WICHITA AREA TRANSIT FEASIBILITY STUDY
EXISTING CONDITIONS [DRAFT]

MAY 2018
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STUDY OVERVIEW

The Wichita Area Transit Feasibility Study is a regional transit study that will evaluate the demand and support for transit service in the cities of Andover, Derby, Haysville, and Maize. The study is sponsored by the communities and Wichita Transit (a department of the City of Wichita) and funded by the Wichita Area Metropolitan Planning Organization (WAMPO).

Key objectives of the study include:

- Reviewing existing transportation options, gaps and barriers
- Evaluating population and employment characteristics along with travel patterns
- Identifying transit needs and opportunities
- Engaging citizens and stakeholders throughout the project

These findings will result in a strategic plan to implement the appropriate transit solutions for each city.

EXISTING REGIONAL TRANSIT

Wichita Transit

Wichita Transit operates fixed-route bus service within Wichita City limits throughout the city on weekdays and Saturday. Operating hours are 5:30 a.m. to 7:30 p.m. on weekdays and 6:00 a.m. to 6:30 p.m. on Saturday. The adult base fare is $1.75 with discounted fares for youth, seniors, Medicare recipients and persons with disabilities.

Wichita Transit also provides demand-response paratransit service within its city limits during the same hours as fixed-route bus service. Wichita Transit passes Federal funding through to the City of Derby and Butler County for general public transportation.

Derby Dash

The City of Derby operates demand-response service within its city limits on weekdays between the hours of 7:30 a.m. and 3:30 p.m. The service is available to residents of all ages. Fare options include a one-way trip for $2 and a round-trip for $4.
Butler County Transit
Butler County operates demand-response service within the City of Andover on weekdays between the hours of 8:30 a.m. and 12:00 p.m. Butler County also operates a round-trip between Andover and Wichita on Wednesday and Thursday. The trip arrives in Wichita at 10:30 a.m. and leaves at 2:00 p.m. Trips within city limits cost $0.50 per stop while trips to Wichita cost $4 each way.

GREATER WICHITA REGION

This study examines transportation and population characteristics of the Greater Wichita Region, including the City of Wichita and the communities of Andover, Derby, Haysville, and Maize. The region is spread across Sedgwick and Butler Counties, with the City of Andover situated on the western edge of Butler County.

Figure 3 shows a map of the region with Wichita Transit routes and select major regional destinations, including major universities, major employers, key retail hubs, medical centers, and transit centers. The Wichita Transit network has lines that extend towards the four communities but end out of reach of the community boundaries. With the opening of Wichita State University Haysville Campus in late 2018, each community will have at least one university or college campus within its city limits, none of which will be reached by Wichita Transit.

This chapter provides a summary of regional demographic, socio-economic, and employment characteristics. Subsequent chapters detail key destinations within each community, transit supportive population and employment indicators, and current transportation facilities.
Population density in the region is primarily centered in the residential areas surrounding downtown Wichita with pockets extending into the suburban communities, as seen in Figure 4. The cities of Andover, Derby, Haysville, and Maize, are separated from Wichita by adjacent lower-density neighborhoods or unincorporated farmland. Of the four study areas, Derby has the broadest areas of moderate population density, with a few block groups of at least 5-25 residents per acre. Andover and Haysville have similar levels of low population density, primarily with densities of 1-5 residents per acre, while Maize has the lowest overall density with only one relatively dense Census block group of more than five residents per acre.
Figure 5 shows the residential population of each community. Derby is the most populous community with 23,600 residents, followed by Andover with 13,000, Haysville with 11,200, and Maize with 4,400. In addition to population size, the composition of each community differs across age, rates of vehicle ownership, commute patterns, and residential and workforce income levels, as described in the following sections.

**FIGURE 5: POPULATION BY COMMUNITY**

<table>
<thead>
<tr>
<th>Community</th>
<th>Population (thousands)</th>
</tr>
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<tbody>
<tr>
<td>Andover</td>
<td>13.0</td>
</tr>
<tr>
<td>Derby</td>
<td>23.6</td>
</tr>
<tr>
<td>Haysville</td>
<td>11.2</td>
</tr>
<tr>
<td>Maize</td>
<td>4.4</td>
</tr>
</tbody>
</table>

*Source: 2010 Decennial Census*
AGE OF RESIDENTS

The age distribution of each community varies in terms of the percentage of youth, young adult, working age, and senior population. Figure 6 shows age distribution by community. Maize has the highest proportion of youth population, with 36% of residents under the age of 19, with the remaining communities between 30-34%. Both Haysville and Derby have the highest proportions of seniors aged 65 or older, with about 12%. Derby has the highest proportion of young adults, between 20-29, and Andover has the highest proportion of working age residents, between 30-64.

Each age cohort has different transportation needs and characteristics. Youth and seniors tend to have more mobility constraints and depend on others for transportation, young adults tend to be more willing to use transportation alternatives to driving alone, and working age residents tend to have more regular travel patterns that center around travel to a major employment center.

SOURCE: 2010 Decennial Census

FIGURE 6: AGE DISTRIBUTION BY COMMUNITY
VEHICLE OWNERSHIP

Overall, vehicle ownership is relatively high in the four communities. Of the four, Andover has the highest rate proportion of no vehicle households, with 4% of households not owning a vehicle. Derby and Maize each had nearly half that rate with 2%. In comparison, approximately 7% of households in Wichita do not own a vehicle.

FIGURE 7: NO VEHICLE OWNERSHIP BY COMMUNITY

SOURCE: 2010 Decennial Census
EMPLOYMENT DENSITY

Figure 8 shows the density of employment in the Greater Wichita Region. At its center, downtown Wichita is the primary employment center in the region. Additional employment centers are spread throughout the region, including northeast and southwest of downtown. These employment centers include a number of aircraft manufacturers, airports, McConnell Air Force Base, some major shopping centers, and a variety of other industrial uses. Within the four communities, employment density is relatively low, with no block groups showing more than five jobs per acre.
TRAVEL PATTERNS

Each of the four cities can be classified as bedroom communities, with 86-96% of residents commuting outside of their community for work. Figure 9 shows the inflows and outflows of residents and workers for each community. Derby is the largest employment attractor of the four, with nearly 5,000 workers commuting to the community and another 1,500 workers that also live in the community. Maize has a nearly even ratio of inflow workers to outflow residents. The following chapters will provide more detail about the spatial distribution of these commuters for each community.

![Figure 9: Commute Inflow and Outflow Patterns by Community](image)

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<tr>
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<th>Andover</th>
<th>Derby</th>
<th>Haysville</th>
<th>Maize</th>
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<tbody>
<tr>
<td>Residents working outside of their community</td>
<td>91%</td>
<td>86%</td>
<td>92%</td>
<td>96%</td>
</tr>
<tr>
<td>Residents working within their community</td>
<td>9%</td>
<td>14%</td>
<td>8%</td>
<td>4%</td>
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</tbody>
</table>

SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)
COMMUTER INCOME

Figure 10 provides information about the earnings of the commuters from and to each community. For each of the four communities, more higher income workers, earning more than $40,000 per year, are commuting out of their communities than are commuting in. Maize has the highest proportion of higher earning residents and workers, with 56% and 47% making more than $40,000 per year. Derby has the highest proportion of low income workers commuting in, with 76% of workers earning less than $40,000 per year, 36% of whom make less than $15,000 per year.

**FIGURE 10: COMMUTER INCOME BY COMMUNITY**

*Source: 2015 Longitudinal Employer-Household Dynamics (LEHD)*
The City of Andover falls directly to the east of Wichita, across the county boundary into Butler County. It is the only of the four communities that is not in Sedgwick County. Andover was founded by homesteaders in the 1870s and developed into a trading post for the passenger railroad through town. The population grew slowly until a land annexation in 1968, and the population has grown steadily since. The City was hit by a major tornado in 1991, displacing many residents and businesses, but rebuilt and now has a population of nearly 13,000.¹

Andover is about 12 miles west of downtown Wichita and has close access to Interstate 35 and U.S. Highway 400. The boundary is about four miles from the termini of Wichita Transit’s Routes 21, 22, and 27, which all serve downtown Wichita and Wichita Transit Center.

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¹ Andover, Kansas: Convention and Visitors Bureau

**FIGURE 11: ANDOVER REGIONAL CONTEXT MAP**

*SOURCE: WAMPO*
Figure 12 shows the community destinations and facilities within the City of Andover, including medical facilities, senior centers, community centers and services, key shopping, and higher education and high school campuses. Of the two major medical facilities, Kansas Medical Center is in northern portion of the City and may be difficult to reach by senior or disabled residents. The other facility, Andover Medical Clinic, along with the Andover Senior Center, are more centrally located and may be easier to access by residents without a car as long as safe and complete pedestrian infrastructure is in place. Key retail locations, such as Dillons and YMCA are located south of U.S. Highway 400, which acts as a major pedestrian barrier. Walmart in eastern Wichita may be a travel destination for residents. Butler Community College (Butler CC) has over 4,000 students enrolled at its Andover campus. Butler CC also offers classes at Andover High School. In addition, a number of Butler CC students are dually enrolled in Wichita State University (WSU) and commute between the two campuses.

**FIGURE 12: ANDOVER COMMUNITY DESTINATIONS**  

SOURCE: WAMPO
TRANSIT SUPPORTIVE POPULATION

Population Density and No Vehicle Households

Figure 13 shows a regional and local view of the intersection between population density and no vehicle household density, two major transit ridership predictors. The darker teal block groups are areas with moderate population density and moderate density of no vehicle households.
Senior Density and Household Size

Figure 14 shows an index of density of senior residents and small household sizes. This indicator shows areas of Andover where there are seniors who either live alone or in smaller households without support to help them get around. This population could benefit from better access to transportation to access community facilities and services. Similarly to the other population index, no areas in Andover stand out as areas with high concentrators of both. One central block group shows moderate levels of senior density and medium average household size.

SOURCE: 2010 Decennial Census
HIGH DENSITY HOUSING

The City of Andover has a number of high density housing communities, primarily located in the center of the City. Many of the communities are located within reasonable walking distance to the centralized travel destinations but may be out of reach of the more northern destinations, such as Butler CC, Andover High School, and Kansas Medical Center. Victoria Falls Assisted Living and Summerfield Senior Residences are specifically senior communities. The location of these communities allows for relatively easy access of the medical facilities at Andover Medical Clinic, Andover Senior Center, and Walgreens.
TRANSIT SUPPORTIVE EMPLOYMENT

Figure 16 shows the concentrations within Andover of overall employment and low income job density. This index explores not only where there is a market for transportation to jobs, but also where lower earning workers are traveling. In Andover, the block groups in the northern half of the City show the highest market demand for transit, where both overall job density and low income job density is high. These areas may benefit from a commuter focused transportation network to help provide workers with a cost effective way to access jobs.

FIGURE 16: ANDOVER EMPLOYMENT AND LOW INCOME JOB DENSITY INDEX

SOURCE: 2010 Decennial Census
COMMUTE TRAVEL: FROM ANDOVER

Residents of Andover travel across the Greater Wichita Region for their commute. Figure 17 shows the spatial distribution of their work location. Some major employment destinations include downtown Wichita, the aircraft manufacturers near Eisenhower National Airport and McConnell Air Force Base, Andover Public Schools, and Koch Industries in northeast Andover. Most of the travel is focused towards the eastern portion of the county.

FIGURE 17: ANDOVER RESIDENT COMMUTE DESTINATIONS

Employment Locations
Work locations of city residents

SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)
COMMUTE TRAVEL: TO ANDOVER

Figure 18 shows the residential locations of the people who commute to Andover for work. Compared to Figure 18, the locations are more widely spread throughout the region, particularly in the eastern portion of Andover. Many of these commuters live within the Wichita Transit network, specifically along the eastern routes that come close to the Andover boundary.
PEDESTRIAN AND BICYCLE INFRASTRUCTURE AND BARRIERS

Andover has a significant amount of bicycle infrastructure within the City, including a 1.75 mile paved segment of the Redbud Trail. The trail continues unpaved to downtown Wichita and is accessible to pedestrians and bicyclists. If paved, the Redbud Trail could provide a safe bicycle connection to Wichita Transit Route 21 and downtown Wichita.

The gridded major arterials in Andover provide direct pedestrian access to many of the travel destinations within the City, but are also the major thoroughfares for automobiles, allowing for conflicts between modes.

The railroad tracks separate the northern portion from the rest of the City. The railroad only has four pedestrian crossings, making it difficult to access the destinations in the north if you have to go out of your way to access a crossing.
DEMAND RESPONSE

Butler County Transportation provides bi-weekly trips to Wichita, as well as weekday dial-a-ride service within Andover to the general public. Figure 20 shows the Wichita Butler County Transit destinations for October 2017. The majority of trips were for medical purposes, visiting the VA Hospital Wichita and Wesley Galichia Hospital. Another major trip purpose was shopping, with trips to Towne East, Walmart, and Aldi grocery store.

Dial-a-ride reservations can be made same day, but trips must fall within the weekday morning service hours. Figure 21 shows the dial-a-ride origins and destinations for October 2017. Two of the major destinations include Dillons and YMCA, both of which are south of U.S. Highway 400 and therefore, inaccessible without a vehicle.
The City of Derby is a community in Sedgwick County to the southeast of Wichita. Derby was founded by settlers in the 1870s and, like Andover, developed as a railroad town in the late 19th century. The farming community incorporated in 1903 and experienced population rise along with the expansion of the aviation industry around Wichita from the 1920s to 1950s. In 1952, the opening of McConnell Air Force Base to the north led to a surge of growth and the City has seen consistent growth since due to its proximity to the regional industrial centers and downtown Wichita.

Derby is about 11 miles southeast of downtown Wichita and has close access to Interstate 35 and State Route 15. The boundary is about five miles from the terminus of Wichita Transit’s Route 23 towards the south end of McConnell Air Force Base, which serves downtown Wichita and Wichita Transit Center.

FIGURE 22: DERBY REGIONAL CONTEXT MAP

SOURCE: WAMPO
Figure 23 shows the community destinations and facilities within the City of Derby, including medical facilities, senior centers, community centers and services, key shopping, recreational destinations, and higher education and high school campuses. Overall, the major destinations are spread throughout the City. There are a number of key retail locations on the outside edges of the city, including Walmart, Dillons, and Target. The Derby Senior Citizen Center and Derby Public Library are both centrally located. Rock Regional Hospital is planned to open in 2018 and will be a major medical facility in the northeast corner of the City.
TRANSIT SUPPORTIVE POPULATION

Population Density and No Vehicle Households

Figure 24 shows areas of Derby where there is an intersection between high population density and no vehicle household density, two major transit ridership predictors. The block groups in the southern portion of the City show moderate to high levels of both characteristics, indicating that these areas may be likely to support transit. A high density housing expansion northeast of the intersection of Meadowlark Road and Rock Road may increase the population density of that block group and increase the likelihood of transit ridership in the future.

SOURCE: 2010 Decennial Census and 2016 American Community Survey (ACS) 5-Year Estimates* 
Note: No Vehicle Household ACS Data showed high margins of error for some block groups
Senior Density and Household Size

Figure 25 shows an index of density of senior residents and small household sizes. This indicator shows areas of Derby where there are seniors who either live alone or in smaller households without support to help them get around. This population could benefit from better access to transportation to access community facilities and services. Older neighborhoods in the southwestern block groups have higher senior densities than the rest of the community.

SOURCE: 2010 Decennial Census
HIGH DENSITY HOUSING

The City of Derby has a number of high density housing communities throughout its boundaries. There is a cluster of communities in the southeastern portion of the City, proximate to Derby Senior Citizen Center, Derby Public Library, Goodwill, and Derby High School. Despite the presence of multiple grocery stores within Derby, many residents would have a difficult time reaching a grocery store without access to a private vehicle.
TRANSLIT SUPPORTIVE
EMPLOYMENT

Figure 27 shows the concentrations of overall employment and low income job density. This index explores not only where there is a market for transportation to jobs, but also where lower earning workers are traveling. Derby’s highest concentrations of both characteristics can be found in the central portions of the city between Madison Ave and James St, and western areas along State Route 15. These areas may benefit from a commuter focused transportation network to help provide workers with a cost effective way to access jobs.

SOURCE: 2010 Decennial Census
COMMUTE TRAVEL: FROM DERBY

Residents of Derby commute across the Greater Wichita Region for work, as seen in Figure 28. Large concentrations of jobs can be found at aircraft manufacturers near McConnell Air Force Base and Eisenhower National Airport, downtown Wichita, and the southwestern portions of Derby.

FIGURE 28: DERBY RESIDENT COMMUTE DESTINATIONS

SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)
COMMUTE TRAVEL: TO DERBY

The homes of employees who work in Derby are also distributed throughout the region, with a concentration of employees who commute within Derby. Many commuters live within the Wichita Transit network and may benefit from a direct connection to Derby. There are also a number of employees who live in Haysville to the west and commute into Derby.

FIGURE 29: DERBY WORKER COMMUTE ORIGINS

SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)
The City of Derby has bicycle infrastructure throughout the City, with many bike lanes along arterial streets. Similarly to Andover, Derby’s bicycle network is not connected to the transit route closest to the City boundaries. There is a bicycle path planned along East Patriot Avenue/East 63rd Street South, which would provide bicyclists with safe access to the west across the Arkansas River towards Haysville. Currently, 63rd Street does not have sidewalks and the only pedestrian access across the river is East 83rd Street to the south. In addition to the river, a barrier to the west is the at-grade rail track along State Route 15, which has limited crossings in the southern portions of the city.
DEMAND RESPONSE

Derby Dash, the City of Derby’s demand-response transit service, provides rides within the City boundaries to the general public. The service operates on weekdays during business hours with one vehicle. Figure 31 shows origins and destinations of Derby Dash trips from October 2017. Frequent locations include Derby Senior Center, Derby High School, Dillons, Derby Recreation Center, Pleasantview Elementary School, and many of the multifamily housing communities.
The City of Haysville was founded by William Wallace Hays in the early 1870s and became a farming and mill town. A railroad was built through the town in the 1880s and a depot opened at the turn of the 20th century which shuttled passengers to and from Wichita. The town grew as a farming and railroad community, experiencing population growth along with the regional growth seen in Andover and Derby. In 1999, Haysville was struck by a tornado, damaging a significant number of homes and businesses, including its historic district. The town has since rebuilt and continues to grow in population.

Haysville is about 10 miles south of downtown Wichita and has close access to Interstate 35 and U.S. Route 81. The boundary is about 4 miles from the terminus of Wichita Transit’s Routes 16 and 26, which serve downtown Wichita and Wichita Transit Center.

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Figure 33 shows the community destinations and facilities within and proximate to the City of Haysville, including senior centers, community centers and services, key shopping, manufacturing facilities, and higher education and high school campuses. Haysville has the smallest land area of all the communities, and as a result, has more centralized community destinations. In the location of the historic downtown, the City rebuilt a central business district. The central district is home to a number of community facilities, including the Haysville Library, Haysville Community Building, and Haysville Senior Center. Weckworth Manufacturing and the future campus of WSU Haysville are both located in the central district. There is only one major grocery store within Haysville, Cash Saver, and many residents may travel to Wichita and Derby for additional shopping.
Figure 34 shows areas of Haysville where there is an intersection between high population density and no vehicle household density, two major transit ridership predictors. The central portion of the city south of Grand Ave and west of the Union Pacific Railroad has relatively high population density and a medium density of no vehicle households.

**SOURCE:** 2010 Decennial Census and 2016 American Community Survey (ACS) 5-Year Estimates

*Note: No Vehicle Household ACS Data showed high margins of error for some block groups*
Senior Density and Household Size

Figure 35 shows an index of density of senior residents and small household sizes. This indicator shows areas of Haysville where there are seniors who either live alone or in smaller households without support to help them get around. This population could benefit from better access to transportation to access community facilities and services. Areas with higher rates of both characteristics are west of the Union Pacific Railroad and east of Cowskin Creek.
HIGH DENSITY HOUSING

Haysville has five multi-family housing developments, located around the City’s central district and its community facilities. Those to the west of the railroad track have closer access to retail, such as Cash Saver. The residents of the other housing communities may have more difficulty reaching businesses and facilities on the other side of the City, particularly if they do not have access to a personal vehicle.
TRANSIT SUPPORTIVE EMPLOYMENT

Figure 37 shows the concentrations of overall employment and low income job density. This index explores not only where there is a market for transportation to jobs, but also where lower earning workers are traveling. Haysville’s highest concentrations of both characteristics can be found north of Grand Ave along Main St.
COMMUTE TRAVEL: FROM HAYSVILLE

The residents of Haysville are employed across the Greater Wichita Region, as seen in Figure 38. Major commuter destinations include downtown Wichita, aircraft manufacturers near McConnell Air Force Base and Eisenhower National Airport, and downtown Haysville.

FIGURE 38: HAYSVILLE RESIDENT COMMUTE DESTINATIONS

SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)
COMMUTE TRAVEL: TO HAYSVILLE

The residences of employees who work in Haysville are distributed throughout the region, with a significant number of employees commuting within Haysville.

FIGURE 39: HAYSVILLE WORKER COMMUTE ORIGINS

SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)
PEDESTRIAN AND BICYCLE INFRASTRUCTURE AND BARRIERS

The City of Haysville has a number of designated bicycle lanes on both arterial and neighborhood streets. The bicycle lanes connect many of the community’s travel destinations with some gaps in the network. Like the other communities, the bicycle network does not provide a connection to the Wichita Transit network.

Haysville has two major barriers to pedestrian and bicycle travel that may make it difficult to travel around or outside of the City without a personal vehicle. The railroad on which the City was founded splits the city in half with only two grade-separated crossings. Wichita Valleycenter Floodway has only two crossings, only one of which (Main St) has sidewalks. In contrast, pedestrians and cyclists crossing the S Meridian St bridge must do so in the general traffic lane.

FIGURE 40: HAYSVILLE BICYCLE AND PEDESTRIAN FACILITIES

SOURCE: WAMPO
The City of Maize was first settled by pioneers in the 1870s. In the 1880s, a town was formed around the Colorado Railway, with passenger rail to downtown Wichita. The City was incorporated in 1915. Through its history, Maize has been hit by a number of catastrophes, from grasshopper plague, to the Dust Bowl, followed by flood. Despite these hard hits, the City has seen population growth since the 1950s.\(^5\)

Maize is about 12 miles northwest of downtown Wichita and has close access to Highway K-96. The southern boundary is about one mile from the terminus of Wichita Transit’s Routes 11 and 12, which serve downtown Wichita and Wichita Transit Center.


**FIGURE 41: MAIZE REGIONAL CONTEXT MAP**

*SOURCE: WAMPO*
**TRAVEL DESTINATIONS**

Figure 42 shows the community destinations and facilities within and immediately to the south of the City of Maize, including medical facilities, community centers and services, key shopping, and higher education and high school campuses. The majority of destinations are located in the southeastern portion of the City, towards the border of Maize and Wichita. The City does not have a major grocery store within the limits, but has reasonable access to Sam’s Club, Target, Walmart, and Dillons to the south, particularly for residents that have access to a private vehicle.
TRANSIT SUPPORTIVE POPULATION

Population Density and No Vehicle Households

Figures 43 shows the areas of Maize where there is an intersection between population density and no vehicle household density, two major transit ridership predictors. Overall, Maize does not have high levels of either predictor as compared to the rest of the region. The City’s block groups have low to moderate levels of population density or no vehicle households.

SOURCE: 2010 Decennial Census and 2016 American Community Survey (ACS) 5-Year Estimates*
Note: No Vehicle Household ACS Data showed high margins of error for some block groups
Senior Density and Household Size

Figure 44 shows an index of density of senior residents and small household sizes. This indicator shows areas of Maize where there are concentrations of seniors who either live alone or in smaller households without support to help them get around. This population could benefit from better access to transportation to access community facilities and services. Like the previous indicator, there are no areas of the City that have a high concentrations of both characteristics. However, the central most block group shows moderate levels of both density of seniors and small households.

Source: 2010 Decennial Census
HIGH DENSITY HOUSING

There are a limited number of high density housing communities within the boundaries of Maize, most of which are situated along Maize Rd and relatively new.
TRANSIT SUPPORTIVE EMPLOYMENT

Figure 46 shows the concentrations of overall employment and low income job density. This index explores not only where there is a market for transportation to jobs, but also where lower earning workers are traveling. Maize’s highest concentrations of both characteristics can be found along Maize Rd.

FIGURE 46: MAIZE EMPLOYMENT AND LOW INCOME JOB DENSITY INDEX

SOURCE: 2010 Decennial Census
COMMUTE TRAVEL: FROM MAIZE

The commutes of Maize residents are spread throughout the region, with concentrations in downtown Wichita, aircraft manufacturers near Eisenhower National Airport and McConnell Air Force Base, and Koch Industries in the northeast of the region.

FIGURE 47: MAIZE RESIDENT COMMUTE DESTINATIONS

SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)
COMMUTE TRAVEL: TO MAIZE

Workers travel from all parts of the region to work in Maize, with the majority traveling from the northwestern portion of the region.

FIGURE 48: MAIZE WORKER COMMUTE ORIGINS

SOURCE: 2015 Longitudinal Employer-Household Dynamics (LEHD)
PEDESTRIAN AND BICYCLE INFRASTRUCTURE AND BARRIERS

Maize is the only of the four communities that has a continuously paved and safe bicycle connection to the City of Wichita. This enables safer connections across City boundaries and faster connections by bicycle to the shopping centers and transit termini to the south.

The City is divided diagonally by a rail track that has limited pedestrian crossings. valso splits the northeastern portion of the City from the residential and commercial areas to the southwest.

FIGURE 49: MAIZE BICYCLE AND PEDESTRIAN FACILITIES

SOURCE: WAMPO