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Regional Connections Report

Connectivity: the ability to connect to or communicate
across boundaries

Regionalism: kinship and identification with a distinct
region



*The
Redbud
Trail*

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Regional Connections Report

Introduction

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

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

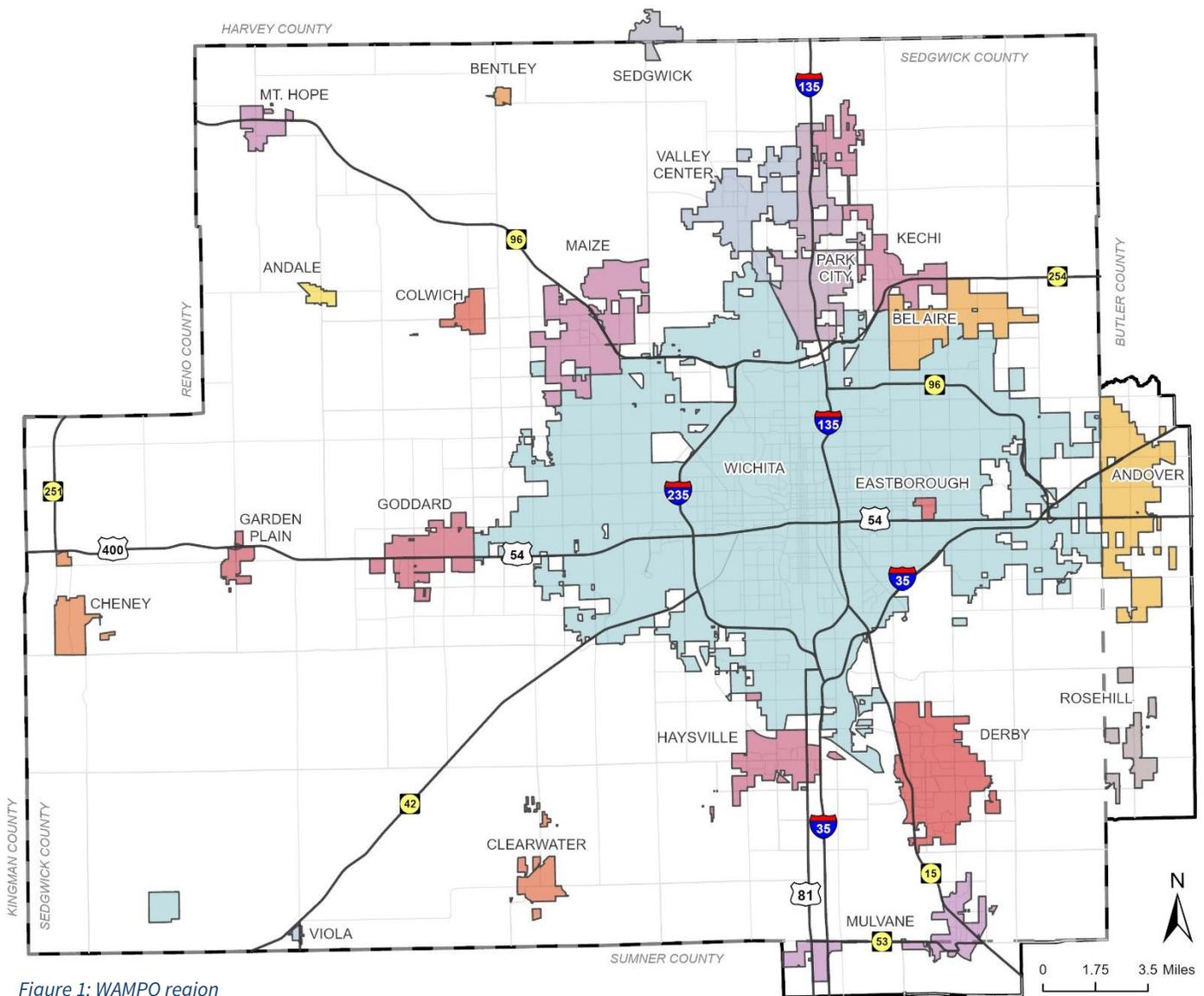


Figure 1: WAMPO region

Background

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

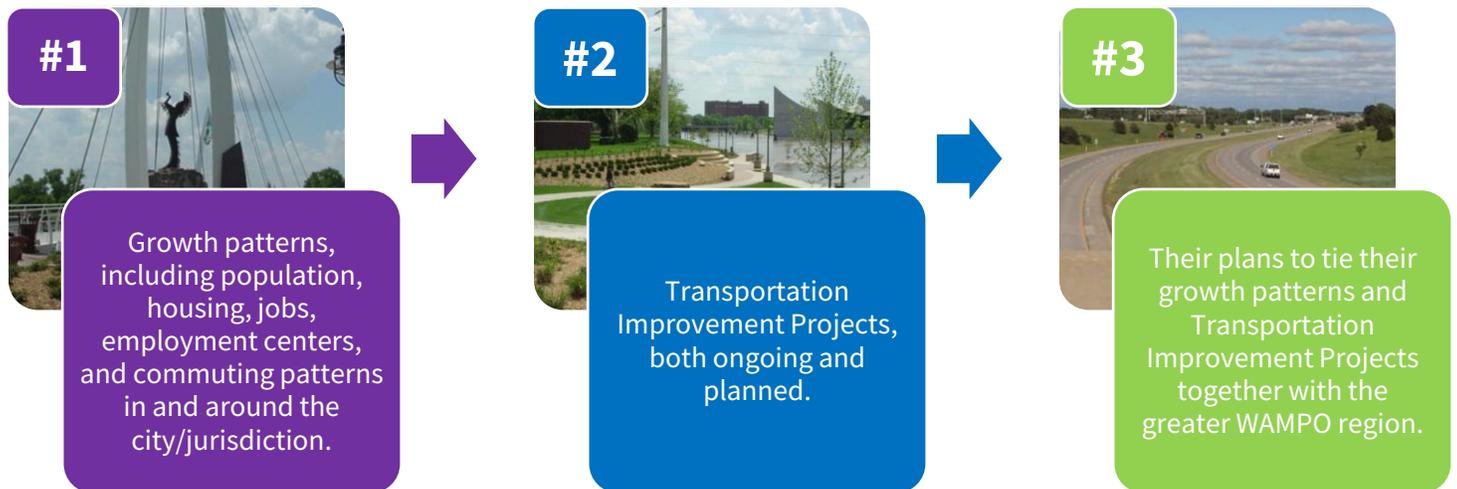


Figure 2: Three guiding themes of regional connections for the WAMPO region

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

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

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

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

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

Regional Growth & Connections

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

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

Connections Between Cities

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

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

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

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

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

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

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

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

Population Growth

The municipalities in the WAMPO region have grown in population over the decades. Comparing the 2010 Decennial Census population with the 2020 Decennial Census population, approximately 82% of the cities in the WAMPO region experienced population growth, as illustrated in Table 1. The cities listed in Table 1 are in order of highest to lowest population size in 2020. Also visible in this list is what cities increased or decreased in population over the decade.

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

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

Employment Growth

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

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



Figure 3: Amazon Fulfillment Center in Park City Kansas

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

Residential Growth

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

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

Transportation Growth

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

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

Major Transportation Corridors

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

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

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

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

FFY2023-FFY2026 TIP Projects on Major Corridors

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

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



FFY 2023 - FFY 2026 Transportation Improvement Program Projects

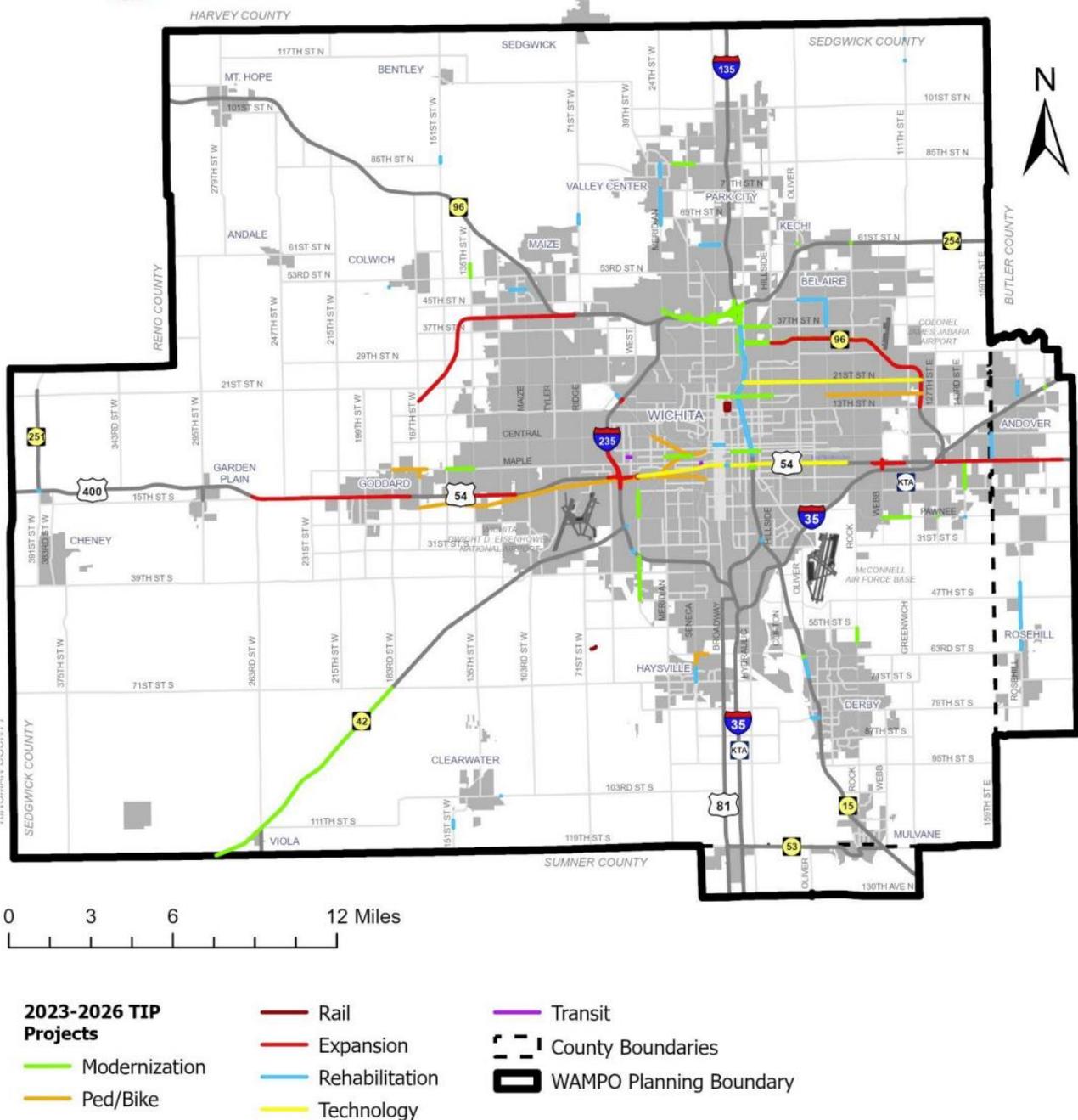


Figure 4: FFY2023-2026 TIP projects, by type, within the WAMPO region.

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

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

Selected Examples of TIP Projects Enhancing Corridors

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

Individual Cities

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

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

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

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

2019 WAMPO Region Commuter Trip Numbers

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

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



Wichita

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

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

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

Table 5: Wichita commuter flow trips and percentage change.

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



Derby

Derby is the second most populous city in the WAMPO region, making up 5% of the region’s population. Derby has a higher income than much of the state, region, and country, with 30% of their residents making over \$100,000 in their yearly salary.⁶ The Derby median household income is \$70,768, compared to \$55,447 at the State level and \$57,652 at the national level.⁷ They also have a slightly higher homeowner (as opposed to renter) ratio in their housing than the national average, with 67% of homes being owner-occupied, as opposed to the State average of 59% and the national average of 56%.⁸ Manufacturing industrial jobs employ more of Derby’s residents than any other industry.

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

Table 6: Derby commuter flow trips and percentage change.

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

⁶ U.S. Census Bureau, American Community Survey

⁷ U.S. Census Bureau, American Community Survey

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



Andover

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

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

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

Table 7: Andover commuter flow trips and percentage change.

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



Haysville

Haysville sits in the south end of Sedgwick County, approximately fifteen to twenty minutes from Downtown Wichita. The city has been developing their residential areas due to its high commuting population percentage.

Compared from 2015 to 2019, Haysville experienced an approximate 11% increase in inflow commuter trips (Table 8). This increase suggests that Haysville is attracting residents from other cities to work in Haysville. The Haysville Activity Center, Haysville Community Library, the Veteran’s Memorial, parks, and the WSU Haysville Campus all attract traffic and

investment to the community.

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

Table 8: Haysville commuter flow trips and percentage change.

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



Park City

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

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

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

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

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



Bel Aire

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

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

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

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

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

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



Valley Center

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

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

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

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



Mulvane

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

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

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

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

Table 12: Mulvane commuter flow trips and percentage change.

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



Maize

Maize is growing rapidly as well, at the highest rate in the region over the past decade – 67.7% (Table 1). Maize directly benefits from their location to the west of Wichita and their school district, which is a large draw for families who live outside of Maize. Their daily population nearly doubles during the school day. Compared to 2015, Maize experienced an over 30% increase in both inflow trips (the number of non-Maize residents commuting to Maize for work) and

internal (the number of residents living and working in Maize) commuter trips (Table 13). They have seen residential growth, having over one hundred housing unit permits issued per year. Maize’s industrial park which was built in 2014 is now full. It hosts the Japanese Company Kyodo Yushi, which provides 70% of the vehicle grease for North America, and the German Company Reifenhauer, which has hundreds of employees. Maize has the great advantage of being close to the airport, interstate, and railroads.

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

Table 13: Maize commuter flow trips and percentage change.

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



Goddard

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

Table 14: Goddard commuter flow trips and percentage change.

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



Rose Hill

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

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

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

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

Smaller Municipalities

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

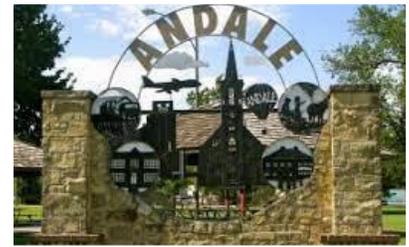
These cities, ranging in 2020 population size from Clearwater at 2,653 to Viola at 115, all contribute to regional economic growth and development in a variety of important ways. They are all connected by or rely on the TIP projects and major corridors discussed in this report. This enables them to provide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



Mount Hope



Garden Plain



Andale



Bentley



Eastborough



Cheney



Colwich



Sedgwick



Kechi



Clearwater



Viola