

Introduction

Purpose of this Document

The Development and Transportation Trends report is designed to be a one stop look at development activity within the Wichita Area Metropolitan Planning Organization's (WAMPO) planning area and the impact of that activity upon the transportation system within the planning area.

The data within this report serves as the building blocks for travel demand modeling and feeds into projections of future growth for the region and the impacts of that growth on the transportation system.

Area Covered

The WAMPO planning area covers all of Sedgwick County plus the city of Andover and its environs within Butler County and the Sumner County portion of the city of Mulvane and its surrounding area. The included portion of Butler County encompasses approximately 25 square miles, and the included portion of Sumner County encompasses approximately 2.5 square miles.

How this Information Works With Transportation

Development activity is a reflection of population growth and economic development resulting in employment. These factors have direct impacts on the use of the transportation system within the region. Households generate trips to work as well as trips to patronize businesses. Work places also generate business to business trips in order to distribute goods and services to each other. These trips contribute to congestion levels within the transportation system and the need to make improvements to it.

While the primary mode of transportation is automobiles on roads, other modes such as public transit, bicycles, pedestrian, etc. can be evaluated with this trends information as well.

This data has been compiled and used for many years to develop projections and do analysis for transportation purposes including development of long range transportation plans such as the Metropolitan Transportation Plan (MTP) and the South Area Transportation Study (SATS).

By adding this information to this annual report WAMPO hopes that a better sense of the impacts of development on transportation can be shared with a broader public. WAMPO will also be able to better maintain a record of its monitoring activities and create more transparency regarding transportation issues within the region.

Some important data is in the process of being developed and documented, particularly for the analysis of commercial building activity. It may take some time before a better in-depth trend analysis of commercial building activity can be completed. Also, better geographic information system (GIS) data needs to be obtained for the portions of Butler County and Sumner County within the WAMPO region.

In the future, other transportation trend data will be added to this report (such as vehicle miles traveled and commute times).

As an example, population in Sedgwick County grew from 452,869 people in 2000 to about 482,360 in 2008 (an additional 29,490 persons). As result of this and associated economic activity, daily vehicle miles travelled grew from 10,369,300 to 12,441,800 (or an additional 2,072,500 daily vehicle miles) during the same period. This not only requires the building of new roads to get to and from new homes and businesses, but also improving existing roads to accommodate new traffic. WAMPO will be conducting studies to obtain more geographically precise data for the entire WAMPO region and compare it to development activity compiled in this report to improve its modeling and analysis abilities and help with the Congestion Mitigation Plan.

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As WAMPO's work process continues to change, so will this document. WAMPO has some work items on the horizon that will aid in identifying travel information, such as regional travel trends, travel times, pavement conditions, etc. that will likely become part of this report. WAMPO also produces a congestion report as part of the Congestion Management Process (CMP) that can be integrated into this report. As data is compiled and trends can be synthesized, this report will

provide an outlet to disseminate this travel information. This information, along with the topics already addressed in this report, will hopefully provide the public with a more comprehensive view of the complex interactions between transportation and land use/development. WAMPO will continue to look for ways of improving this report and making it more useful with this focus in mind.