.6%	30.4%	7.3%	5.8%	17.9%	8.2%	11.4%	3.4%	6.5%	30.9%	4.1%	5.3%
Wichita	12.9%	11.2%	7.0%	6.2%	11.9%	11.1%	10.0%	10.4%	10.3%	11.3%	7.1%	7.7%	2.8%	3.1%	7.3%	9.9%

Source: CEDBR, Census - ACS

Lower-income households tend to have higher needs for public transportation, longer commuting patterns, more vulnerability to affordability, and increased safety concerns. Understanding the distribution of householders by income provides a starting point for understanding the likely demand. Personal income in the region saw growth from 2017 to 2021, though at varying rates across different communities. The largest shares of the population with annual incomes of at least \$75,000 were seen in Derby and Andover. Bel Aire, which has a more significant percentage of income earners making at least \$75,000 annually, saw a decrease, a departure from the broader trend.



Median personal incomes were lowest in the Mount Hope and Sedgwick region in 2017 and Bentley, Cheney, and Wichita in 2021. The highest median personal income in 2021 in the WAMPO region was in Andover, at \$51,577, 51% higher than the statewide average.



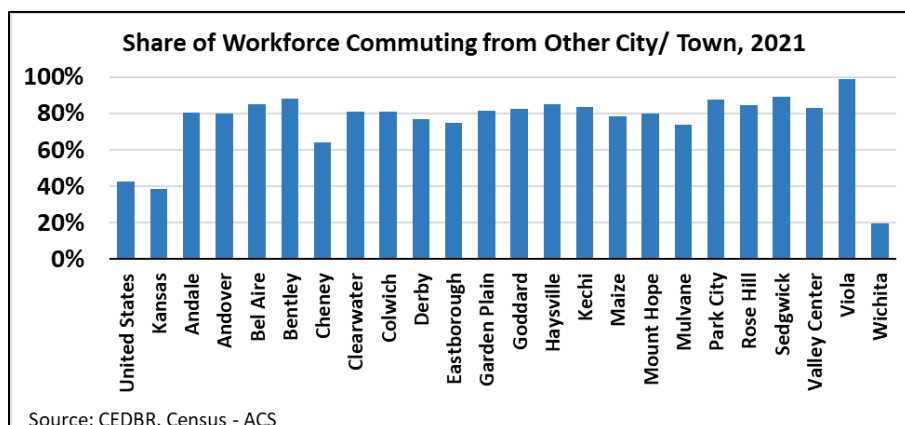
The fastest growth rates in median personal income from 2017 to 2021 were in Sedgwick, Mount Hope, and Maize, which all experienced greater than 40% growth over the five years. Personal incomes declined, however, in Bel Aire, Bentley, Cheney, and Valley Center.

Mobility Characteristics

Residence

Share of Workforce by Residence						
Community	In-State		In-County		In-City/Town	
	2017	2021	2017	2021	2017	2021
United States	96.3%	96.5%	72.4%	73.6%	31.4%	33.5%
Kansas	92.8%	92.9%	75.9%	76.4%	44.7%	45.9%
Andale	100.0%	98.5%	91.3%	87.5%	20.8%	19.7%
Andover	98.8%	98.5%	26.5%	27.4%	20.7%	20.0%
Bel Aire	98.6%	97.6%	95.0%	92.8%	10.2%	14.8%
Bentley	97.5%	99.5%	85.0%	89.4%	8.0%	12.2%
Cheney	99.1%	98.3%	87.8%	92.5%	33.6%	36.1%
Clearwater	100.0%	98.0%	91.9%	88.0%	23.2%	19.3%
Colwich	99.1%	98.5%	94.7%	94.7%	13.8%	19.0%
Derby	98.9%	99.1%	90.9%	92.1%	22.8%	23.0%
Eastborough	96.2%	100.0%	91.8%	91.4%	6.3%	25.0%
Garden Plain	99.0%	99.8%	93.1%	92.4%	27.0%	18.5%
Goddard	97.9%	99.5%	95.7%	95.7%	20.4%	17.8%
Haysville	99.2%	98.4%	93.4%	95.1%	18.1%	14.9%
Kechi	99.9%	99.4%	94.8%	91.7%	7.5%	16.8%
Maize	99.0%	98.0%	95.8%	95.2%	11.9%	21.8%
Mount Hope	100.0%	100.0%	74.9%	79.1%	14.9%	20.0%
Mulvane	99.2%	95.8%	71.7%	78.6%	18.9%	26.1%
Park City	98.8%	99.1%	93.4%	92.2%	13.4%	12.4%
Rose Hill	99.0%	99.5%	31.9%	30.3%	16.3%	15.4%
Sedgwick	100.0%	99.2%	25.7%	43.0%	8.3%	10.9%
Valley Center	100.0%	98.0%	94.5%	90.0%	18.8%	16.9%
Viola	100.0%	100.0%	91.8%	90.3%	4.9%	1.0%
Wichita	99.3%	99.3%	95.2%	94.7%	82.3%	80.4%

Source: CEDBR, Census - ACS



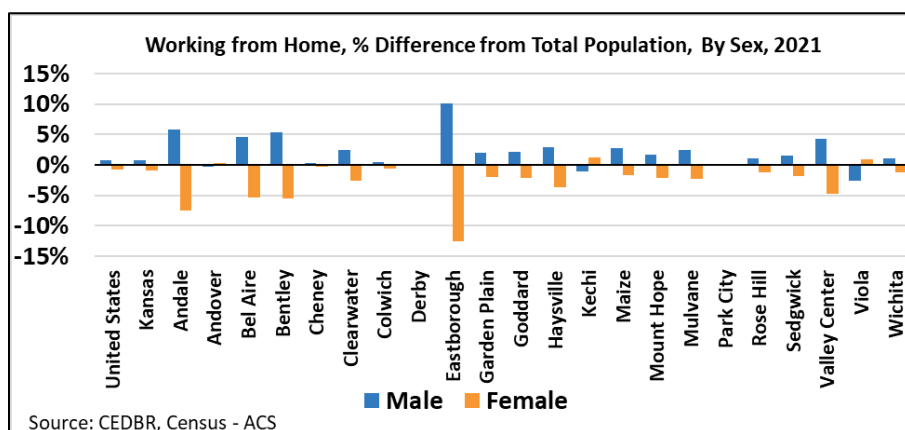
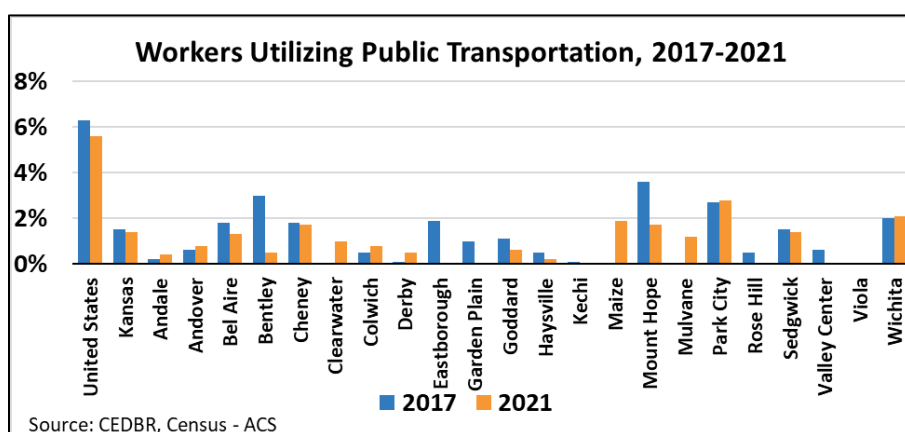
People's daily transportation habits and preferences can influence the design and availability of transportation services. Commuting to work impacts the transportation system by mode, time of day, routes, and future infrastructure development. Across every community in the WAMPO region, nearly the entire workforce resided in Kansas, and the vast majority resided in Sedgwick County. Shares of the workforce living in the same city or town as their job were dramatically lower across all communities except Wichita. As Wichita is the region's economic and labor hub, it still sources much of its labor locally. Only two of the WAMPO region's communities other than Wichita source more than a quarter of their workforces locally: Cheney, Mulvane, and six other communities sourced less than 15% of workers locally, the lowest being Viola at only 1.0% in 2021. The high interconnectedness of the WAMPO region means commutes across the city or county lines are common for large segments of the workforce. This necessitates robust transportation infrastructure to drive the local economies dependent on the larger regional economy.

Means of Travel

Means of Travel to Work										
Community	Drove Alone		Carpool		Walk or Bicycle		Public Transport		Worked at Home	
	2017	2021	2017	2021	2017	2021	2017	2021	2017	2021
United States	76.4%	73.2%	9.2%	8.6%	3.3%	3.0%	6.3%	5.6%	4.7%	9.7%
Kansas	82.4%	79.3%	9.0%	8.6%	2.8%	2.5%	1.5%	1.4%	4.3%	8.1%
Andale	86.4%	82.9%	6.1%	5.8%	5.2%	1.5%	0.2%	0.4%	2.1%	9.5%
Andover	84.5%	87.3%	7.9%	5.6%	0.8%	0.1%	0.6%	0.8%	6.2%	6.2%
Bel Aire	89.0%	79.9%	4.5%	7.7%	1.0%	1.2%	1.8%	1.3%	3.7%	9.9%
Bentley	84.5%	81.0%	8.0%	12.7%	1.0%	0.5%	3.0%	0.5%	3.5%	5.3%
Cheney	84.8%	74.6%	8.3%	14.8%	3.6%	4.8%	1.8%	1.7%	1.6%	4.0%
Clearwater	90.2%	78.9%	6.9%	13.6%	1.5%	0.9%	0.0%	1.0%	1.4%	5.6%
Colwich	84.7%	82.0%	10.0%	8.8%	2.0%	2.1%	0.5%	0.8%	2.8%	6.2%
Derby	88.7%	88.2%	6.8%	6.1%	1.7%	0.7%	0.1%	0.5%	2.8%	4.5%
Eastborough	85.1%	72.3%	5.4%	3.6%	2.2%	2.7%	1.9%	0.0%	5.4%	21.4%
Garden Plain	87.4%	87.4%	4.9%	8.5%	3.6%	1.1%	1.0%	0.0%	3.1%	3.0%
Goddard	92.0%	86.9%	3.1%	5.6%	0.0%	0.0%	1.1%	0.6%	3.8%	6.9%
Haysville	85.1%	87.3%	7.9%	4.4%	3.6%	5.1%	0.5%	0.2%	2.9%	2.9%
Kechi	87.6%	87.6%	6.6%	5.3%	0.0%	2.8%	0.1%	0.0%	5.7%	4.3%
Maize	88.4%	93.3%	8.7%	0.0%	1.3%	2.0%	0.0%	1.9%	1.6%	2.8%
Mount Hope	86.6%	89.8%	7.5%	4.3%	1.2%	0.0%	3.6%	1.7%	1.2%	4.3%
Mulvane	89.1%	83.8%	9.0%	6.5%	0.0%	0.6%	0.0%	1.2%	2.0%	7.8%
Park City	84.3%	81.5%	11.3%	6.3%	1.2%	4.1%	2.7%	2.8%	0.5%	5.3%
Rose Hill	87.8%	86.8%	8.2%	6.8%	0.0%	0.4%	0.5%	0.0%	3.6%	6.0%
Sedgwick	85.1%	77.5%	8.6%	9.9%	3.6%	7.7%	1.5%	1.4%	1.3%	3.5%
Valley Center	86.0%	83.7%	8.4%	7.8%	1.6%	3.8%	0.6%	0.0%	3.4%	4.8%
Viola	80.3%	98.1%	14.8%	1.0%	0.0%	0.0%	0.0%	0.0%	4.9%	1.0%
Wichita	84.4%	81.4%	8.7%	9.8%	1.7%	1.6%	2.0%	2.1%	3.1%	5.1%

Source: CEDBR, Census - ACS

The means of use to travel to work in Kansas favor personal vehicles more heavily than national rates. The WAMPO region overall possessed an even greater share of workers who drove alone or carpooled. There is a highly-variable and typically lower utilization of bicycles or walking to work, driven by differences in the walkability and commute differences seen from one town to another, though the total utilization of public transportation services across the region exceeds state averages. The primary difference is due to the higher-than-average use of public transport in Wichita, Bentley, Mount Hope, and Park City; all communities in the region fall far below the public transport utilization rate nationally. The rate at which laborers perform their jobs from home has increased significantly in the past five years, much of the growth occurring post-2020 in the wake of the Coronavirus pandemic. Despite this significant growth in remote work utilization, only three communities have a larger share of workers who worked from home than the state average, and only two were higher than the national average in 2021.



The share of workers who work from home varies significantly from males to females. In the WAMPO region, only Kechi and Viola saw females working from home at a higher rate compared to the total population over their male counterparts. This suggests that men in the WAMPO region have a greater proclivity toward working from home than women, though this also depends on the types of present industries, as ones more receptive to having workers perform their duties remotely may have a more male-dominated labor force.

Time of Day

Workforce Commute Time of Day, 2021										
Community	12:00 a.m. to 4:59 a.m.	5:00 a.m. to 5:29 a.m.	5:30 a.m. to 5:59 a.m.	6:00 a.m. to 6:29 a.m.	6:30 a.m. to 6:59 a.m.	7:00 a.m. to 7:29 a.m.	7:30 a.m. to 7:59 a.m.	8:00 a.m. to 8:29 a.m.	8:30 a.m. to 8:59 a.m.	9:00 a.m. to 11:59 p.m.
United States	5.1%	4.0%	4.9%	8.9%	9.7%	14.5%	12.1%	11.2%	5.4%	24.1%
Kansas	4.4%	3.5%	5.1%	7.8%	10.4%	15.1%	17.3%	9.8%	4.5%	22.2%
Andale	3.9%	5.1%	4.7%	12.8%	13.8%	19.3%	10.3%	5.6%	5.1%	19.3%
Andover	1.6%	1.8%	5.4%	8.7%	14.7%	17.4%	19.7%	12.2%	2.8%	15.8%
Bel Aire	3.0%	1.3%	5.0%	5.5%	12.3%	14.5%	23.1%	12.4%	4.0%	18.9%
Bentley	2.8%	5.0%	3.9%	10.6%	12.8%	14.0%	5.0%	3.9%	9.5%	32.4%
Cheney	5.6%	11.0%	7.4%	7.8%	11.2%	15.3%	16.3%	4.0%	1.0%	20.4%
Clearwater	5.7%	2.1%	4.0%	7.1%	10.9%	15.7%	12.6%	19.8%	2.2%	20.0%
Colwich	2.7%	5.2%	6.1%	5.1%	13.9%	18.9%	17.5%	9.4%	1.9%	19.2%
Derby	6.3%	4.2%	4.0%	9.4%	8.8%	16.6%	15.1%	8.2%	3.3%	24.1%
Eastborough	2.7%	0.8%	5.3%	2.7%	8.0%	11.4%	14.0%	12.9%	11.0%	31.4%
Garden Plain	6.1%	4.0%	7.1%	13.7%	9.2%	16.3%	14.2%	7.5%	7.5%	14.4%
Goddard	4.1%	8.2%	6.2%	9.9%	14.3%	15.0%	12.3%	5.9%	6.5%	17.6%
Haysville	6.8%	7.6%	9.4%	11.8%	8.2%	14.4%	9.0%	7.0%	4.7%	21.1%
Kechi	1.5%	4.4%	4.1%	9.0%	13.7%	11.9%	17.6%	5.2%	2.8%	29.9%
Maize	2.7%	0.0%	1.2%	4.6%	11.6%	26.3%	12.7%	12.0%	0.4%	28.5%
Mount Hope	7.2%	4.7%	2.5%	11.2%	26.6%	8.2%	7.7%	6.9%	3.7%	21.3%
Mulvane	5.5%	6.1%	3.3%	9.0%	13.7%	13.1%	15.6%	7.3%	2.2%	24.1%
Park City	5.8%	3.3%	6.0%	8.3%	15.6%	14.1%	19.3%	3.7%	3.4%	20.5%
Rose Hill	1.1%	1.5%	7.0%	16.3%	15.2%	21.8%	11.3%	9.0%	3.8%	12.8%
Sedgwick	4.2%	4.6%	0.0%	12.1%	13.0%	21.9%	25.1%	5.1%	3.1%	10.9%
Valley Center	9.7%	3.2%	6.0%	16.6%	14.0%	10.8%	11.1%	9.6%	2.7%	16.3%
Viola	61.8%	2.0%	2.9%	2.0%	7.8%	8.8%	2.0%	2.0%	4.9%	5.9%
Wichita	4.6%	3.3%	5.1%	7.4%	11.1%	14.0%	15.3%	8.8%	4.9%	25.6%

Source: CEDBR, Census - ACS

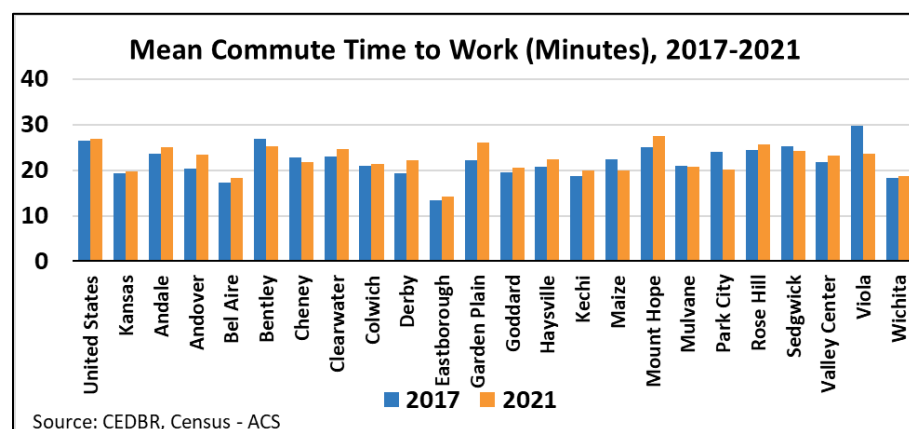
Patterns with which transportation infrastructure is utilized depend on the times at which the labor force travels to work. In the WAMPO region, workers across different communities travel to work at different parts of the day. From midnight to 6 a.m., there is a high share of labor commutes in Cheney, Goddard, Haysville, and Mulvane. Late morning commutes from 9:00 to noon are most prevalent in Bentley, Eastborough, Kechi, Maize, and Wichita, all of which have higher fractions of labor commutes in this time range than state and national averages.

Commute Duration

Workforce Commute Durations, 2021									
Community	<10 minutes	10-14 minutes	15-19 minutes	20-24 minutes	25-29 minutes	30-34 minutes	35-44 minutes	45-59 minutes	60+ minutes
United States	12.4%	13.2%	15.2%	14.3%	6.7%	13.7%	7.1%	8.2%	9.1%
Kansas	22.3%	17.7%	17.7%	14.6%	6.1%	9.9%	4.5%	3.8%	3.5%
Andale	13.6%	8.6%	5.3%	9.3%	10.3%	30.2%	13.8%	7.0%	1.9%
Andover	12.1%	7.5%	20.2%	17.6%	16.4%	19.6%	2.9%	1.0%	2.6%
Bel Aire	17.1%	17.6%	17.6%	26.1%	6.1%	10.4%	0.0%	2.7%	2.4%
Bentley	6.7%	3.4%	6.1%	22.3%	20.1%	29.1%	5.6%	4.5%	2.2%
Cheney	37.3%	2.3%	4.9%	4.6%	5.9%	25.1%	9.9%	7.3%	2.7%
Clearwater	16.6%	2.2%	9.1%	16.0%	11.3%	21.4%	18.6%	1.9%	2.9%
Colwich	21.7%	8.4%	6.6%	26.3%	11.1%	19.0%	4.8%	0.7%	1.3%
Derby	14.8%	12.3%	14.5%	17.6%	10.0%	19.1%	6.4%	2.6%	2.7%
Eastborough	20.5%	37.5%	21.6%	6.4%	3.0%	6.4%	1.1%	2.3%	1.1%
Garden Plain	17.0%	7.5%	4.7%	11.1%	14.2%	17.9%	15.6%	9.7%	2.4%
Goddard	19.0%	10.4%	18.0%	20.3%	8.4%	13.4%	6.7%	0.8%	3.1%
Haysville	12.1%	8.2%	23.0%	23.8%	14.1%	10.0%	4.9%	1.0%	2.8%
Kechi	7.6%	14.7%	26.8%	28.3%	8.9%	10.0%	0.4%	0.3%	3.1%
Maize	29.4%	5.5%	1.2%	18.9%	20.8%	12.6%	2.9%	8.8%	0.0%
Mount Hope	11.4%	4.0%	17.1%	2.7%	10.7%	18.6%	23.8%	7.9%	3.7%
Mulvane	21.6%	14.3%	7.2%	11.1%	5.5%	20.2%	16.8%	3.4%	0.0%
Park City	14.5%	14.5%	27.3%	24.5%	7.0%	5.2%	0.0%	4.1%	2.9%
Rose Hill	10.9%	3.0%	16.6%	18.7%	7.6%	24.0%	10.9%	4.3%	4.0%
Sedgwick	19.2%	1.3%	9.6%	21.5%	5.7%	24.0%	10.0%	4.3%	4.5%
Valley Center	9.3%	4.0%	11.4%	39.1%	14.0%	13.9%	3.6%	1.5%	3.3%
Viola	4.9%	2.9%	0.0%	61.8%	5.9%	8.8%	8.8%	6.9%	0.0%
Wichita	14.3%	19.8%	25.1%	21.0%	5.7%	8.1%	1.8%	1.6%	2.6%

Source: CEDBR, Census - ACS

Due to its geographic characteristics, the Midwest is often attributed with a tendency toward long-distance, long-duration commutes. Despite this perception, Kansas and the WAMPO region trends are the opposite, with most commutes being more heavily concentrated in shorter trips than the national average. In addition, compared to the state average, the WAMPO region possesses more intermediate-duration trips, approximately half an hour.



Source: CEDBR, Census - ACS

The average commutes in the WAMPO region almost universally fall below the national average in both 2017 and 2021. However, most communities in the region have a higher mean commute and have grown faster.

Acknowledgement

This report was developed as a component of the Economic Development Report project that is a collaborative effort between the Wichita Area Metropolitan Planning Organization (WAMPO), JEO Consulting Group (JEO), and Wichita State University's Center for Economic Development and Business Research (CEDBR).

At CEDBR, Jonathan Norris served as project lead for the study. He provided technical expertise, proofing, and analysis throughout the project. Jeremy Hill, Director of CEDBR, served as the Principal Investigator and provided theoretical and technical expertise, as well as project management.

The Center for Economic Development and Business Research, a unit of the W. Frank Barton School of Business at Wichita State University, is responsible for any errors in this report. Inquiries may be directed to: Center for Economic Development and Business Research, 1845 Fairmount St. Wichita, KS 67370. The Center can be reached by telephone at 1-316-978-3225 or through the website at www.CEDBR.org.



1845 Fairmount Street
Campus Box 121
Wichita, KS 67260-0121

P: (316) 978-3225
E: cedbr@wichita.edu
W: cedbr.org

About the Center

This report was produced by The Center for Economic Development and Business Research (CEDBR), part of the W. Frank Barton School of Business at Wichita State University. We are a reliable resource for local, state and national demographic and economic data. We strive to enhance economic growth and development through our applied and objective research, which makes us an active and well-respected partner with economic development leaders.