

JUNE, 2017 EDITION

PLANNING TRENDS



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WICHITA DOWNTOWN DEVELOPMENT CORPORATION

WICHITA STATE UNIVERSITY – INNOVATION CAMPUS

WICHITA'S URBAN INFILL INITIATIVE

An Introduction to Trends

We as a community, region, state and nation are experiencing some of the most significant changes ever experienced by humankind. The 20th Century saw massive increases in population, urban sprawl, and mobility through the construction of the Interstate Highway System. Purchasing power in the United States was second to none, and a company, General Motors, had the fifth biggest economy in the world. The Baby Boom generation was one of the largest population cohorts in the history of the United States, and household size continued to grow as a result of “Boomers.” Now that pace of change is slowing significantly.

The recently adopted Community Investments Plan produced by the Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD) rather boldly notes that there is a potential **\$9.2 billion dollar shortfall** in potential revenues versus essential expenditures to maintain and preserve existing resources.

This plan does not show any new roadways serving potential growth areas. The principal behind this logic is that money spent to preserve and maintain existing systems does not even meet essential demands, let alone serve to support new growth.

The primary reasons for the new focus are the changes that are coming, and the simple facts that investment in the current system is becoming more and more difficult to fund at adequate levels.

--- Phil Nelson,
WAMPO Director

Trends not only impact transportation planning, but could have impacts on all of the elements of comprehensive planning touched by transportation choices. The changing land use trends could mean a **significant shift** in not only transportation modes for moving people, but in how we plan for changes in the transportation infrastructure. Current demographic, socioeconomic, natural resource, land use, budgetary investment and other factors will play a huge role in planning the next systems and infrastructure for the future.

While the trends show vast differences in land use and development choices, communities can either try to change those trends, or they can make choices that reflect the trends in an effort to prepare for the future.

Trends, generational travel preferences, along with the availability of natural resources impacts transportation choices as well as the types of infrastructure that jurisdictions choose to build in the near future will be the driving forces in developing the next systems and meet the needs and wants of an increasingly diverse population.



Asset Management

initiative & survey results



Data was collected with cooperation from the 22 WAMPO region jurisdictions, the Kansas Department of Transportation, the Kansas Turnpike Authority, Sedgwick County Department, and Wichita Transit.

Asset Management Steering Group

Mission:

To develop an assessment process for transportation assets. This includes the development of policies, procedures, and reports for transportation facilities including, bicycle facilities, bridges, roads, transit, and freight facilities for WAMPO, its member jurisdictions, and project sponsors.

Authority:

The Transportation Policy Board (TPB) authorized the Asset Management Steering Committee to be formed in furtherance of the implementation of MOVE 2040 recommendations. The committee will report to the TPB and will seek feedback from the MOVE 2040 Implementation Advisory Committee.

Members:

- Troy Tabor, Committee Chair
- Bryan Frye, City of Wichita
- Paul Gunzelman, City of Wichita
- Zach McHatton, City of Haysville
- Anne Stephens, City of Bel Aire
- Dana Majors, Kansas Department of Transportation (KDOT)
- Dan Squires, City of Derby
- Susan Turner, KDOT
- Jim Weber, Sedgwick County
- Gloria Jeff, WAMPO Staff Lead



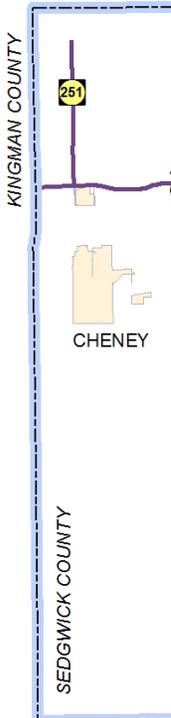
The Wichita Area Metropolitan Planning Organization (WAMPO) region is home to approximately 510,000 people living within Sedgwick County and parts of Butler and Sumner County, Kansas. As the lead independent transportation agency in the region, WAMPO provides the opportunity for transportation decision makers to coordinate regional transportation investments in an effort to support economic and transportation goals.

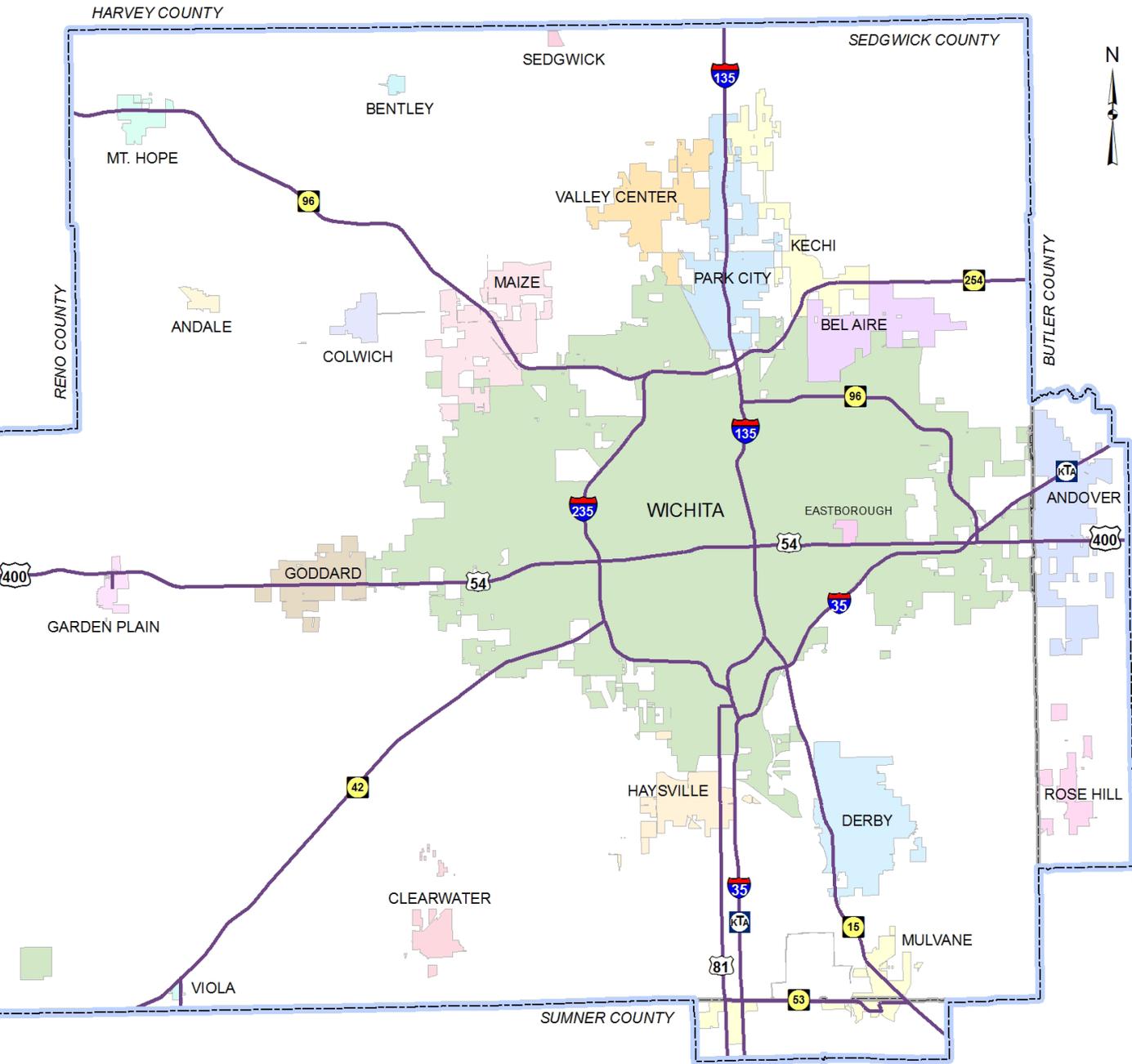
Vision

WAMPO aspires to develop an integrated regional transportation network that safely and efficiently moves people and goods to their intended destinations, and aligns investments in the region's economic and transportation goals.

Mission

The Wichita Area Metropolitan Planning Organization (WAMPO) is the lead independent agency for coordinating priorities for regionally-significant transportation investments in roads, highways, transit, rails, and bicycle and pedestrian facilities. In engagement with its member communities, and state and federal partners, WAMPO supports the region's economic and transportation goals.





MOVE 2040

IMPLEMENTATION

Asset Management

initiative

The Wichita Area Metropolitan Planning Organization (WAMPO) has undertaken an initiative to help improve management of the transportation system's physical infrastructure. Asset management is a strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their lifecycle.

The first activity of this initiative is to find out what the organizations, transportation owners, operators, and providers in the region are currently doing. The responses will establish a baseline and could be used in the future as a point of comparison for change. The asset management survey instrument was designed to help accumulate this data.

This effort will include identification of opportunities for collaboration among the responding jurisdictions, agencies and organizations. Responses will be solicited from public, not-for-profit, and for profit organizations. The initial look at the transportation system's assets will be limited to bicycle facilities, bridges, culverts, pavements, pedestrian, and transit assets as defined below:

Bicycle assets will include (but not limited to) – off roadway structure, pavements, signage, life cycle costs, facility materials. Bicycle facilities are defined as a shared or dedicated portion of the road system for use by bicycle and non-motorized users (typically 5 to 7 feet in width).

Bridge assets will include (but not limited to) – super structure, deck, clearances, support structures and related signage.

Culvert data will include (but not limited to) diameter, construction materials, structures affixed to the culvert, related signage.

Pavements will include (but not limited to) materials (asphalt, composite, concrete, gravel or others), special features for large vehicle types and number of through lanes.

Pedestrian assets will be the same as the bicycle assets.

Transit assets will include (but not limited to) buses, bus on board equipment, maintenance facilities, maintenance equipment, vehicle equipment, signage, and street furniture.

the survey instrument

In January of 2016 WAMPO staff hosted three asset management orientation sessions. These sessions were designed to highlight the newly drafted WAMPO asset management survey for respondents. Respondents initially targeted for this web-based survey included the following 25 jurisdictions and statewide agencies:

Andale
Andover
Bel Aire
Butler County
Cheney
Clearwater
Colwich
Derby
Eastborough

Goddard
Haysville
Kansas Turnpike Authority
Kechi
KS Dept. of Transportation
Maize
Mount Hope
Mulvane
Park City

Rose Hill
Sedgwick
Sedgwick County
Sumner County
Valley Center
Viola
Wichita

Each respondent was asked to identify whether or not their jurisdiction or organization had a responsibility for maintaining assets by type, which included; bicycle, pedestrian, bridge, culvert, pavement, and transit assets. A total of 15 respondents (65%) submitted information about their respective assets. Below is a general summary of the type of questions asked of them:

- Type and quantity of assets
- Asset ratings by type
- Condition assessment - condition rating methodology, training requirements, frequency of assessment, and basis of resulting ratings
- Identification of barriers and/or interest in participating in a regional process
- Maintenance record management and retention



Asset Management

findings & result highlights

The results support the presence of transportation system operating conditions that are open, free flowing, safe, and sufficient to meet the economic demands and personal travel choices of its users. Major findings include:



bridge

- There is uniformity in the rating and assessment of bridge assets in the region (all use the National Bridge Inventory).
- Less than 5% of the region's bridges are rated below 50 (a rating of below 50 indicates a need for more than routine maintenance).

bicycle/pedestrian

- There are no bicycle/pedestrian assets rated in "poor" or "very poor" condition.



culvert

- Maintenance costs for culverts vary from \$1,000 to \$200,000 per year.
- Culverts vary from those at the homeowner driveway to multilane width culverts.

pavement

- There is no consistency in the type (general, specialized etc.) of training used to conduct pavement related inspections.
- All respondents had extensive preventative maintenance procedures, processes and referenced plans for pavement management. All are not uniform.
- The survey data indicates that approximately 80% of the non-residential lane miles in the region are in “fair” condition or better.



transit



- There are no transit vehicles rated in “poor” or “very poor” condition.
- All transit facilities are rated in “good” condition or better.
- Wichita Transit reports that 100% of their passenger carrying vehicles used in their AM pull out are rated in “good” condition or better. 100% of their spare fleet is also rated in good condition or better.

additional detail:

- Respondents identified a need for:
 1. More tools to manage assets
 2. Better tools to manage assets
 3. Improved preventative maintenance procedures and processes
- Of those who responded, 80% expressed interest in a regional asset management process or were open to learning more about one.
- A majority of respondents reported that there were no barriers associated with participating in a regional asset management process.

Bicycle & Pedestrian Assets

The survey instrument defined bicycle and pedestrian assets as a shared or dedicated portion of the road system for use by bicycle and non-motorized users (typically 5 to 7 feet in width). These assets include; off roadway structures, pavements, signage, life cycle costs, and facility materials.

The following is a summary of the findings and results associated with the bicycle and pedestrian asset questions:

- There are no bicycle/pedestrian assets rated in “poor” or “very poor” condition.
- More than 50% of the bicycle and pedestrian system is rated as “very good.”
- The majority of the bicycle and pedestrian facilities have been constructed in the last 20 years.
- The largest maintenance expenditures associated with the previous 5 year reporting period tend to be associated with one time, single geographic area expenditures.
- Annual bicycle and pedestrian maintenance costs vary from \$4,000 to \$250,000 a year.
- The majority of reported facilities constructed were described as part of the eastside K96, Redbud Path addition and construction/upgrades to the west side of Sedgwick County Park.
- Nine respondents indicated that they had bicycle or pedestrian facilities.

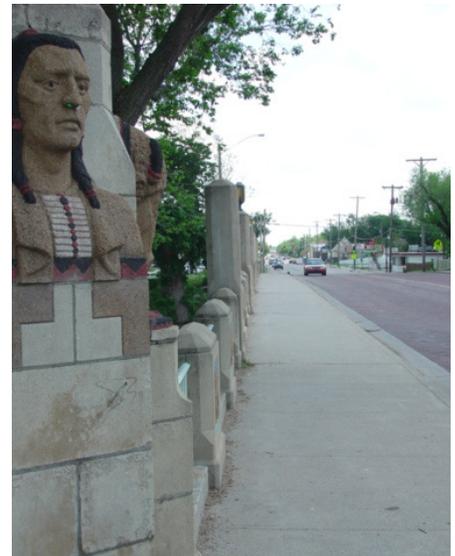
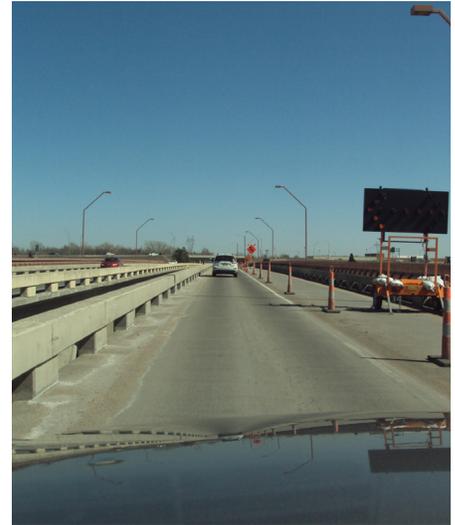


Bridge Assets

The survey instrument clarified that bridge assets included, but did not limit to the super structure, deck, clearances, support structures, and any related signage.

The following is a summary of the findings and results associated with the bridge asset questions:

- All respondents reported using the same methods and reporting requirements for rating the conditions of bridges (National Bridge Inventory).
- There are less than 15% of bridges in any agency rated as “structurally deficient” (which indicates a need for more than routine maintenance).
- There are less than 12% of bridges in any agency rated as “functionally obsolete” (safe and functional, but operating under older acceptable standards).
- Regional bridge assets are operating within conditions judged to be safe for the public.
- The majority of the bridge data available for sharing includes; pavement type, maintenance date, maintenance cost, materials, construction year, and condition.
- Seven respondents indicated that they had bridges (KDOT, KTA, Sedwick County, Wichita, Park City, Andover and Butler County).



Culvert Assets

The survey instrument clarified that the culvert data should include information on size, construction materials, and structures affix to the culvert, if any. A culvert is a structure that allows water to flow under a road, railroad, trail, or similar obstruction from one side to the other side. Typically embedded so as to be surrounded by soil, a culvert may be made from a pipe, reinforced concrete or other material as pictured below:



Feedback following the administration of the survey revealed an opportunity to improve the way culvert assets are defined and included. Additional feedback showed that culvert asset data is found among a mix of conditions and information.

Respondents also indicated that maintenance activities for culverts are combined with other assets or maintenance activities. Much of this maintenance activity was described as cleaning and vegetation removal.

Moving forward it is clear that future requests for culvert data should clarify the type of culvert for inclusion. Upon follow up, several organizations have indicated the presence of a large number of driveway culverts because they are often found where there is a ditch for the drainage for roadways.

The following is a summary of the findings and results associated with the culvert asset questions:

- Visual assessment conducted on a periodic basis is the most common method of inspection used.
- Most respondents indicated no specialized training needed to perform inspections.
- Annual maintenance costs (documented) vary from \$1,000 – 200,000 per year

Pavement Assets



The survey instrument clarified that pavement assets included materials (such as asphalt, composite, concrete, gravel or others), special features for large vehicle types, and the number of lanes.

The following is a summary of the findings and results associated with the pavement asset questions:

- Visual assessment conducted on a periodic basis is the most common method of inspection used.
- The majority of respondents are responsible for pavement assets within their geographic boundaries.
- The majority of respondents reported that inspections are conducted by agency staff or a consultant hired by the agency.
- The majority of inspections are conducted on an annual basis.
- There is no reported consistency in the type (general, specialized or other) of training for inspectors who conduct pavement inspections.
- The majority of respondents reported that maintenance records are retained and can be shared with others.
- Maintenance costs over the last five years vary from \$330,000 to \$60 million (costs include pothole repair and replacement). This appears to include maintenance costs not reimbursed from non-local sources.
- All respondents reported extensive preventative maintenance procedures, processes, and referenced plans.
- Data appears to indicate that about 80% of the non-residential lane miles in the region are in “fair” condition or better.



Transit Assets

The survey instrument clarified that transit assets included buses, bus onboard equipment, maintenance facilities, maintenance equipment, vehicle equipment, signage, and street furniture. The City of Wichita Transit Department was the only respondent.

The following is a summary of the findings and results associated with the transit asset questions as reported by Wichita Transit:

- The manufacturer recommendations are used to establish preventative and ongoing maintenance methods.
- There are rolling stock, building, and equipment maintenance plans in place.
- Specialized training is conducted by manufacturers and vendors for Wichita Transit personnel for vehicles, equipment and some facility related items.
- No vehicles are rated as being in “poor” or “very poor” condition.
- All facilities are rated as being in excellent, very good or good condition.
- Survey data shows that 100% of their passenger carrying vehicles used in their AM pull out are rated in “good” condition or better. 100% of their spare fleet is also rated in good condition or better.



next steps

- The Asset Management Steering Group will review the data provided in the survey.
- The Steering Group will identify additional actions needed to implement a new management tool for the region's transportation networks.
- The Steering Group will identify a detailed set of required/desired reports, descriptions of the data to be collected for a regional asset management system, and the items to be included in the WAMPO State of The System Report.
- The Steering Group will identify any additional information that is desired from the region's agencies.
- The Steering Group will identify the tasks to be undertaken by WAMPO staff or contracted out.
- The Steering Group will develop recommendations for TPB action that establishes a WAMPO asset management system.

The WAMPO Asset Management Initiative is a MOVE 2040 Long Range Transportation Plan Project. For more information about the MOVE 2040 implementation projects and/or the asset management initiative contact us directly at:

271 W. 3rd St., Suite 208
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316-268-4315
wampo@wichita.gov
www.wampo.org





Greater Wichita
Partnership

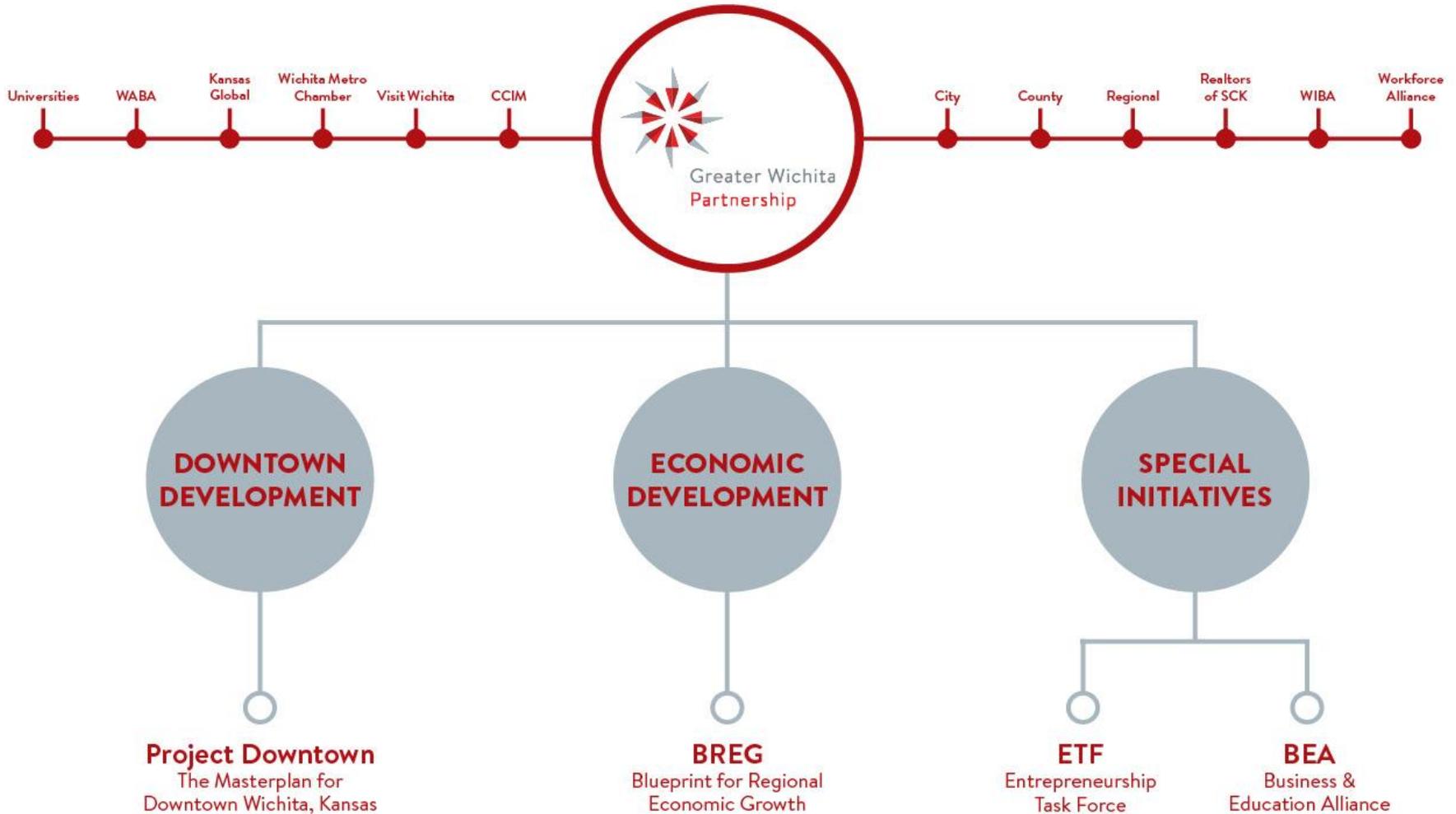
Blueprint for Regional Economic Growth

Cultivating the environment where industries can succeed



Greater Wichita
Partnership

Organizational Structure



Interested in experiencing Wichita? Contact the Greater Wichita Partnership at (800) 852.8416 or info@greaterwichitapartnership.org
greaterwichitapartnership.org



Advanced Manufacturing



Advanced Materials



Aerospace



Agriculture



Data Services & Information Technology



Healthcare

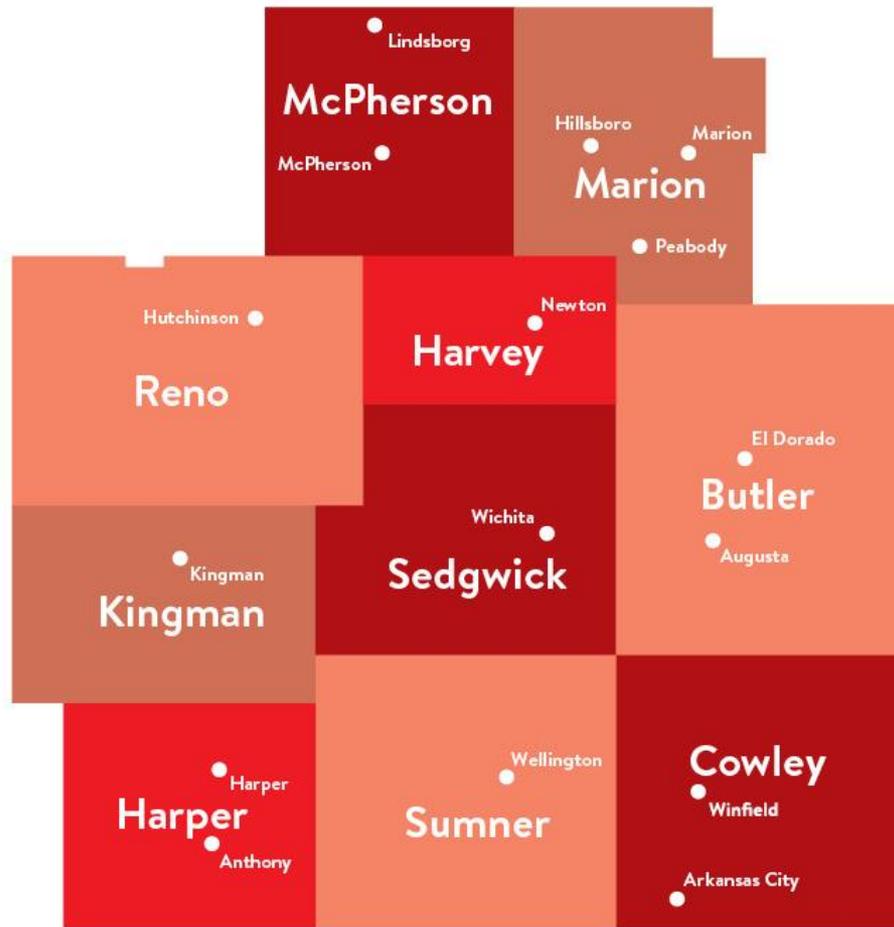


Oil & Gas



Transportation & Logistics

BREG Industry Sectors
8 sectors



10 county greater Wichita region
Population: 788,100 Census Bureau 2014

- ▶ **Organized in spring of 2015**
- ▶ **3 intensive business community engagements (March - May)**
- ▶ **Defined 3 focal areas**
 - Organization
 - Communications
 - Workforce

**Transportation & Logistics
Industry Sector Growth**

- ▶ **Benchmarking with KC SmartPort**
- ▶ **Engaging industry partners**
 - Kansas Turnpike Authority (KTA)
 - KS Motor Carriers
 - Wichita Area Metropolitan Planning Organization (WAMPO)

▶ **Current Initiatives**

Jeff Lackey, TransSystems

Co-Chair, Transportation Sector

Casey Harbour, Watco

Co-Chair, Transportation Sector

Heather Denker, Greater Wichita Partnership

Staff Support

greaterwichitapartnership.org

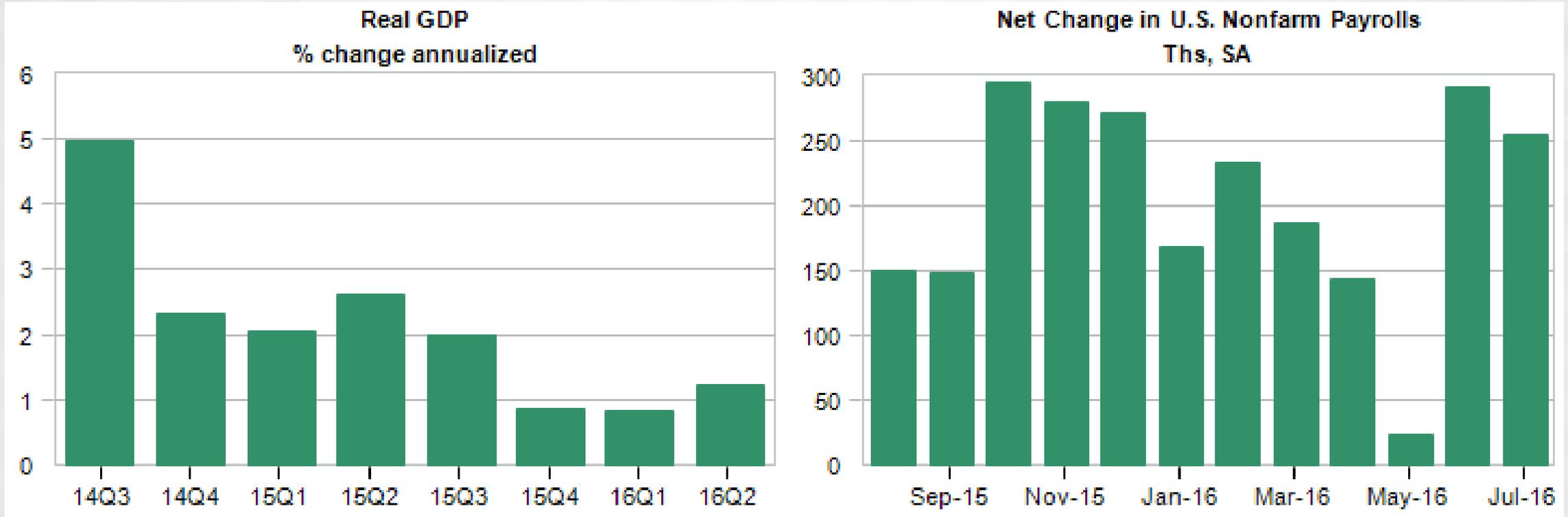
Contact Information



Outlook

Jeremy Hill

US Economy



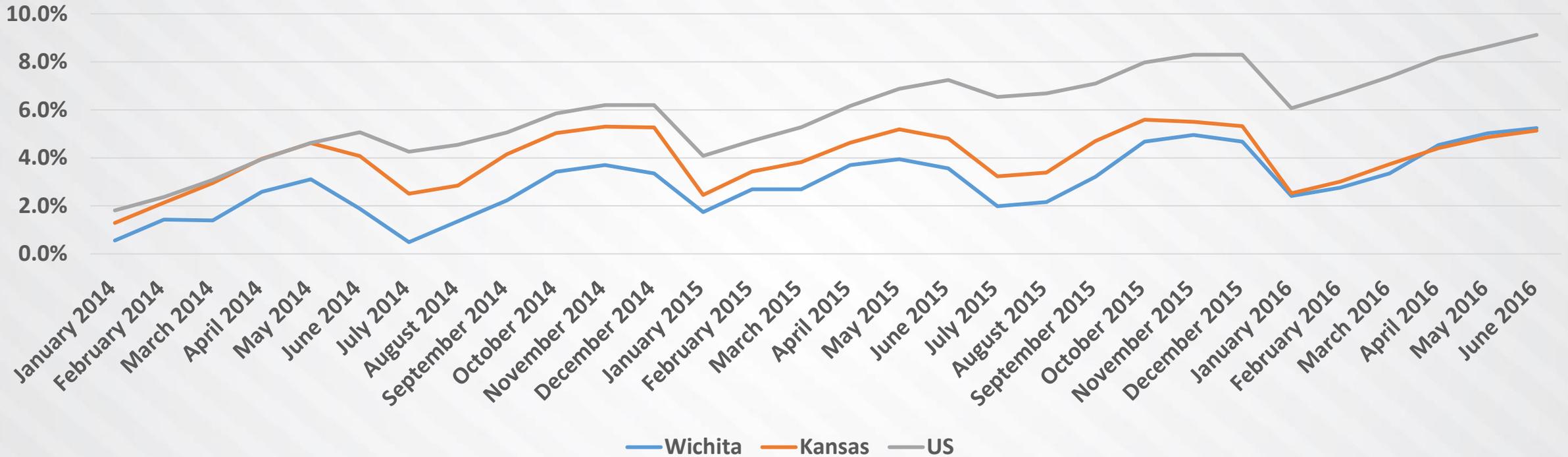
The US economy is showing some resilience in recent months. Despite the following:

- Political pressure
- Decreased investment
- Global pressures

A recession is looming and clarity of the economy in next six months is fading.



Growth Since 2014

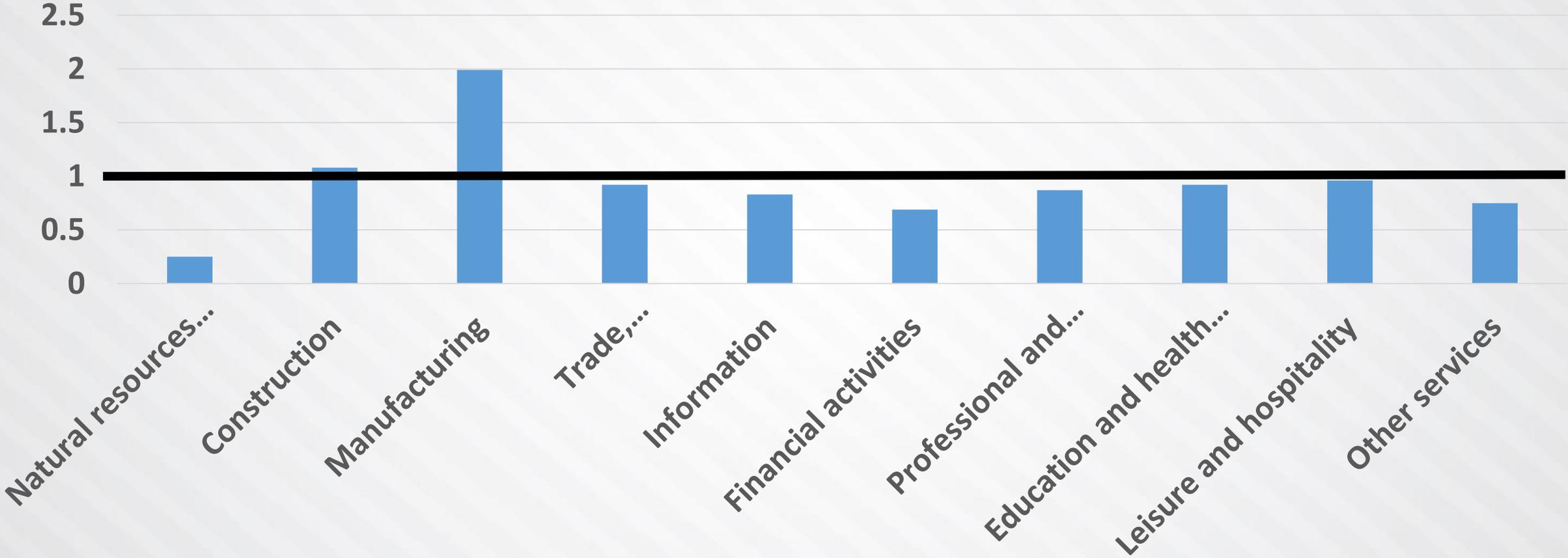


- Employment growth in Kansas and Wichita have fallen behind that of the US.

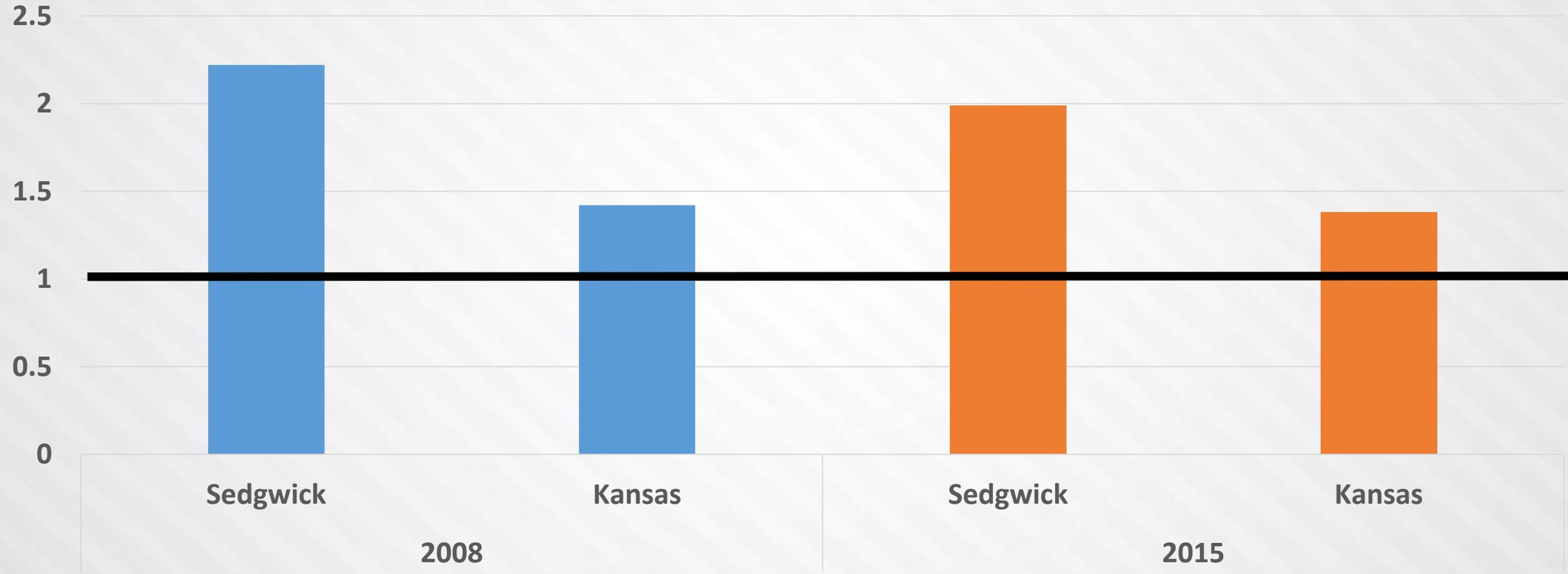
-
- The US economy continues to grow despite being “long in the tooth” and weaknesses in the global economy
 - Growth in Wichita and Kansas has slowed compared to the US
 - Oil and gas
 - Agriculture
 - Manufacturing – Farm equipment and aerospace

Industry Concentration - 2015

Sedgwick



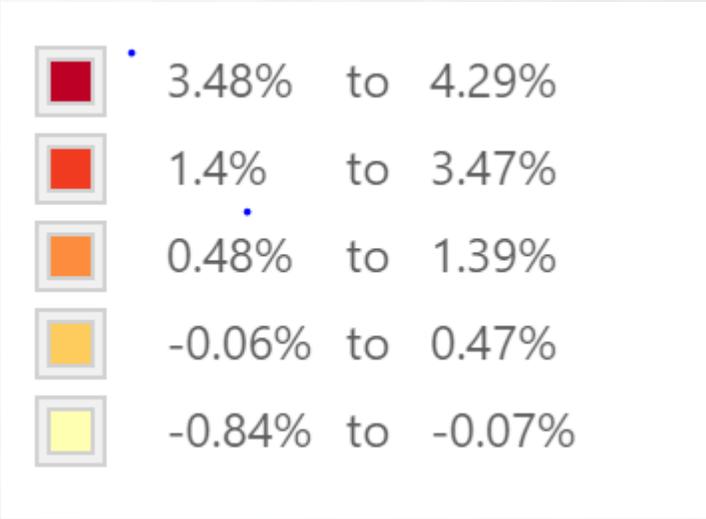
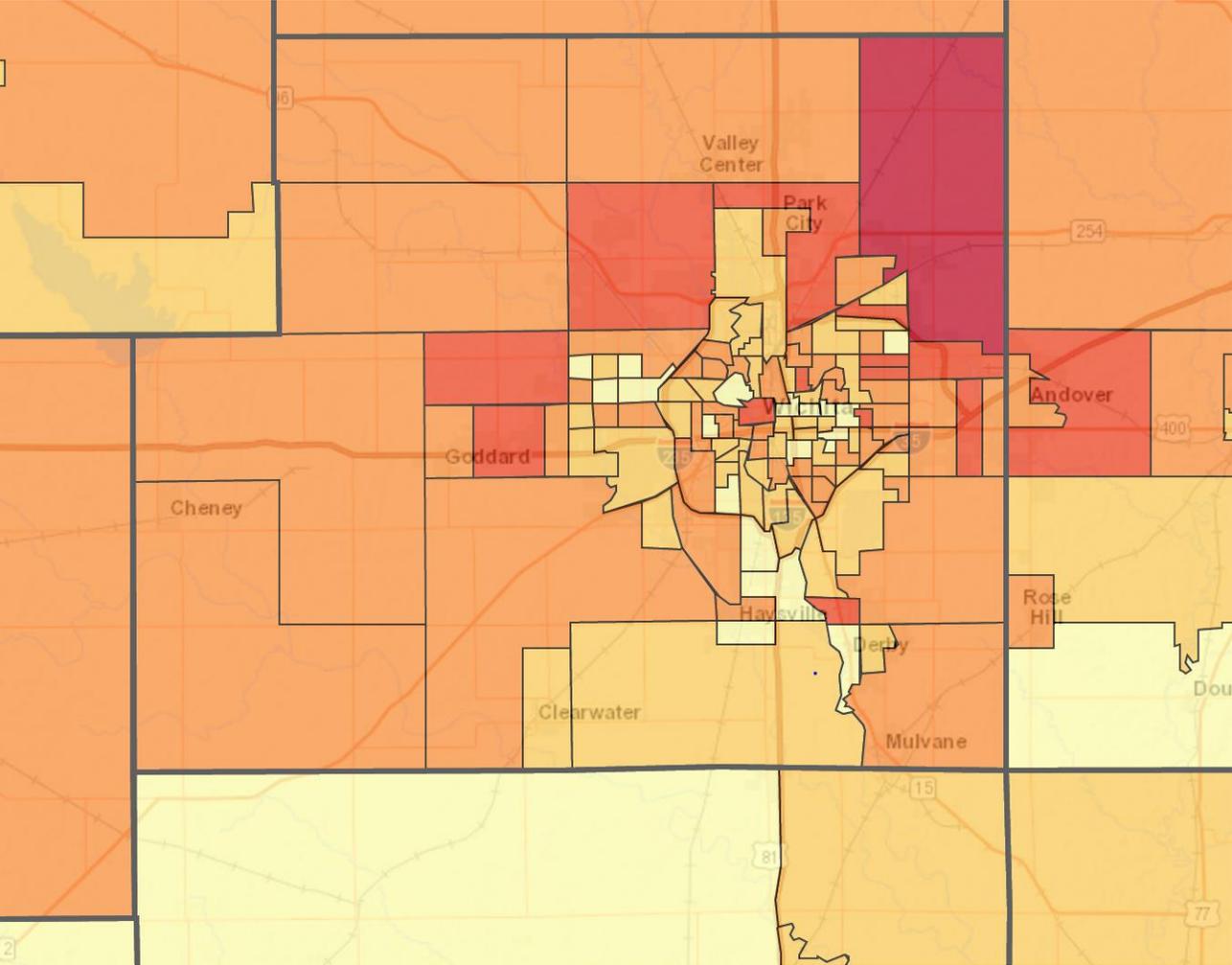
Manufacturing

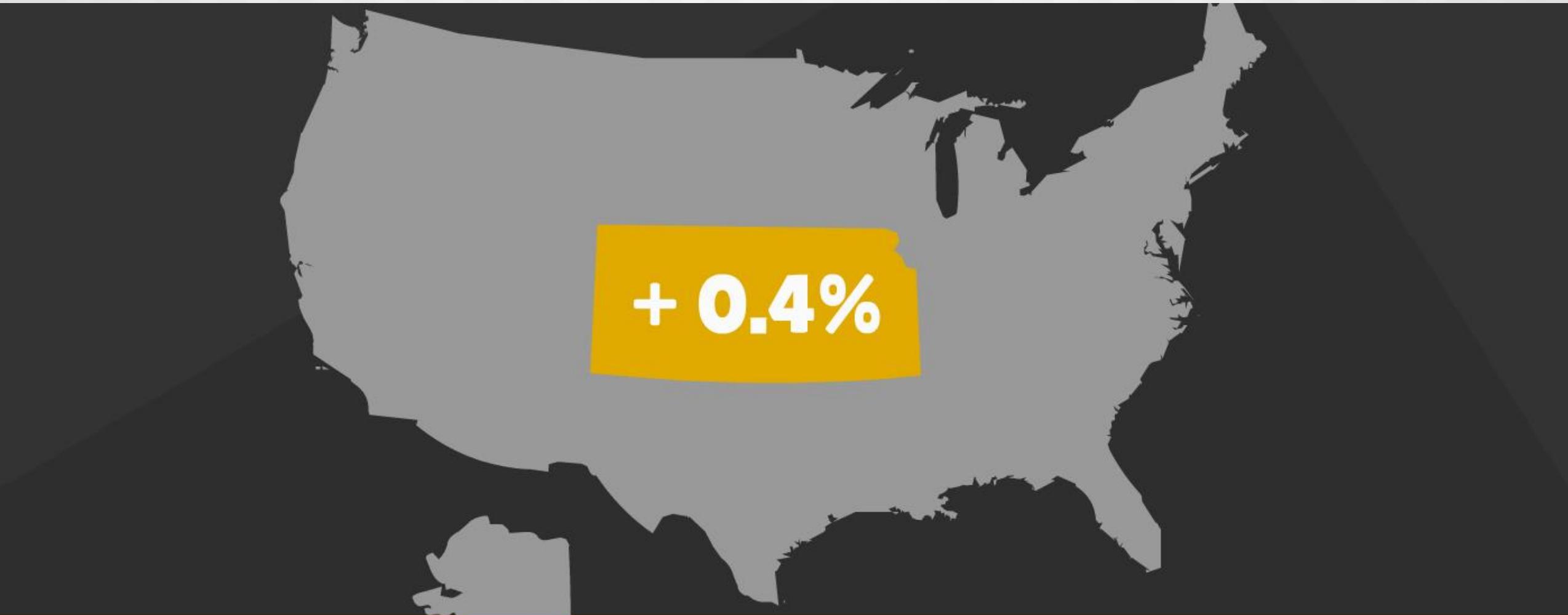


Structure of the economy

- Kansas and Sedgwick County are both highly concentrated in manufacturing
- Core industry sectors continue to weaken the state and regional economies

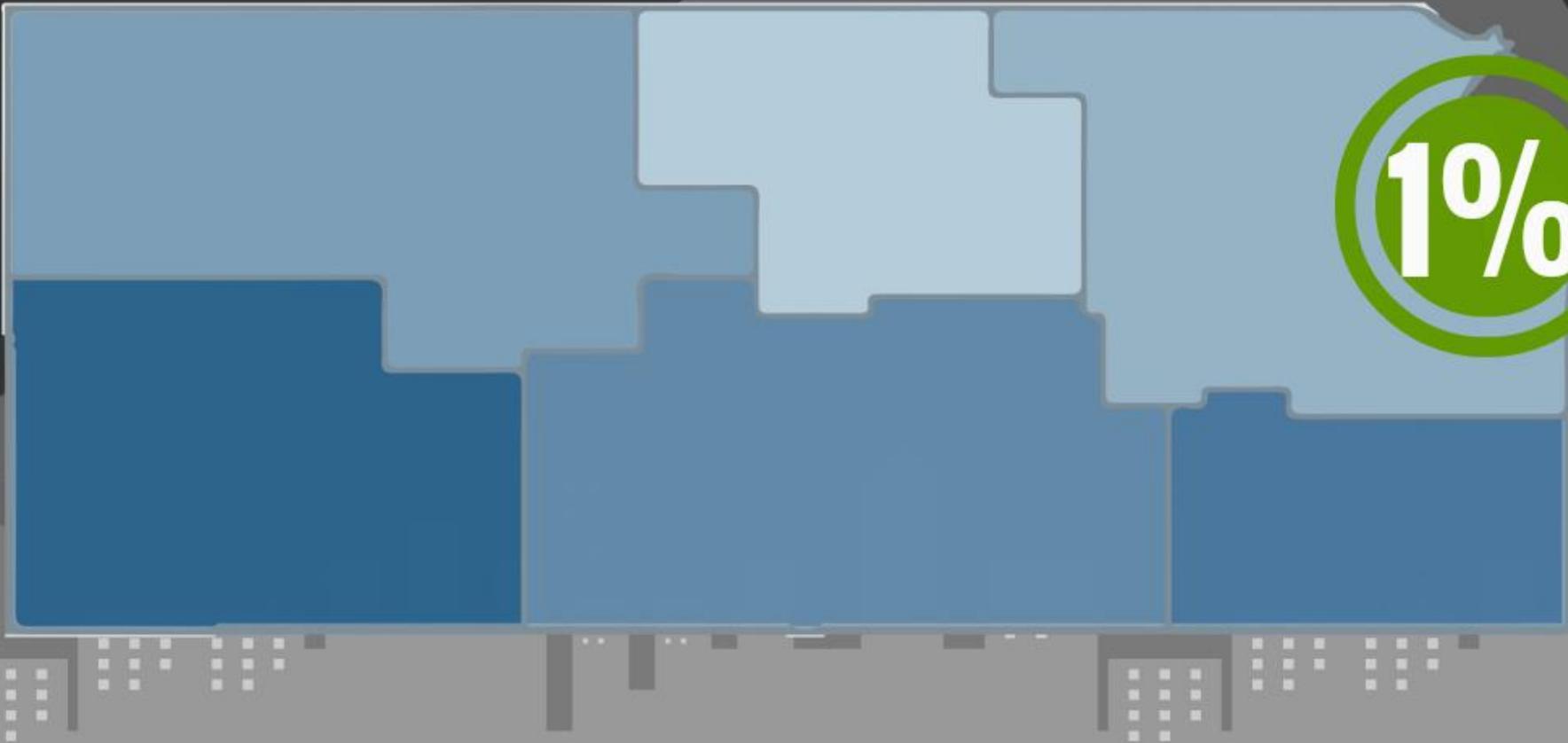
Population Growth



A stylized map of the United States is shown in light gray against a dark gray background. A yellow callout box is positioned over the state of Kansas, containing the text '+ 0.4%'.

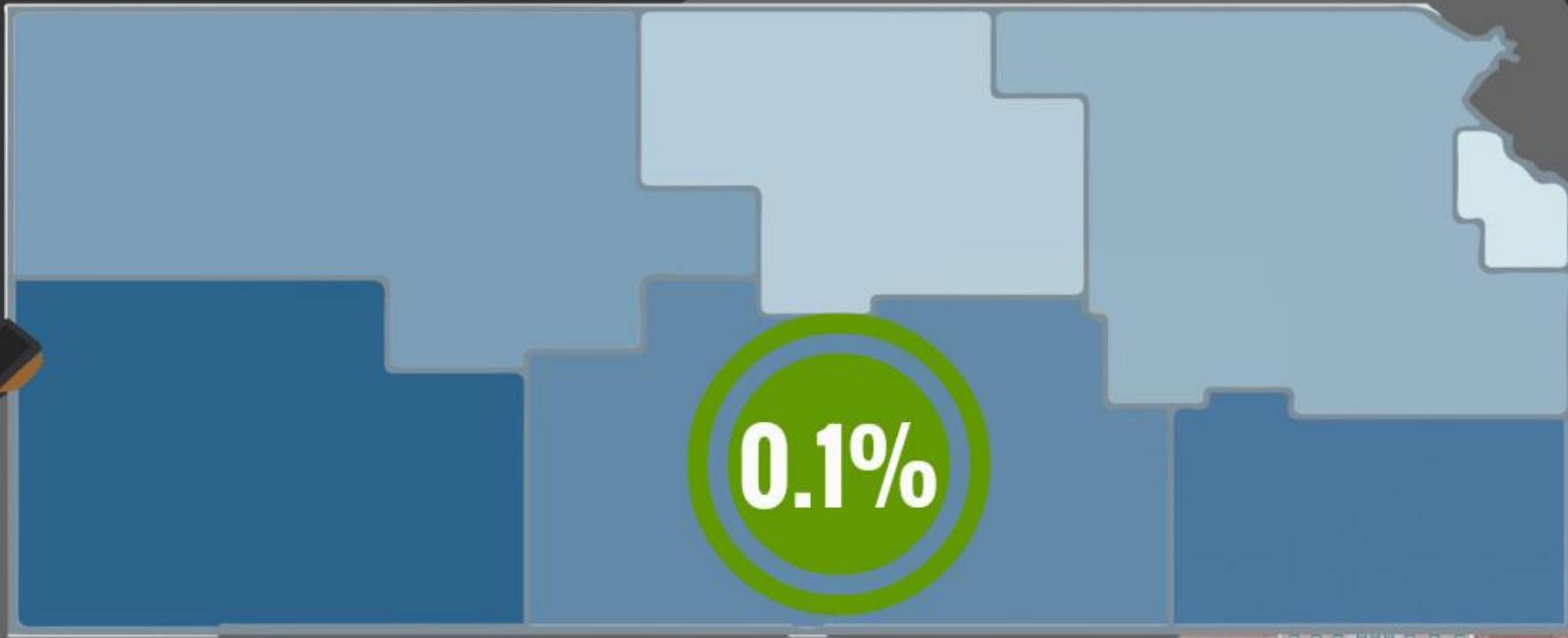
+ 0.4%

The Kansas population will see an annual increase of 0.4% over the next 50 years.



1%

The Kansas City region will show the highest average population growth per year.



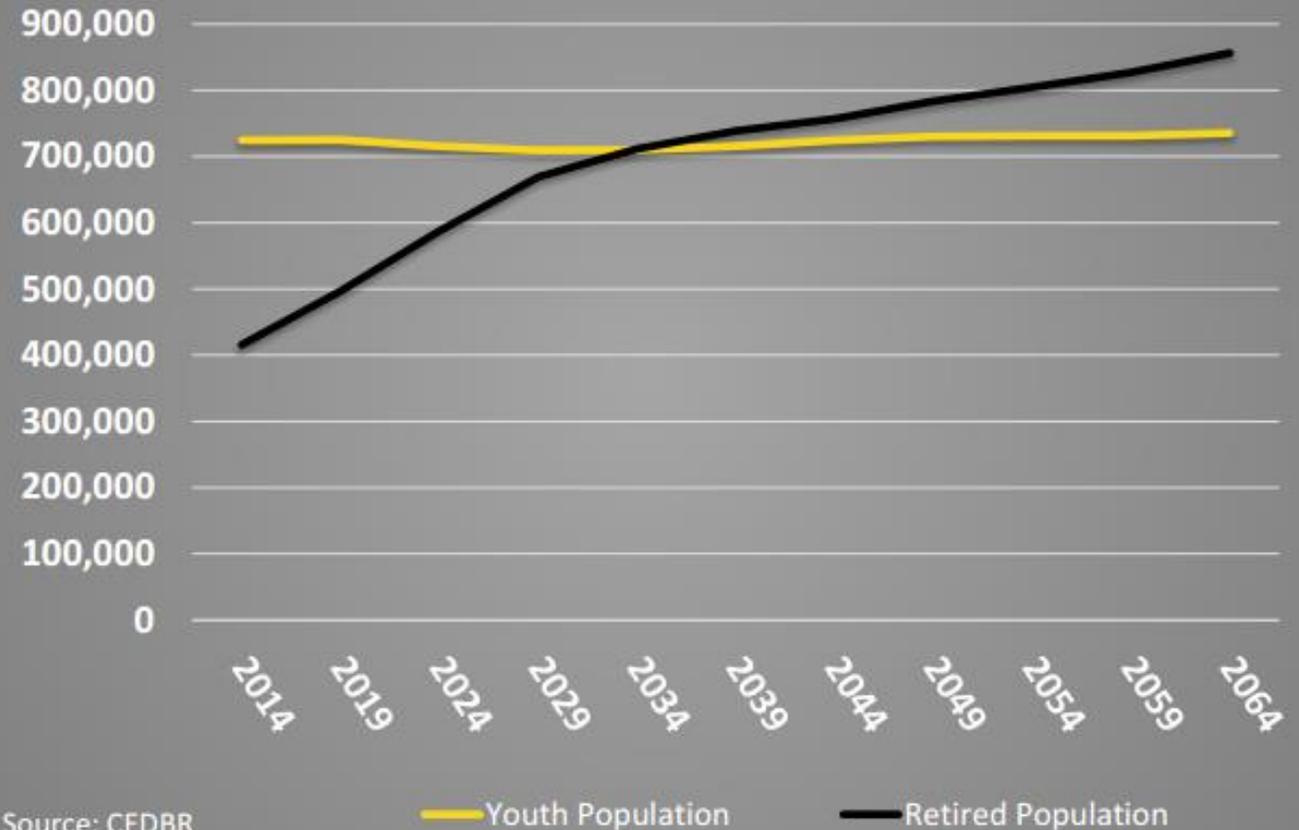
Even the South Central region will notice a small growth in population through 2064.



All other regions within the state will see a continued decline in population.



Kansas Youth and Retired Population Projection

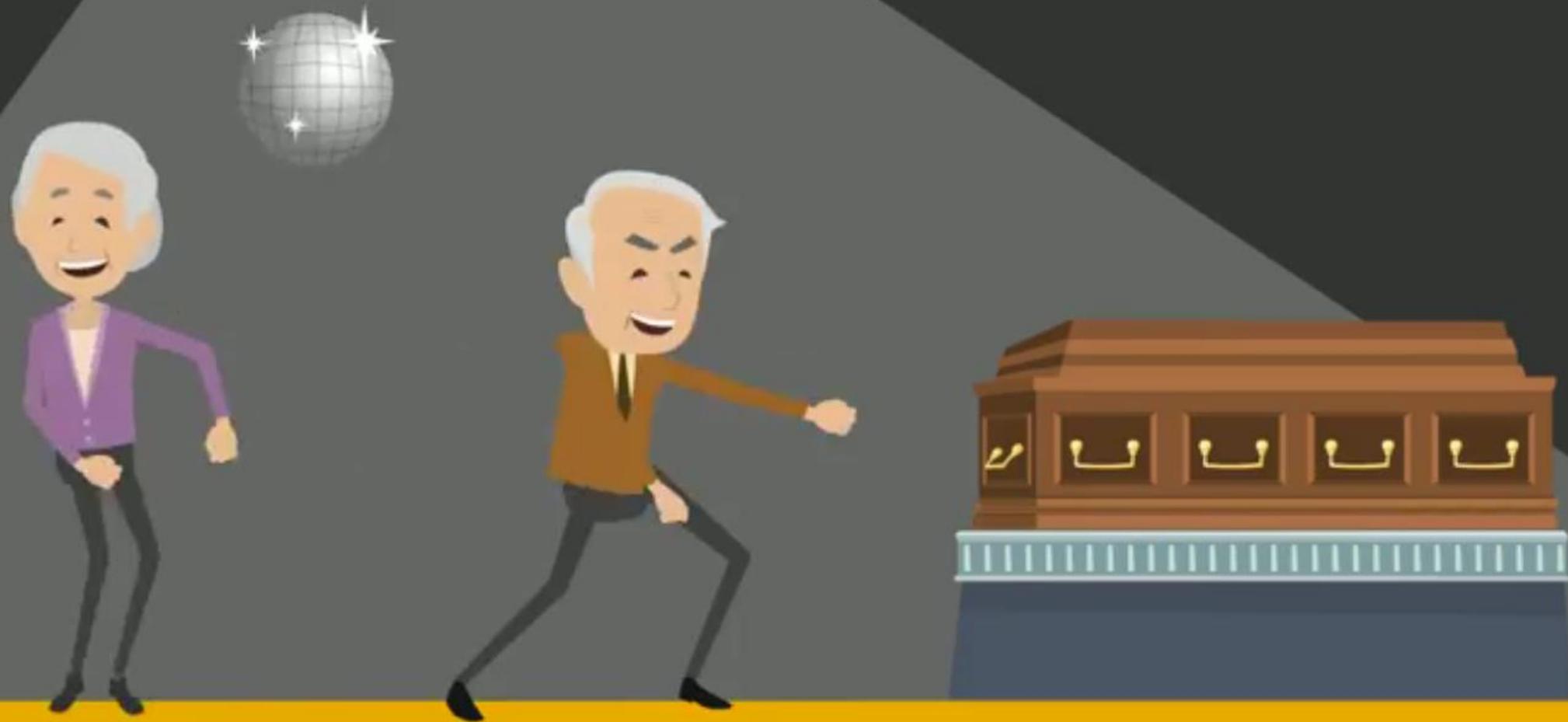


Source: CEDBR

— Youth Population

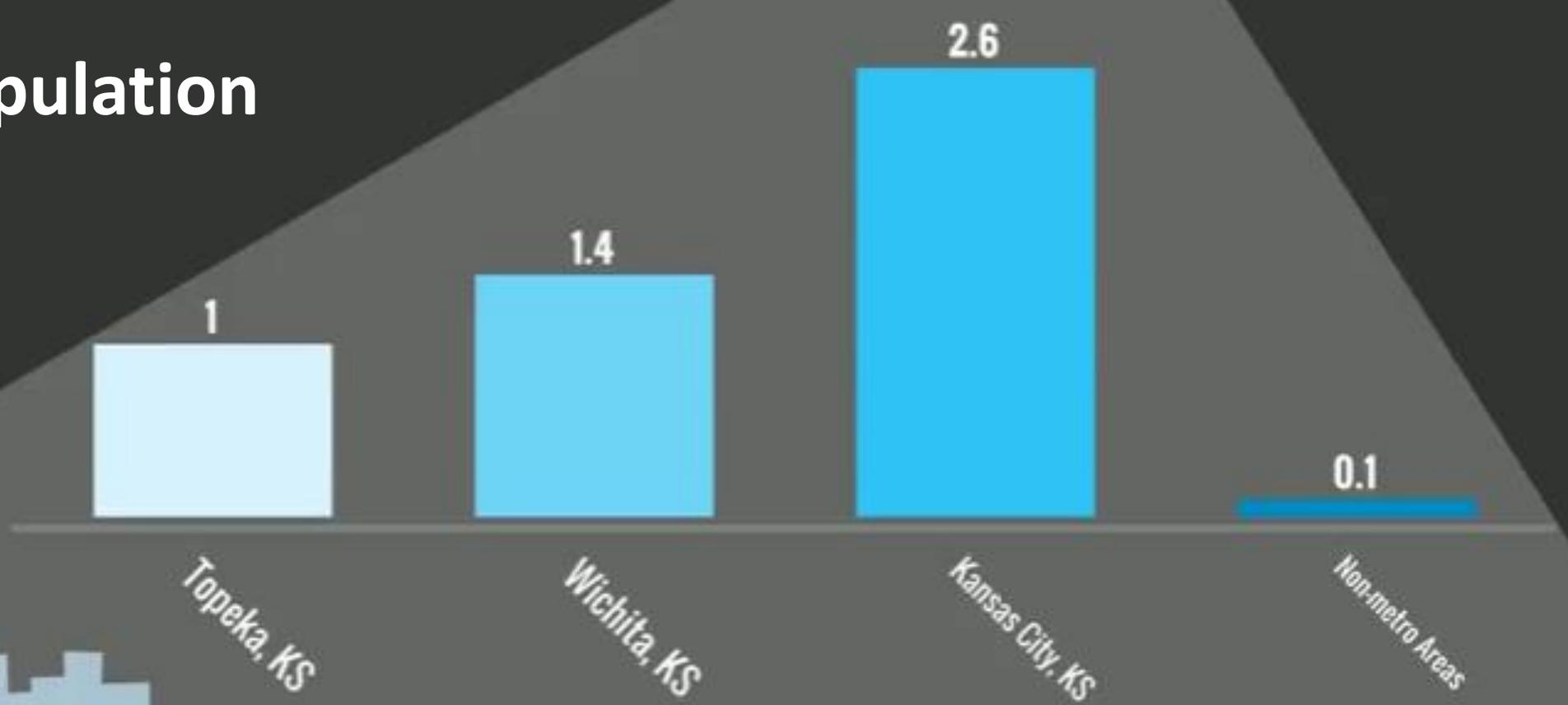
— Retired Population

The retired population will surpass the youth population by 2034.



The strong growth in the Over-65 population is partially due to the declining mortality rate projections.

Over-65 Population

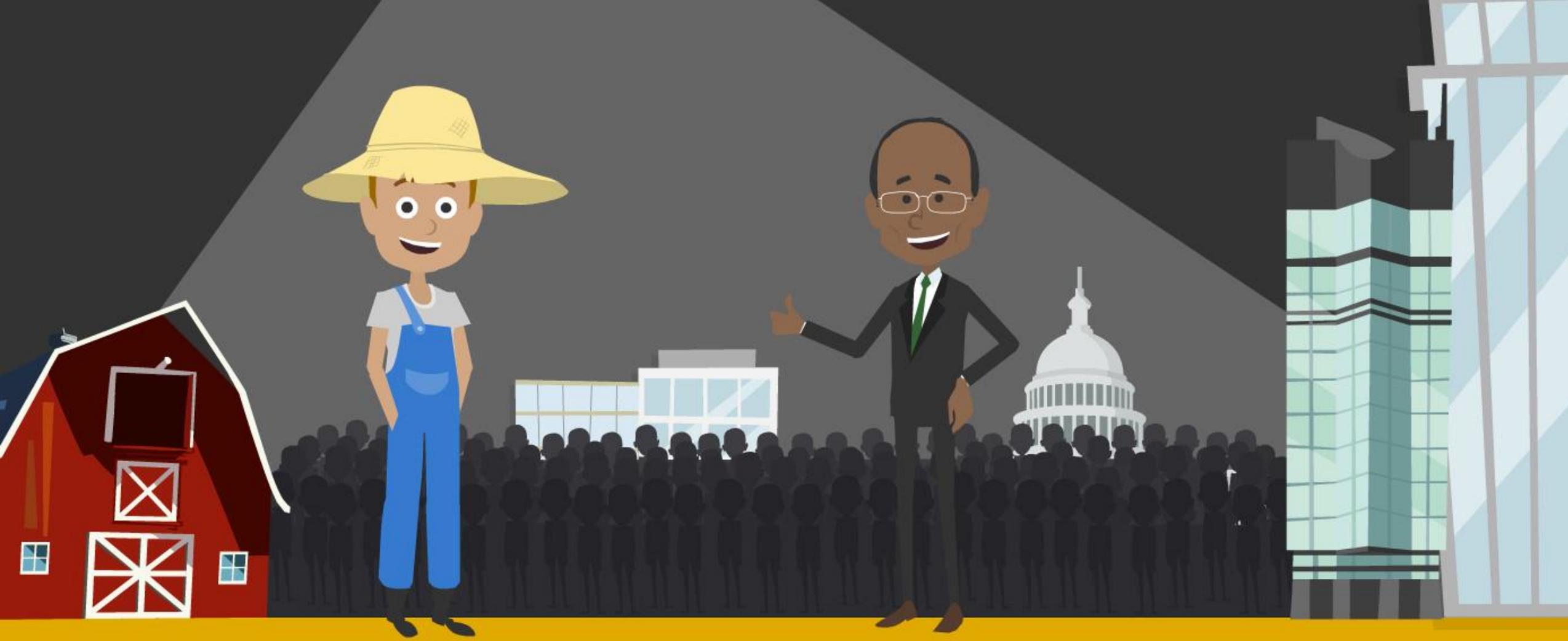


The non-metropolitan areas are forecast to only see 0.1% annual growth rate.

Shifting landscape

- **Limited labor** supply means **limited potential growth**.
- There will be an increasing **interdependence** with the Metro and Micropolitan communities and the **rural parts** of the state.
- The state and rural areas have a **higher dependence** on **working populations**.
- **Tax structures** today may not fit **demand for public services** in the future.





**Check out the full Kansas Population
Forecast at CEDBR.org.**

6b. Trends

Congestion Update

Chris Upchurch, Senior Planner
WAMPO



Rush Hour in Wichita



Quantifying Congestion

- MOVE 2040 Performance Measures

Delay Per Trip

- Measures overall performance

Delay Per Trip

- The amount of time that congestion adds to the average trip during the afternoon rush hour
- Calculated based on our Travel Demand Model

Delay Per Trip

- Average trip is 10 minutes long
- 2010 Baseline: 26 Seconds
- 2040 Prediction: 45 seconds
 - Assuming we build all projects laid out in MOVE 2040

Target Setting

- We already have really good performance
- Our investment strategy is to preserve and maintain
- Targets are to prevent deterioration to an unacceptable level of performance

Delay Per Trip

- 2010 Baseline: 26 Seconds
- 2040 Prediction: 45 seconds
- Staff recommended target: 60 seconds

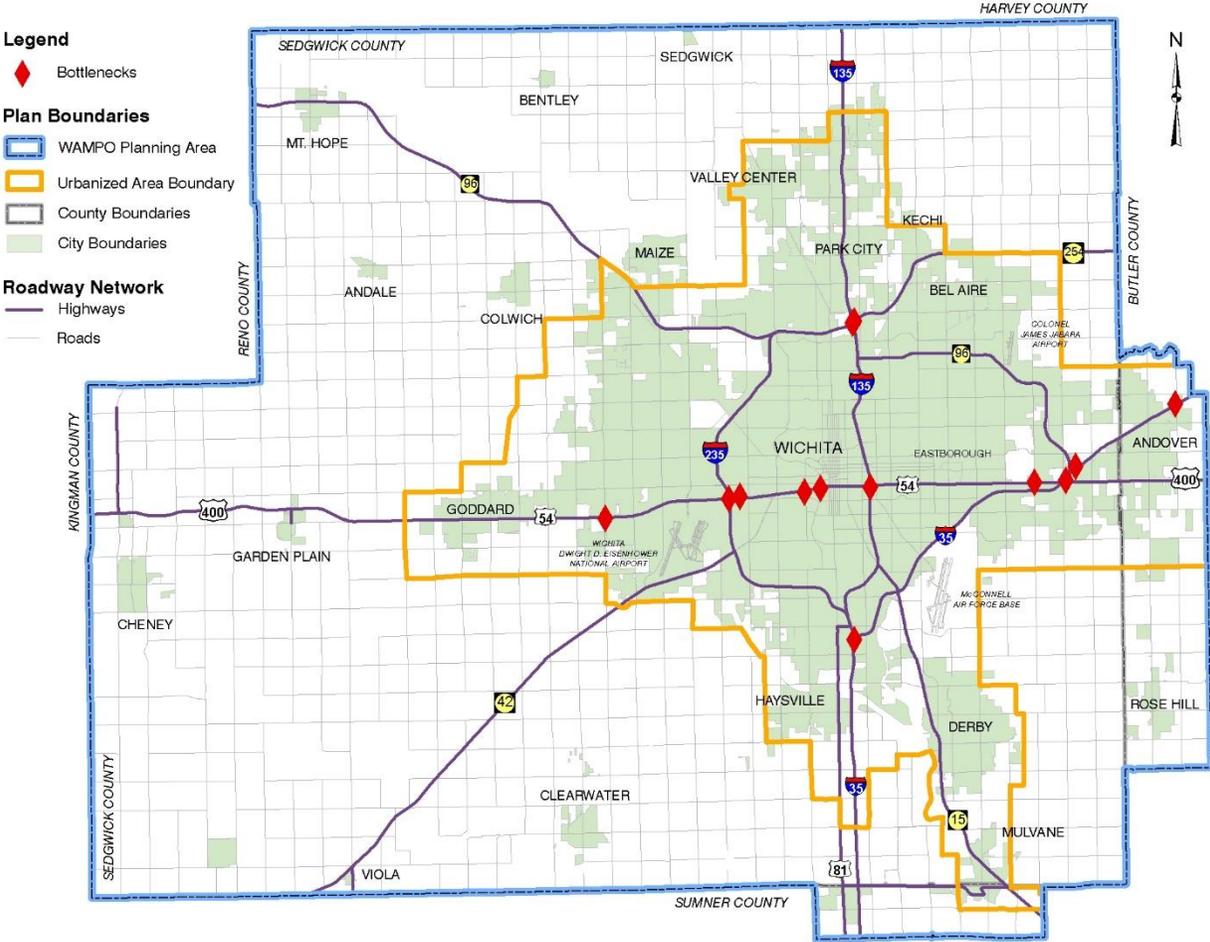
Bottlenecks

- Measures performance at the worst locations

Bottlenecks

- Based on 13 locations around the WAMPO region

Bottlenecks



Bottlenecks

- Measured using the Travel Time Index

The time it takes to travel through a bottleneck during the afternoon rush hour
the time it would take outside of rush hour

- Calculated from real world data

Bottleneck Baseline Data

- Freeways: 1.09 – 1.12
- Interchanges: 1.10 – 1.32
- Highways: 1.22 – 1.45
 - (non-freeway portions of Kellogg)

Bottleneck Recommended Targets

- Freeways: 1.2 (approximately 55mph)
- Interchanges: 1.4 (approximately 45mph)
- Highways: 1.5 (approximately 40mph)

Reliability

- Measured using the Planning Time Index

Time it takes to make a rush hour trip on the **worst** day of the month time it would take outside of rush hour

- Measured only on freeways

Reliability Baseline Data

- Average PTI for all area freeways: 1.51

Reliability Target

- Average PTI for all area freeways: 1.51
- Staff recommended target: 1.75

Congestion Related Performance Targets

1. Recommend the TPB approve the targets, as proposed

4. Committee Status Reports and Updates

Congestion Update

Chris Upchurch, Senior Planner

WAMPO



Rush Hour in Wichita



Quantifying Congestion

- MOVE 2040 Performance Measures

Target Setting

- We already have really good performance
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Delay Per Trip

- The amount of time that congestion adds to the average trip during the afternoon rush hour
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Delay Per Trip

- 2010 Baseline: 26 Seconds
- 2040 Prediction: 45 seconds
- Staff recommended target: 60 seconds

- Average trip is 10 minutes long

Bottlenecks

- Based on 13 locations around the WAMPO region
- Measured using the Travel Time Index

The time it takes to travel through a bottleneck during the afternoon rush hour the time it would take outside of rush hour

- Calculated from real world data

Bottleneck Recommended Targets

Facility	Target	Approximate Speed	Current Performance
Freeways	1.2	55mph	1.09-1.12
Interchanges	1.4	45mph	1.10-1.32
Highways	1.5	40mph	1.22-1.45

Reliability

- Measured using the Planning Time Index

Time it takes to make a rush hour
trip on the **worst** day of the month
time it would take outside of rush hour

- Measured only on freeways

Reliability Target

- Average PTI for all area freeways: 1.51
- Revised target: 1.6



WICHITA

COMMUNITY
FOUNDATION

The Wichita Community Foundation is the catalyst that creates lasting legacies by partnering with people, families, and organizations to devote resources to causes that matter.



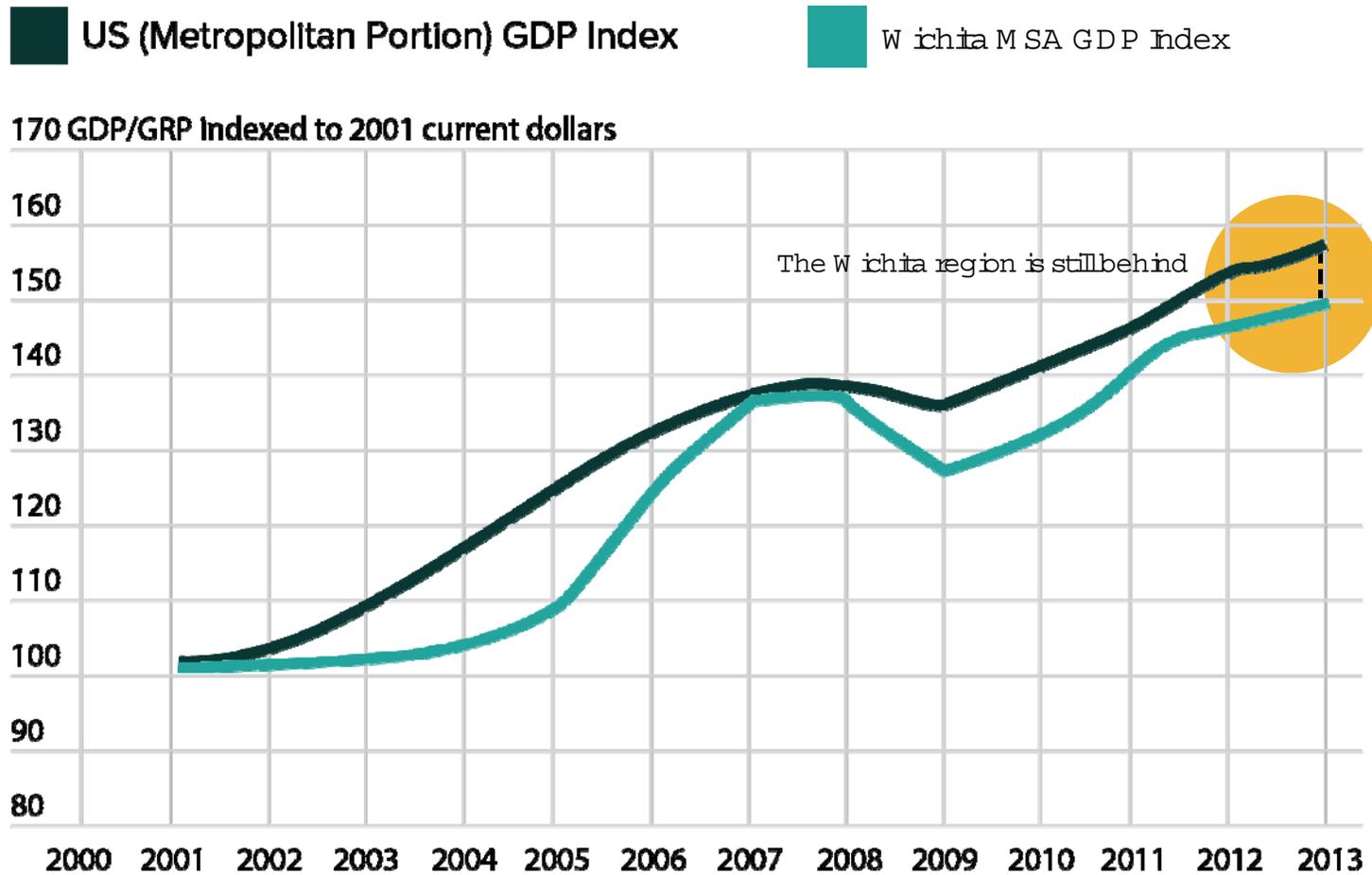
“The Community Foundation bridges generations. It gives each of us the opportunity to honor the foresight of our predecessors and to make our community better for our children...and our children’s children.”

- Mary Lynn Oliver, Co-Founder of WCF

Constellation of Success



GDP Growth 2001-2013

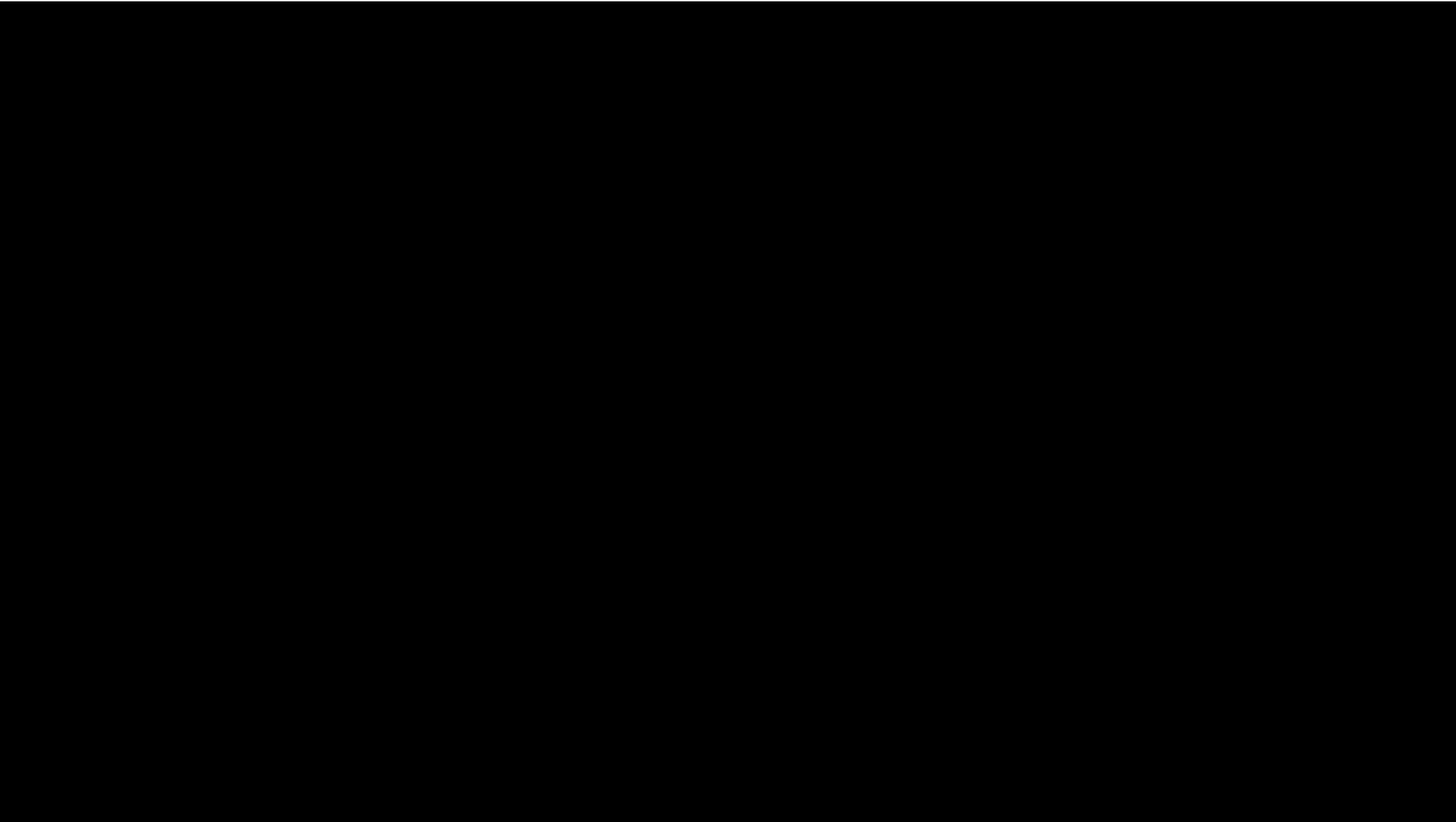


FOCUS FORWARD >>>

LET'S RIGHT OUR STORY.



WICHITA
COMMUNITY
FOUNDATION



The Four Challenges



PERCEPTION



HUMAN CAPITAL



ENTREPRENEURIAL



BUSINESS CYCLE



Two Key Levers:

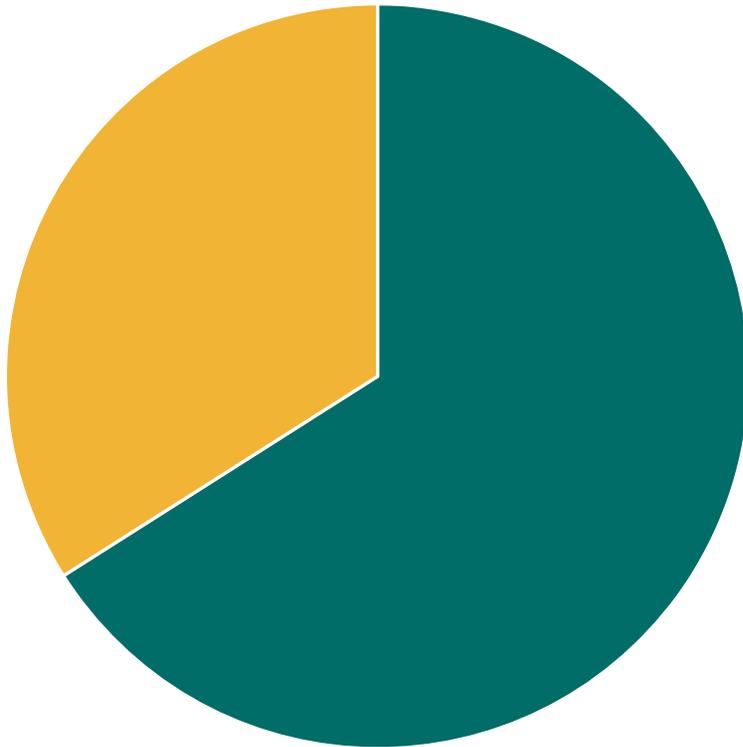
- Increasing Capital Velocity
- Expanding the Talent Ecosystem

Expanding the Talent Ecosystem

85K
OUT OF
130K
STUDENTS
LEFT KANSAS



Expanding the Talent Ecosystem



66%

OUT OF

1000

25-34 year olds

MOVE TO PLACE
THEY'D LIKE TO LIVE,
THEN FIND JOB

FOCUS ON
BUILT ENVIRONMENT

MAKE CITIES
FOR PEOPLE





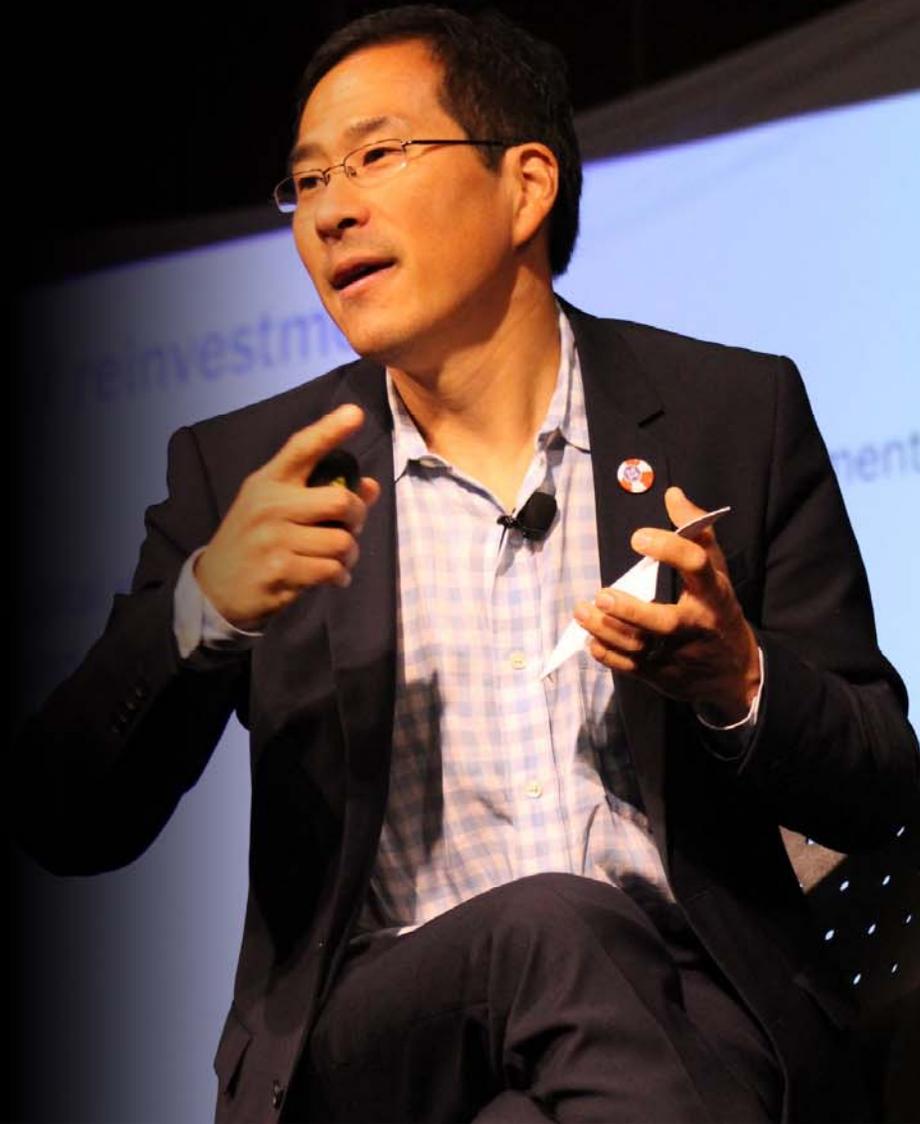






“The future of Wichita will be defined by deliberate actions taken to drive intentional outcomes.”

- James Chung



Constellation of Success





Share your story
and connect
with others:
#LetsRightOurStory



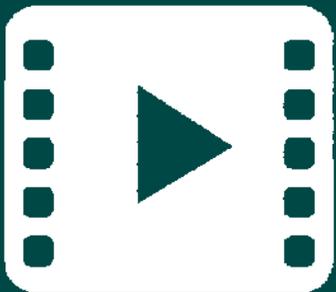
WICHITA
COMMUNITY
FOUNDATION



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Visit wichitacf.org

America's 5 Living Generations

- The Greatest Generation
 - GI Generation
 - Silent Generation
- Baby Boomers
- Generation X
- Millennials (Generation Y)
- Generation Z

The Greatest Generation

Born: 1901-1926 (GI Generation)

1927-1945 (Silent Generation)



Baby Boomers

Born: 1946-1964



Generation X

Born: 1965-1980



Millennials (Generation Y)

Born: 1981-2000



Generation Z

Born: after 2001



All those in the “silent generation” have greatly reduced physical and mental capacities and shouldn’t be driving.

Baby Boomers are out of sync with technology.

Stereotypes

Generation-Xer’s are negative cynics

Millennials are unmotivated. They live in their parents basements and travel by bus because they can’t afford cars.

Debunking the Stereotypes

- 83% of the “silent generation” like driving
- Millennials like driving, but less than other groups
- Gen-X and Millennials like bicycling and will use it for transportation
- Millennials use transit more than older groups

Debunking the Stereotypes

- All groups like walking, but Gen-X and Millennials prefer to walk for transportation
- Millennials are interested in living close to public transportation
- Millennials and Gen-X are more interested in sidewalks and bike lanes and paths

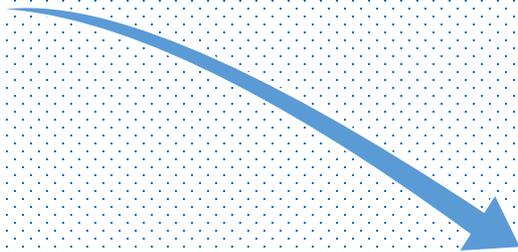
Transportation Trends

- From WWII to just a few years ago, the number of miles driven annually on American roads steadily increased
- By 2001, the average American was driving 6% less miles than in 2004

Transportation Trends

- Trend to drive less is led by young people
- 2001-2009 vehicle-miles traveled by the younger generations decreased

2001 = 10,300 miles traveled



2009 = 7,900 miles traveled

Why Are Millennials Driving Less?

- Higher gas prices
- New licensing laws
- Technology that support alternative transportation
- Changes in values and preferences

Transportation Trends

- Millennials and Gen-X are leading the charge to toward alternative modes of transportation
- Baby Boomers continue to use their cars, but as this group continues to age, their transportation needs will begin to shift

Housing Trends

- Millennials have not been buying many houses for both cultural and economic reasons
- Housing market looks scary, so they have spent less, saved more, and in some cases, have moved back home in unprecedented numbers
- Delayed marriage by an average of 6 years compared to historical norms

Housing Trends

- The central business district of many communities are booming
- The younger set may be competing for homes with their own parents
- As Millennials begin to marry and have families, will they move to the suburbs and what should those suburbs look like

Choosing where to live:

- High-quality public transportation nearby
- Walkability to parks, restaurants, and shopping
- Short commutes
- Good schools

Asking The Right Questions

- How can we keep the younger generation in our cities?
- For Gen-Xer's, will denser development patterns and school improvements in the urban cores lead to continued driving declines?

Asking The Right Questions

- As Baby Boomers age, will they want to look towards alternative modes of transportation - transitioning from cars and looking to public transportation?
- Baby Boomer and Millennials make up the largest generations, and are both moving in the same direction when it comes to public transportation, how should this reality impact transportation planning?

Asking The Right Questions

- How can community leadership address the absence of accessible and affordable travel options for our greatest generation?
- How will rising fuel prices and changing environmental regulations impact the transportation planning for Generation Z?

Questions and Comments



KANSAS GLOBAL
TRADE SERVICES

Think global, act local.

WAMPO Transportation Policy Body

July 12, 2016

Agenda

- Why exports matter to you
- Growing through exports
- Exports & Transportation

What is an export?

The Sale of anything from Kansas to another country (can be engineering services, aviation, hair bows, machinery, flour)

Exports mean NEW
money AND JOBS for:

The U.S.
Your Company
Your Community

So why do YOU care? Exporting Grows Businesses

This is Awesome
Exporters grow faster and have higher profits.



Export markets help insulate a company against domestic downturns.

STRONGER COMPANY

Numbers Don't Lie
Americans working for firms that export earn 15% more than workers doing similar jobs at firms that do not export.

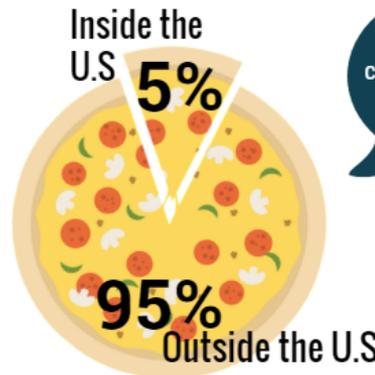
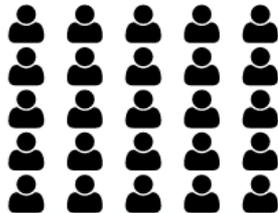
**15%
MORE \$**

HIGHER WAGES

Think Outside the Slice

**Create More Jobs
5800**

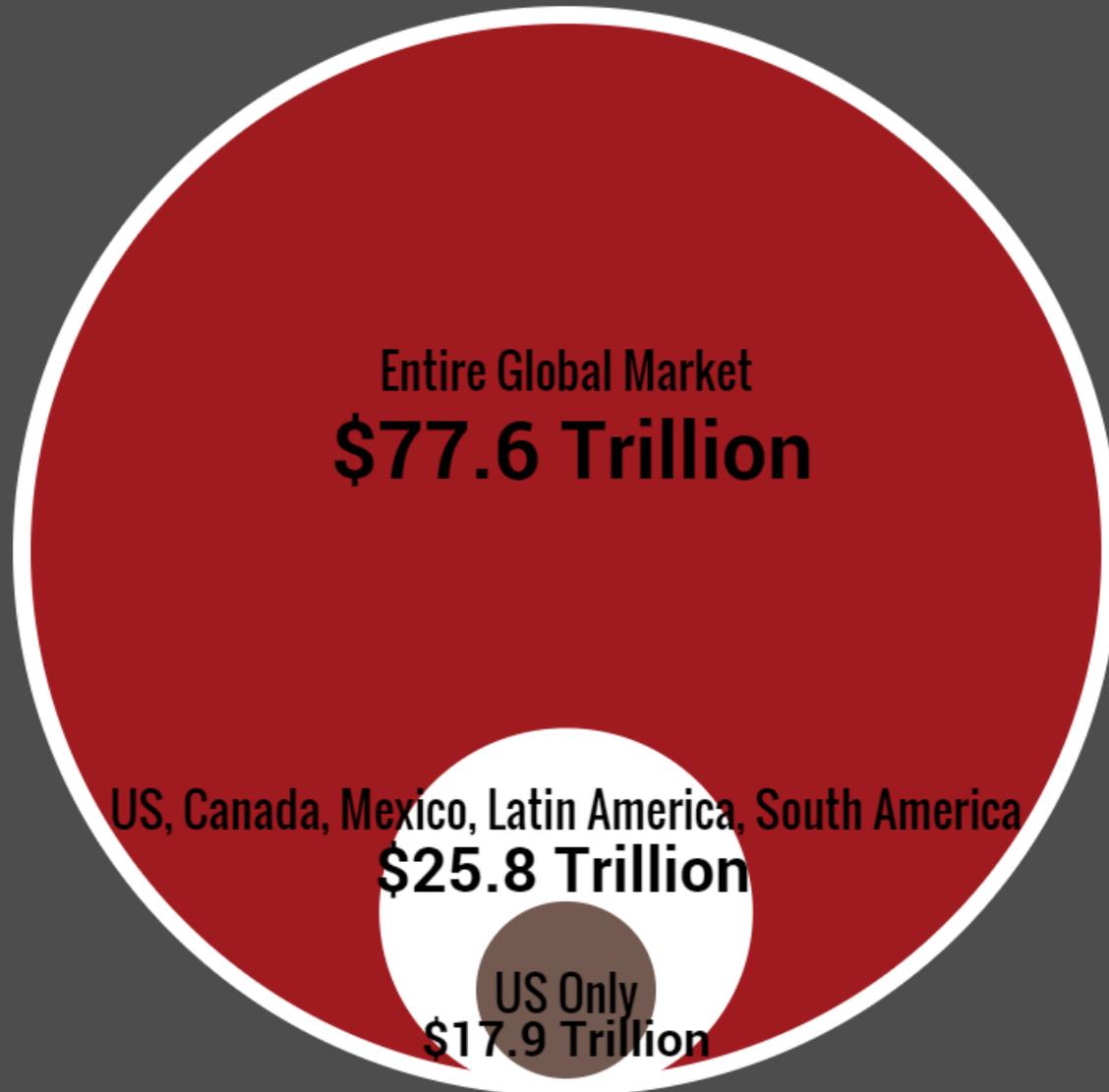
Every 1 billion in exports supports about 5,800 Jobs



Exporting creates endless possibilities!

95% of consumers are outside the U.S.

Exporting brings in *new & more* money to our region



LOCAL SUCCESS STORIES



JR CUSTOM

BALCO

LEE AEROSPACE



Growing Your Business:

Exporting can be profitable for companies of all sizes

On Average:

- Sales Grow Faster
- More Jobs are Created
- Employee compensation generally is higher

The global marketplace gives **JR Custom Metals** the opportunity for expanded sales that lead to more jobs and better salaries.



Growing Your Business: Surviving Economic Downturns

Most companies that export have an easier time riding out fluctuations in the U.S. economy and are more likely to stay in business.

When the domestic market dropped by half in the Great Recession, **Balco** survived and prospered by entering the global marketplace.



**Can we
anticipate where
we'll be going
next?**

RAPID GROWTH

LARGE MARKET

LESS MATURE

Emerging Markets

China

India

South Africa

Philippines

What Rapid Growth Looks Like - China

Shenzhen
- 1980



© startinchina.com

What Growth Looks Like - China

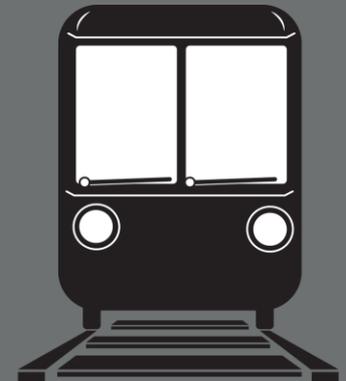
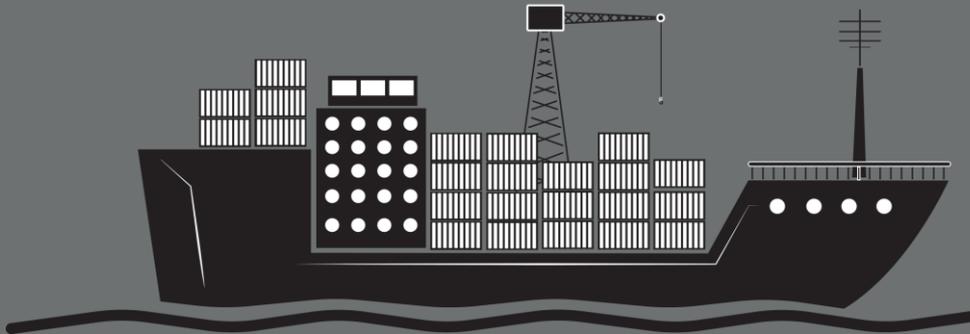
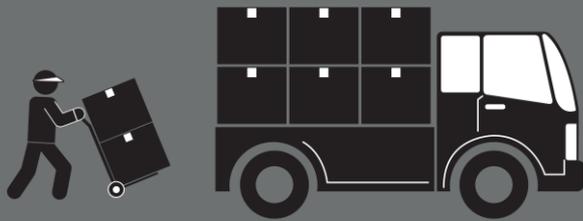
Shenzhen -
2013



Where Wichita exports go



Transportation modes



Exports & transportation costs

- Landlocked vs. coastal
 - Distance adds time and expense
- Link between shipping costs and exports
 - Lower shipping costs improves exports

KEY TAKE-AWAYS

What?

Exports and Transportation are symbiotic.

So What?

- Exports matter. Businesses grow by selling more. We need more exporting companies to grow our economy.
- Emerging markets are where highest growth is. All emerging markets are far from Wichita.
- We need transportation to move goods. We need time & cost efficient transportation to remain global competitive.

Now What?

Help us help companies be globally competitive.

A red speech bubble with a white question mark inside, pointing downwards.

Questions?

Contact:

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Tel: 316.264.5982



Livability For All

Andrea Bozarth

AARP Kansas

February 27, 2017

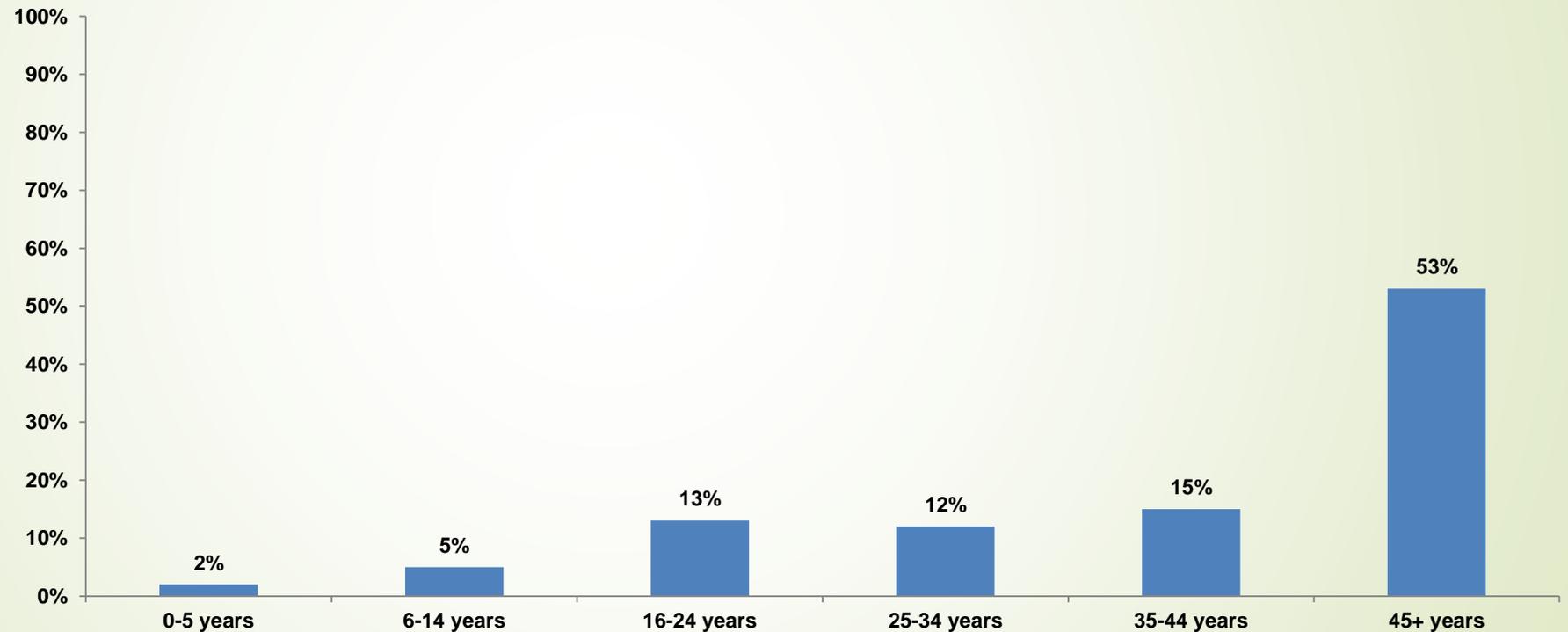


3 elements of livability

- Individual preferences
 - Objective indicators
 - Policy Interventions
- 

Community Experience

Length of time Wichita Residents age 50+ have lived in their community.



Community Features





8 Domains of Livability

- Outdoor Spaces and Buildings
 - Transportation and Streets
 - Housing
 - Social Participation
- 



8 Domains of Livability

- Respect and Inclusion
 - Civic Participation and Job Opportunities
 - Community Information
 - Health and Wellness Services
- 

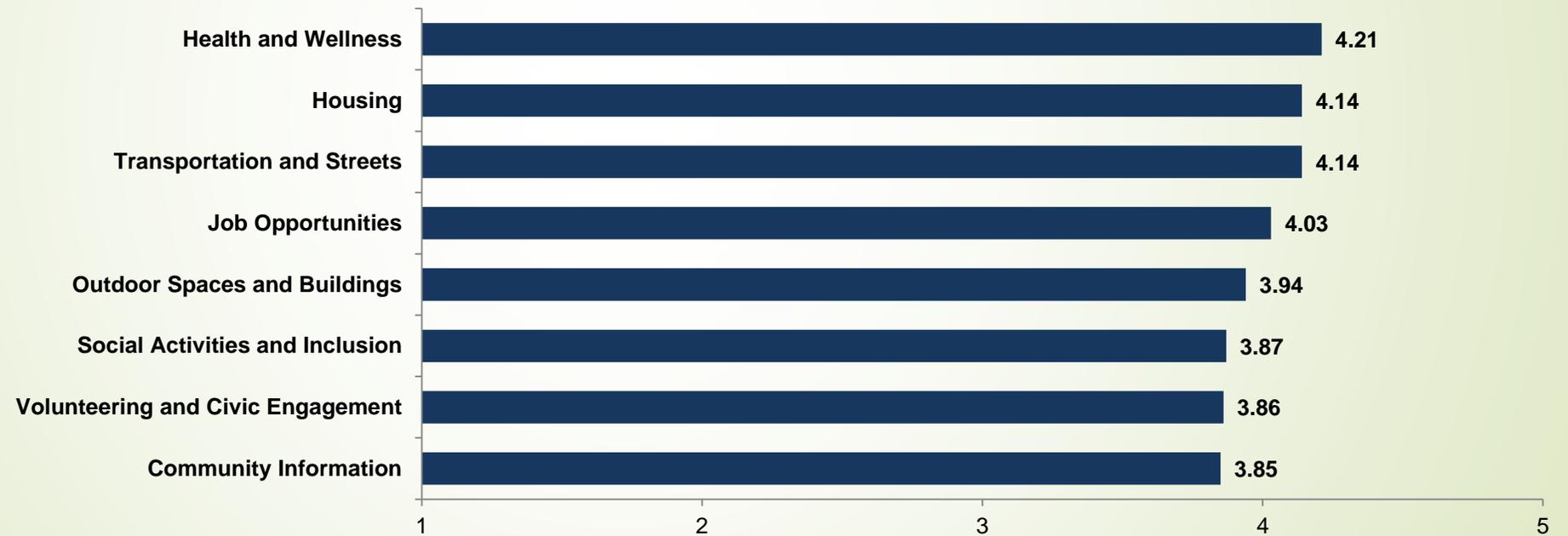


Key Findings

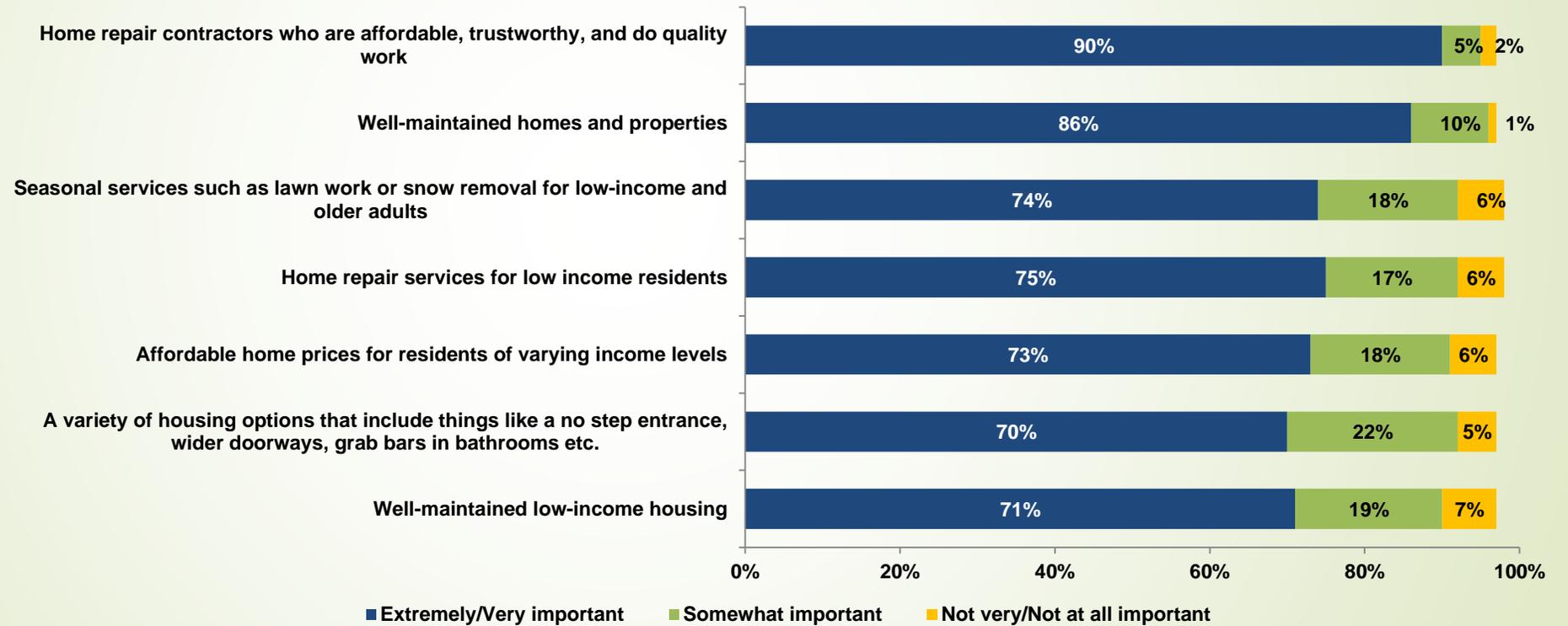
- Health and Wellness
 - Housing
 - Transportation and Streets
- 

Health and Wellness

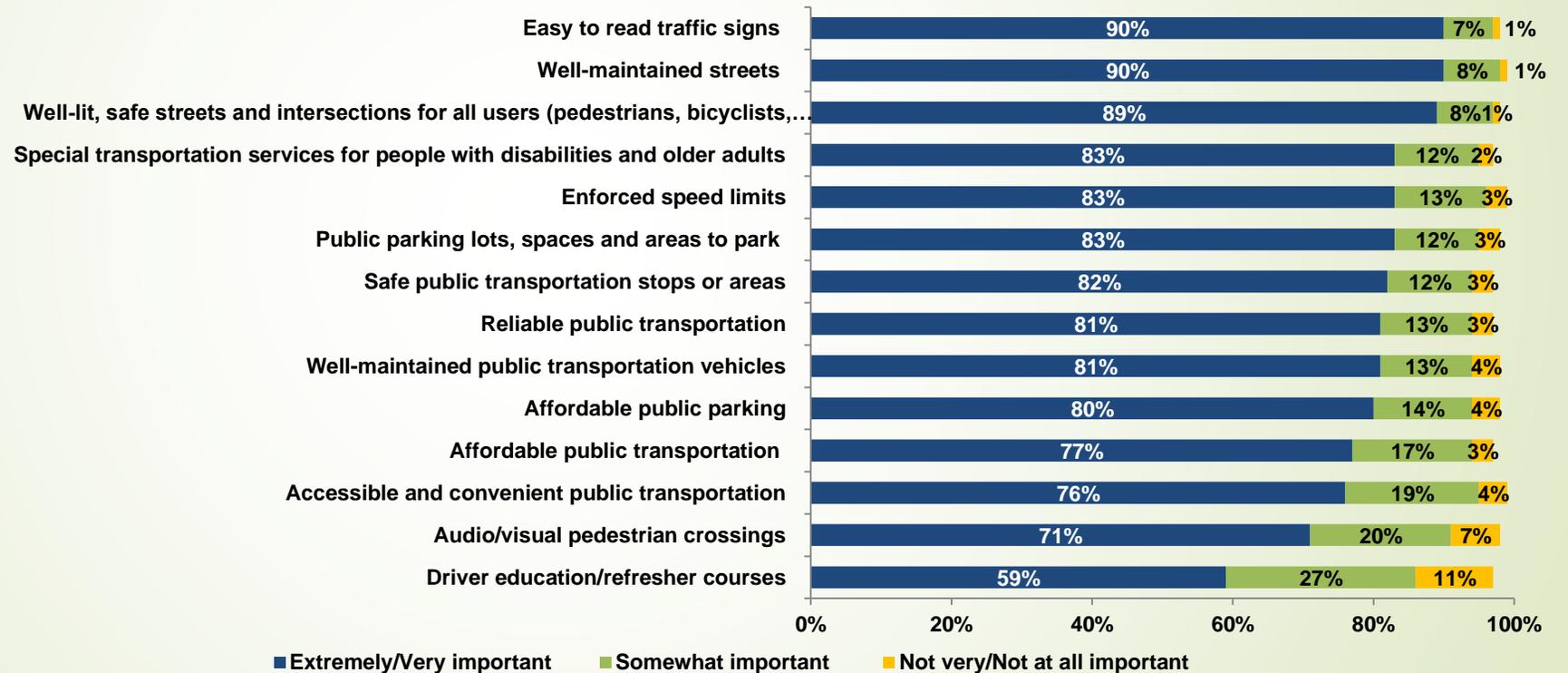
Community Features Overall Importance Ranking by Mean
(n=992)



Housing



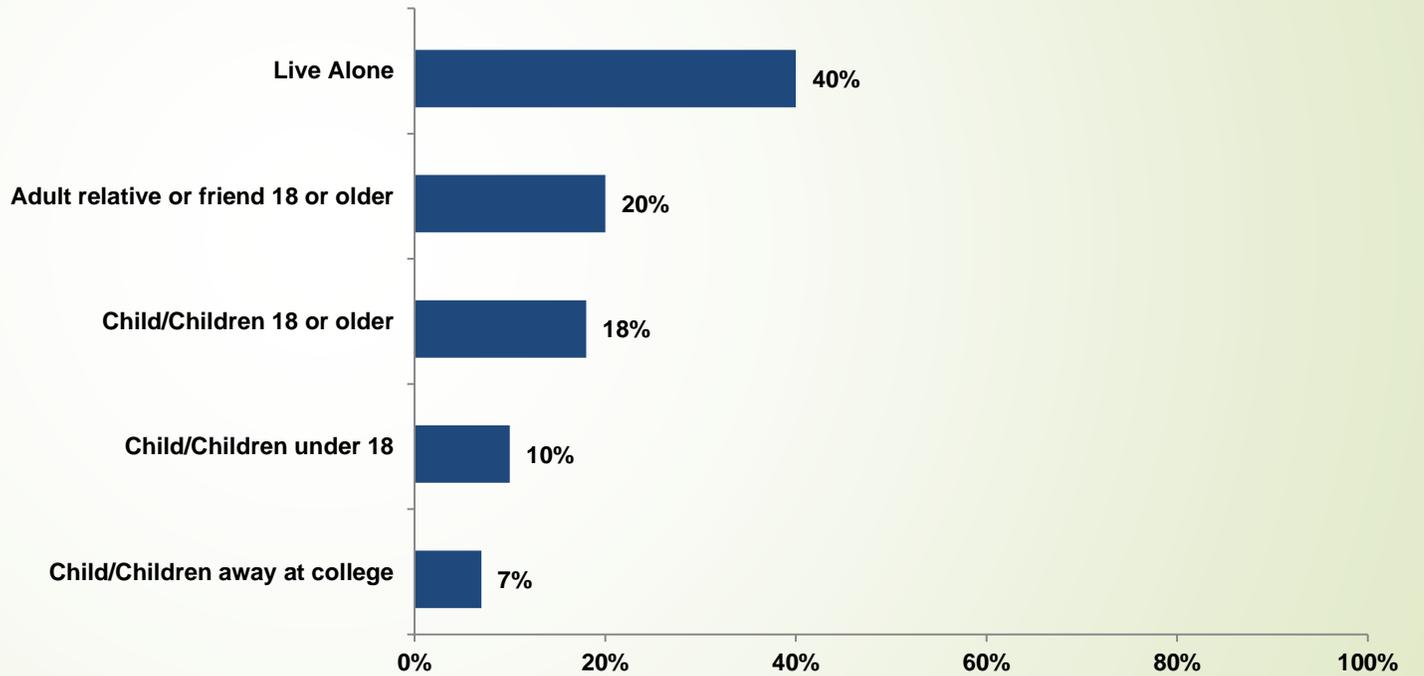
Transportation and Streets



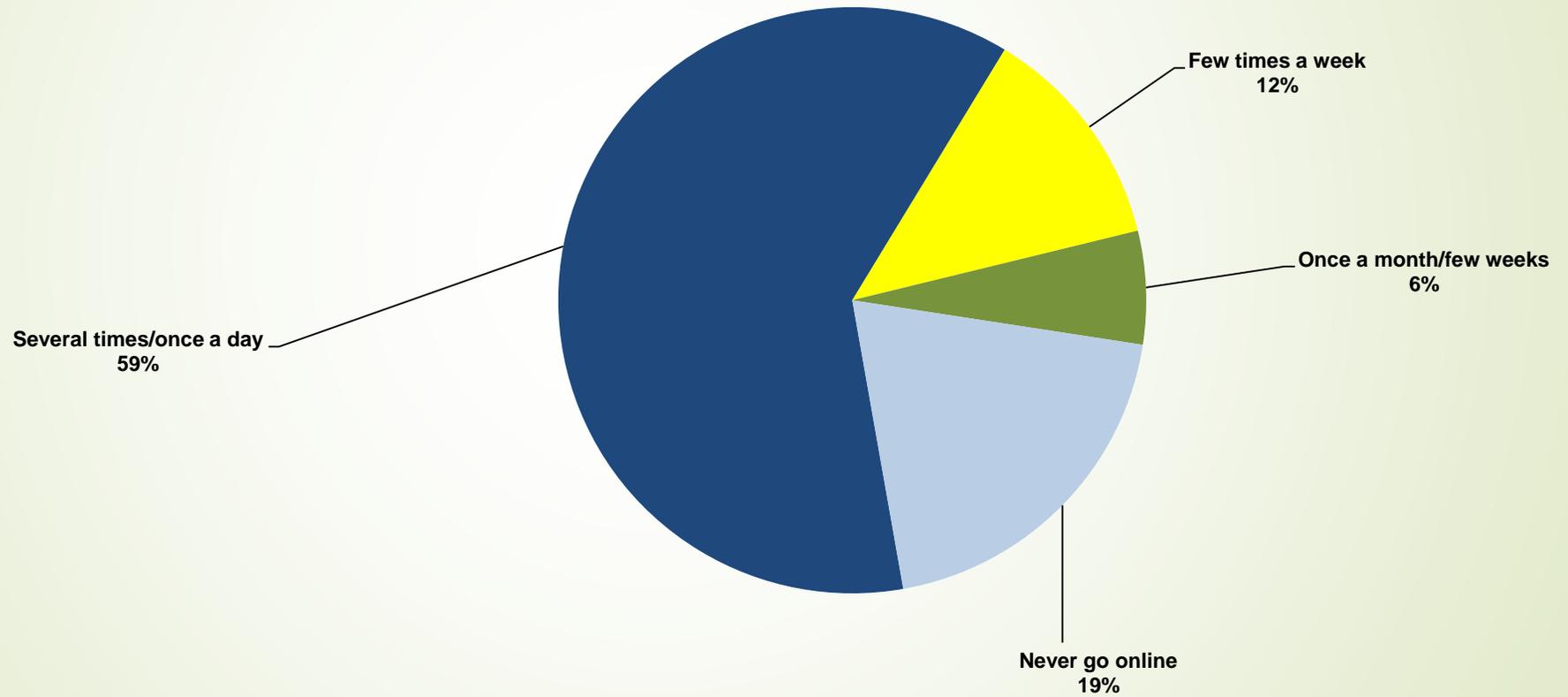
Community Needs

Top 10 Overall Gaps (n=992)	Gap	Extremely, Very, or Somewhat Important	Yes, Characteristi c or Service Exists	Domain
Clearly displayed or printed community information with large lettering	-76.2%	92.2%	16.1%	Community Information Features
Community information that is delivered in person to people who may who have difficulty or may not be able to leave their home	-76.2%	90.9%	14.7%	Community Information Features
Access to community information in one central source	-74.7%	93.0%	18.3%	Community Information Features
An automated community information source that is easy to understand like a toll-free telephone number	-73.9%	90.6%	16.7%	Community Information Features
Job training opportunities for older adults who want to learn new job skills within their job or get training in a different field of work	-71.7%	92.5%	20.8%	Job Opportunities
A home repair service for low-income and older adults that helps with things like roof or window repairs	-68.1%	91.1%	23.0%	Housing Resources

Demographics



Internet Usage





Conclusion

- Wichitans intend to stay in Wichita and preferably in their homes.
- The 50+ population has definite ideas about what they want.



Livability For All: The 2014 AARP Livable Communities Survey of Wichita, Kansas Adults Age 50+

Report Prepared by

Aisha A. Bonner PhD

November 2014



AARP is a nonprofit, nonpartisan organization, with a membership of nearly 38 million, that helps people turn their goals and dreams into real possibilities, strengthens communities and fights for the issues that matter most to families such as healthcare, employment and income security, retirement planning, affordable utilities and protection from financial abuse. We advocate for individuals in the marketplace by selecting products and services of high quality and value to carry the AARP name as well as help our members obtain discounts on a wide range of products, travel, and services. A trusted source for lifestyle tips, news and educational information, AARP produces AARP The Magazine, the world's largest circulation magazine; AARP Bulletin; www.aarp.org; AARP TV & Radio; AARP Books; and AARP en Español, a Spanish-language website addressing the interests and needs of Hispanics. AARP does not endorse candidates for public office or make contributions to political campaigns or candidates. The AARP Foundation is an affiliated charity that provides security, protection, and empowerment to older persons in need with support from thousands of volunteers, donors, and sponsors. AARP has staffed offices in all 50 states, the District of Columbia, Puerto Rico, and the U.S. Virgin Islands. Learn more at www.aarp.org.

Acknowledgements

The authors would like to thank Brittne Nelson, Cheryl Barnes, Joanne Binette, Darlene Matthews, and Rachelle Cummins, AARP Research; Andrea Bozarth, AARP Kansas; and Jeanne Anthony, AARP..

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AARP Research

601 E Street NW Washington, DC 20049

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EXECUTIVE SUMMARY

THE TOP REPORTED WICHITA COMMUNITY NEEDS ARE CONCENTRATED IN THREE DOMAINS: COMMUNITY INFORMATION, JOB OPPORTUNITIES AND HOUSING

A livable community provides resources that allow residents to age-in-place, and fosters residents' engagement in their community's civic, economic, and social life. The "2014 AARP Livable Communities Survey in Wichita, Kansas of Adults Age 50+" was commissioned to help Wichita decision makers achieve the goal of livability. More specifically, the survey sought to:

- establish a baseline for Wichita in regards to the World Health Organization's (WHO) eight domains of community life among 50+ adults,
- conduct a Community Needs Gap Analysis to identify and prioritize areas of focus, and
- create a survey that can serve as a template for additional WHO communities in Kansas.

The findings show that Wichita residents age 50+ have deep roots in their community. Eight in ten (80%) have lived in their community for over 25 years. Most do not plan to move, and more than eight in ten (84%) say their community is a good place for older people to live.

While Wichita residents age 50+ see the beauty and value in their community, there is room for improvement to make it the best livable community possible. Using an operationalization of the World Health Organization's eight domains of livable community, important community features as well as perceived community needs by Wichita adults age 50+ were identified.

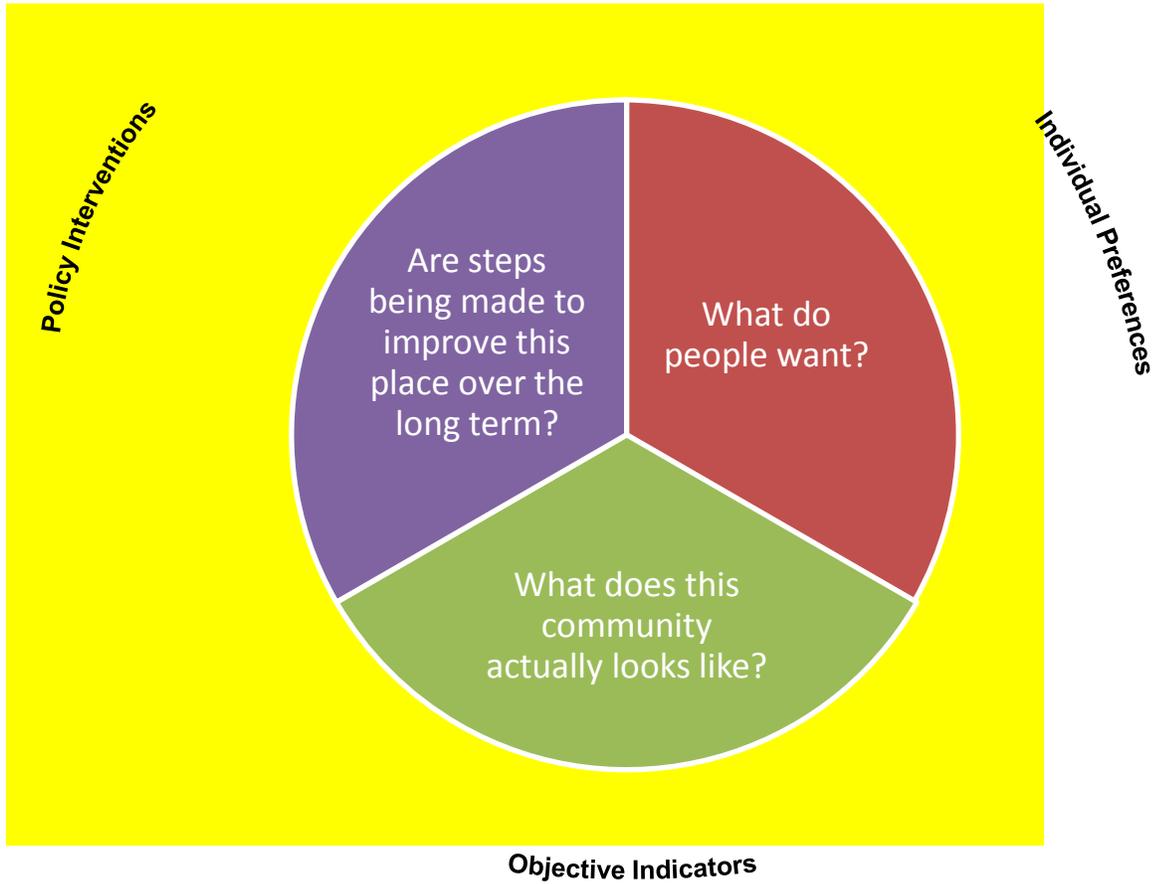
Overall, Health and Wellness is rated as the most important livable community domain for Wichita resident's age 50+ among all eight domains. These nine items related to health and wellness programs, well-maintained hospitals and clinics, and having a variety of healthcare professionals. Community and Health Services narrowly outranked Employment for second and third order ranking respectively.

While all eight domain areas were considered at least somewhat important to respondents, factors that can directly affect an individual's quality of life and experience in his/her community topped the list of importance. Refer to the Key Findings for a summary of the most important community features by the WHO eight Domains of Community Life.

In addition to identifying important community features, community needs were assessed through gap analysis. A "need" can be defined as a gap between what is and what should be. In order to identify the needs of Wichita residents age 50+, survey respondents were asked about the importance of a community feature and service, then they were asked if these features and services existed in their community. These questions were then paired together to identify community needs or "gaps."

An important element of creating livability for all must be individual preferences. These survey findings help policymakers, planners, and others better understand the needs of an aging population in order to begin to brainstorm steps and policies that can be taken to improve livability.¹

Three Elements of Livability for all Ages



¹ Harrel, R., Lynott, J. Guzman, S. *Is this a Good Place to Live? Measuring Community Quality of Life for All Ages.* (Washington, DC: AARP) 2014.

KEY FINDINGS

MOST IMPORTANT COMMUNITY FEATURES BY EIGHT DOMAINS OF COMMUNITY LIFE

Health and Wellness	Well maintained hospitals and health care facilities (92%), a variety of health care professionals (90%), and conveniently located emergency centers (89%)
Housing	Home repair contractors who are affordable, trustworthy, and do quality work (90%), well-maintained properties (86%), seasonal services (74%).
Transportation and Streets	Easy to read traffic signs, well-maintained streets (90%), and well-lit streets (89%).
Job Opportunities	Workplaces that adapted to meeting the needs of people with disabilities (76%), a range of flexible job opportunities for older adults (73%), and job training for older adults (72%)
Outdoor Spaces and Buildings	Well-maintained and accessible public buildings (83%), safe and accessible sidewalks (79%), well-maintained and accessible public restrooms (78%).
Social Activities and Inclusion	Affordable (80%), widely publicized (72%), and discounted activities (72%).
Volunteering and Civic Engagement	Easy to find volunteer opportunities (73%), volunteer training (69%), and a range of volunteer activities to choose from (69%)
Community Information	Accessible information from a central location (70%), free Internet access in public locations (70%), large lettering for printed material (67%)

TOP 12 COMMUNITY NEEDS BY DOMAIN

Community Information	Clearly displayed or printed community information with large lettering; Community information that is delivered in person to people who may have difficulty or may not be able to leave their home; Access to community information in one central source.
Job Opportunities	Job training opportunities for older adults who want to learn new job skills within their job or get training in a different field of work; A range of flexible job opportunities for older adults; Jobs that are adapted to meet the needs of people with disabilities
Housing	A home repair service for low-income and older adults that helps with things like roof or window repairs; Well-maintained and safe low-income housing; Seasonal services



	such as lawn work or snow removal for low-income and older adults
--	---

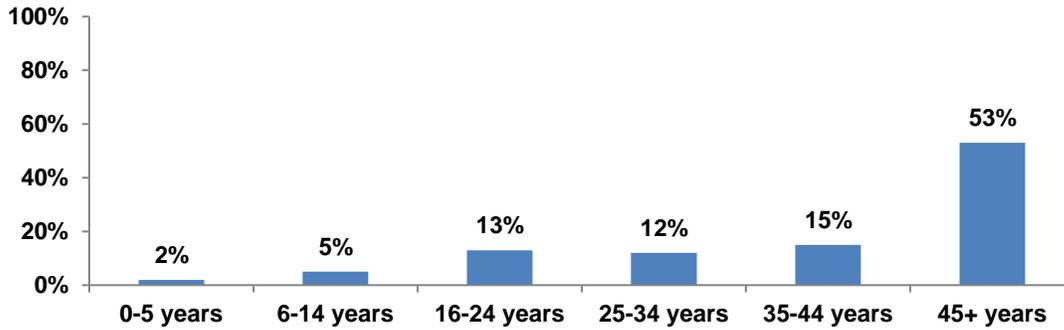
COMMUNITY EXPERIENCE

From a simple perspective, a “livable community” is a place that allows individuals to age-in-place. A comprehensive definition of a livable community is one that is “safe and secure, has affordable and appropriate housing and transportation options, and offers supportive community features and services. Once in place, those resources enhance personal independence; allow residents to age- in-place; and foster residents’ engagement in the community’s civic, economic, and social life.”² Across the nation, individuals make connections and commitments to homes, friendships, community organizations, and local social ties within their community and want to age-in-place. Wichita residents are no different.

Wichita residents age 50+ have deep roots in their community. Eight in ten (80%) have lived in their community for over 25 years. More than one in six (18%) has lived in their community between 6 and 24 years, and an additional two percent has lived in their community between zero and five years.

² AARP. Adapted from “Livable Communities,” in *The Policy Book: AARP Public Policies, 2013–2014* (Washington, DC: AARP) 2013.

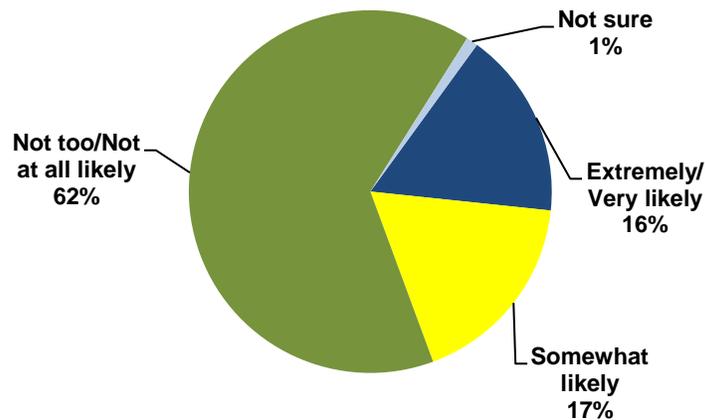
**Length of Time Wichita Residents Age 50+ Have Lived in Their Community
(n=992)**



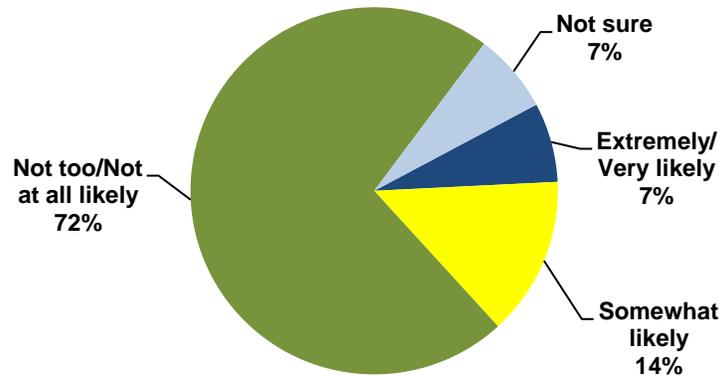
Most Wichita residents have plans to stay in their own home and do not plan to move out of the county.

More than two-thirds (67%) of Wichita residents age 50+ are not likely to move into a different home within their community *or* move outside their community in the next 10 years. One in six (16%) says they are only somewhat likely to move. Nearly two-thirds (62%) say they are not too or not at all likely to move outside of their home, and more than one in six (17%) say they are only somewhat likely to do so.

**Likelihood of Moving to a Different Home in Wichita in the Future*
(n=992)**



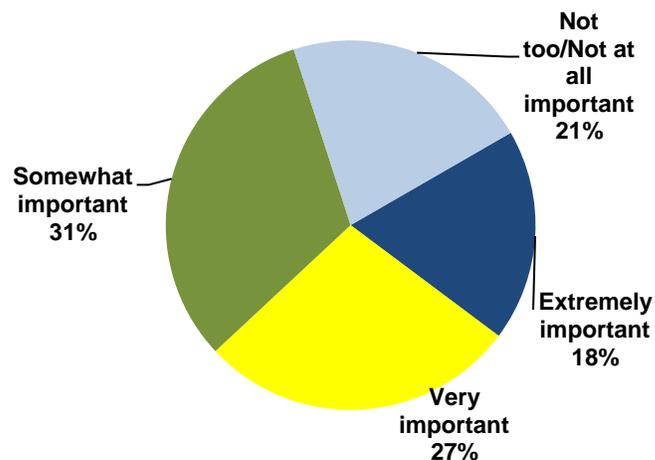
**Likelihood of Moving to a Different Home outside of Wichita in the Future*
(n=992)**



Wichita residents age 50+ say it is important for them to remain in their home and community.

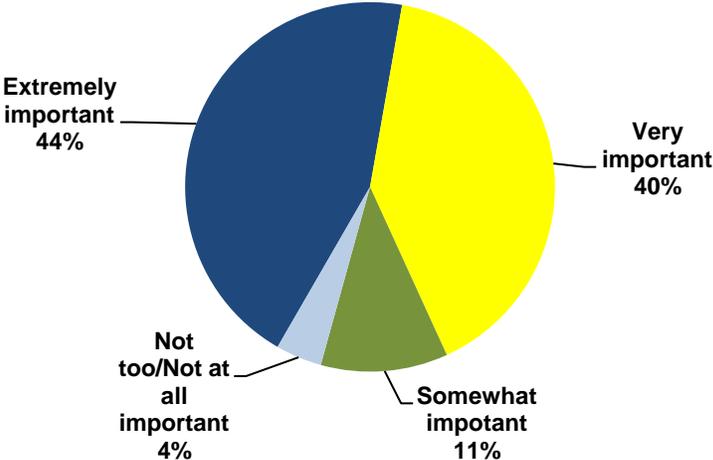
Wichita residents age 50+ want to continue to live in their community and their home for as long they can. Nearly half of all respondents (45%) say it is extremely or very important to stay in their community as they age. Even more respondents (84%), say it is extremely or very important to stay in their own home as they age.

**Importance of Staying in Your Own Community*
(n=992)**



**Importance of Staying in Your Own Home*
(n=992)**

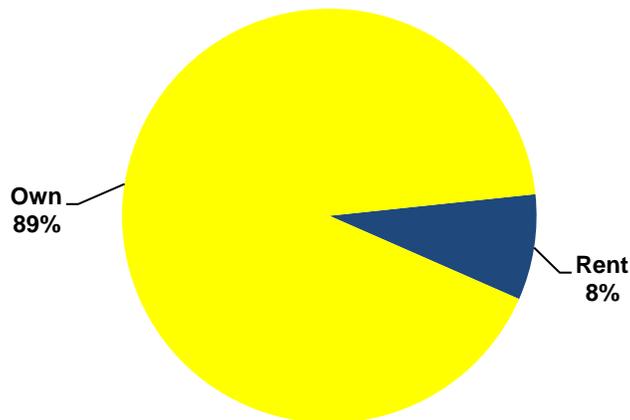
*Percentages may not add up to 100 due to rounding or because responses marked “not sure/no answer” are not shown.



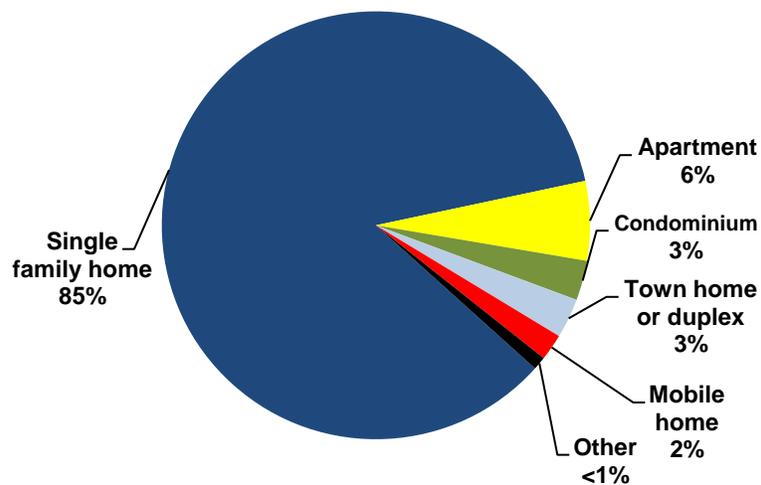
Most Wichita residents age 50+ own their own homes, and some say they will need to make home modifications to enable them to stay there as they age.

Most respondents (89%) own their homes while about one in twelve (8%) rent. The majority lives in a single family home (85%). Fewer than one in ten lives in a apartment (6%), condominium (3%), or town home or duplex (3%). While most say they want to age-in-place, some will need to make home modifications in order to do so.

Own or Rent Primary Residence*(n=992)



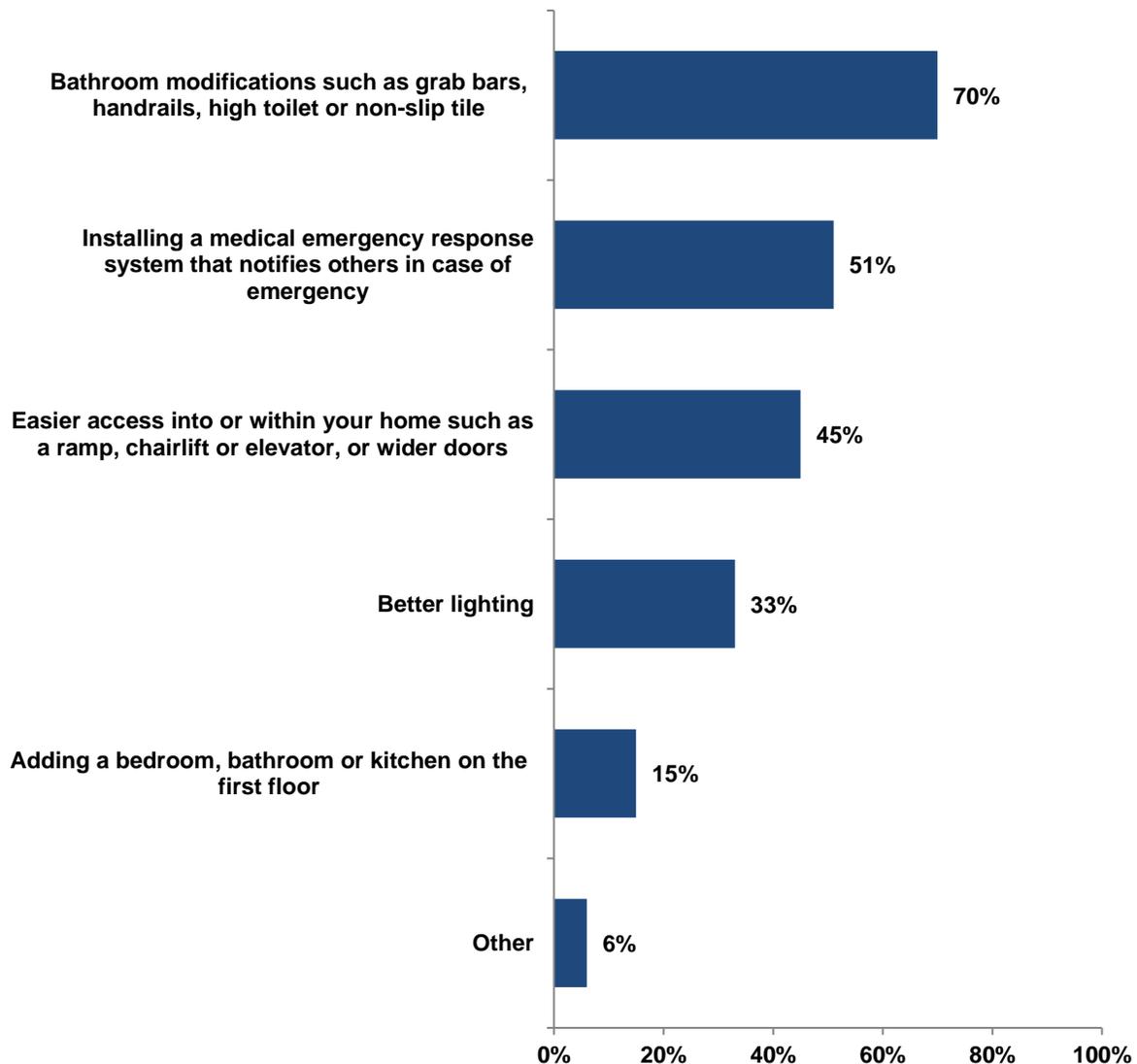
Respondents Primary Residence*(n=992)



*Percentages may not add up to 100 due to rounding or because responses marked "not sure/no answer" are not shown.

The top home modification that most Wichita residents age 50+, who are homeowners, say they will need to make in order to stay in their home are bathroom modifications such as installing grab bars, handrails, high toilet seats or non-slip tile (70%). About half say they will need to install a medical emergency response system that notifies others in case of emergency (51%), or put in easier access into or within their home such as a ramp, chairlift or elevator, or wider doors (45%). About one-third say the modifications needed are better lighting (33%). One in seven say they would need to add a bedroom, bathroom or kitchen on the first floor to remain in their home as they age.

**Types of Home Modifications Wichita residents age 50+
Plan to Make*
(n=268)**

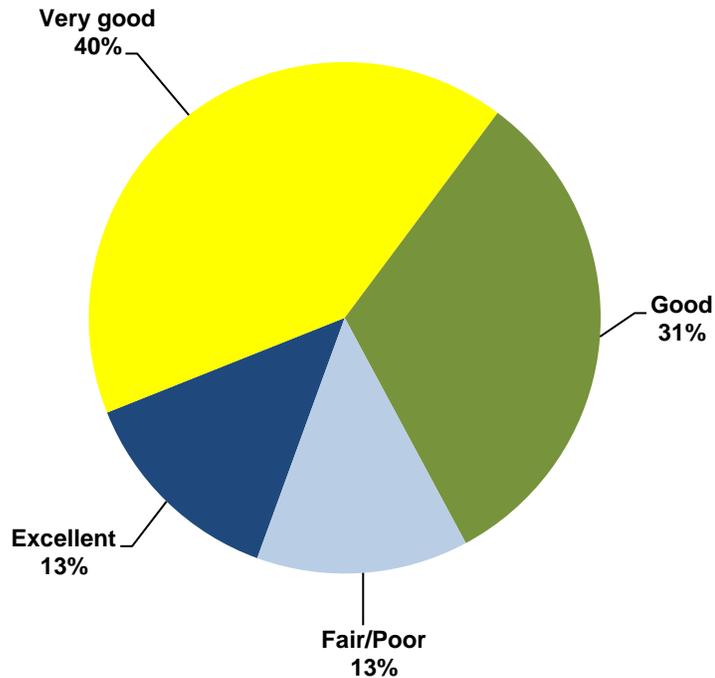


*Graph shows respondents who checked “yes” under each type of modification.

Wichita residents age 50+ say it is important for them to remain in their home and community, and they believe their community is a good place for older people to live.

More than eight in ten (84%) say their community is an excellent, very good or good place for older people to live. This high rating of their community is likely influenced by the fact that many are long term residents with no plans to leave Wichita.

**Rating as a Place for Older People to Live*
(n=992)**



*Percentages may not add up to 100 due to rounding or because responses marked "not sure/no answer" are not shown.

COMMUNITY FEATURES

The baby-boom generation is aging and will shift the demographic mix in many communities over the coming decades. In 2010, people ages 65 and older represented 13 percent of the population. By 2030, those older adults will represent 20 percent of the population, more than doubling in number from 35 million to over 72 million.³ Kansas is no different, especially Wichita. In Wichita, the 65+ population made up 14.1 percent of the total population in 2013⁴. In 2030, the 65+ population in Wichita is projected to rise to 20.2 percent so one in five will be 65+.⁵



As the Wichita population ages, it is important for community leaders to address current needs, anticipate future needs, and coordinate community's responses to an aging population. There are many principles and issues to consider in order to meet the needs of an aging population. One particularly useful resource is the World Health Organization's (WHO) Global Age-Friendly Cities and Communities Project.²

The World Health Organization's Global Age-Friendly Cities and Communities project was created to help cities prepare for two demographic trends: (a) the rapid aging of populations and (b) the increase in urbanization. The program targets the environmental, social, and economic factors that influence the health and well-being of older adults. The WHO has identified eight domains of livability that influence the quality of life of those in a community, particularly older adults.²

The eight domains are: ⁶

1. Outdoor Spaces and Buildings

People need public places to gather — indoors and out. Green spaces, safe streets, sidewalks, outdoor seating and accessible buildings (think elevators, stairs with railings, etc.) can be used and enjoyed by people of all ages.

³ Harrel, R., Lynott, J. Guzman, S. *Is this a Good Place to Live? Measuring Community Quality of Life for All Ages.* (Washington, DC: AARP) 2014.

⁴ United Census Bureau, *State & County QuickFacts- St. Louis County, Missouri, 2014*

⁵ Office of Administration- Division of Budget & Planning. *Population Projections by County, Age, and Sex 2000-2030, 2008.*

⁶ Stanton, M. *The 8 Domains of Livability.* (AARP) 2014. Retrieved at: <http://www.aarp.org/livable-communities/info-2014/slideshow-eight-domains-of-livability.html#slide1>

2. Transportation and Streets

Driving shouldn't be the only way to get around. Public transit options can be as expansive and as infrastructure-dependent as a train system, or as targeted as a taxi service that provides non-drivers with rides to and from a doctor's office.

3. Housing

Researchers consistently find that older adults want to stay in their homes and communities for as long as possible. Doing so is possible if a house is designed or modified for aging-in-place and if a community includes housing options for varying life stages (and varying bank accounts).

4. Social Participation

Regardless of a person's age, loneliness is often as debilitating a health condition as having a chronic illness or disease. Sadness and isolation can be combatted by the availability of accessible, affordable, and fun social activities.

5. Respect and Social Inclusion

Everyone wants to feel valued. Intergenerational activities are a great way for young and old to learn from one another, honor what each has to offer and, at the same time, feel good about themselves.

6. Civic Participation and Job Opportunities

An age-friendly community provides ways older people can (if they choose) continue to work for pay, volunteer their skills and be actively engaged in community life.

7. Community Information

Age-friendly communities recognize that not everyone has a smartphone or Internet access and that information needs to be disseminated through a variety of means.

8. Health and Wellness Services

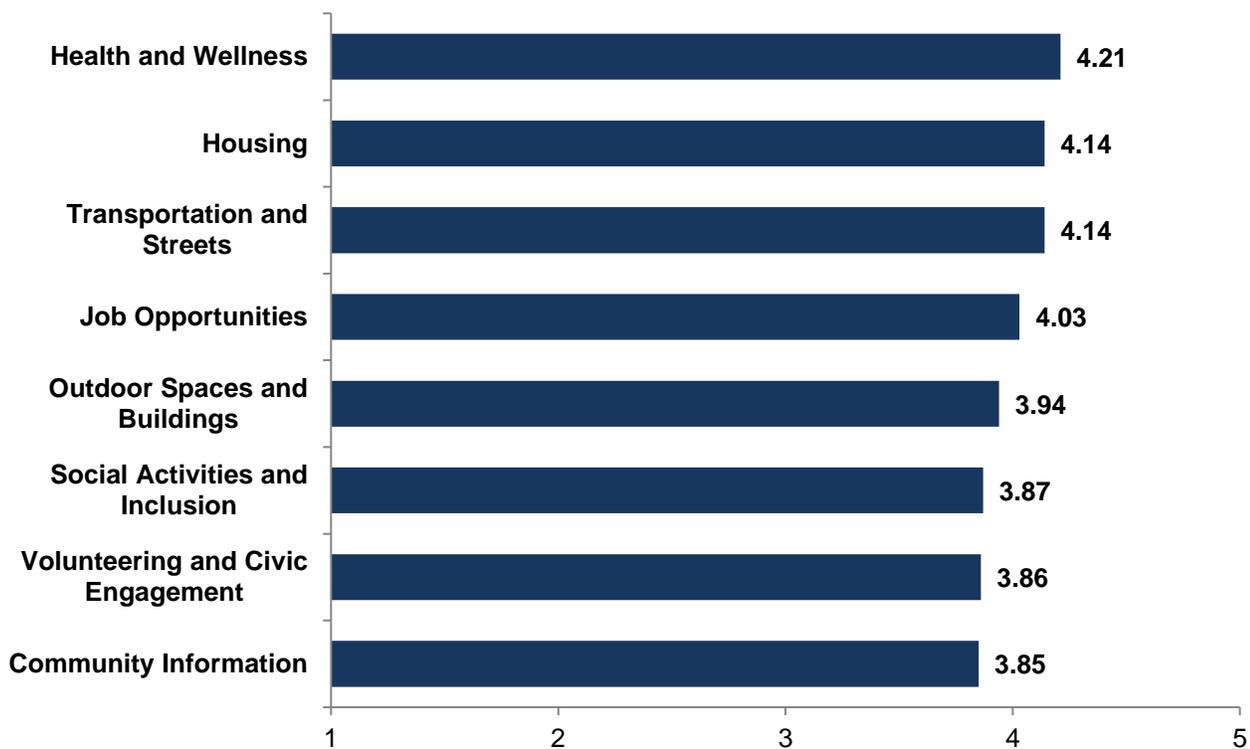
At some point, every person of every age gets hurt, becomes ill or simply needs some help. While it's important that care be available nearby, it's essential that residents are able to access and afford the services required.

Health and Wellness is the most important livable community domain for Wichita residents age 50+.

Among Wichita residents age 50+ in the survey, the top three domains are Health and Wellness, Housing, and Transportation and Mobility. Respondents rated items within each domain on a 5-point scale with “5” being extremely important and “1” being not at all important. Ranking was determined by calculating the total mean for all items within each domain section.

While all eight domain areas are considered at least somewhat important to respondents, issues related to available and affordable health services, a range of available jobs and training, clean and accessible public spaces, and accessible transportation topped the list. This is consistent with data that supports the idea that for many, factors of livability are “personal perceptions of issues that can directly affect an individual’s quality of life and experience in a community.”⁷

**Community Features Overall Importance Ranking by Mean
(n=992)**



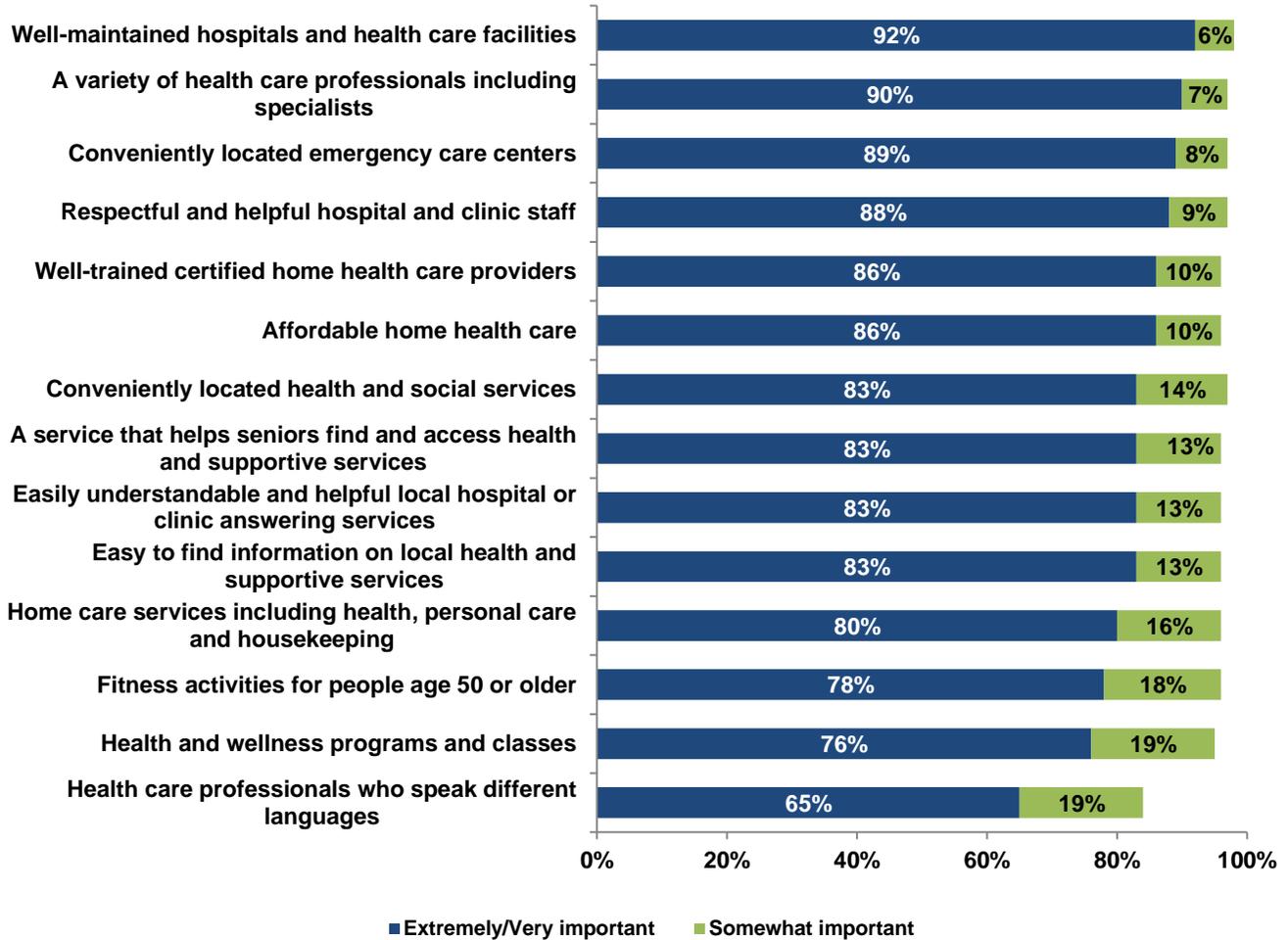
⁷ Harrell, R., Lynott, J., Guzman, S. Lampkin, C. *What is Livable? Community Preferences of Older Adults*. (Washington, DC: AARP) 2014.

Health and Wellness Services

Quality of care services such as, well-maintained hospitals and health care facilities, and a variety of health care professionals are important to Wichita residents age 50+.

When asked about fifteen features that are important related to health and wellness services, well maintained hospitals and health care facilities (92%), a variety of health care professionals (90%), and conveniently located emergency centers (89%) topped the list. Respectful and helpful hospital staff; well-trained home health care providers; and affordable home health care services were also important to more than 85% of respondents.

**Importance of Community and Health Service Features to
Wichita Residents Age 50+***
(n=992)

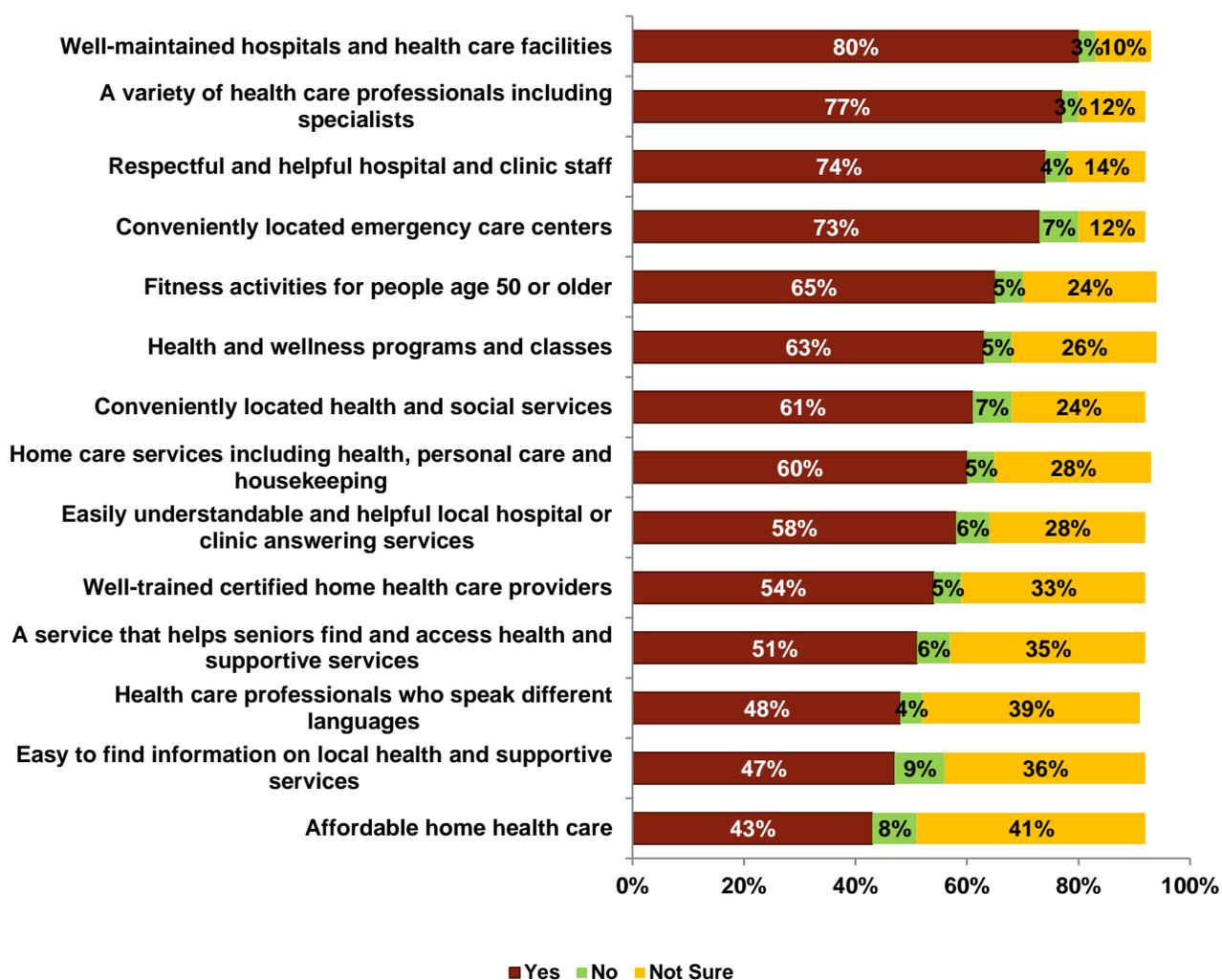


*Percentages may not add up to 100 due to rounding or because responses marked "not important/not sure/no answer" are not shown.

Most respondents agree that quality care services such as well-maintained hospitals and health care facilities are available in their community.

Six in ten respondents say that about half of the community and health services that are important to them exist in their community. While older adults consistently say they want to age-in-place, many are not aware of the services they might need to fulfill that desire. More than thirty percent of respondents are unsure of the availability of well-trained home health providers, a way to locate supportive services, foreign language health professionals, finding information about health services, and affordable home health care in their community.

Presence of Community and Health Service Features of Wichita Residents Age 50+* (n=992)



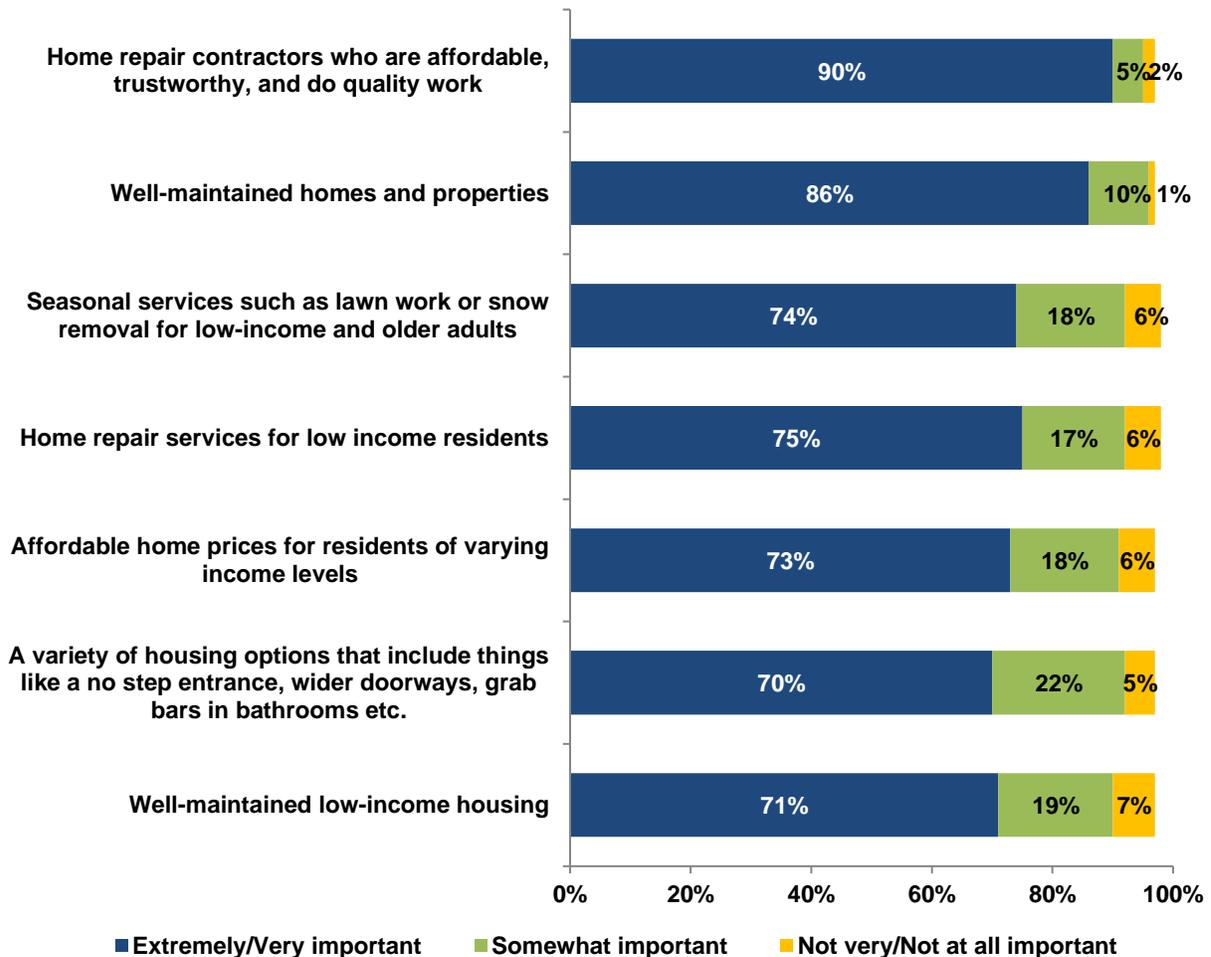
*Percentages may not add up to 100 due to rounding or because responses marked “not sure/no answer” are not shown.

Housing

Quality home repair contractors who are affordable as well as trustworthy and well-maintained properties are the most important housing features for Wichita residents age 50+.

Most survey respondents are home owners and say they would prefer to age-in-place so it is not surprising that the top housing issues of importance for Wichita residents age 50+ relate to home repair and maintenance that could promote being able to stay in the home. Nearly all respondents say home repair contractors who are affordable, trustworthy, and do quality work (90%), well-maintained properties (86%), are extremely or very important to them.

Importance of Housing Features for Wichita Residents Age 50+* (n=992)

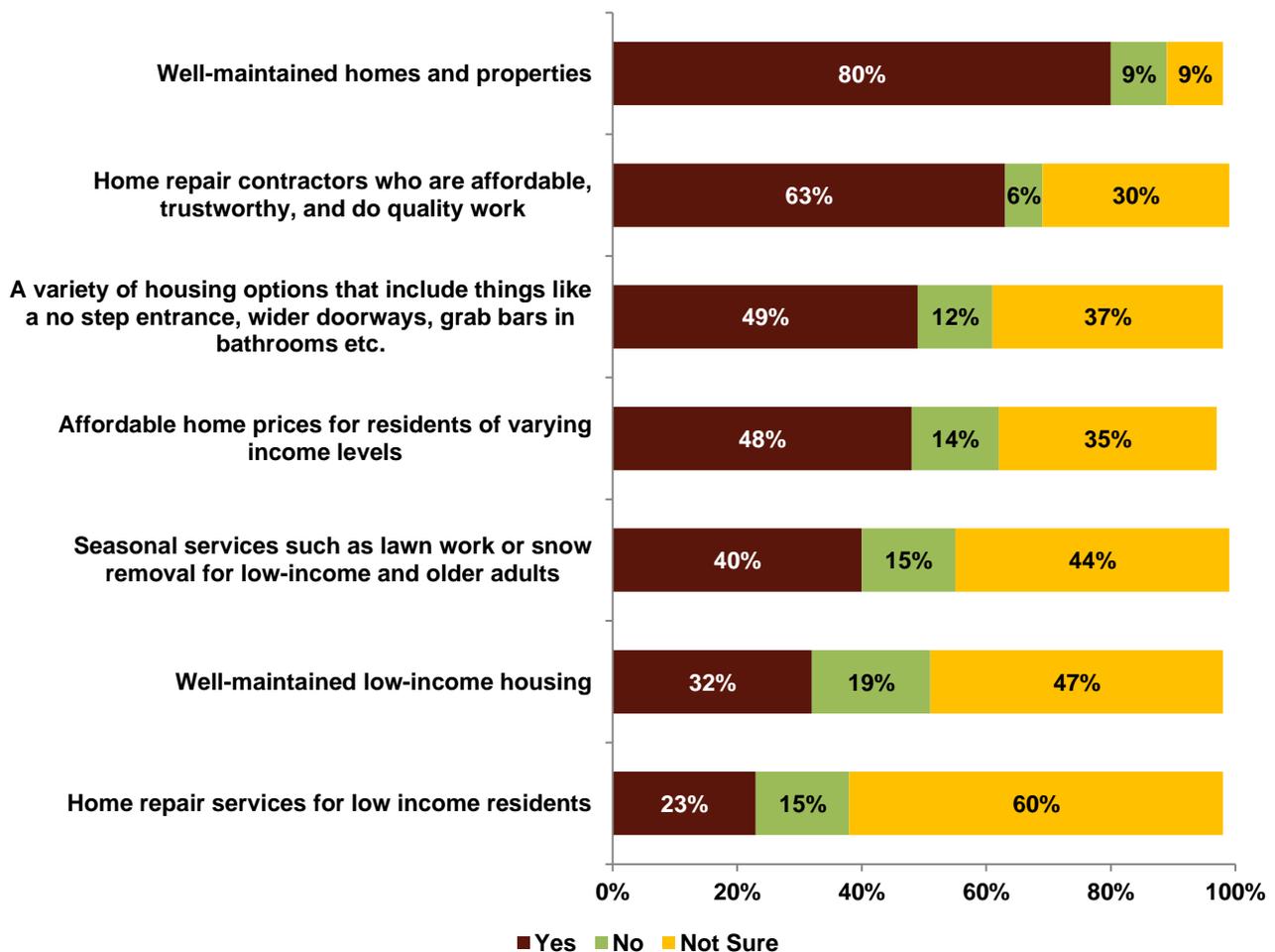


*Percentages may not add up to 100 due to rounding or because responses marked "not sure/no answer" are not shown.

Home repair contractors and well-maintained homes and properties are the most important housing features, and many respondents are informed about the presence of these features in their community.

One reason many respondents may feel aging-in-place is so important, is the lack of knowledge about the variety of housing options such as low-income and affordable housing in their community. Over one-third (35%) don't know if affordable home prices for residents of varying income levels exist in their community and nearly half (47%) don't know if well-maintained low-income housing exist. While many say home contractors are important to them, more than three in ten respondents are not sure if these service providers exist in their community.

**Presence of Housing Features of Wichita Residents Age 50+*
(n=992)**



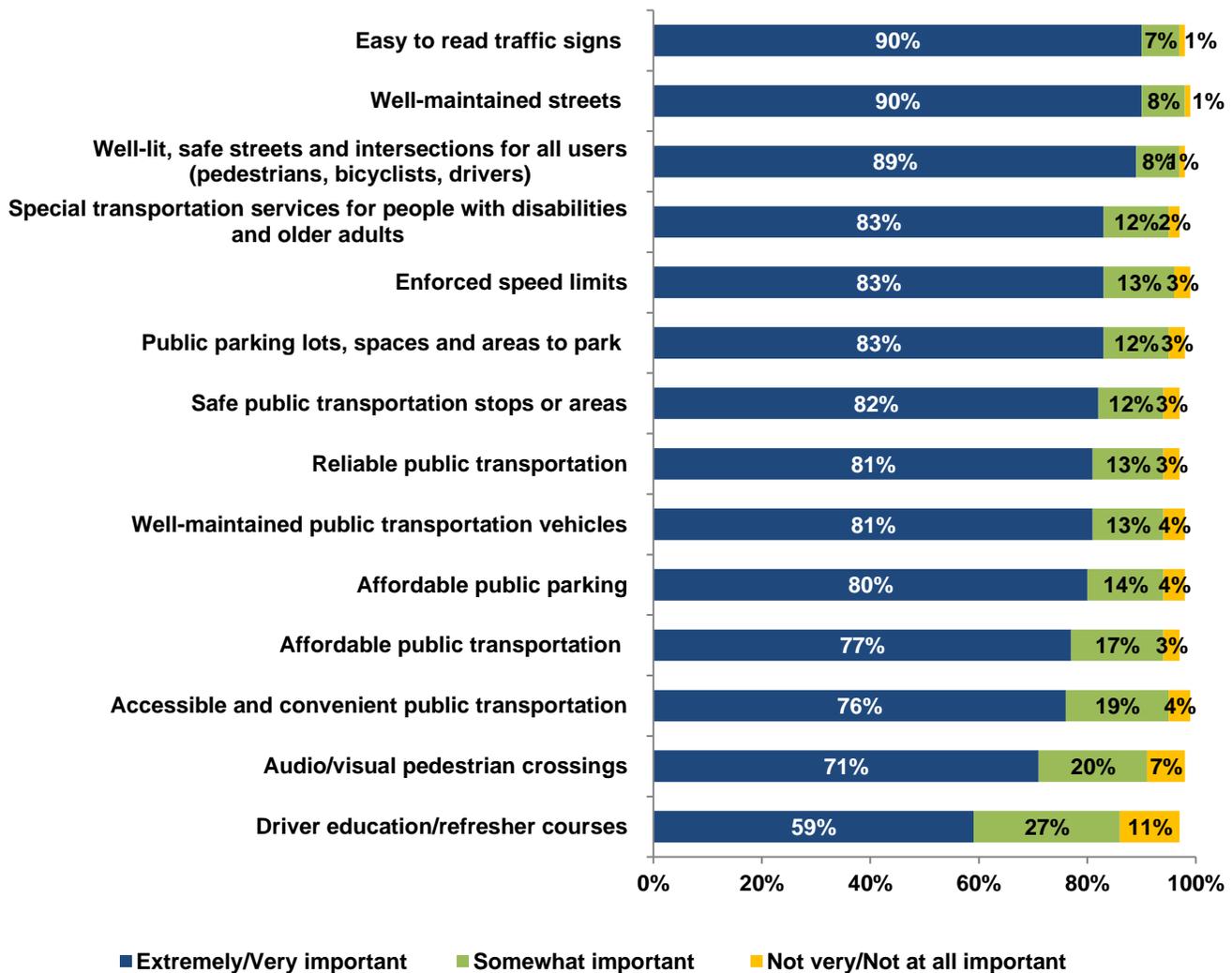
*Percentages may not add up to 100 due to rounding or because responses marked "not sure/no answer" are not shown.

Transportation and Streets

The majority of Wichita residents age 50+ reports that transportation features and options are important to them.

Public transportation and walkable communities promote aging-in-place because they provide options to maintain mobility in one’s community. The majority of Wichita residents age 50+ says that all of the community transportation features are extremely or very important to them. Easy to read traffic signs, well-maintained streets (90%), and well-lit streets (89%) top the list. More than eight in ten (83%) say that transportation for the disabled, enforced speed limits and adequate public parking are extremely or very important.

Importance of Transportation Features to Wichita Residents Age 50+*
(n=992)



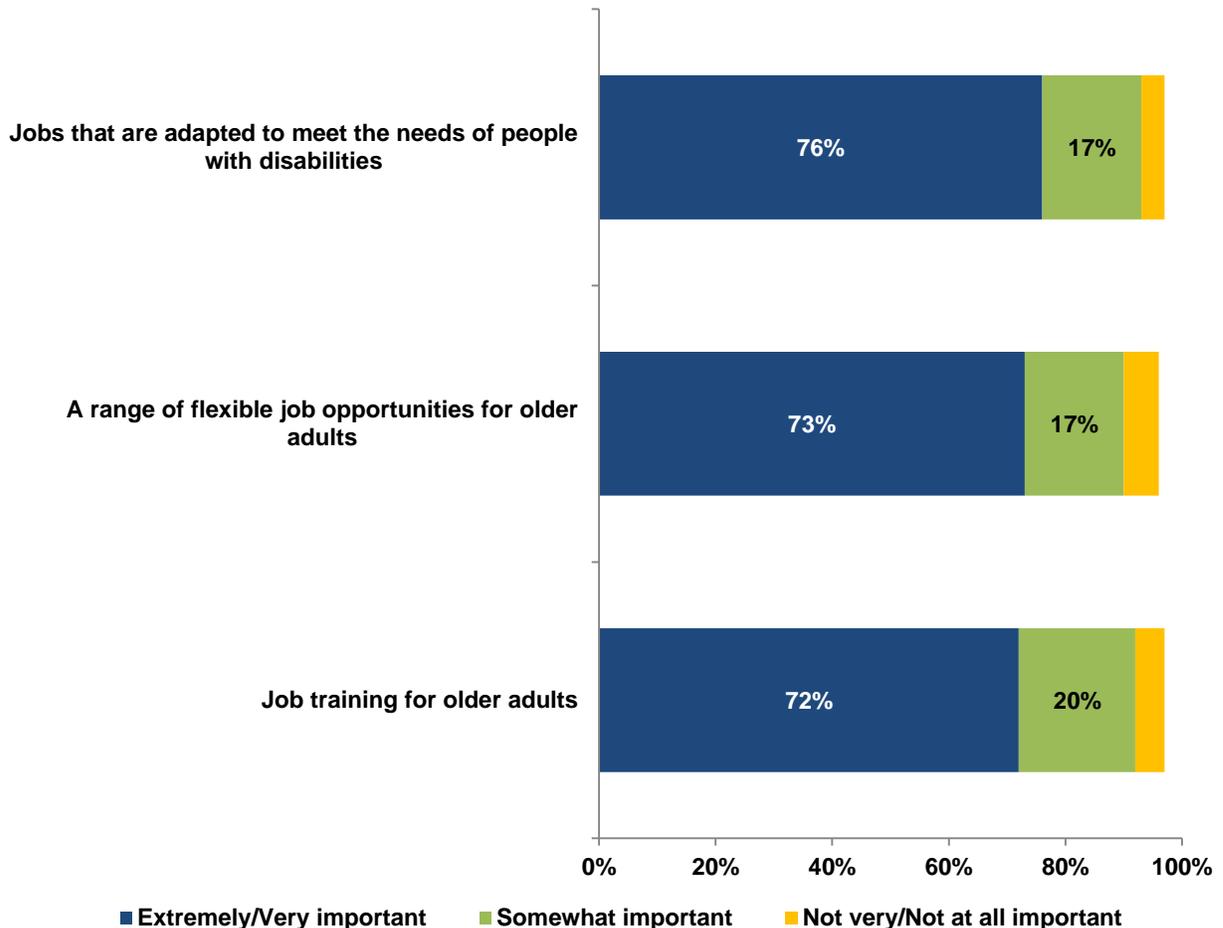
*Percentages may not add up to 100 due to rounding or because responses marked “not sure/no answer” are not shown.

Job Opportunities

Workplace issues such as meeting the needs of people with disabilities top the employment-related items of importance.

Businesses and communities must work interdependently in order for a community to have a balanced economic system. This includes providing various job opportunities that allow residents across life stages to participate and contribute to society. Older worker specific issues ranked high on importance among the 50+. Specifically, over seven in ten thought workplaces that adapted to meeting the needs of people with disabilities (76%), a range of flexible job opportunities for older adults (73%), and job training for older adults (72%) are important.

**Importance of Employment Features to Wichita Residents Age 50+*
(n=992)**

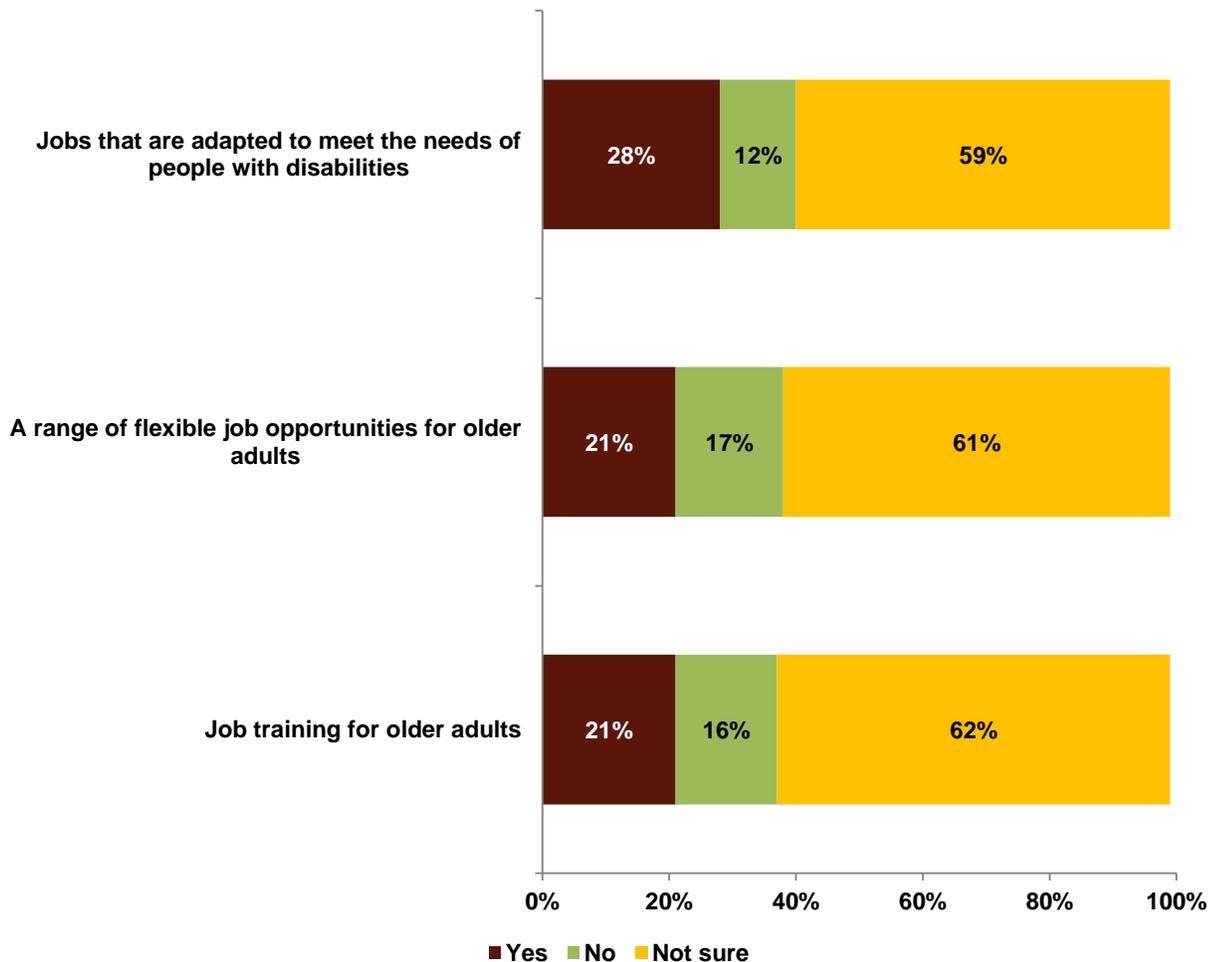


*Percentages may not add up to 100 due to rounding or because responses marked "not sure/no answer" are not shown.

Workplace issues such as meeting the needs of people with disabilities topped the employment-related items of importance, but most did not know if these features were embraced by employers in their community.

Most respondents are not sure if older-worker friendly employment options such as policies for training older adults (62%) existed in their community. Additionally, a high percentage of Wichita adults were not sure if flexible work options for older adults (61%) exist in their community.

**Presence of Employment Features to Wichita Residents Age 50+*
(n=992)**



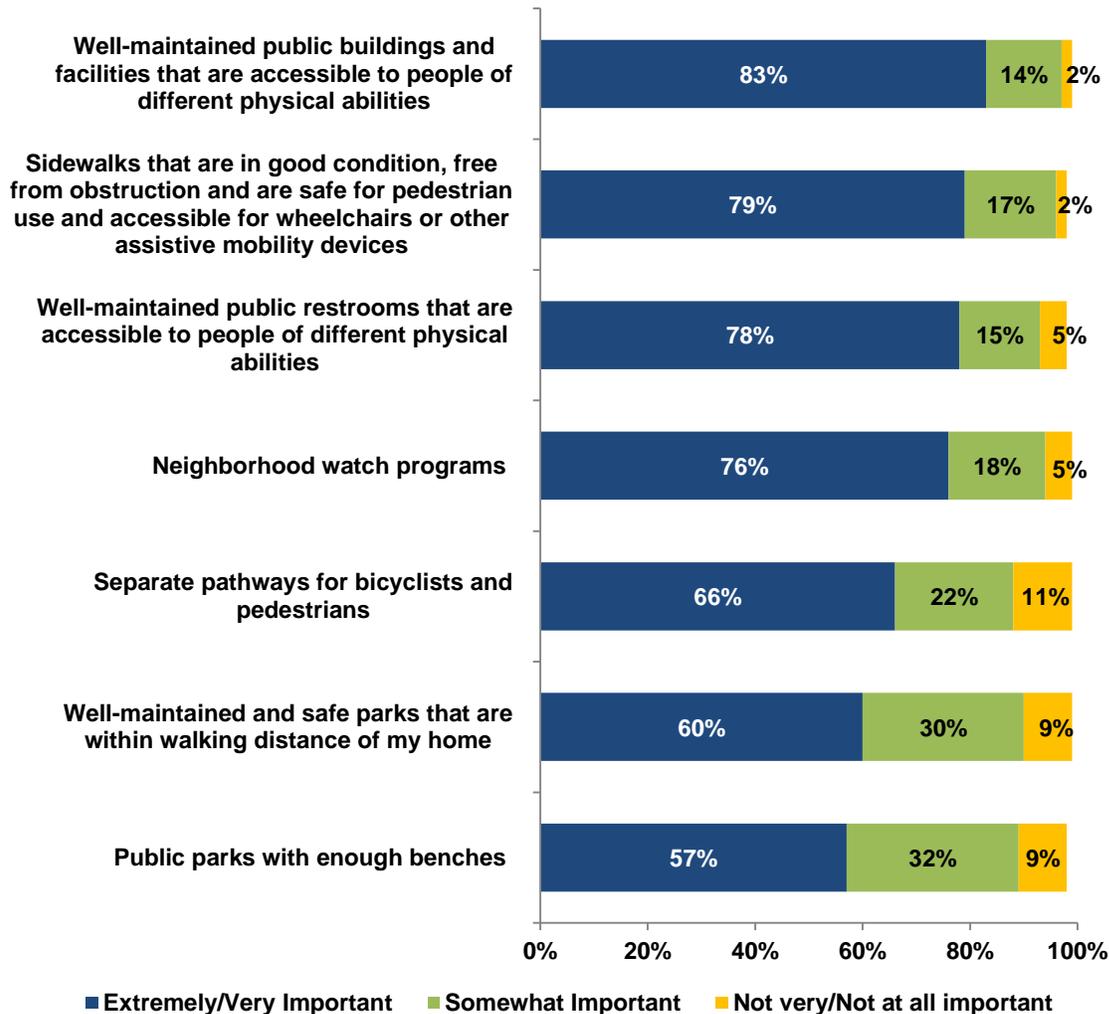
*Percentages may not add up to 100 due to rounding or because responses marked “not sure/no answer” are not shown.

Outdoor Spaces and Buildings

Wichita residents age 50+ say well-maintained and accessible public buildings; safe and accessible sidewalks; and well-maintained and accessible public restrooms are important outdoor space and buildings community features.

When thinking about outdoor spaces and public buildings within their community, more than three-quarters of Wichita residents age 50+ say that well-maintained and accessible public buildings (83%), safe and accessible sidewalks (79%), well-maintained and accessible public restrooms (78%) and neighborhood watch programs (76%) are community features that are important to them.

Importance of Outdoor Spaces and Building Features to Wichita Residents Age 50+ (n=992)

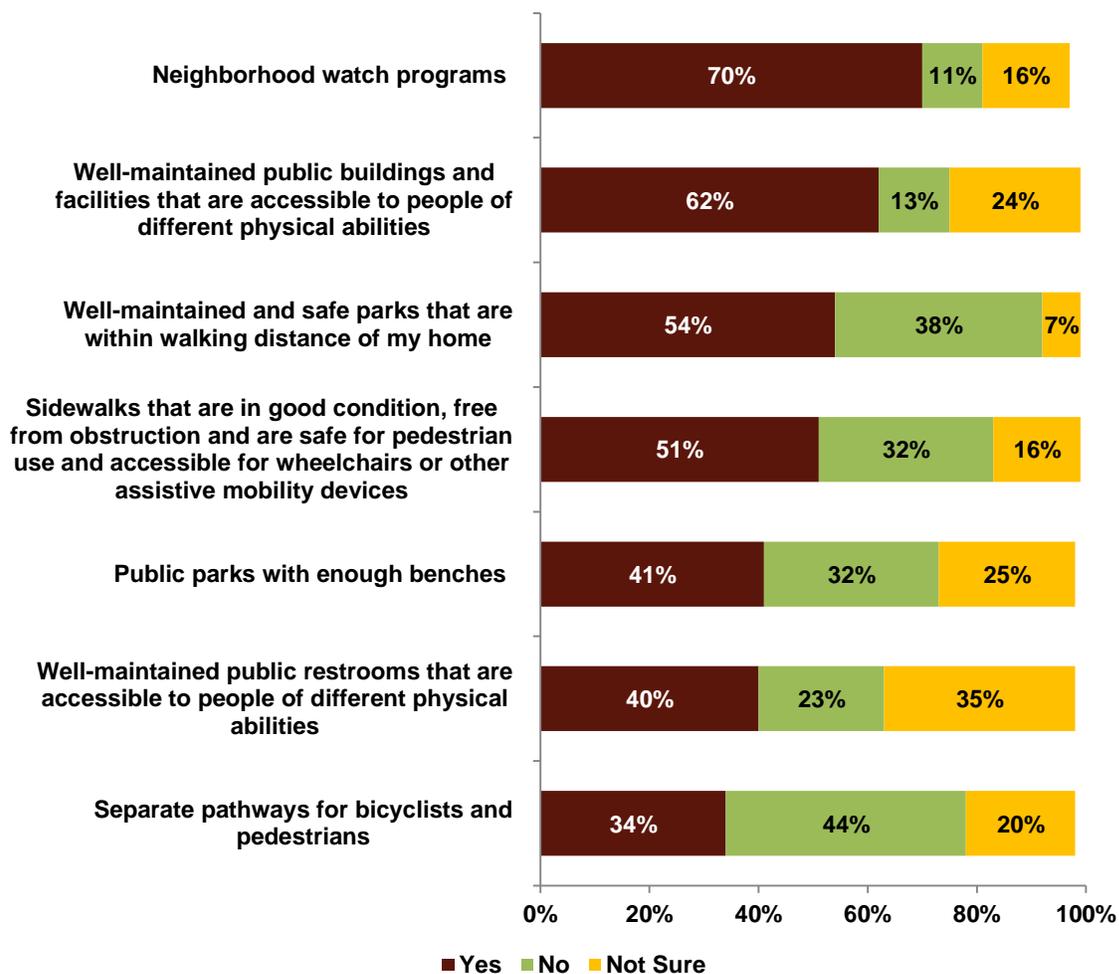


*Percentages may not add up to 100 due to rounding or because responses marked “not sure/no answer” are not shown.

The majority of Wichita residents indicate that about half of important outdoor space and buildings community features are present in the community.

The top outdoor space and building community features are well-maintained and accessible public buildings, safe and accessible sidewalks, and well-maintained and accessible public bathrooms. More than six in ten (62%) of residents say the public buildings in Wichita are well-maintained and accessible, half (51%) say that sidewalks are well-maintained and accessible and four in ten (40%) indicate that public restrooms are accessible and well-maintained. About half (53%) of residents 50+ say that there are enough benches in public parks. Nearly half (44%) of Wichita residents age 50+ say there are not enough separate pathways for bicyclists and pedestrians in their communities.

**Presence of Outdoor Spaces and Buildings to
Wichita Residents Age 50+***
(n=992)



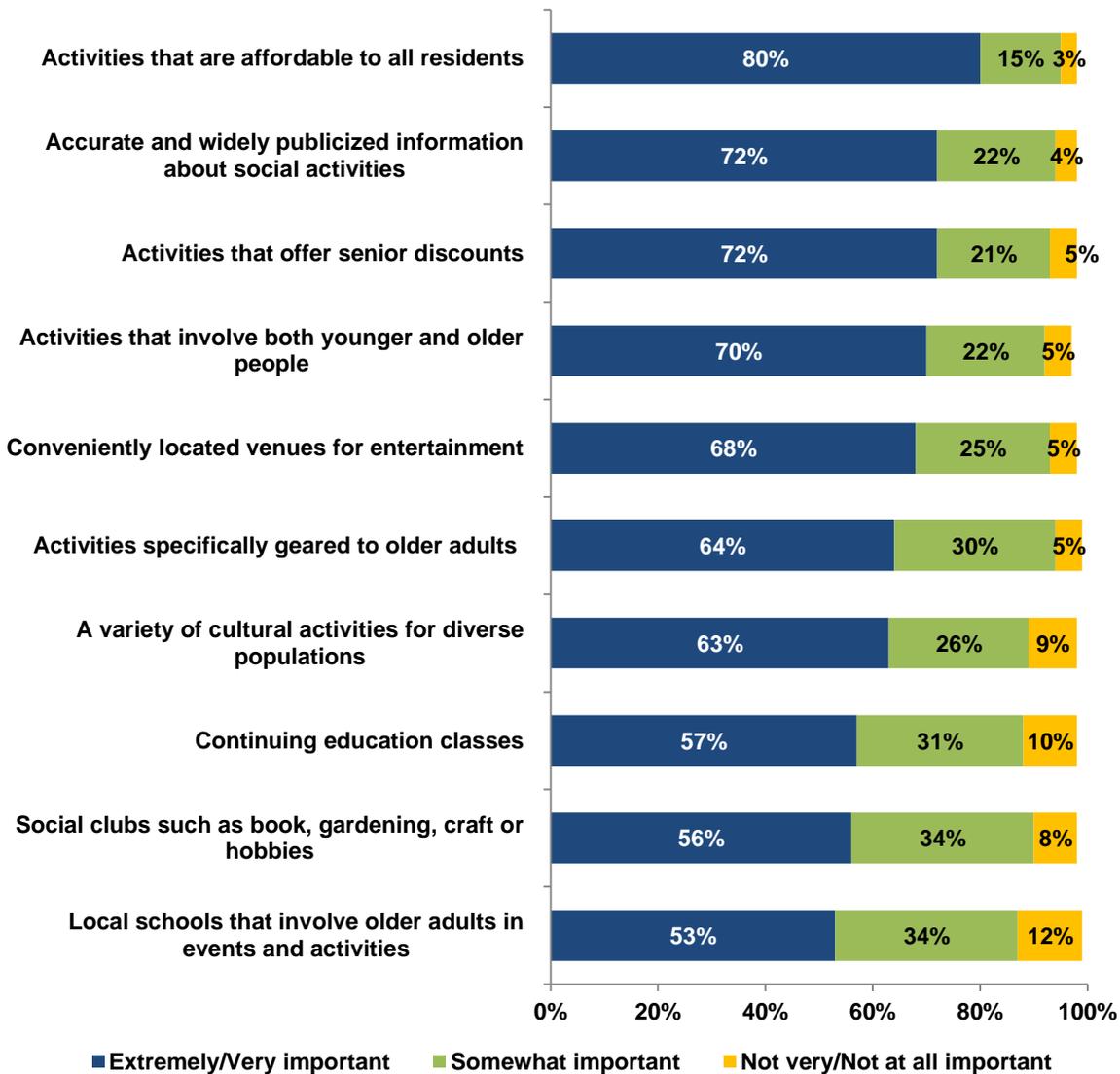
*Percentages may not add up to 100 due to rounding or because responses marked “not sure/no answer” are not shown.

Social Activities and Inclusion

More than seven in ten say affordable, widely publicized and discounted social activities are important community features.

Sadness and isolation can be combatted by the availability of accessible, affordable and fun social activities that engage a variety of residents. Wichita residents age 50+ agree that the ability to participant in one’s community is important. All eight features promoting social participation in one’s community are rated as important by most Wichita respondents age 50+.

**Importance of Social Activities to Wichita Residents age 50+*
(n=992)**

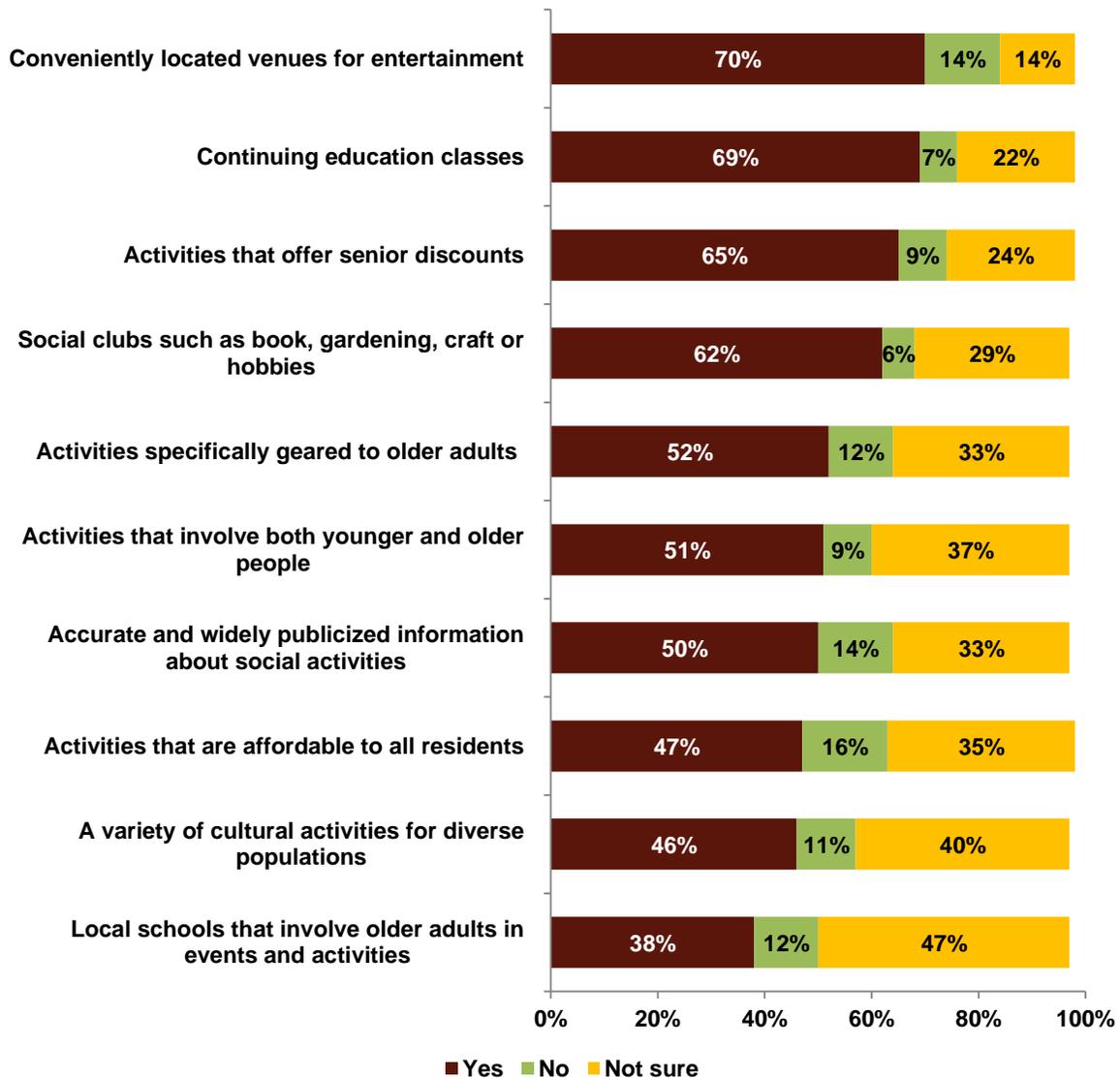


*Percentages may not add up to 100 due to rounding or because responses marked “not sure/no answer” are not shown.

Many Wichita residents age 50+ are unaware of the presence of social activities and options in their communities.

Ensuring a variety of residents are informed and able to reach social activities is an important feature of an engaged community. While affordability, discounted and widely publicized social activities are important, few residents think they are available. More than three in ten (35%) say they don't know about affordable activities and (33%) don't know if events are widely publicized in their community.

Presence of Social Activities for Wichita Residents Age 50+*
(n=992)



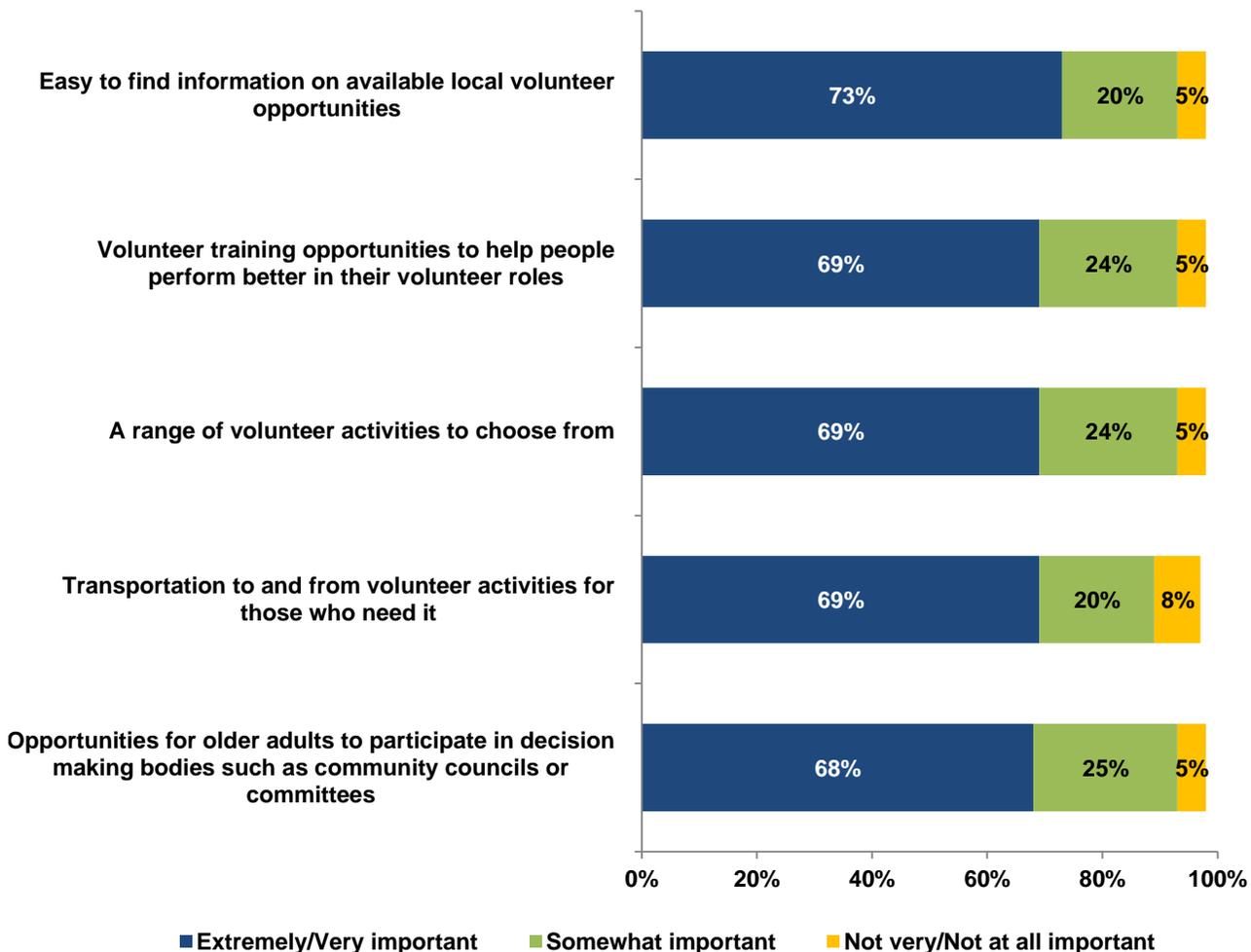
*Percentages may not add up to 100 due to rounding or because responses marked "not sure/no answer" are not shown.

Volunteering and Civic Engagement

Organizations that provide easy to find volunteer opportunities and volunteer training are the most important community features related to promoting volunteering and civic engagement.

Volunteering and engagement in the larger society are important tasks for older adults as they leave the workforce. Activities that allow residents to tap into their knowledge and skills honed over time are good for them, as well as the communities they gift with their time. When asked about the importance of features that encourage engaged volunteers, about seven in ten say that easy to find volunteer opportunities (73%), volunteer training (69%), and a range of activities (69%) to choose from are extremely or very important.

Importance of Volunteering and Civic Engagement Features to Wichita Residents Age 50+* (n=992)

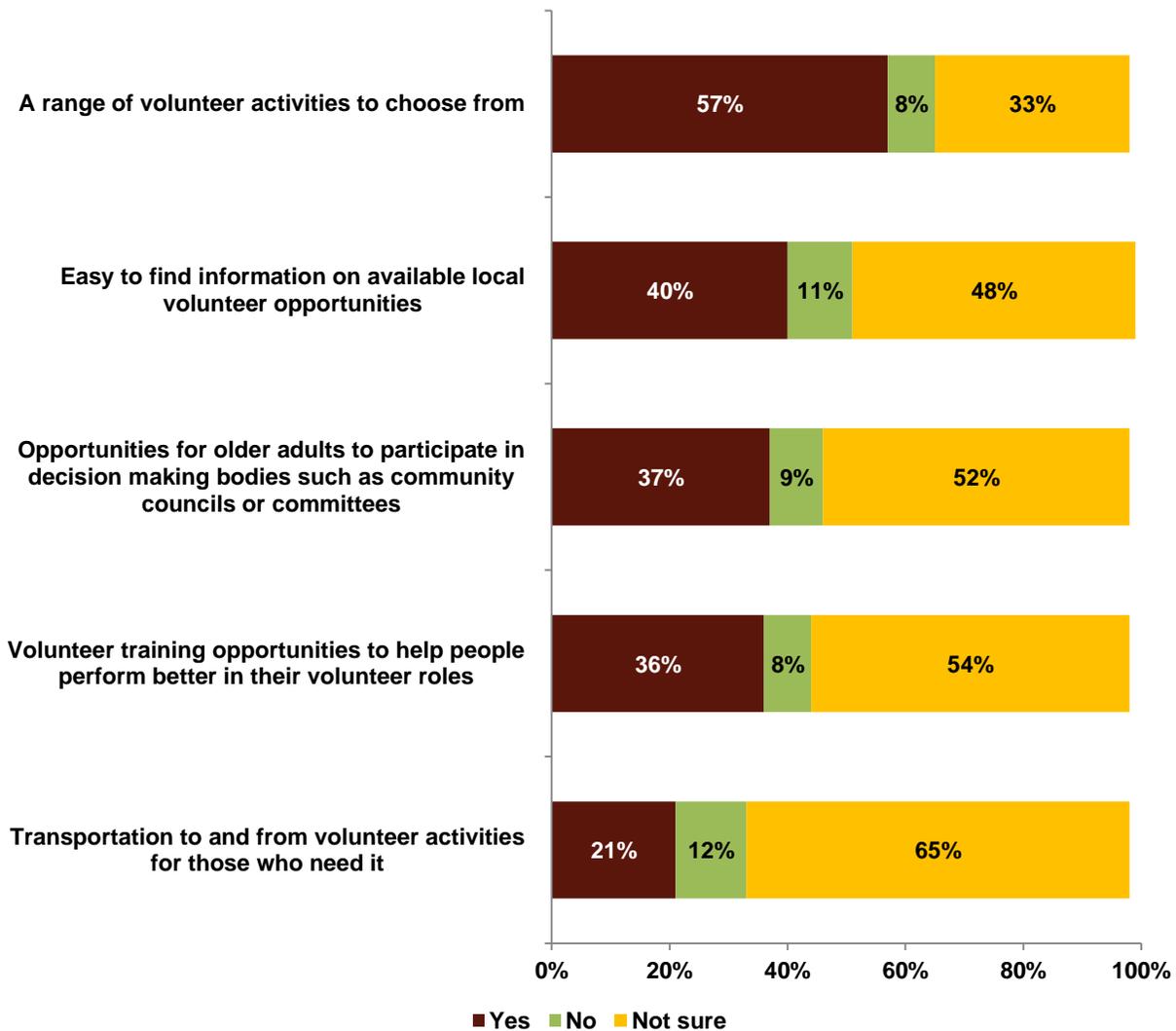


*Percentages may not add up to 100 due to rounding or because responses marked "not sure/no answer" are not shown.

The majority of residents are not aware of volunteerism and civic engagement opportunities in their communities.

More than one half of residents are not aware of opportunities to participate in volunteer and civic engagement opportunities. About one-fifth (21%) of residents 50+ are aware of transportation to and from volunteer activities, however, one-third (33%) say they don't know about the volunteer opportunities. Over half say they don't know about opportunities to participate in decision making bodies (52%) or of any training that would help them in volunteer roles (54%).

Features of Volunteerism and Engagement in the Wichita Residents Age 50+* (n=992)



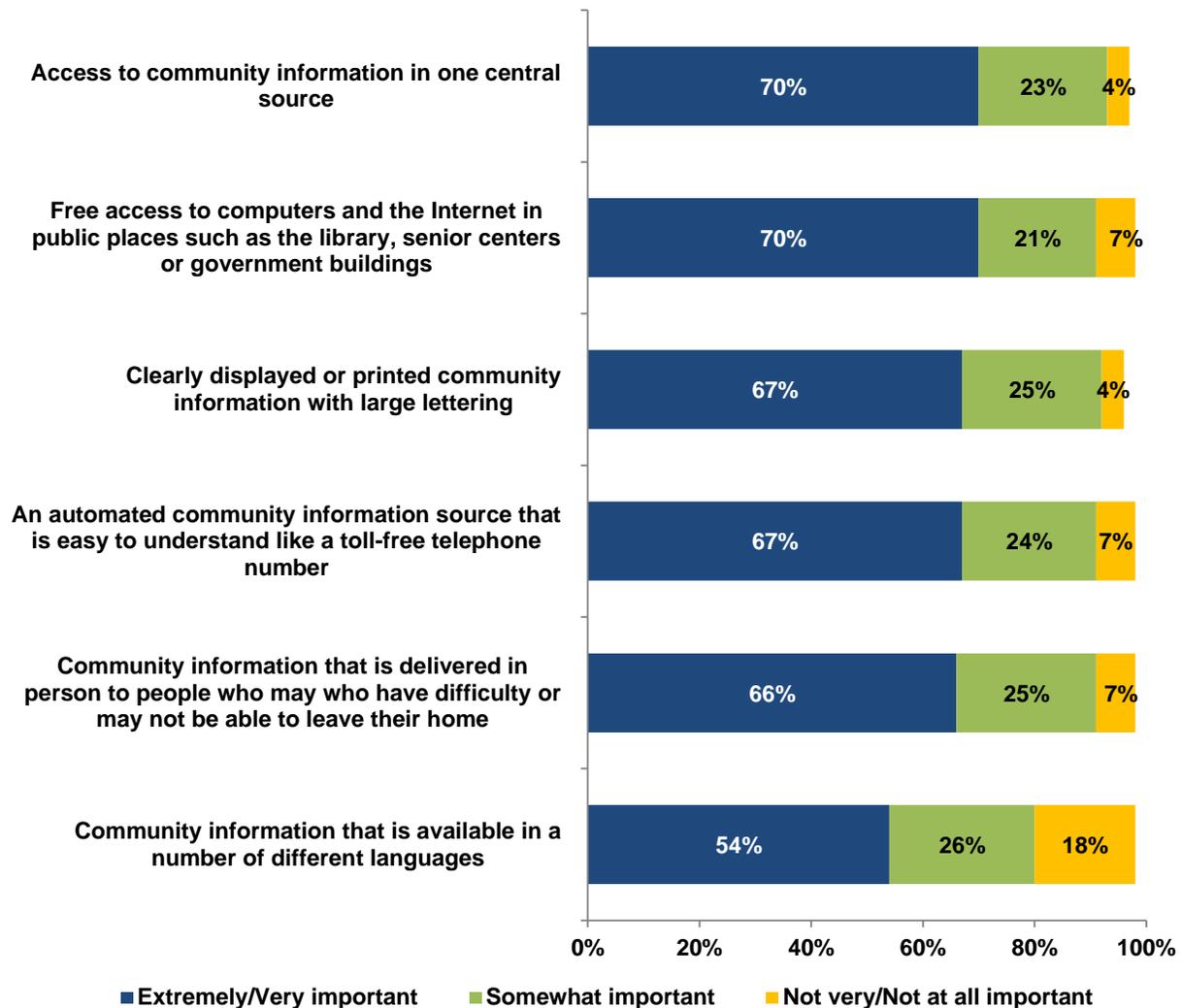
*Percentages may not add up to 100 due to rounding or because responses marked "not sure/no answer" are not shown.

Community Information

It is important that relevant community information be accessible from a central location, that public places have free internet access, and community information is clearly displayed with large lettering.

Community information should be disseminated through a variety of means and should be accessible to all. When asked about the importance of communication and community resources, features such as accessible information from a central location (70%), free Internet access in public locations (70%), large lettering for printed material (67%) and easily understood automated phone information (67%) are important to the majority of respondents.

**Importance of Community Resource Features to Wichita Residents Age 50+*
(n=992)**

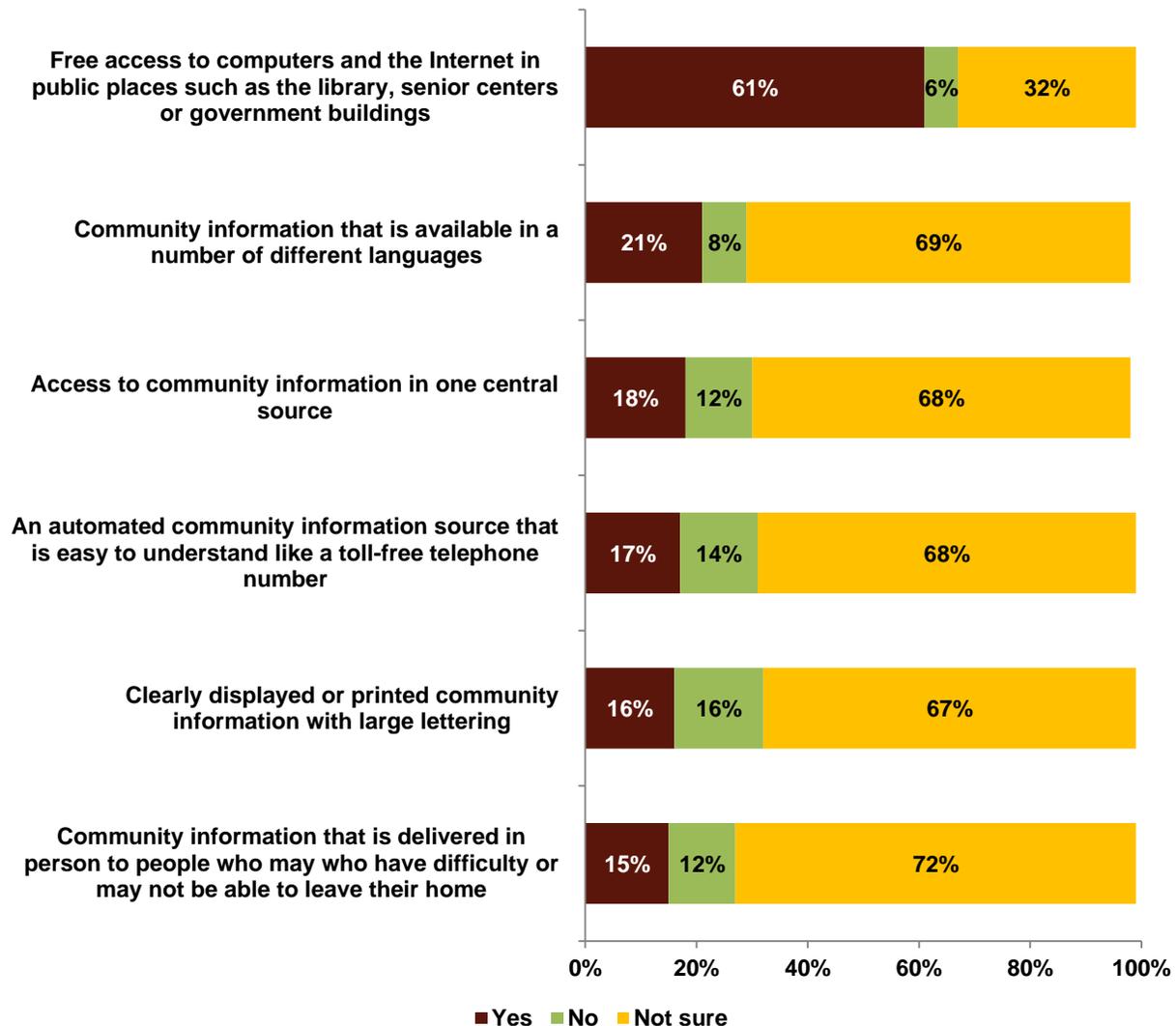


*Percentages may not add up to 100 due to rounding or because responses marked "not sure/no answer" are not shown.

Aside from free access to computers in the library or other public buildings, most Wichita residents are not sure about community resources available to them.

Awareness of the public library and other sources that provide free access to computers is high. More than six in ten (61%) say this resource is available in their community. Nearly seven in ten of respondents are not sure if information is delivered in person to people who have difficulty leaving the home (72%), if information is available in multiple languages (69%), if information has a central source (68%), if there is easily understood automated phone information (68%), or if large lettering information is available (67%),

**Presence of Community Resources for Wichita Residents Age 50+*
(n=992)**



*Percentages may not add up to 100 due to rounding or because responses marked "not sure/no answer" are not shown.

COMMUNITY NEEDS

A need can be identified as a gap between what is and what should be.⁸ Every community has its own culture, social structure, traditions, history and needs. A community need can be something concrete, like more sidewalks, or abstract, like greater social inclusion of a population. A Needs Assessment is a tool to understand and identify community needs.



In order to identify the needs of Wichita residents' age 50+ survey respondents were asked how important a community feature or services were to them. Then they were asked if these features and services existed in their community. These questions were then paired together to identify community needs or “gaps.” Pairing these questions allows us to look at “gaps” between the importance of a feature or service, and its existence in the community. To compare these questions, respondents who said a feature, or service is extremely, very or somewhat important were aggregated and then compared to respondents who indicated whether or not a feature or service existed in their community. Survey respondents who said they were not sure if a feature or service was in their community were removed from this analysis.

The top community needs as defined by importance vs. presence gaps are concentrated in three key areas: Community Information, Housing, and Job Opportunities.

If we examine individual items across all eight domains, the largest needs, or gaps between importance and presence, are in the Community Information and Job Opportunities domains with Community Information taking five slots, while Job Opportunities takes three slots among the top 10 items.⁹ The House domain is next with two slots among the top ten.

The top issue identified among Wichita adults age 50+ as important but lacking in presence in their community is clearly displayed or printed community information with large lettering.

⁸ *Community Needs*. Work Group for Community Health and Development at the University of Kansas. Retrieved at: <http://ctb.ku.edu/en>

⁹

Top 10 Gap Analysis: Which Community Features Are Important Versus Which Ones Exist by Domain

Top 10 Overall Gaps (n=992)	Gap	Extremely, Very, or Somewhat Important	Yes, Characteristic or Service Exists	Domain
Clearly displayed or printed community information with large lettering	-76.2%	92.2%	16.1%	Community Information Features
Community information that is delivered in person to people who may have difficulty or may not be able to leave their home	-76.2%	90.9%	14.7%	Community Information Features
Access to community information in one central source	-74.7%	93.0%	18.3%	Community Information Features
An automated community information source that is easy to understand like a toll-free telephone number	-73.9%	90.6%	16.7%	Community Information Features
Job training opportunities for older adults who want to learn new job skills within their job or get training in a different field of work	-71.7%	92.5%	20.8%	Job Opportunities
A home repair service for low-income and older adults that helps with things like roof or window repairs	-68.1%	91.1%	23.0%	Housing Resources
A range of flexible job opportunities for older adults	-67.9%	89.2%	21.4%	Job Opportunities
Jobs that are adapted to meet the needs of people with disabilities	-65.3%	93.4%	28.1%	Job Opportunities
Community information that is available in a number of different languages	-59.1%	80.5%	21.4%	Community Information Features
Well-maintained and safe low-income housing	-58.0%	90.0%	32.0%	Housing Resources

The following tables report the gap analysis between Importance vs. Presence for each item within each domain.

Health and Wellness (n=992)	Gap	Extremely, Very or Somewhat Important	Yes, Characteristic or Service Exists
Affordable home health care providers	-53.3%	96.1%	42.8%
Easy to find information on local health and supportive services	-49.3%	96.3%	47.0%
A service that helps seniors find and access health and supportive services	-44.9%	95.6%	50.7%
Well-trained certified home health care providers	-42.6%	96.2%	53.7%
Home care services including health, personal care and housekeeping	-37.0%	96.2%	59.2%
Easily understandable and helpful local hospital or clinic answering services	-36.7%	95.0%	58.4%
Health care professionals who speak different languages	-36.1%	84.5%	48.4%
Conveniently located health and social services	-35.9%	96.5%	60.6%
Health and wellness programs and classes in areas such as nutrition, smoking cessation, and weight control	-33%	95.3%	62.6%
Fitness activities specifically geared to older adults	-32%	96.1%	64.6%
Conveniently located emergency care centers	-24.3%	97.2%	72.8%
Respectful and helpful hospital and clinic staff	-22.9%	97.1%	74.2%
A variety of healthcare professionals including specialists	-19.9%	96.5%	76.7%
Well-maintained hospitals and health care facilities	-18.5%	98.0%	79.5%

Housing (n=992)	Gap	Extremely, Very or Somewhat Important	Yes, Characteristic or Service Exists
A home repair service for low-income and older adults that helps with things like roof or window repairs	-68.1%	91.1%	23.0%
Well-maintained and safe low-income housing	-58.0%	90.0%	32.0%
Seasonal services such as lawn work or snow removal for low-income and older adults	-51.6%	91.4%	39.9%
Affordable housing options for adults of varying income levels such as older active adult communities, assisted living and communities with shared facilities and outdoor spaces	-43.2%	91.5%	48.3%
Homes that are equipped with things like a no-step entrance, wider doorways, grab bars in bathrooms, and first floor bedrooms and bathrooms	-42.9%	91.9%	49.0%
Home repair contractors who are trustworthy, do quality work and are affordable	-32.5%	95.8%	63.3%
Well-maintained homes and properties	-16.5%	96.3%	79.8%

Job Opportunities (n=992)	Gap	Extremely, Very or Somewhat Important	Yes, Characteristic or Service Exists
Job training opportunities for older adults who want to learn new job skills within their job or get training in a different field of work	-71.7%	92.5%	20.8%
A range of flexible job opportunities for older adults	-67.9%	89.2%	21.4%
Jobs that are adapted to meet the needs of people with disabilities	-65.3%	93.4%	28.1%

Outdoor Spaces and Buildings (n=992)	Gap	Extremely, Very or Somewhat Important	Yes, Characteristic or Service Exists
Well-maintained public restrooms that are accessible to people of different physical abilities	-53.2%	93.4%	40.1%
Separate pathways for bicyclists and pedestrians	-53.2%	87.6%	34.4%
Public parks with enough benches	-47.3%	88.7%	41.4%
Sidewalks that are in good condition, free from obstruction and are safe for pedestrian use and accessible for wheelchairs or other assistive mobility devices	-45.4%	96.4%	51.0%
Well-maintained and safe parks that are within walking distance of my home	-35.7%	89.7%	54.0%
Well-maintained public buildings and facilities that are accessible to people of different physical abilities	-34.9%	96.6%	61.7%
Neighborhood watch programs	-23.5%	93.9%	70.4%

Social Participation and Inclusion (n=992)	Gap	Extremely, Very or Somewhat Important	Yes, Characteristic or Service Exists
Activities that are affordable to all residents	-48.3%	94.9%	46.5%
Local schools that involve older adults in events and activities	-47.8%	86.1%	38.3%
Accurate and widely publicized information about social activities	-44.0%	93.8%	49.8%
A variety of cultural activities for diverse populations	-42.7%	89.0%	46.3%
Activities specifically geared to older adults	-41.6%	93.5%	51.9%
Activities that involve both younger and older people	-41.6%	92.4%	50.8%
Activities that offer senior discounts	-28.0%	93.1%	65.1%
Social clubs such as book, gardening, craft or hobbies	-27.8%	89.4%	61.6%
Conveniently located venues for entertainment	-22.5%	92.5%	70.0%
Continuing education classes	-18.5%	87.2%	68.7%

Community Information (n=992)	Gap	Extremely, Very or Somewhat Important	Yes, Characteristic or Service Exists
Clearly displayed or printed community information with large lettering	-76.2%	92.2%	16.1%
Community information that is delivered in person to people who may have difficulty or may not be able to leave their home	-76.2%	90.9%	14.7%
Access to community information in one central source	-74.7%	93.0%	18.3%
An automated community information source that is easy to understand like a toll-free telephone number	-73.9%	90.6%	16.7%
Community information that is available in a number of different languages	-59.1%	80.5%	21.4%
Free access to computers and the Internet in public places such as the library, senior centers or government buildings	-30.1%	91.3%	61.2%

DEMOGRAPHICS

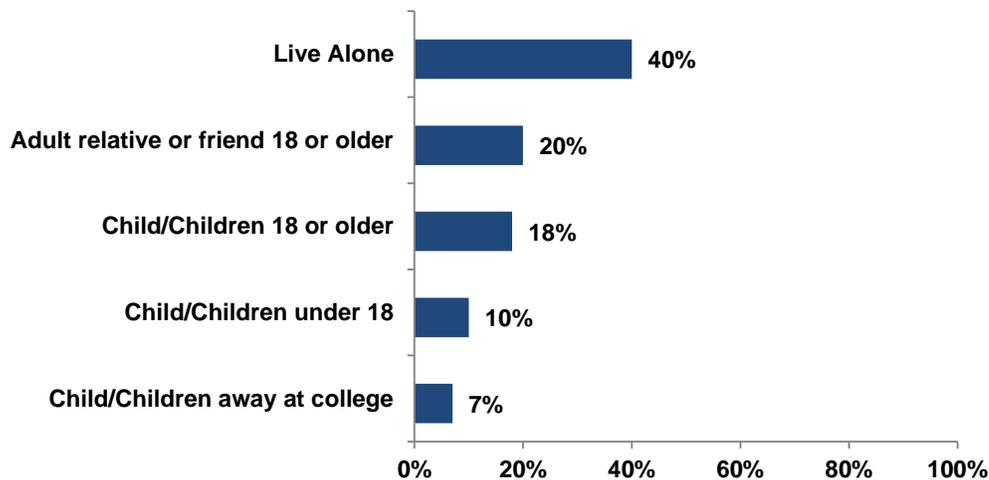
Multi-generational household may be one of the crucial factors impacting the success of a livable community. The U.S. Census reports that in 2010, 16 percent of the U.S. population lived in a multi-generational household –that’s 6.1% of all U.S. households.¹⁰ That share is even larger for the age 65+ population. In 2010, about 20 percent of adults aged 65+ lived in a multi-generational household.



About three in ten (28%) Wichita respondents aged 50+ live in a multi-generational household.

The Wichita survey respondents were above the national average and below the rate of the overall aged 65+ population, with nearly one in seven-(13%) currently residing in such a household type. Multi-generational households occur for varying reasons. Some are due to financial necessity and others for familial bonding and tradition. Regardless of the why, the existence is important.

People Living in the Household of Wichita Residents age 50+*(n=992)



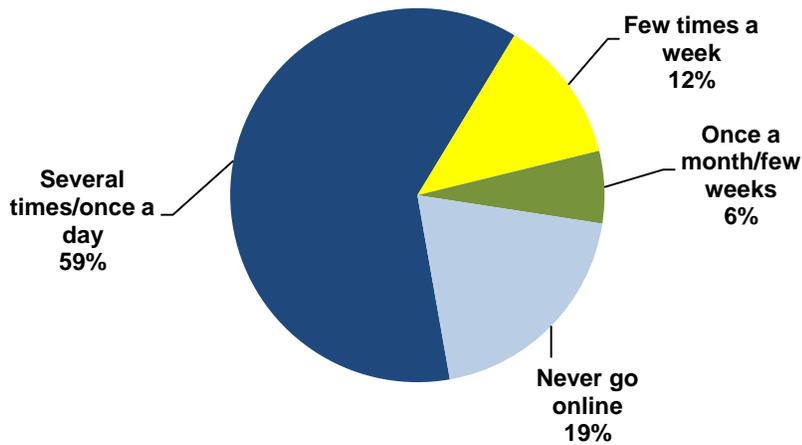
* Graph shows respondents who checked “yes” to each type of occupant. Live Alone calculated as respondents who checked “no” to all occupants and “no” to spouse/partner.

¹⁰ Harrell, R., Kassner, E., and Figueiredo, C. *Multigenerational Households Are Increasing*. (Washington, DC: AARP) 2011.

More than eight in ten Wichita survey respondents age 50+ uses the Internet.

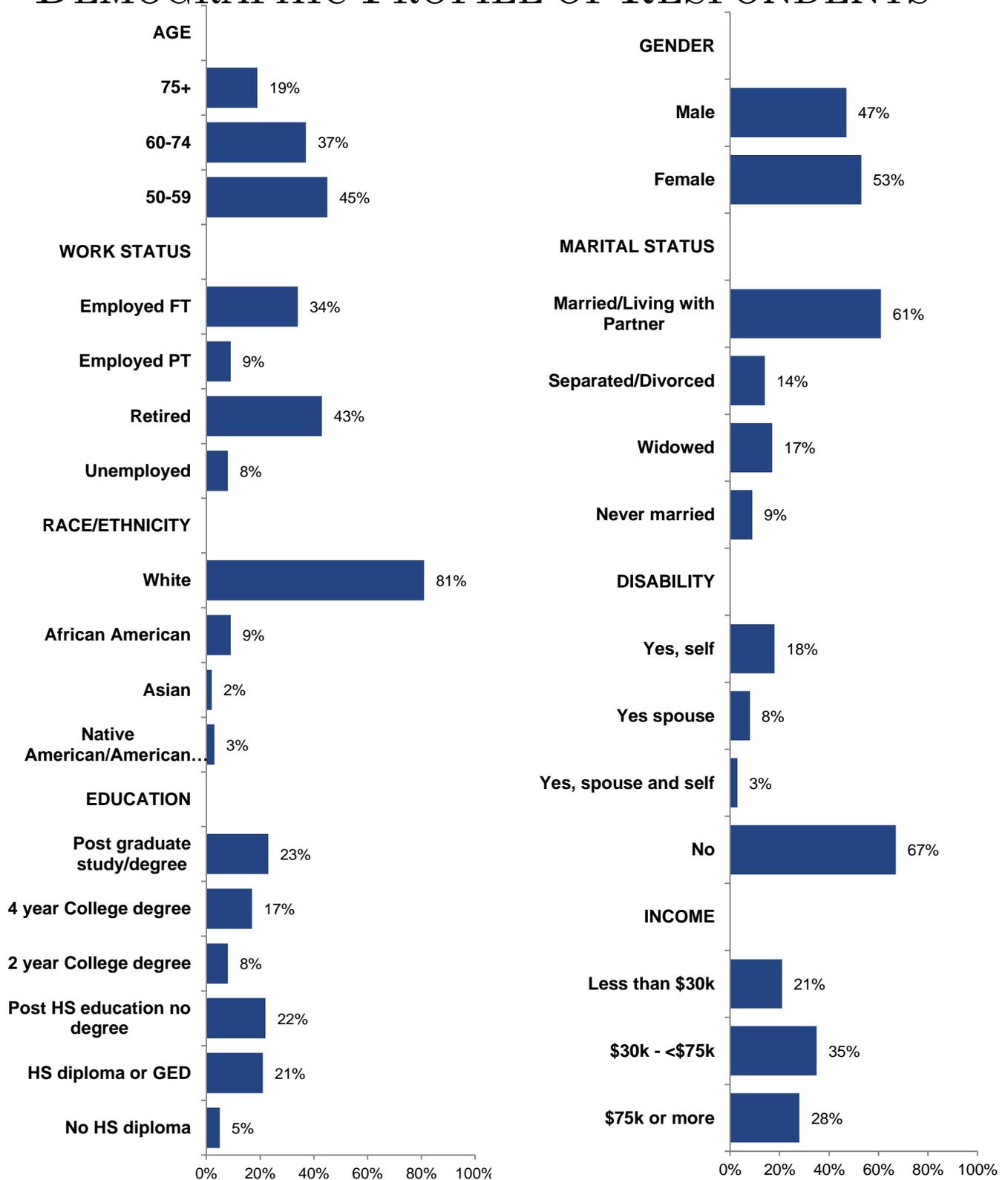
More than half of Wichita residents (59%) say they get online several times every day, and nearly two in ten (19%) say they never go online. Nearly three-fourths (73%) of those who access the internet do so to check their email, while four in ten search for current events, and three in ten (30%) visit social networking sites.

Internet Use of Wichita Residents age 50+*(n=969)



*Percentages may not add up to 100 due to rounding or because responses marked "not sure/no answer" are not shown.

DEMOGRAPHIC PROFILE OF RESPONDENTS



METHODOLOGY

The present report is based on data from a mail survey of 5,000 residents; age 50 years or older living in Wichita, Kansas. Resident addresses were provided by Survey Sampling International's (SSI) proprietary database. SSI's database is the largest unduplicated consumer database in the U.S. The multi-sourced database merges information from telephone directories with a variety of secondary sources such as birth records, voter registration, real estate transactions, credit sources, motor vehicle, RV, and motorcycle registrations, and other data.

Each respondent was contacted four times receiving the following pieces of mail: pre-notification postcard, the first survey, a reminder postcard, and a second survey. VuPoint Research was commissioned to enter the data from the surveys.

The survey was fielded from May 16th through June 20th. A total of 1,048 useable surveys were returned by the cut-off date, for a response rate of 21 percent. This survey has a margin of error of +/- 3.0 percent. This means that if 95 out of 100 samples of this same size and population were given the same survey, the responses to the questions would fall within a range of plus or minus 3.0 percentage points of what would have been obtained if every respondent age 50 years or older were asked the same question.

The sample was weighted by age and gender. The weighted survey n=992. An annotated questionnaire for the entire sample is contained in the appendix of this report. Percentages may not add up to 100 percent due to rounding. Also due to rounding, the percentages reported in the text may vary slightly from those in the annotation or in graphs.

SURVEY ANNOTATION

2014 AARP Survey of the 50+ in Wichita, Kansas

n =1,048

Weighted n = 992

Your Community

1. How would you rate your community as a place for people to live as they age? (This would be the geographical location where your home is located. A community can be located within a city or town or county.)

13%	Excellent
40%	Very good
31%	Good
11%	Fair
3%	Poor
1%	Not sure
1%	No Answer

2. What is your 5-digit Wichita ZIP Code?

3. How long have you lived in Wichita?

2%	5 years or less
5%	More than 5 years but less than 15 years
13%	More than 15 years but less than 25 years
12%	More than 25 years but less than 35 years
15%	More than 35 years but less than 45 years
53%	45 years or more
<0.5%	Not sure
<0.5%	No Answer

4. Some people reside in places outside of Wichita for part of the year. Which of the following describes how you reside in Wichita? [CHECK ONLY ONE]

- 97% Year round, do not reside anywhere outside of Wichita
- 3% Seasonally, reside outside of Wichita during Winter, Spring, Summer, or Fall on a regular basis
- <0.5% No Answer

5. Thinking about your retirement years when you do not work, or if you are currently retired, thinking about your future plans, how likely is it that you will move to a different home in Wichita?

- 5% Extremely likely
- 11% Very likely
- 17% Somewhat likely
- 32% Not very likely
- 29% Not at all likely
- 5% Not sure
- 1% No Answer

6. Thinking about your retirement years when you do not work, or if you are currently retired, thinking about your future plans, how likely is it that you will move to a different home outside of Wichita?

- 3% Extremely likely
- 4% Very likely
- 14% Somewhat likely
- 28% Not very likely
- 44% Not at all likely
- 6% Not sure
- 1% No Answer

7. If you were to consider moving out of Wichita during your retirement when you do not work, would the following factors impact your decision to move?

	Yes	No	Not sure	No Answer
a. Looking for a different home size that meets my needs	51%	29%	6%	14%
b. Maintaining my current home will be too expensive	26%	48%	11%	14%
c. Fearing for my personal safety or security concerns.....	22%	58%	6%	15%
d. Looking for a home that will help me live independently as I age.....	50%	28%	9%	13%
e. Wanting to move to an area that has better health care facilities	17%	60%	8%	15%
f. Wanting to be closer to family.....	32%	49%	7%	13%
g. Needing more access to public transportation	14%	62%	8%	16%
h. Wanting to live in a different climate	35%	42%	10%	14%
i. Looking for an area that has a lower cost of living	33%	42%	9%	16%
j. Other, please specify:	5%	2%	1%	92%

8. How important is it for you to remain in your community as you age?

18%	Extremely important
27%	Very important
31%	Somewhat important
13%	Not very important
8%	Not at all important
2%	Not sure
2%	No Answer

Housing

9. Do you own or rent your primary home or do you have some other type of living arrangement like living with a family member or friend?

- 89% Own
- 8% Rent
- 2% Other type of living arrangement
- 2% No Answer

10. What type of home is your primary home?

- 85% Single family home
- 2% Mobile home
- 3% Town home or duplex
- 6% Apartment
- 3% Condominium or co-op
- 1% Other, please specify
- 2% No Answer

11. How important is it for you to be able to live independently in your own home as you age?

- 44% Extremely important
- 40% Very important
- 11% Somewhat important
- 2% Not very important
- 2% Not at all important
- 1% Not sure
- 1% No Answer

12. People sometimes make modifications to their home to allow them to stay there as they age. Do you think you will need to make the following types of modifications or improvements to your home to enable you to stay there as you age?

	Yes	No	Not sure	No Answer
a. Easier access into or within your home such as a ramp, chairlift or elevator, or wider doorways	27%	45%	22%	6%
b. Bathroom modifications such as grab bars, handrails, high toilet or non-slip tile	42%	37%	15%	6%
c. Putting a bedroom, bathroom or kitchen on the first floor	9%	76%	7%	9%
d. Improving lighting	20%	64%	7%	10%
e. Installing a medical emergency response system that notifies others in case of emergency	30%	38%	20%	11%
f. Other, please specify:	3%	1%	<.5%	96%

13. How important do you think it is to have the following in your community?

	Extremely important	Very important	Somewhat important	Not very important	Not at all important	No Answer
a. Home repair contractors who are trustworthy, do quality work and are affordable	54%	36%	6%	1%	1%	3%
b. Well-maintained homes and properties	39%	47%	10%	1%	<0.5%	3%
c. A home repair service for low-income and older adults that helps with things like roof or window repairs	37%	38%	17%	3%	3%	3%
d. Seasonal services such as lawn work or snow removal for low-income and older adults	36%	37%	18%	5%	1%	3%
e. Affordable housing options for adults of varying income levels such as older active adult communities, assisted living and communities with shared facilities and outdoor spaces	38%	36%	18%	4%	2%	3%
f. Homes that are equipped with things like a no-step entrance, wider doorways, grab bars in bathrooms, and first floor bedrooms and bathrooms	33%	37%	22%	4%	1%	3%
g. Well-maintained and safe low-income housing	36%	35%	19%	5%	2%	3%

14. Does the community where you live have the following?

	Yes	No	Not sure	No Answer
a. Home repair contractors who are trustworthy, do quality work and are affordable	63%	6%	30%	1%
b. Well-maintained homes and properties.....	80%	9%	9%	2%
c. A home repair service for low-income and older adults that helps with things like roof or window repairs	23%	15%	60%	2%
d. Seasonal services such as lawn work or snow removal for low-income and older adults	40%	15%	44%	2%
e. Affordable home options for adults of varying income levels such as older active adult communities, assisted living and communities with shared facilities and outdoor spaces.....	48%	14%	35%	2%
f. Homes that are equipped with things like a no-step entrance, wider doorways, grab bars in bathrooms, and first floor bedrooms and bathrooms	49%	12%	37%	2%
g. Well-maintained and safe low-income housing	32%	19%	47%	3%

Outdoor Spaces and Buildings

15. How important do you think it is to have the following in your community?

	Extremely important	Very important	Somewhat important	Not very important	Not at all important	No Answer
a. Well-maintained and safe parks that are within walking distance of my home.....	19%	41%	30%	7%	2%	1%
b. Public parks with enough benches.....	18%	39%	32%	7%	2%	2%
c. Sidewalks that are in good condition, free from obstruction and are safe for pedestrian use and accessible for wheelchairs or other assistive mobility devices	34%	45%	17%	2%	1%	1%
d. Well-maintained public buildings and facilities that are accessible to people of different physical abilities	36%	47%	14%	2%	1%	1%

e. Separate pathways for bicyclists and pedestrians	27%	39%	22%	9%	2%	2%
f. Well-maintained public restrooms that are accessible to people of different physical abilities	38%	41%	15%	4%	2%	1%
g. Neighborhood watch programs	38%	38%	18%	3%	2%	1%

16. Does the community where you live have the following?

	Yes	No	Not sure	No Answer
a. Well-maintained and safe parks that are within walking distance of my home	54%	38%	7%	1%
b. Public parks with enough benches	41%	32%	25%	1%
c. Sidewalks that are in good condition, free from obstruction and are safe for pedestrian use and accessible for wheelchairs or other assistive mobility devices	51%	32%	16%	1%
d. Well-maintained public buildings and facilities that are accessible to people of different physical abilities	62%	13%	24%	2%
e. Separate pathways for bicyclists and pedestrians.....	34%	44%	20%	2%
f. Well-maintained public restrooms that are accessible to people of different physical abilities.....	40%	23%	35%	2%
g. Neighborhood watch programs.....	70%	11%	16%	2%

Transportation and Streets

17. Do you get around for things like shopping, visiting the doctor, running errands, or going to other places in the following ways?

	Yes	No	No Answer
a. Drive yourself.....	91%	7%	1%
b. Have others drive you.....	18%	73%	9%
c. Walk.....	31%	60%	9%
d. Ride a bike	12%	78%	10%
e. Use public transportation.....	4%	86%	10%
f. Take a taxi/cab.....	4%	86%	10%
g. Use a special transportation service, such as one for seniors or persons with disabilities.....	3%	82%	15%
h. Other:	2%	1%	98%

18. How important do you think it is to have the following in your community?

	Extremely important	Very important	Somewhat important	Not very important	Not at all important	No Answer
a. Accessible and convenient public transportation	33%	43%	19%	3%	1%	2%
b. Affordable public transportation.....	34%	43%	17%	2%	1%	2%
c. Well-maintained public transportation vehicles.....	33%	47%	13%	2%	1%	2%
d. Reliable public transportation.....	35%	47%	13%	2%	1%	2%
e. Safe public transportation stops or areas	37%	45%	12%	2%	1%	3%
f. Special transportation services for people with disabilities and older adults.....	41%	42%	12%	2%	1%	2%
g. Well-maintained streets.....	43%	47%	8%	<0.5%	-	2%
h. Easy to read traffic signs.....	42%	47%	7%	1%	<0.5%	2%

18. (Continued) How important do you think it is to have the following in your community?

	Extremely important	Very important	Somewhat important	Not very important	Not at all important	No Answer
i. Enforced speed limits	42%	41%	13%	3%	1%	1%
j. Public parking lots, spaces and areas to park	34%	49%	12%	3%	1%	2%
k. Affordable public parking	33%	47%	14%	4%	1%	2%
l. Well-lit, safe streets and intersections for all users (pedestrians, bicyclists, drivers)	49%	40%	8%	1%	<0.5%	2%
m. Audio/visual pedestrian crossings	32%	39%	20%	6%	1%	2%
n. Driver education/refresher courses	24%	35%	27%	8%	3%	3%

19. Does the community where you live have the following?

	Yes	No	Not sure	No Answer
a. Health and wellness programs and classes in areas such as nutrition, smoking cessation, and weight control	69%	5%	25%	1%
b. Fitness activities specifically geared to older adults	67%	7%	25%	1%
c. Conveniently located health and social services	59%	11%	28%	2%
d. A service that helps seniors find and access health and supportive services	54%	6%	39%	2%
e. Conveniently located emergency care centers	75%	9%	14%	2%
f. Easy to find information on local health and supportive services	50%	10%	38%	2%
g. Home care services including health, personal care and housekeeping.....	66%	6%	26%	2%
h. Well-trained certified home health care providers.....	54%	6%	39%	2%
i. Affordable home health care providers	43%	11%	43%	3%
j. Well-maintained hospitals and health care facilities	89%	2%	7%	1%
k. A variety of healthcare professionals including specialists	86%	2%	11%	2%
l. Health care professionals who speak different languages.....	48%	5%	45%	2%

m.	Easily understandable and helpful local hospital or clinic answering services.....	57%	7%	34%	2%
n.	Respectful and helpful hospital and clinic staff.....	80%	4%	15%	1%%

Health and Wellness

20. In general, when compared to most people your age, how would you rate your health?

20%	Excellent
37%	Very good
30%	Good
7%	Fair
3%	Poor
2%	No Answer

21. How often do you engage in some form of physical exercise (such as walking, running, biking, swimming, sports, strength training, yoga, stretching)?

23%	Everyday
43%	Several times a week, but not everyday
11%	About once a week
4%	About once every other week
1%	About once every three weeks
4%	About once a month
6%	Less than once a month
7%	Never
1%	No Answer

22. How important is it to you to remain physically active for as long as possible?

63%	Extremely important
30%	Very important
6%	Somewhat important
<0.5%	Not very important
<0.5%	Not at all important
1%	Not sure
1%	No Answer

23. How important do you think it is to have the following in your community?

	Extremely important	Very important	Somewhat important	Not very important	Not at all important	No Answer
a. Health and wellness programs and classes in areas such as nutrition, smoking cessation, and weight control.....	31%	46%	19%	3%	1%	2%
b. Fitness activities specifically geared to older adults	32%	46%	18%	2%	1%	2%
c. Conveniently located health and social services	33%	50%	14%	1%	1%	2%
d. A service that helps seniors find and access health and supportive services	36%	47%	13%	2%	1%	2%
e. Conveniently located emergency care centers ..	44%	45%	8%	1%	1%	2%
f. Easy to find information on local health and supportive services	37%	46%	13%	1%	1%	2%
g. Home care services including health, personal care and housekeeping.....	35%	46%	16%	2%	<0.5%	2%
h. Well-trained certified home health care providers.....	40%	46%	10%	1%	1%	2%
i. Affordable home health care providers	43%	43%	10%	1%	1%	2%
j. Well-maintained hospitals and health care facilities.....	53%	39%	6%	1%	<0.5%	1%
k. A variety of health care professionals including specialists	49%	40%	7%	1%	1%	2%
l. Health care professionals who speak different languages	29%	36%	19%	9%	4%	2%
m. Easily understandable and helpful local hospital or clinic answering services	39%	44%	13%	2%	1%	2%
n. Respectful and helpful hospital and clinic staff..	49%	39%	9%	<0.5%	1%	2%

24. Does the community where you live have the following?

	Yes	No	Not sure	No Answer
a. Health and wellness programs and classes in areas such as nutrition, smoking cessation, and weight control	63%	5%	26%	7%
b. Fitness activities specifically geared to older adults.....	65%	5%	24%	7%
c. Conveniently located health and social services	61%	7%	24%	8%
d. A service that helps seniors find and access health and supportive services	51%	6%	35%	8%
e. Conveniently located emergency care centers.....	73%	7%	12%	8%
f. Easy to find information on local health and supportive services.....	47%	9%	36%	8%
g. Home care services including health, personal care and housekeeping.....	59%	5%	28%	8%
h. Well-trained certified home health care providers	54%	5%	33%	8%
i. Affordable home health care providers.....	43%	8%	41%	9%
j. Well-maintained hospitals and health care facilities.....	80%	3%	10%	8%
k. A variety of healthcare professionals including specialists.....	77%	3%	12%	8%
l. Health care professionals who speak different languages	48%	4%	39%	9%
m. Easily understandable and helpful local hospital or clinic answering services	58%	6%	28%	8%
n. Respectful and helpful hospital and clinic staff	74%	4%	14%	8%

Social Participation, Inclusion and Education Opportunities

25. About how frequently do you interact with your friends, family or neighbors in your community? This interaction could be by phone, in person, email, or social media like Facebook.

45%	More than once a day
18%	About once a day
23%	Several times a week
5%	Once a week
3%	Once every 2 or 3 weeks
1%	Once a month
2%	Less than monthly
2%	Never
2%	No Answer

26. Do you typically go for continuing education or self-improvement classes/workshops in your community?

	Yes	No	Not sure	No Answer
a. University/Community College.....	12%	78%	1%	9%
b. Department of Parks and Recreation	19%	70%	2%	9%
c. Faith community.....	37%	52%	2%	9%
d. Local organizations or businesses	22%	66%	2%	10%
e. Community/Adult/Senior center.....	12%	75%	3%	10%
f. Offerings through my work	21%	65%	3%	11%
g. Online programs	17%	69%	3%	11%
h. Other.....	7%	52%	7%	33%
i. I do NOT participate in any continuing education/self-improvement classes.....	29%	41%	4%	26%

27. How important do you think it is to have the following in your community?

	Extremely important	Very important	Somewhat important	Not very important	Not at all important	No Answer
a. Conveniently located venues for entertainment	22%	45%	25%	4%	1%	2%
b. Activities specifically geared to older adults	22%	42%	30%	4%	1%	2%
c. Activities that offer senior discounts.....	34%	39%	21%	4%	1%	2%
d. Activities that are affordable to all residents.....	36%	44%	15%	2%	1%	3%
e. Activities that involve both younger and older people.....	30%	41%	22%	4%	1%	2%
f. Accurate and widely publicized information about social activities	30%	42%	22%	4%	1%	2%
g. A variety of cultural activities for diverse populations.....	25%	38%	26%	6%	3%	2%
h. Local schools that involve older adults in events and activities.....	22%	31%	34%	9%	3%	2%
i. Continuing education classes	20%	37%	31%	8%	2%	3%
j. Social clubs such as book, gardening, craft or hobbies	21%	34%	34%	6%	2%	3%

28. Does the community where you live have the following?

	Yes	No	Not sure	No Answer
a. Conveniently located venues for entertainment	70%	14%	14%	3%
b. Activities specifically geared to older adults	52%	12%	33%	2%
c. Activities that offer senior discounts.....	65%	9%	24%	2%
d. Activities that are affordable to all residents	47%	16%	35%	3%
e. Activities that involve both younger and older people	51%	9%	37%	3%
f. Accurate and widely publicized information about social activities.....	50%	14%	33%	3%
g. A variety of cultural activities for diverse populations.....	46%	11%	40%	3%
h. Local schools that involve older adults in events and activities.....	38%	12%	47%	3%
i. Continuing education classes	69%	7%	22%	3%
j. Social clubs such as book, gardening, craft or hobbies	62%	6%	29%	3%

Volunteering and Civic Engagement

29. How important do you think it is to have the following in your community?

	Extremely important	Very important	Somewhat important	Not very important	Not at all important	No Answer
a. A range of volunteer activities to choose from..	21%	48%	24%	3%	2%	2%
b. Volunteer training opportunities to help people perform better in their volunteer roles	19%	50%	24%	3%	2%	2%
c. Opportunities for older adults to participate in decision making bodies such as community councils or committees	22%	47%	25%	4%	1%	2%
d. Easy to find information on available local volunteer opportunities	20%	52%	20%	3%	2%	3%
e. Transportation to and from volunteer activities for those who need it.....	26%	44%	20%	5%	3%	2%

30. Does the community where you live have the following?

	Yes	No	Not sure	No Answer
a. A range of volunteer activities to choose from	57%	8%	33%	2%
b. Volunteer training opportunities to help people perform better in their volunteer roles	36%	8%	54%	2%
c. Opportunities for older adults to participate in decision making bodies such as community councils or committees	37%	9%	52%	2%
d. Easy to find information on available local volunteer opportunities	40%	11%	48%	2%
e. Transportation to and from volunteer activities for those who need it.....	21%	12%	65%	2%

Job Opportunities

31. Which of the following best describes your current employment status?

- 3% Self-employed, part-time → **GO TO Question 32**
- 4% Self-employed, full-time → **GO TO Question 32**
- 6% Employed, part-time → **GO TO Question 32**
- 30% Employed, full-time → **GO TO Question 32**
- 2% Unemployed, but looking for work → **GO TO Question 32**
- 43% Retired, not working at all → **GO TO Question 33**
- 6% Not in labor force for other reasons → **GO TO Question 33**
- 6% No Answer

32. How likely is it that you will put off full retirement and work as long as possible? Weighted n = 451

- 32% Extremely likely
- 22% Very likely
- 20% Somewhat likely

- 16% Not very likely
- 8% Not at all likely
- 1% Not sure
- 1% No Answer

33. How important do you think it is to have the following in your community?

	Extremely important	Very important	Somewhat important	Not very important	Not at all important	No Answer
a. A range of flexible job opportunities for older adults	30%	42%	17%	3%	3%	5%
b. Job training opportunities for older adults who want to learn new job skills within their job or get training in a different field of work....	29%	43%	20%	4%	2%	2%
c. Jobs that are adapted to meet the needs of people with disabilities.....	35%	41%	17%	2%	2%	2%

34. Does the community where you live have the following?

	Yes	No	Not sure	No Answer
a. A range of flexible job opportunities for older adults	21%	17%	61%	2%
b. Job training opportunities for older adults who want to learn new job skills within their job or get training in a different field of work.....	21%	16%	62%	2%
c. Jobs that are adapted to meet the needs of people with disabilities	28%	12%	59%	2%

35. Would you turn to the following resources if you, a family member or friend needed information about services for older adults such as caregiving services, home delivered meals, home repair, medical transport, or social activities?

	Yes	No	No Answer
a. AARP	65%	27%	8%
b. Local Area Agency on Aging (AAA)	77%	15%	9%
c. Local senior centers.....	78%	16%	6%

36. How important do you think it is to have the following in your community?

	Extremely important	Very important	Somewhat important	Not very important	Not at all important	No Answer
a. Access to community information in one central source.....	27%	43%	23%	3%	1%	3%
b. Clearly displayed or printed community information with large lettering.....	25%	43%	25%	4%	2%	2%
c. An automated community information source that is easy to understand like a toll-free telephone number	28%	39%	24%	5%	3%	2%
d. Free access to computers and the Internet in public places such as the library, senior centers or government buildings	32%	39%	21%	5%	2%	2%
e. Community information that is delivered in person to people who may who have difficulty or may not be able to leave their home.....	29%	37%	25%	5%	2%	2%
f. Community information that is available in a number of different languages.....	23%	31%	26%	9%	8%	2%

37. Does the community where you live have the following?

	Yes	No	Not sure	No Answer
a. Access to community information in one central source.....	18%	12%	68%	2%
b. Clearly displayed or printed community information with large lettering	16%	16%	67%	2%
c. An automated community information source that is easy to understand like a toll-free telephone number.....	17%	14%	68%	2%
d. Free access to computers and the Internet in public places such as the library, senior centers or government buildings ...	61%	6%	32%	2%
e. Community information that is delivered in person to people who may have difficulty or may not be able to leave their home.....	15%	12%	72%	2%
f. Community information that is available in a number of different languages.....	21%	8%	69%	2%

About You

D1. Are you male or female?

- 47% Male
- 53% Female
- No Answer

D2. What is your age as of your last birthday?

[AGE IN YEARS]

- 45% 50 – 59 years
- 37% 60 – 74 years
- 19% 75 + years
- No Answer

D3. What is your current marital status?

- 59% Married
- 2% Not married, living with partner
- 1% Separated
- 13% Divorced
- 17% Widowed
- 9% Never married
- <0.5% No Answer

D4. Are you or your spouse currently a member of AARP?

- 57% Yes
- 43% No
- <0.5% No Answer

D5. Besides you, do you have any of the following people living in your household?

	Yes	No	No Answer
a. Child/children under 18	10%	75%	15%
b. Child/children 18 or older	18%	69%	14%
c. Child/children who are currently away at college	7%	74%	19%
d. Adult relative or friend 18 or older	20%	67%	13%

D6. Do you have any kind of health care coverage, including employer-provided health insurance, private health insurance, or government plans such as Medicare or Medicaid?

- 92% Yes
- 4% No
- <0.5% Not sure
- 4% No Answer

D7. Does any disability, handicap, or chronic disease keep you and your spouse or partner from participating fully in work, school, housework, or other activities? [CHECK ONLY ONE]

- 18% Yes, myself
- 8% Yes, spouse or partner
- 3% Yes, both me and my spouse or partner
- 67% No
- 5% No Answer

D8. Are you of Hispanic, Spanish, Latino origin or descent?

- 3% Yes → **GO TO Question D9**
- 88% No → **GO TO Question D10**
- 9% No Answer

D9. If you are Hispanic or Latino, please indicate which of the below best represents the language (s) you speak at home. [CHECK ONLY ONE] Weighted n = 32

- Spanish only
- 3% Spanish most of the time
- 11% Spanish and English equally but prefer Spanish
- 4% Spanish and English equally and do not have a preference
- Spanish and English equally but prefer English
- 30% English most of the time
- 41% English only
- Not sure
- 10% No Answer

D10. What is your race and/or ethnicity? [CHECK ALL THAT APPLY]

- 81% White or Caucasian
- 9% Black or African American
- 3% American Indian or Alaska Native
- 2% Asian
- 1% Native Hawaiian or other Pacific Islander
- 2% Other: (Please Specify)
- 7% No Answer

D11. What is the highest level of education you have completed?

- 5% K-12th grade (no diploma)
- 21% High school graduate, GED or equivalent
- 22% Post-high school education/training (no degree)
- 8% 2-year college degree
- 17% 4-year college degree
- 7% Post-graduate study (no degree)
- 16% Graduate or professional degree(s)
- 5% No Answer

D12. Thinking about state elections for Kansas Governor and Legislators in the last five years, how often would you say you vote?

- 56% Always
- 20% Most of the time
- 6% About half of the time
- 6% Seldom
- 8% Never
- 4% No Answer

D13. Do you consider yourself to be a Democrat, a Republican, an Independent, or something else?

- 33% Democrat
- 31% Republican
- 16% Independent
- 6% Something else
- 9% Not sure
- 5% No Answer

D14. In general, how often do you go online to access the Internet for things like sending or receiving email, getting news and information, paying bills or managing finances or buying products or services? This includes access from home, work, a mobile device (such as a smart phone), or someplace else.

- 44% Several times a day
- 15% About once a day
- 6% 3-6 days a week
- 6% 1-2 days a week
- 3% Once every few weeks
- 3% Once a month or less
- 19% Never go online
- 4% No Answer

D15. What was your annual household income before taxes in 2013?

5%	Less than \$10,000
7%	\$10,000 to \$19,999
9%	\$20,000 to \$29,999
17%	\$30,000 to \$49,999
18%	\$50,000 to \$74,999
13%	\$75,000 to \$99,999
9%	\$100,000 to \$149,999
6%	\$150,000 or more
9%	Not sure
7%	No Answer

Thank you very much for completing this survey.

Your assistance in providing this information is very much appreciated.

Please return your completed survey by June 20, 2014

in the enclosed postage-paid envelope to:

**AARP State Research
601 E Street, NW
Washington, DC 20049**



AARP Research

For more information about this survey, please contact:

Aisha Bonner PhD 202.434.3531 or e-mail abonner@aarp.org

June 14, 2016



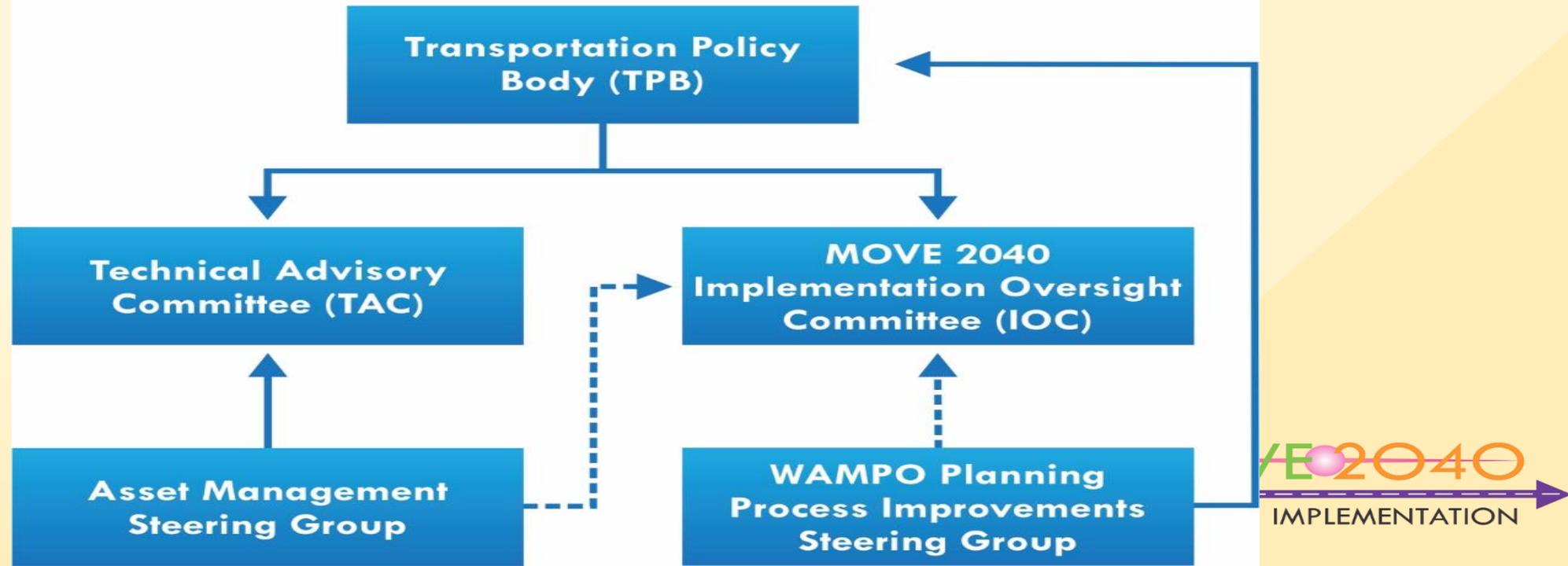
**Planning and Programming
Process Improvements
Steering Group (P³)**

WAMPO Committee Structure



COMMITTEES STRUCTURE

As of November 2015



WAMPO's Focus:

- ▶ What has our primary focus been in the past?
- ▶ What is it supposed to be?

WAMPO's Focus

Paradigm Shift from Past to Future

- ▶ The Past: Focus on awarding sub-allocated funds
- ▶ The Future: Focus on creating a comprehensive regional transportation plan, a small piece of which is awarding sub-allocated funds

WAMPO's Focus

How do we shift from our
Past Focus to our Future Focus?

(Hint: Create another Steering Group!)

P³ Steering Group Mission:

Transform WAMPO's current planning and programming process into a continuing, cooperative and comprehensive process that ensures all modes of transportation and their regionally significant investments are considered and moves beyond the focus on sub-allocated federal funds.

Planning Process:

The new process will:

- ▶ holistically consider regional multi-modal transportation needs,
- ▶ include expanded financial, environmental, and EJ analysis,

Planning Process (cont'd):

- ▶ establish regional goals and priorities,
- ▶ strengthen the linkages between collaboratively developed regional needs/priorities and MTP project identification, and
- ▶ improve process for moving the MTP selected projects into the Transportation Improvement Program (TIP)

Why Shift Focus?

- ▶ 1) There are Benefits
- ▶ 2) Mandated by Regulation

Benefits:

- ▶ Maximizes ability to build a transportation system that fosters regional economic prosperity
- ▶ Minimizes duplication, misalignments and capacities at jurisdictional boundaries mis-matched
- ▶ Fosters effective use of jurisdictional & WAMPO funds

Benefits (cont'd):

- ▶ Better leverage of private investments
- ▶ Forum for regional exchange of expertise, data, and ideas
- ▶ Collaboratively participate in regional transportation planning beyond WAMPO boundaries

Benefits (cont'd):

- ▶ Stronger voice in larger region and state
- ▶ As a whole, we are greater than the sum of our parts.

Federal Mandates:

- ▶ MPOs have the responsibility for transportation policy-making in metropolitan planning areas.¹
- ▶ The MTP identifies how the region intends to invest in the transportation system. Federal regulation requires the plan...lead to the development of an integrated intermodal transportation system.²

1. The Transportation Planning Briefing Book, 2015, page 4

2. The Transportation Planning Briefing Book, 2015, page 10

Federal Mandate (cont'd):

- ▶ Identification of regional priorities, proposed improvements, and investments should be rationally related to an assessment of regional transportation needs, and
- ▶ these needs then have to be prioritized based on a financial forecast.¹

1. Wichita TMA Certification Review Final Report, 9/17/2015

P3 First Task:

- ▶ Study and understand the federal definition of “regionally significant”
- ▶ Propose guidelines for deeming projects “regionally significant” so WAMPO jurisdictions are on the same page

Purpose of Guidelines:

- ▶ 1) provide direction for effective transportation planning in the WAMPO region, and
- ▶ 2) identify transportation investments that must be included in the Metropolitan Transportation Plan and the Transportation Improvement Program.

What Guidelines are Not:

- ▶ It is not intended that being deemed “regionally significant” per this definition and guidelines be a guarantee of eligibility to receive WAMPO funds.
- ▶ The eligibility requirements include not only being deemed regionally significant, but also include 1) the rules of the funding source, and 2) the WAMPO project selection criteria.

Guidelines

Guidelines are categorized by facility type:

- ▶ Road/Bridge Facilities
- ▶ Bicycle/Pedestrian Facilities
- ▶ Freight/Cargo/Goods Movement Facilities
- ▶ Transit
- ▶ Facility/Terminal

Next Steps:

- ▶ TPB Discussion on Guidelines
- ▶ Guidelines edited as appropriate
- ▶ TPB adoption of guidelines when finalized
- ▶ Begin review of WAMPO planning processes

Do These Streets Make Me Look Fat?

Justin Moore, MD, FACP

Disclosures

 **Double Arrow
Metabolism, LLC**



Health
ICT

*Innovate & Coordinate to Transform
the Health of Wichita*

Goals of modern medicine

Decreased mortality

Reduced symptomatology

Decreased expense



A photograph of a home office. In the foreground, a dark wooden desk is cluttered with papers, a black stapler, and a smartphone. A dark wooden chair is positioned in front of the desk. In the background, a large window with horizontal blinds is partially open, allowing natural light to filter through. A potted plant is visible on a ledge near the window. The overall atmosphere is quiet and professional.

Car-related injuries

Consequences of sedentary
modes of transport



Population: Ten bus routes along major urban arterials (Montreal, Quebec)

Intervention: Bus travel

Comparison: Car travel

Outcome: Injury rates for vehicle occupants, pedestrians, and cyclists

<http://docs.trb.org/prp/17-01216.pdf>, accessed 1/31/17

<http://pdovak.com/mini-metro-maps/>, accessed 2/16/17

Injury Rates Associated with Car and Bus Travel

a) All Injuries

	Car			Bus		
	Car driver and occupant	Cyclist	Pedestrian	Bus occupant	Cyclist	Pedestrian
I-Henri-Bouras	66.4	2.6	9.5	21.3	1.2	3.9
II-Sherbrooke	95.0	12.1	20.4	20.7	1.7	4.3
III-Jean-Talon	152.8	11.2	42.4	46.8	2.6	11.5
IV-Saint-Michel	111.8	6.4	28.5	25.8	2.5	6.2
V-Côte-des-Neiges	80.3	9.3	35.7	29.6	1.1	4.5
VI-Pie-IX	99.1	6.3	21.5	23.9	0.6	6.7
VII-Côte-Vertu/Sauvé	64.5	3.2	16.2	16.8	0.5	3.8
VIII-Jarry	185.8	13.6	47.1	40.1	1.9	13.4
IX-Lacordaire	115.7	5.1	21.5	38.8	3.0	3.8
X-Beaubien	129.6	18.6	52.9	37.7	0.7	4.9
Total (all injuries)	96.1	7.4	22.4	25.9	1.4	5.4

Occupant injury rate ratio 3x greater (3.7, 95% CI [3.4, 12.4.0]) for cars than for buses

Cyclist injury rate ratio 5x greater for cars than buses (5.3, 95% CI [3.8, 7.6])

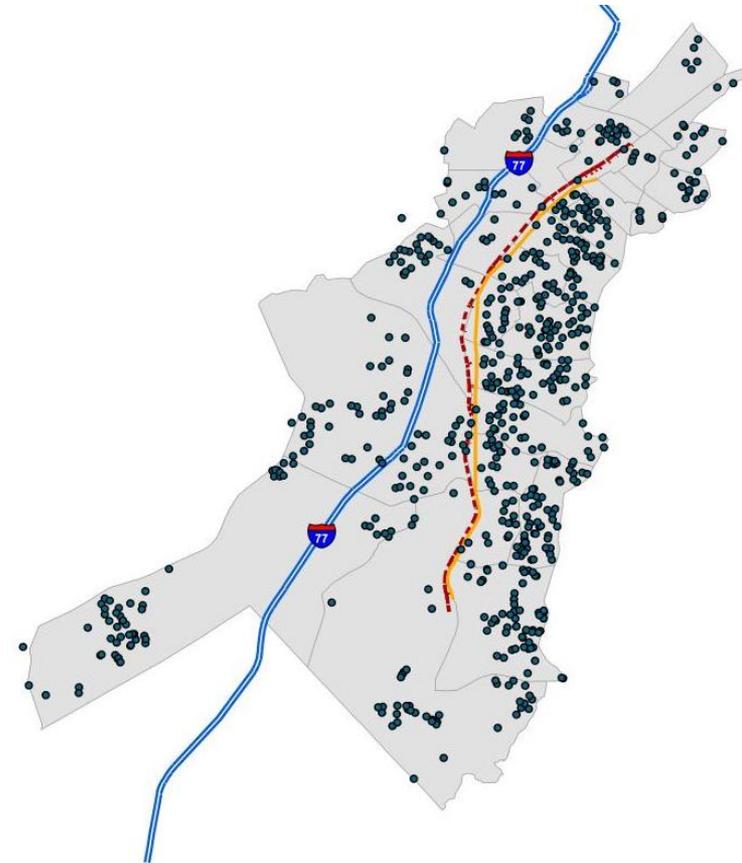
b) Major Injuries

	Car			Bus occupant
	Car driver and occupant	Cyclist	Pedestrian	
	0.29	0.34	1.87	0.39
	0.17	0.03	0.37	0.00
	0.45	0.37	2.24	0.39

Pedestrian injury rate ratio (per 100 million passenger-km) 4x greater for cars than buses (4.1, 95% CI [3.5,4.9])

- **Population:** Adults in Charlotte, NC
- **Intervention:** Survey data after (March 2008–July 2008) completion of a light rail system
- **Comparison:** Survey data before (July 2006–February of 2007) completion of a light rail system
- **Outcomes:** BMI, obesity, and physical activity levels

Causality



- Surveved households
- South Boulevard
- Interstate 77
- South Corridor Light Rail
- 1-mile census tracts

The use of light rail transit to commute to work ($\geq 1x/wk$) was associated with:

TABLE 3

Effects of using LRT on changes in BMI and physical activity

	Estimate	95% CI	p-value
BMI (change T2-T1)	B -1.18	-2.22, -0.13	0.015
Obesity (change T2-T1)	OR 0.19	0.04, 0.92	0.039
Met walking physical activity (change T2-T1)	1.36	0.39, 4.73	0.48
Met vigorous physical activity (change T2-T1)	3.32	0.81, 13.63	0.094

Controlling for baseline plans to use LRT (=1) and race (black=1).

B, linear coefficient; LRT, light rapid transit

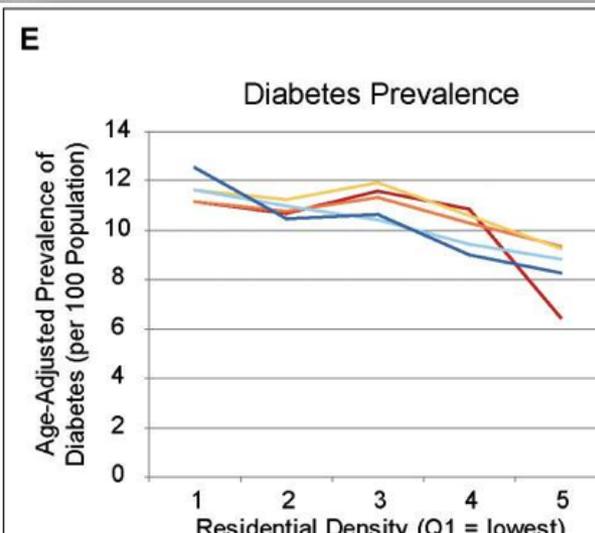
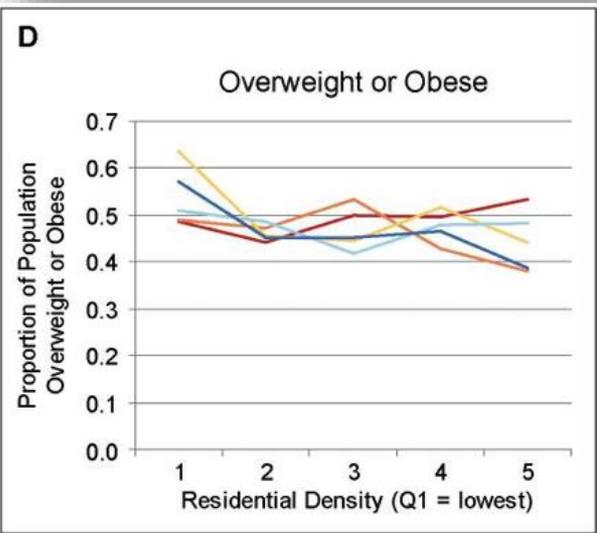
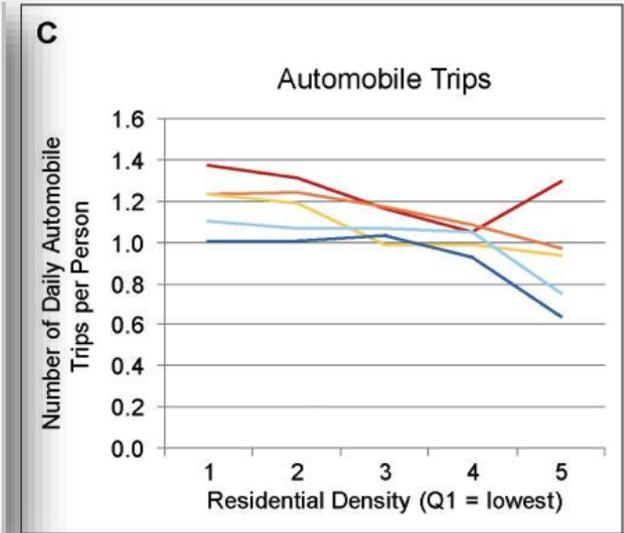
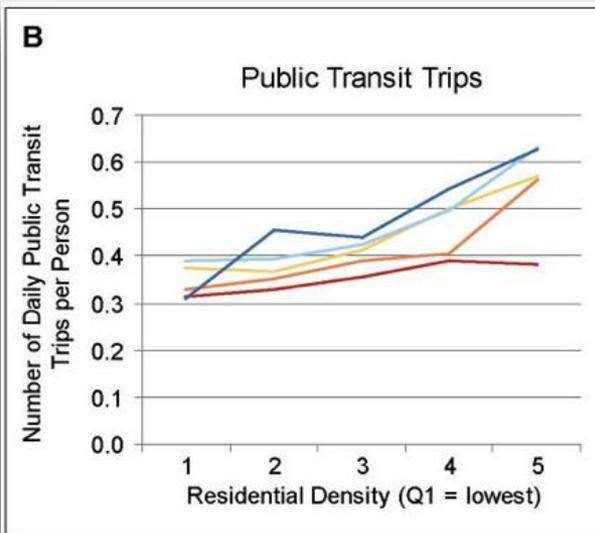
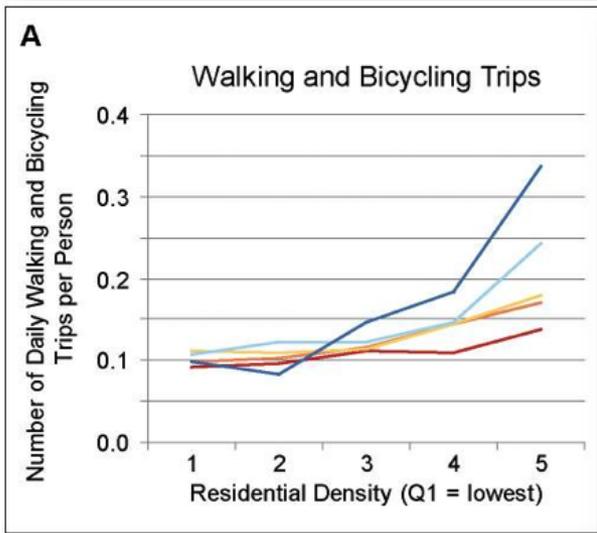
retail/service destinations, incl. public recreation centers & schools, <800 m from the residentially-weighted centroid



- **Population:** Residents of Toronto, Ontario, in 2011
- **Intervention:** Individuals living in high-density, “walkable” areas
- **Comparison:** Individuals in less dense, less “walkable” areas
- **Outcome:** Overweight, obesity, and diabetes

‘High’ if highest 2 quintiles

‘Low’ if lowest 2 quintiles



Legend

Availability of Walkable Destinations

- Q1 (lowest)
- Q2
- Q3
- Q4
- Q5 (highest)



- **Population:** Adults aged 30-64 in 8777 neighborhoods in Southern Ontario cities (London, Ottawa, Toronto, Hamilton), 2001-2012
- **Intervention:** High-walkability neighborhoods (higher quintiles derived from a validated index)
- **Comparison:** Low-walkability neighborhoods (lower quintiles)
- **Outcome(s):** Overweight, obesity, and diabetes

Figure 1. Adjusted Prevalence of Overweight and Obesity Among Adults Aged 30 to 64 Years and Living in Urban Areas, by Walkability Quintile, 2001-2012

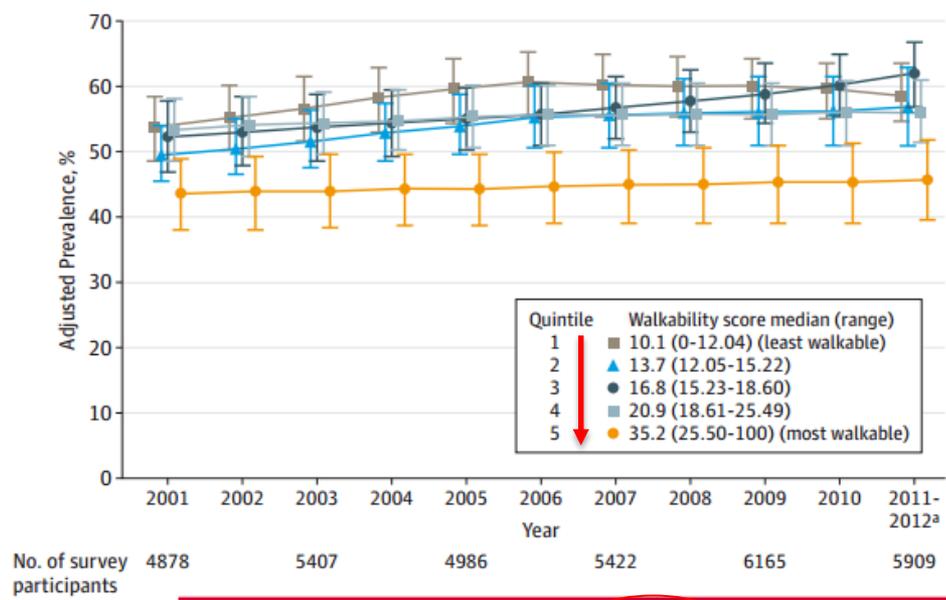


Figure 2. Adjusted Neighborhood-Level Diabetes Incidence Among an Urban Population Aged 30 to 64 Years, by Walkability Quintile, Fiscal Year 2001-2012

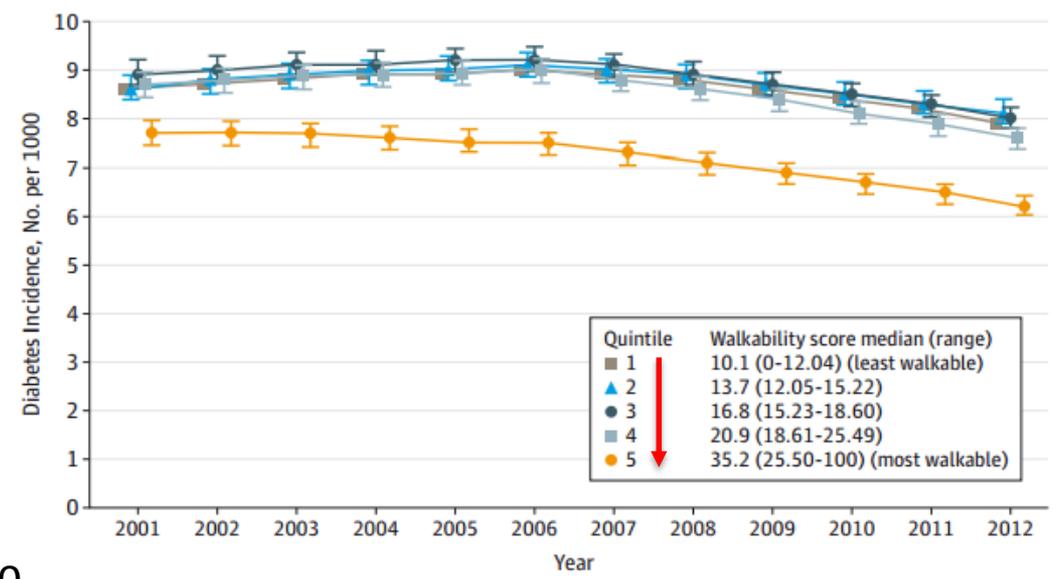
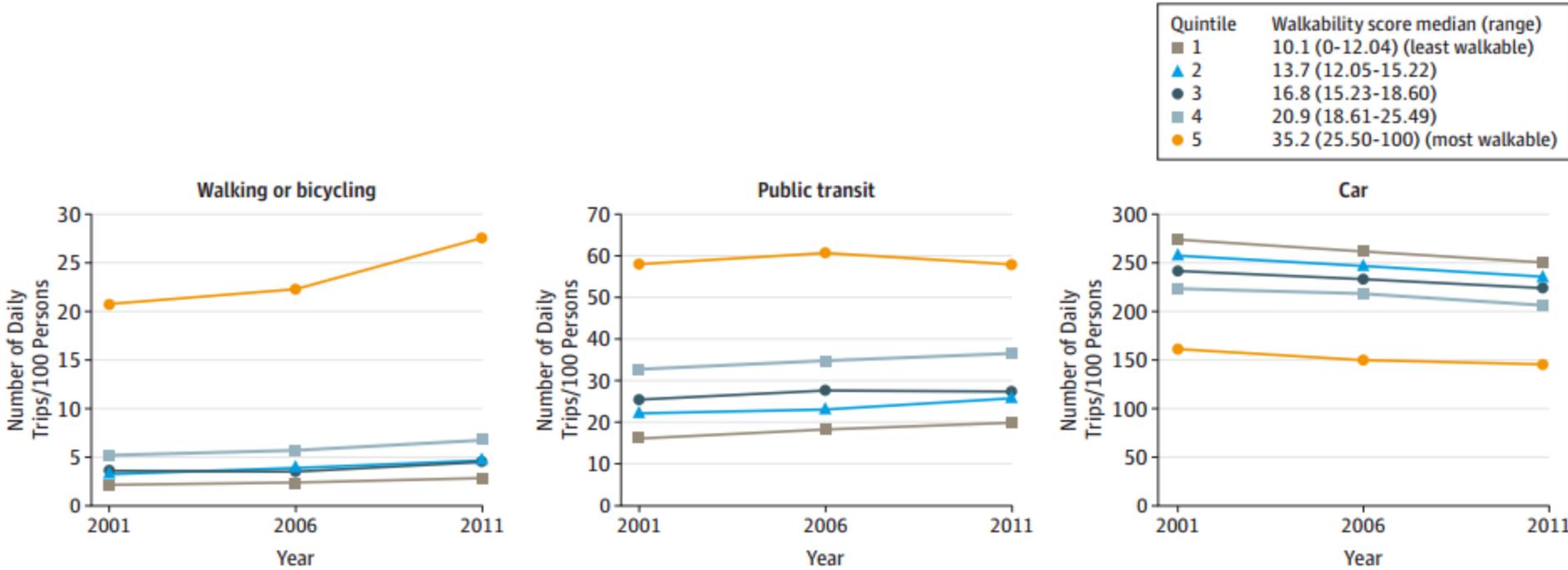
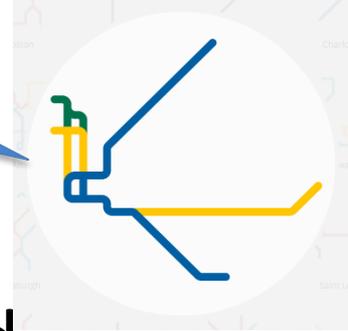


Figure 3. Mode of Transportation Among Adults Aged 30 to 64 Years and Living in Urban Areas, by Walkability Quintile, 2001-2011



Data sources include Transportation Tomorrow Survey (TTS) conducted in 2001, 2006, and 2011 (n = 128 420 households per cycle) in Toronto, Hamilton, and surrounding communities. Age-group-specific rates were based on all eligible TTS participants in a given quintile and weighted with TTS survey weights. Tests of

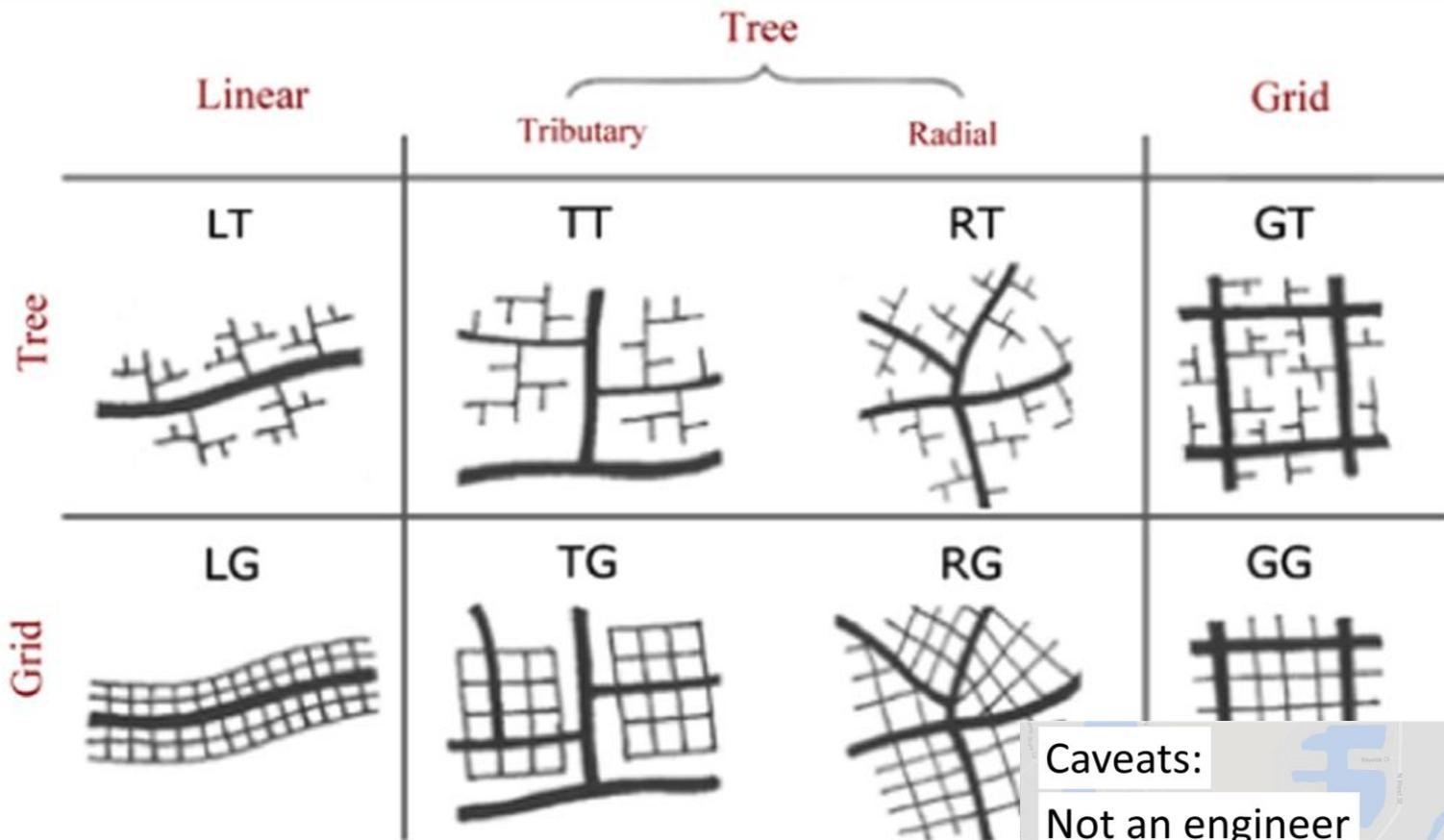
trends over time; $P < .001$ for increases in walking or cycling (quintiles 1, 2, 4, and 5) and public transit (quintiles 1, 2, and 4); $P < .001$ for decreases in driving in all quintiles. Quintile 5 vs quintile 1 difference in walking or cycling: 19 per 100 persons (95% CI, 17-20) in 2001 and 25 per 100 (95% CI, 24-26) in 2011.



- **Population:** Residents of 24 medium-sized California cities (30-100k)
- **Intervention:** High intersection density, high street connectivity, grid-like street networks
- **Comparison:** Lower intersection-density, lower connectivity, tree-like street networks (example: cul-de-sacs)
- **Outcome:** Rates of obesity, diabetes, hypertension, heart disease, and asthma

Major Street Network

Minor Street Network



Caveats:

Not an engineer

Not an economist

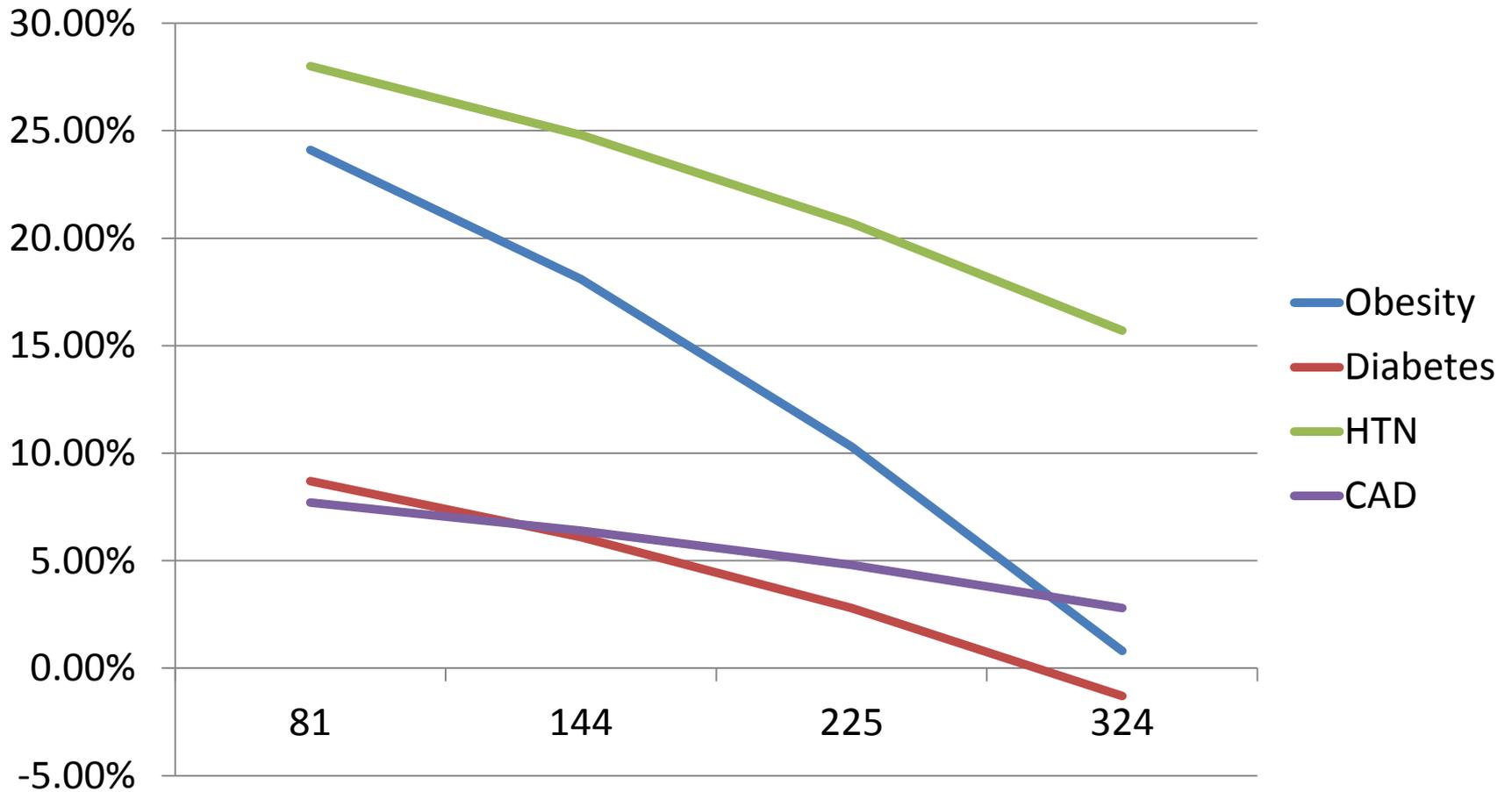
Not a psychologist

I do live in the suburbs

I do treat people with diabetes

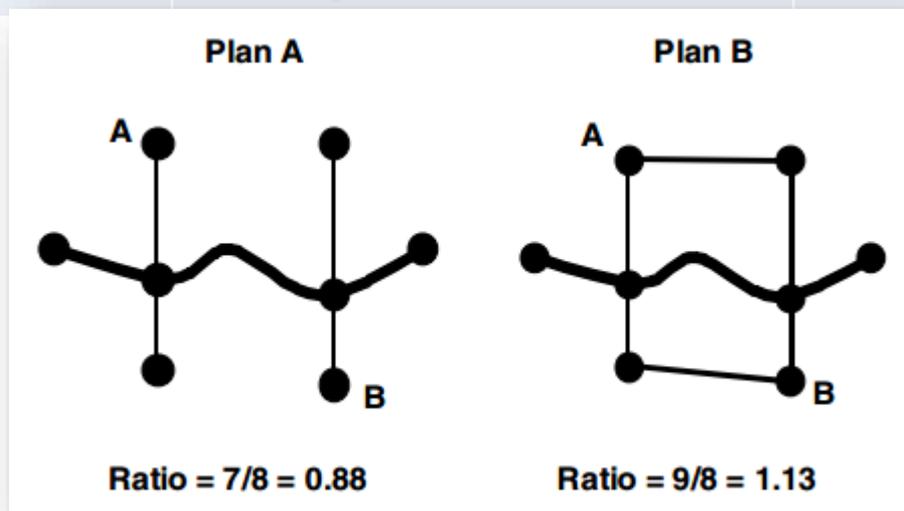
I do spend money

Expected change in health outcomes by the regression model: Intersection density



Results: Expected change in health outcomes by the regression model

Link to Node Ratio (block group level)	Obesity	CAD
1.50	18.3%	6.5%
1.75	17.5%	6.3%
2.00	16.8%	6.1%
2.25	16.0%	5.9%

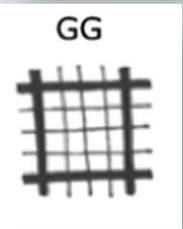
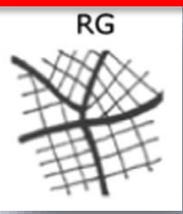


Journal of Transport & Health, Marshall, W.E., et al., (2014),

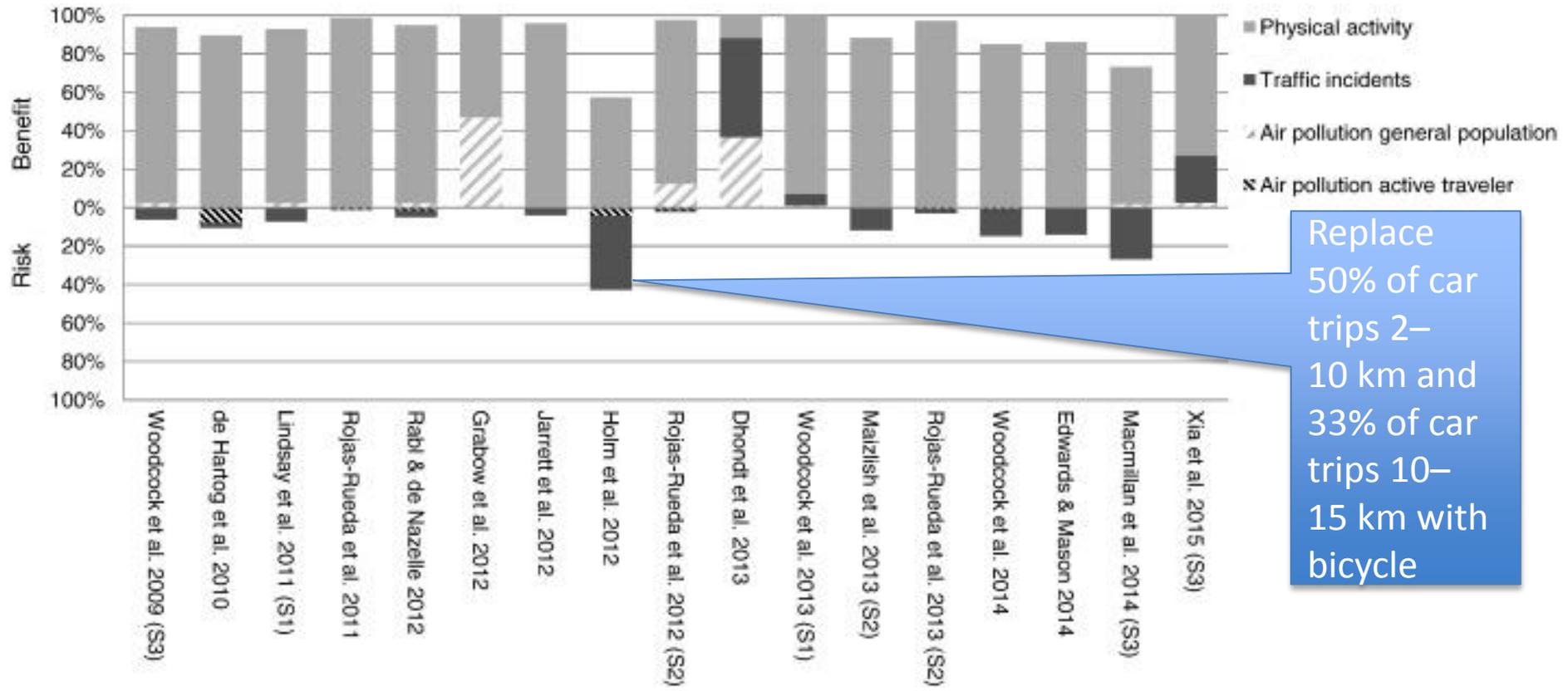
<http://dx.doi.org/10.1016/j.jth.2014.06.002>, accessed 2/16/17

<http://reconnectingamerica.org/assets/Uploads/TRB2004-001550.pdf>, accessed 10/13/14

Results: Expected change in health outcomes by the regression model

Street Configuration as typically built (block group level)	Obesity	HTN	CAD
 <p>TT</p>	18.2%	24.5%	6.0%
 <p>GG</p>	15.5%	22.0%	5.6%
 <p>RG</p>	23.9%	22.0%	5.8%

- **Population:** 30 prospective or retrospective studies quantitative studies of a public policy intervention
- **Intervention:** Active transport
- **Comparison:** Motorized transport
- **Outcome:** Environmental and/or health effects



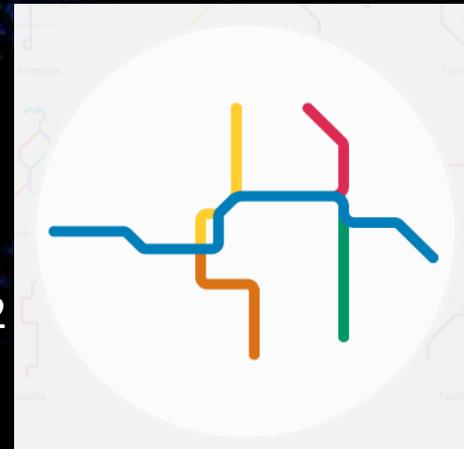


By 2040: \$605 million pedestrian/cycling investment locally

Health care cost savings:

- \$594 million
- Value in lives saved: \$7 to \$12 billion
- Benefit-cost ratio ~3:1

1 QALY =
\$50,000



J Phys Act and Health 2011, PMID: 21350262

<http://pdovak.com/mini-metro-maps/>,

accessed 2/16/17

Conclusion

- The transition away from car-based transportation and its attendant city design and toward more concentrated, active transport-oriented city design is associated with clear improvements in health and decreased health care expenditures
- The effect size tends to be small, but interventions are very cost-effective

Questions?

- doublearrowmetabolism@gmail.com
- HealthICT.org



Trends, Change and Long-range Plans

Example of the

Community Investments Plan 2015-2035

The new comprehensive plan for Wichita-Sedgwick County to guide future growth, development and infrastructure investment decisions.

Dave Barber

Advanced Plans Manager

Wichita-Sedgwick County MAPD

WAMPO Policy Body Presentation

June 14, 2016



Impact of Community Trends & Change ...

“The future isn’t what it use to be” Yogi Berra

- We are in a new era of fiscal/economic uncertainty, combined with social change and demographic shifts.
- Uncertainty & change shapes and impacts the future of our communities.
- Long-range community plans represent a proactive response to an uncertain future – a tool to help create the future our community desires.



Some Important Community Trends & Changes - *from Community Investments Plan 2015-2035...*

Fiscal/economic

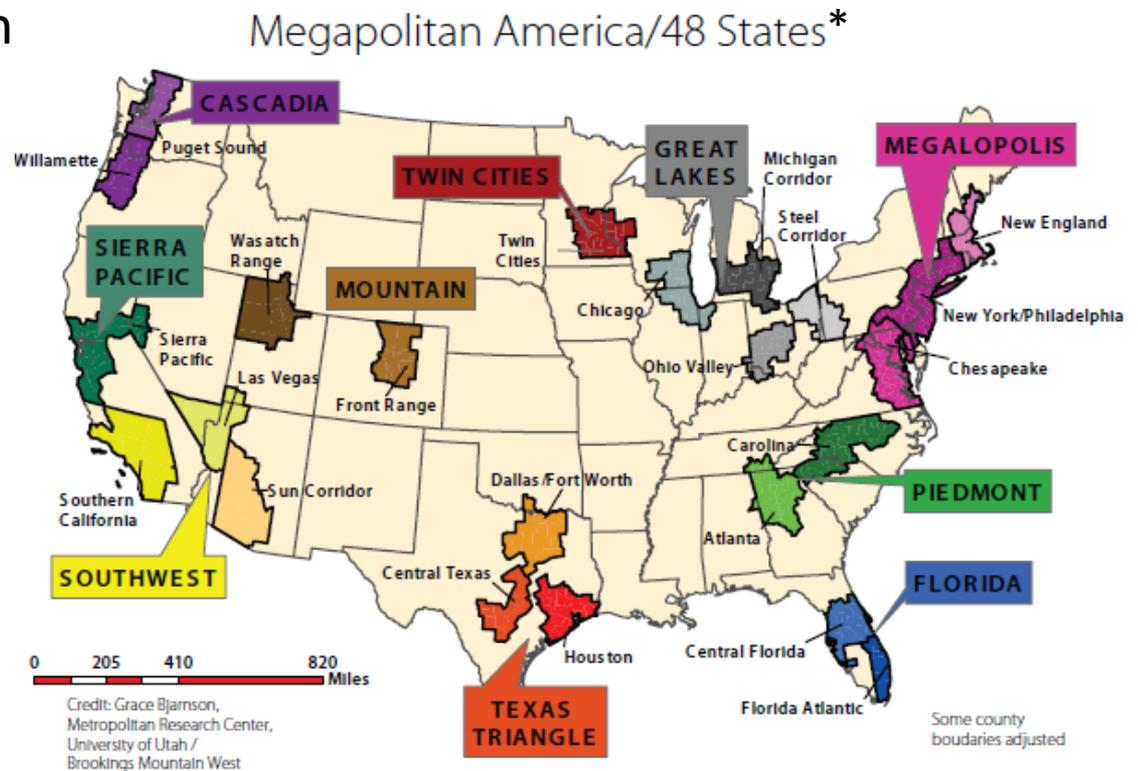
- Diminishing state and federal funding.
- Growing structural imbalance (gap) between slowing city/county revenues and rising costs of maintaining our existing public assets.
- Rising fuel/energy prices increase capital, operational and maintenance costs.
- Future growth/development revenues do not cover long-term cost liabilities of our public infrastructure.
- Modest current countywide annual job growth rate (**0.70%**).



Some Important Community Trends & Changes - from *Community Investments Plan 2015-2035*...

Fiscal/economic

- New era of globalization and competition with other communities and regions.



*The 10 megapolitan clusters by 2040, Lang & Nelson, revised 2011



Some Important Community Trends & Changes - *from Community Investments Plan 2015-2035...*

Fiscal/economic

- How will these and other important fiscal/economic trends and changes influence:
 - Future public and private sector investment decisions in our community?
 - Future levels of public spending in our community?



Some Important Community Trends & Changes - *from Community Investments Plan 2015-2035...*

Social/demographic

- Our population is aging. By 2030, **one in five** will be 65 or older.
- By 2025, **half** of households will be single-person households.
(Wichita currently at 31%)
- By 2030, roughly **80%** of households will have no children.
(Wichita currently at 69%)
- Between 2000-07, Wichita experienced a **2.6% net loss** of young adults (25-40 yrs.).
- Sedgwick County total annual population growth rate has averaged **0.83%**.



Some Important Community Trends & Changes - *from Community Investments Plan 2015-2035...*

Social/demographic

- **How will these and other important social/demographic trends and changes influence:**
 - **Future housing market demand, choices and location?**
 - **Future transportation and accessibility needs?**
 - **Future public infrastructure spending decisions and private sector development investment?**



Some Important Community Trends & Changes - *from Community Investments Plan 2015-2035...*

Public infrastructure assessment *(in 2012)*

- Almost **38%** of Wichita assets and **11%** of County assets were rated as 'fair/deficient' in terms of overall condition.
- **48%** of Wichita's streets fell below national benchmark standards.
- By 2020, Wichita may need to spend up to **\$150M** for new wastewater treatment facility upgrades.
- **33%** of Wichita's sewer pipes are over 50 years old, needing replacement in the next 20 years.
- **\$9.5B** gap over the next 20 years between forecasted revenues and the total cost of proposed capital project needs & wants.



Some Important Community Trends & Changes - *from Community Investments Plan 2015-2035...*

Public infrastructure assessment

- **How will the condition/needs of our public infrastructure influence:
 - **Future public infrastructure spending priorities and decisions?****



Responding to Community Trends & Change ...

- *“No information – no inspiration.”* Good data drives good planning and good decision-making.
- Assessing the impacts of trends and change enables the development of appropriate, effective long-range community plans – to help create the future we want for our community.
- A systematic, ongoing plan monitoring approach is key to keeping long-range community plans current and relevant – allows for “course corrections”, reducing the need for a major plan “re-write” later on.



The Community Investments Plan Approach ...

- The *Community Investments Plan 2015-2035* is a high-level policy document intended to guide:
 - **Public spending decisions on future capital projects;**
 - **Future community growth & development.**

- Plan will be systematically reviewed and evaluated by staff and the planning commission.

- Appropriate plan updates will be based in part on available community trend/change data associated with selected key indicators of *plan performance/relevancy*.



Monitoring Change Examples -

PGPP #1. *Support an Innovative, Vibrant and Diverse Economy.*

■ *Plan Performance/Relevancy Indicators*

County-wide Job Growth Change Data by Year (CEDBR) -

- # of high-tech jobs
- # of high-tech start-ups
- # of retail commercial start-ups
- # of service sector jobs

County, Wichita and MSA Workforce Change Data by Year (ACS) -

- % change in 25-40 age cohort
- Annual unemployment rate (%)
- Annual household median income (\$)



Wichita National Citizens Survey Data (every two years) -

- Overall rating of Wichita as a place to work (%)



Monitoring Change Examples -

PGPP #2. *Invest in the Quality of Our Community Life.*

■ *Plan Performance/Relevancy Indicators*



Wichita National Citizens Survey Data (every two years) -

- Overall rating of Wichita for:
 - Quality of life
 - Place to live
 - Ease of travel
 - Traffic flow
 - Recreational opportunities
 - Cultural/arts opportunities
 - Feeling of safety
 - Community economic health
 - Air quality



Monitoring Change Examples -

PGPP #3. *Take Better Care of What We Already Have.*

Overall Public Spending Priorities in Community Investments Plan:

- 1st - Take better care of what we already have
- 2nd - Make enhancements to what we currently have
- 3rd - Expand our current system of assets

- *Plan Performance/Relevancy Indicators*



% of Proposed 2016-2025 Total CIP Expenditures by Infrastructure Category and Overall Spending Priority Areas

<i>Infrastructure Category</i>	Total			
	CIP Funds	1st Priority	2nd Priority	3rd Priority
Transportation	%	%	%	%
Water, Sewer, Stormwater	%	%	%	%
Arts, Culture, Recreation	%	%	%	%
Public Safety	%	%	%	%
Other	%	%	%	%
Total Spending	100%	%	%	%



Monitoring Change Examples -

PGPP #3. *Take Better Care of What We Already Have.*

■ *Plan Performance/Relevancy Indicators - Public Safety Assets*



Building Condition Change Data by Year -

- Building asset value (*\$ million*)
- Average building remaining service life (*sq. footage yrs.*)
- Buildings with no remaining service life (*sq. footage*)



Building Condition Change Data by Year -

- Aggregated average building roof useful remaining life (*scale 1-100*)
- Aggregated average building HVAC useful life remaining (*scale 1-100*)



Monitoring Change Examples -

PGPP #3. *Take Better Care of What We Already Have.*

■ *Plan Performance/Relevancy Indicators - Transportation Assets*



Street Condition Change Data by Year -

- Paved road network service value (*\$ million*)
- Paved road network remaining service life (*lane mile yrs.*)
- Paved road lane miles with no remaining service life (*lane miles*)



Bridge Condition Change Data by Year -

- Bridge network service value (*\$ million*)
- Bridge network remaining service life (*lane mile yrs.*)
- Bridge network remaining service life (*lane miles*)



Wichita National Citizens Survey Data (every two years) -

- Rating of Wichita's street conditions (%)



Monitoring Change Examples -

PGPP #3. *Take Better Care of What We Already Have.*

■ *Plan Performance/Relevancy Indicators - Transportation Assets*



Road Condition Change Data by Year -

- % of paved lane miles receiving preventative maintenance
- % of all lane miles with permanent pavement
- % of all lane miles with temporary pavement



Bridge Condition Change Data by Year -

- Bridge average sufficiency rating (*scale of 0 to 100*)
- % of bridge inventory with sufficiency rating below 50
- # of bridges requiring special inspections



Monitoring Change Examples -

PGPP #3. *Take Better Care of What We Already Have.*

■ *Plan Performance/Relevancy Indicators - Water & Sewer Assets*



Water Line Condition Change Data by Year -

- Line network service value (*\$ millions*)
- Line network remaining service life (*pipe inches/feet yrs.*)
- Main network service value (*\$ millions*)
- Main network with no remaining service life (*pipe inches/feet*)



Sewer Treatment Facility Change Data by Year -

- Wastewater treatment plants asset value (*\$ million*)
- Wastewater treatment plants capacity (*million gallons/day years*)



Monitoring Change Examples -

PGPP #3. *Take Better Care of What We Already Have.*

■ *Plan Performance/Relevancy Indicators - Stormwater Assets*



Wichita National Citizens Survey Data (every two years) -

- Rating of Wichita storm drainage services (%)



Flooding Mitigation Change Data by Year -

- # of homes and businesses in the 100 year floodplain



Monitoring Change Examples -

PGPP #3. *Take Better Care of What We Already Have.*

■ *Plan Performance/Relevancy Indicators - Arts/Culture, Recreation Assets*



Building Condition Change Data by Year -

- Building asset value (*\$ million*)
- Average building remaining service life (*sq. footage yrs.*)
- Buildings with no remaining service life (*sq. footage*)



Wichita National Citizens Survey Data (every two years) -

- Overall rating of Wichita for:
 - Wichita Art Museum; City Arts, Cowtown, Century II; etc.
 - City parks; recreation centers; Botanica; golf courses; etc.



Monitoring Change Examples -

PGPP #3. *Take Better Care of What We Already Have.*

■ *Plan Performance/Relevancy Indicators - Arts/Culture Assets*



Building Condition Change Data by Year -

- Aggregated average building roof useful remaining life (*scale 1-100*)
- Aggregated average building HVAC useful life remaining (*scale 1-100*)



Monitoring Change Examples -

PGPP #4. *Make Strategic, Value-added Investment Decisions.*

■ *Plan Performance/Relevancy Indicators*



Wichita National Citizens Survey Data (every two years) -

- Overall rating of Wichita for:
 - Value of services for the taxes paid
 - Direction that the Wichita City government is taking
 - Wichita City government acting in the best interest of the community
 - Quality of the built environment (includes overall design, buildings, parks and transportation systems)



Monitoring Change Examples -

PGPP #5. Provide for Balanced Growth but with Added Focus on Our Established Neighborhoods.

- *Plan Performance/Relevancy Indicators*

- County-wide, Wichita and Established Central Area - Job Growth Change Data by Year (ACS) -**

- # of people & % growth rate

- County-wide, Wichita and Established Central Area - New Dwelling Unit Change Data by Year (County Appraiser's Office) -**

- # of new dwelling units

- County-wide, Wichita and Established Central Area - Net New Commercial Growth Change Data by Year (County Appraiser's Office) -**

- Net new commercial square footage (*sq. footage/yr.*)



Monitoring Change Examples -

PGPP #5. *Provide for Balanced Growth but with Added Focus on Our Established Neighborhoods.*

- Plan Performance/Relevancy Indicators



% of Proposed 2016-2025 Total CIP Expenditures Within Wichita's Established Central Area (ECA)

<i>Infrastructure Category</i>	Total CIP Funds	Project Funding Within ECA
Transportation	%	%
Water, Sewer, Stormwater	%	%
Arts, Culture, Recreation	%	%
Public Safety	%	%
Other	%	%
Total Spending	100%	%

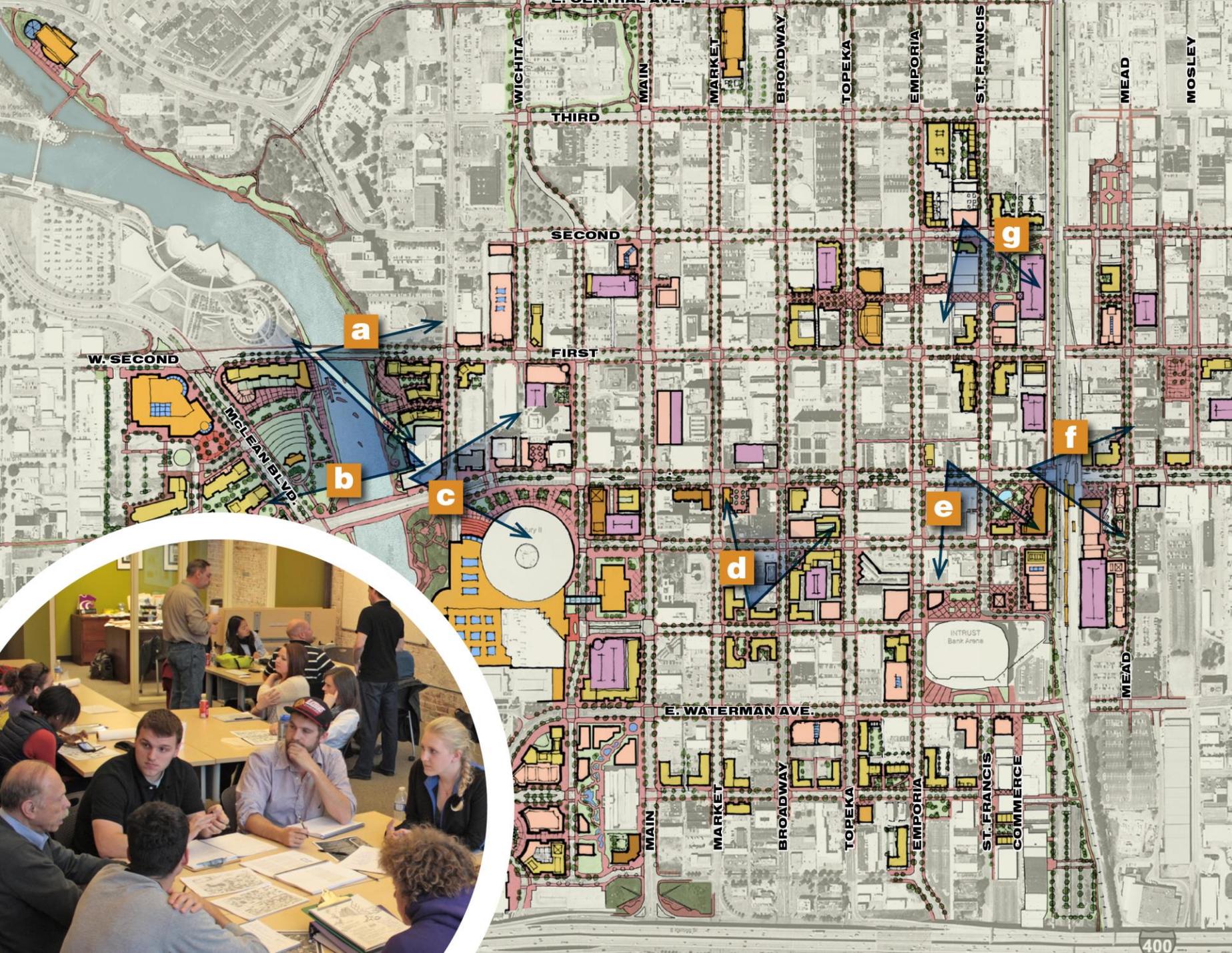


Comments & Questions?

Downtown Wichita

Importance of our urban center to the region





Built on Market Economics

Housing

Retail

Hotel/Commercial



Development Projects



60

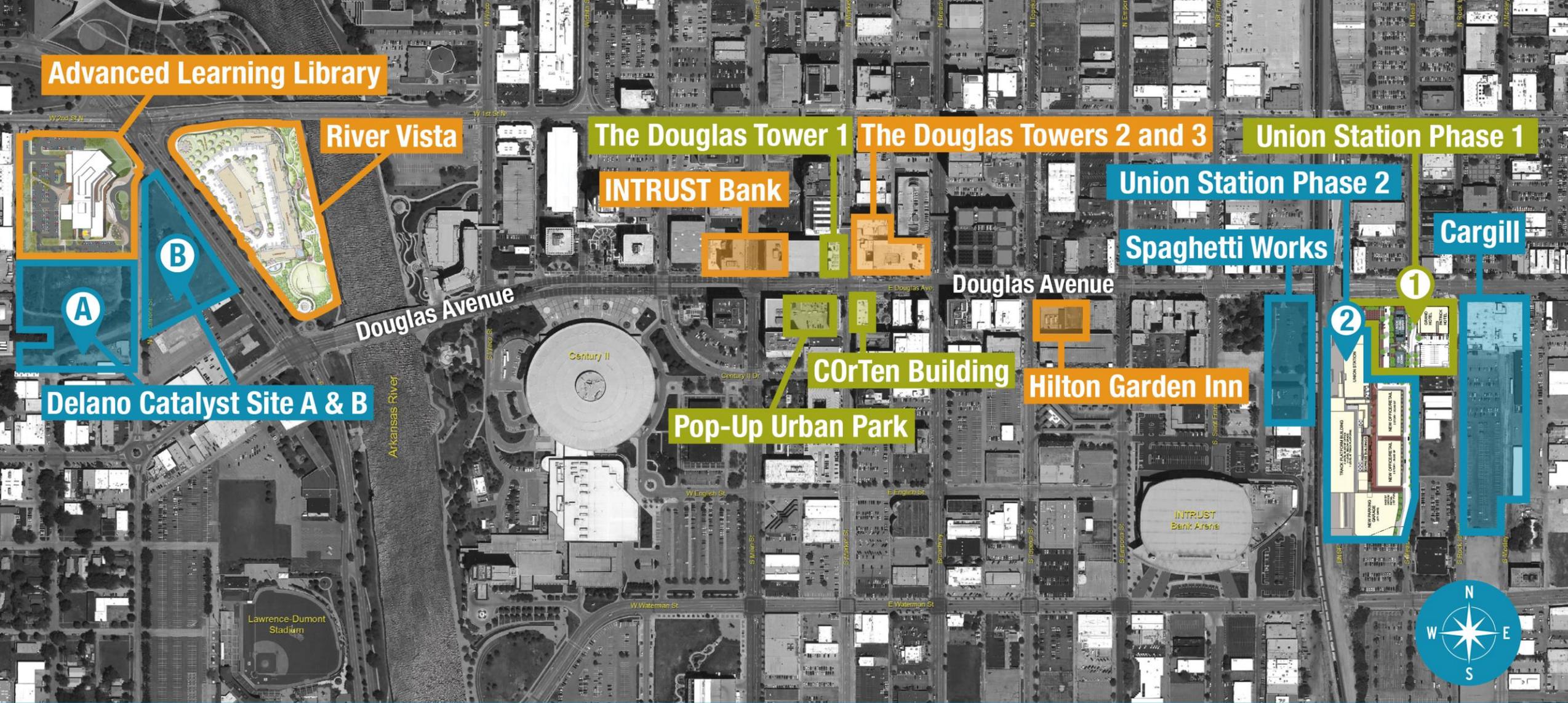
COMPLETED
PROJECTS

12

UNDER
CONSTRUCTION
PROJECTS

12

PLANNED
PROJECTS



Advanced Learning Library

River Vista

The Douglas Tower 1

The Douglas Towers 2 and 3

Union Station Phase 1

INTRUST Bank

Union Station Phase 2

Spaghetti Works

Cargill

Delano Catalyst Site A & B

Pop-Up Urban Park

COrTen Building

Hilton Garden Inn

Douglas Avenue

Douglas Avenue

INTRUST Bank Arena

Lawrence-Dumont Stadium

Douglas Ave. Development

Approximately \$280 million in investment





Greater Wichita
Partnership

Grow Primary **Jobs**

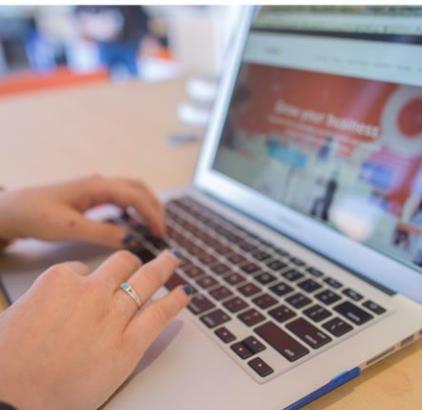
Diversification through **Entrepreneurship**

Educational Attainment and **Workforce** Development

Internal and External **Perceptions**

Recruit and Retain **Talent**

▶ **Downtown** Vitality



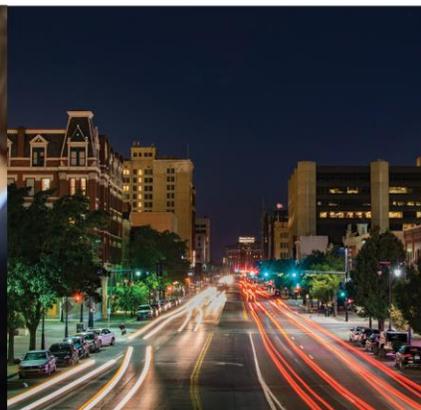
▶ Workforce



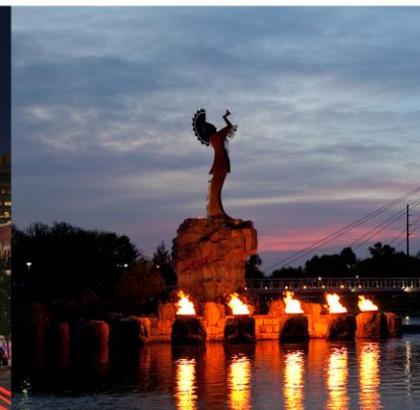
▶ Talent



▶ Jobs



▶ Downtown



▶ Perceptions



▶ Entrepreneurship



1,200 miles

500 miles

750 miles

Seattle

Boston

San Francisco

Denver

Chicago

New York

Los Angeles

Kansas
Wichita

Kansas City

Dallas

Houston

Based off population, Wichita is the

48th

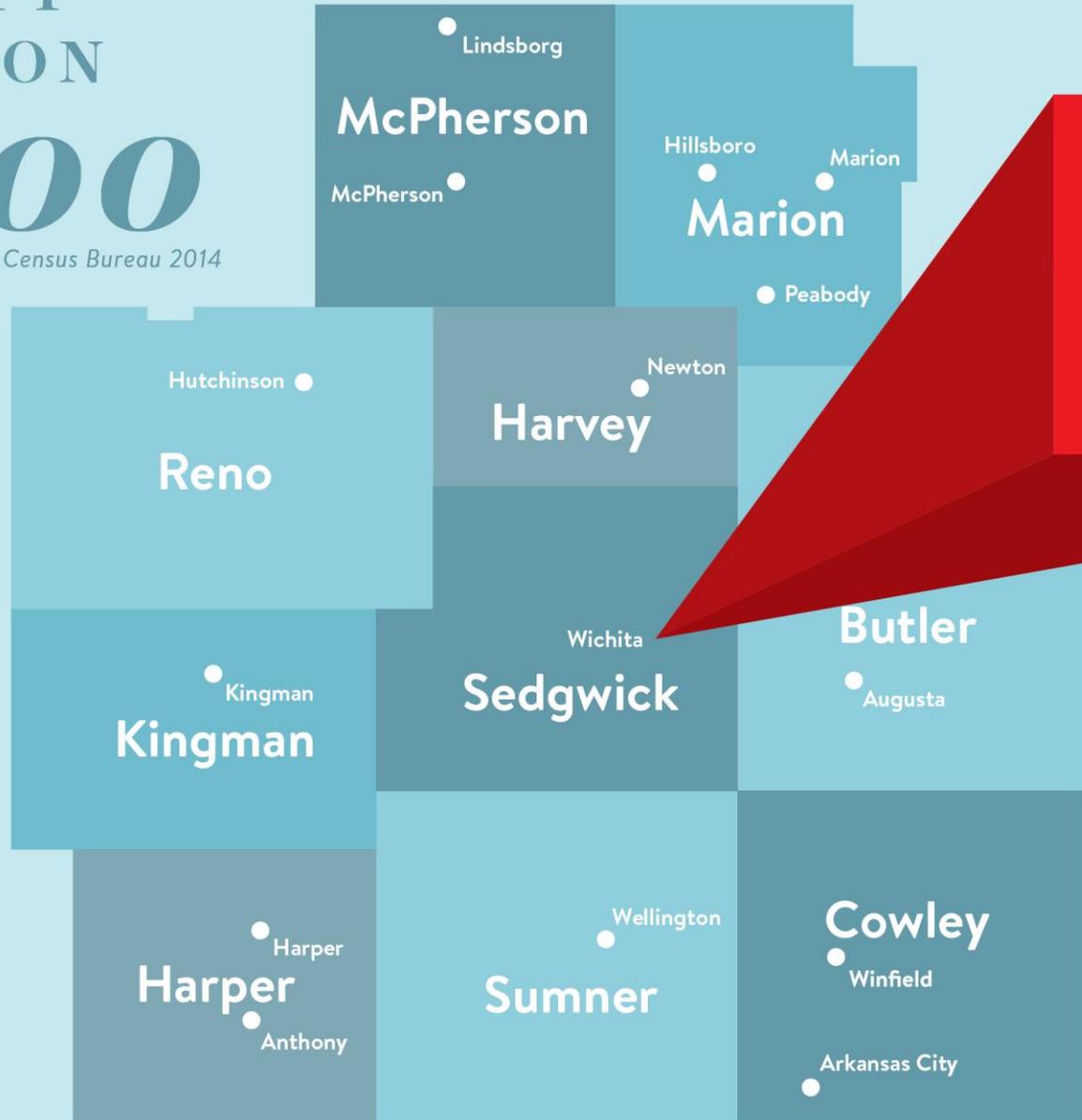
Largest U.S. City

Larger than New Orleans, Cleveland, Arlington, Tampa

10-COUNTY
POPULATION

788,100

Census Bureau 2014



Downtown
Wichita



South-central
Kansas



BREG
Blueprint for Regional Economic Growth
South Central Kansas

Economic Development

20th century model

Public sector leadership

Shotgun recruitment strategy

Low cost positioning

Cheap labor

Key infrastructure = **roads**

Focus on what you **don't** have

Driven by **transactions**

21st century model

Public/private partnerships

Laser recruitment strategy

High value positioning

Highly trained talent

Key infrastructure = **education**

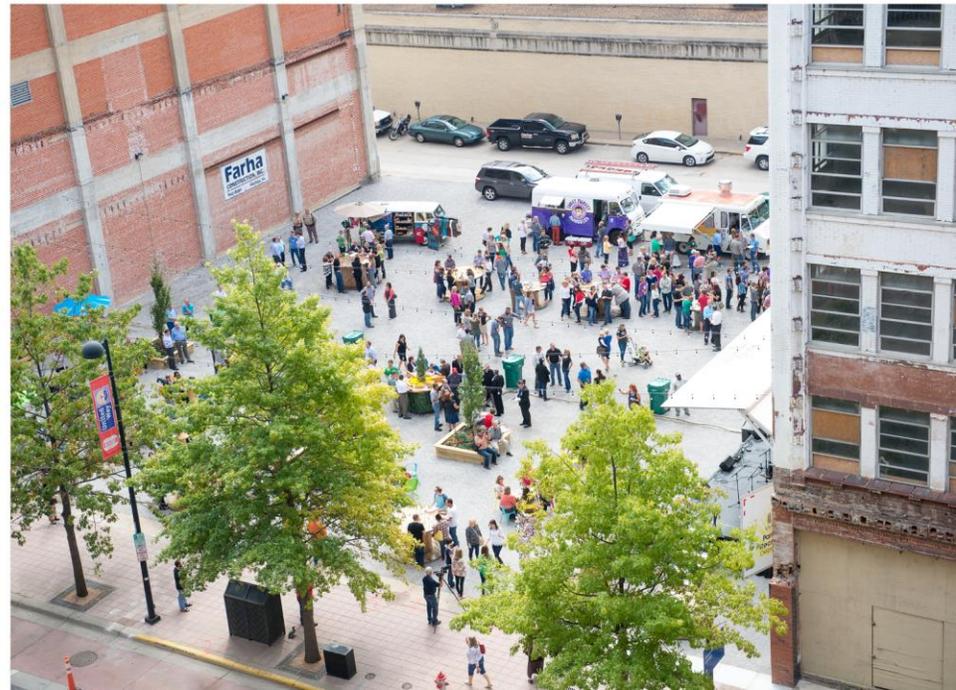
Focus on what you **do** have

Driven by an **overall vision**

Talent Attraction & Recruitment



Walkable & Bikeable Urban Streetscape





National Trend Companies are moving to downtowns

Source: "Core Values - Why American Companies are Moving Downtown"
Smart Growth America in partnership with Cushman Wakefield and George Washington Center for Real Estate and Urban Analysis

Motivations

- Attract and retain talent
- Create dynamic company culture
- Increased opportunity for collaboration
- Closer to customers, partners/centralized location
- Use their sizable investing power to support a city's renaissance

Source: "Core Values - Why American Companies are Moving Downtown"

Smart Growth America in partnership with Cushman Wakefield and George Washington Center for Real Estate and Urban Analysis

Cargill Headquarters



A scenic view of downtown Wichita at dusk. In the foreground, a large stone sculpture of a Native American figure stands on a rock formation. The base of the sculpture is illuminated by several bright, glowing fires. In the background, a modern cable-stayed bridge spans across the scene. The sky is a mix of deep blue and purple, with some clouds. The overall atmosphere is serene and urban.

Downtown Wichita

Importance of our urban center to the region

National Trends

- 50% of households in 1950 had children
- 25% of households today have children
- 14% of households over the next 20 years will have children

Income Property Market Share

1992-2000

27%

Walkable Urban

73%

Drivable suburban

2001-2008

39%

Walkable Urban

61%

Drivable suburban

2009-Present

46%

Walkable Urban

54%

Drivable suburban

A graphic featuring a white silhouette of a city skyline with a bridge, set against a blue background. Below the skyline is a yellow oval containing the text "Urban Center Neighborhoods" in white. The entire graphic is centered over a blue-tinted photograph of a city street with cars and buildings.

Urban Center Neighborhoods



Urban Center

Neighborhoods

Suburban Growth

Urban Center

Neighborhoods

Suburban Growth

Leapfrog Developments

Increased Tax Revenue Per Acre

Urban centers produce
12x more tax revenue

Walkable neighborhoods
produce 6x more
tax revenue



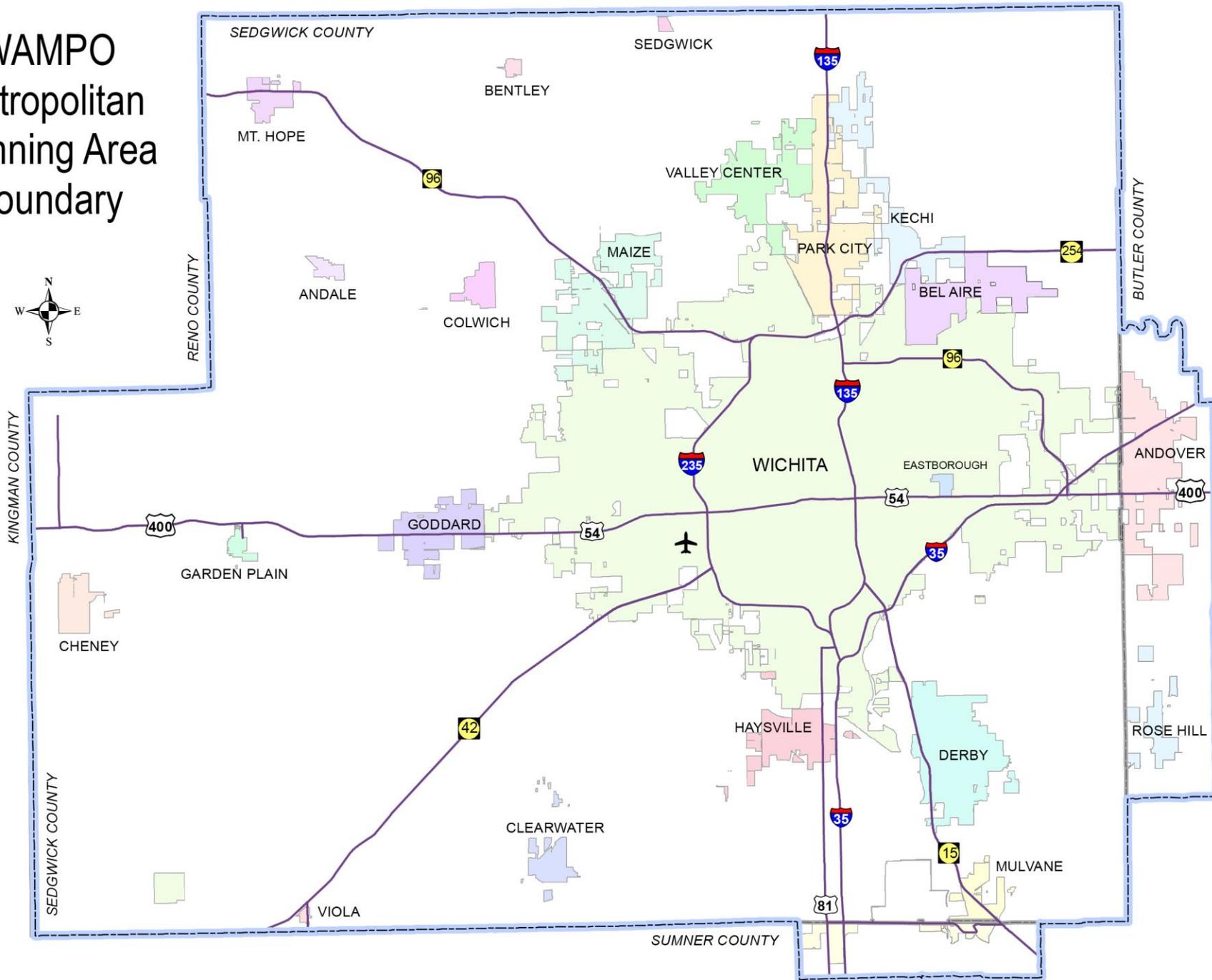
Source: George Washington Center for Real Estate and Urban Analysis



Cost of Infrastructure Long-term Life Cycle Competitiveness



WAMPO Metropolitan Planning Area Boundary



Downtown Wichita

Importance of our urban center to the region





Jason Gregory

Wichita Downtown Development Corporation

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316.264.6005 | jason@downtownwichita.org



@DowntownWichita #DowntownWichita

Text "DTWICHITA" to 228-28 to join the Downtown Wichita email list



WICHITA STATE
UNIVERSITY

Wichita Area Metropolitan Planning Organization

September 13, 2016

Today

- Update on WSU's approach to education and state development
- Looking at a different model of economic development based in basic market concepts

Economic Development

Economic development is the expansion of capacities that contribute to the advancement of society through the realization of individual, firm and community potential.

The three goals of economic development:

1. Net, broad-based job creation
2. Private sector wealth creation across large segments of the population
3. Increased global competitiveness for businesses in one or more economic sector(s)

Current Thinking on Economic Development

- Based in market and land use economics
- Focuses on competitiveness of an area such as a city or region
- Public policy and investment aimed at market competitiveness of clusters of innovation
- Clusters are enterprises of generally like type: aviation, chemicals, etc.
- Goal is to enhance market conditions for enterprises in the cluster

Technology-based Innovation

- Technology clusters are the key drivers: more jobs, more wealth, greater global competitiveness
- All net new jobs at national level are in technology startups—over the course of decades
- WSU focusing on 8 clusters in this region and how to enhance competitiveness

BREG Clusters

- Advanced Manufacturing
- Advanced Materials
- Aerospace
- Agriculture
- Healthcare
- Oil and Gas
- Transportation and Logistics

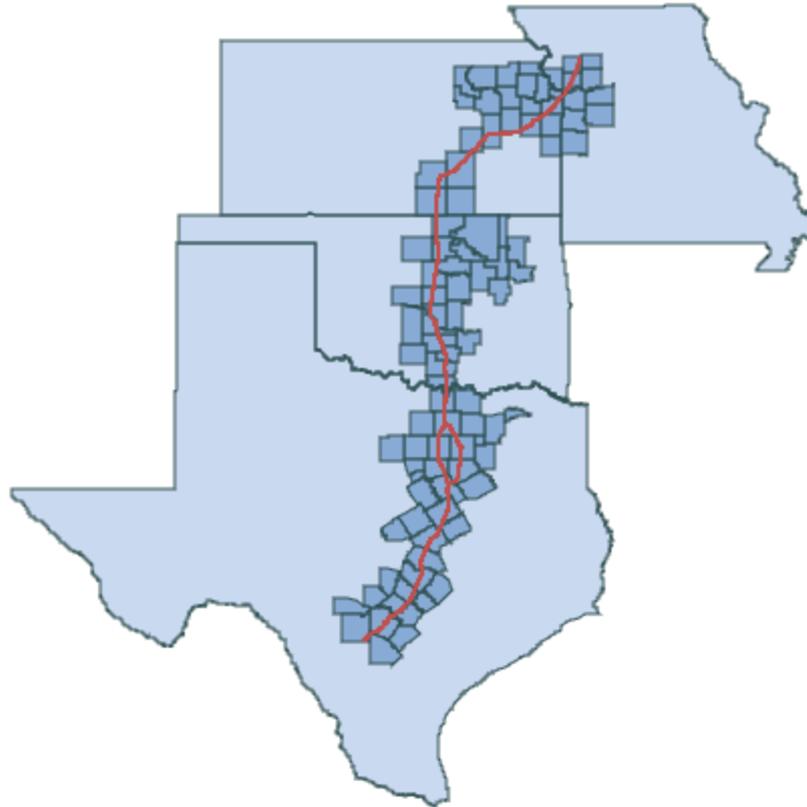
Three Keys to Regional Competitiveness for BREG Clusters

- R&D
- Workforce
- Quality of Life

WSU's Response

- Innovation Campus
- Curriculum Development
- Workforce training and education
- R&D
- Merger with WATC
- Regional student recruitment model tied to dominant trade zone and economic hubs within the zone

I-35 Megalopolis (Emerging)



WSU's response

- New faculty reward system
- Badges
- Market-based tuition for targeted courses
- Athletics and arts adding to quality of life

Current Plan for the Innovation Campus



Key to new models

- Use economic geography, market information, and Market Based Management principles to design economic development models and policies
- Focus on how to make enterprises in clusters more competitive
- Understand that R&D, workforce, and Quality of Life matter

Keys

- Increasingly support supply chain development
- Technology-based enterprises give by far the biggest bang for the buck.
- Recognize that location within the metro area should be based on maximization of market competitiveness.

Wichita's Urban Infill Initiative:

*Background & Context, Trends, Current Progress,
Key Challenges*

Background & Context - Why Urban Infill?

A Key City Place-making Element:

At the Highest Level, Urban Infill is About ...

- Restoring lost vibrancy of place;
- Reversing dis-investment in place;
- Revitalizing, re-creating or enhancing sense of place;
- Maximizing return on public infrastructure investments (capital & operational);
- Attracting new population growth and economic investment to an existing place.

Background & Context - Why Urban Infill?

A Key City Place-making Element:

Increased urban infill activity is good for Wichita ...

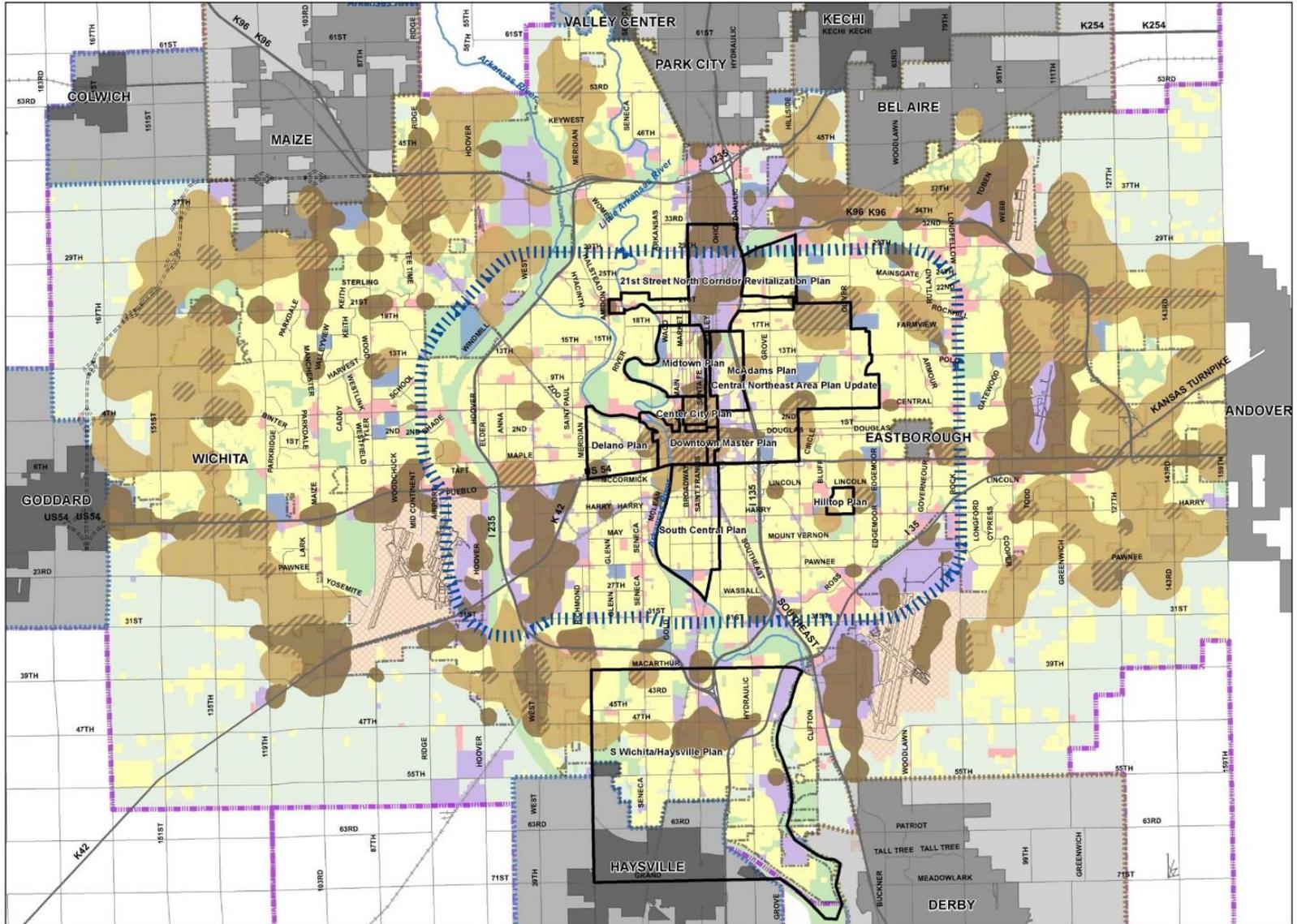
- Helps meet projected future housing market trends;
- Utilizes existing vacant or under-developed properties;
- Increases current property valuations and taxes;
- Utilizes existing public infrastructure, facility & servicing investments;
- Creates a higher ROI when replacing existing aging infrastructure and facilities in the mature, established areas of the City;
- Reduces need (cost) to expand the City's existing system of public infrastructure, facility and service assets.

2035 Wichita Future Growth Concept Map

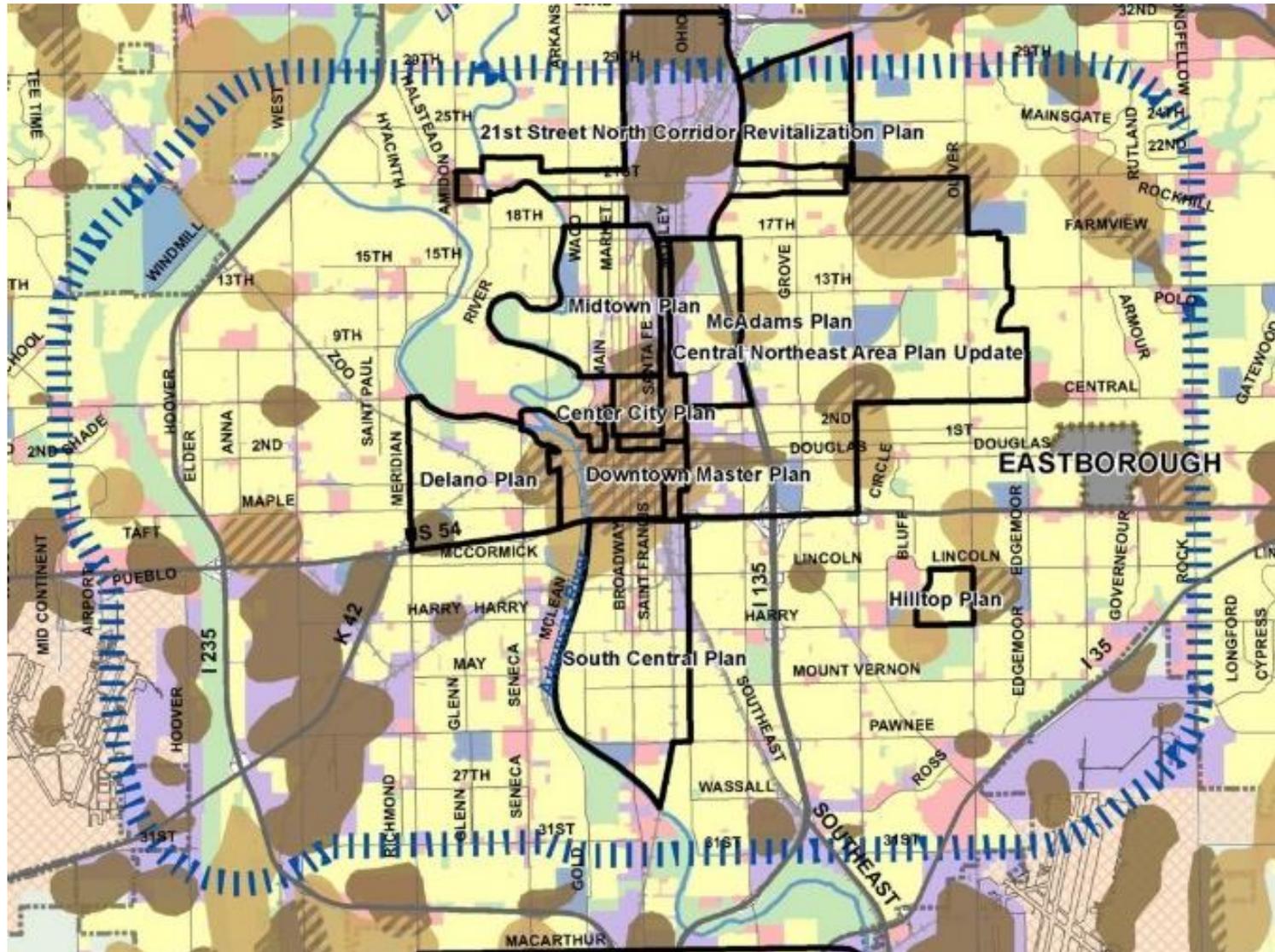


Legend

-  Established Central Area
-  Northwest Bypass Right-of-Way
-  Residential and Employment Mix
-  New Employment
-  New Residential
-  Small City Limits
-  Small City Limits
-  Wichita City Limits
-  Statistical Development Areas
-  Small City Urban Growth Areas
-  Small City Urban Growth Areas
-  Rural Areas
- LAND USE**
-  Residential
-  Commercial
-  Industrial
-  Major Air Transportation & Military
-  Parks and Open Space
-  Agricultural or Vacant
-  Major Institutional
-  Neighborhood/Area Plans



Wichita's Established Central Area - the downtown core and the mature neighborhoods surrounding it in a roughly three mile radius.



Background & Context - Character of Wichita's Urban Infill Area

Historic Development Patterns:

- 70% of Wichita's ECA was developed prior to 1960 ...
 - 22% of area developed between 1910-20** (era of limited auto ownership)

Wichita Annexation, Residential Platting and Development Example by Decade - 1910s



Average Lot Width 25'
Average Parcel Width 42'
Average Lot Depth 140'
Average Parcel Depth 140'
Average Lot Size 3,500 sq. ft.
Average Parcel Size 6,540 sq. ft.
Average Building Front Yard Setback 13.5'
Average Building Sideyard Setback 8.5'
Average Building Street Side Setback 4'
% of Established Central Area annexed in this decade: 22%	

Background & Context - Character of Wichita's Urban Infill Area

Historic Development Patterns:

- 70% of Wichita's ECA was developed prior to 1960 ...
 - 29% of area developed between 1950-60** (era of one-car households)

Wichita Annexation, Residential Platting and Development Example by Decade - 1950s



Background & Context - Character of Wichita's Urban Infill Area

Impact of Historic Development Patterns:

- Limited accommodation of automobiles in original neighborhood layout and design.
- Accessory dwelling units (granny flats) and duplexes are commonly found in Wichita's older neighborhoods. **Prior to 1937, one and two-family dwelling units were permitted in the City's residential zoning district.**
- After 1937, one and two-family distinctions were made in the City's new residential zoning reclassification ... many properties retained a two-dwelling unit option under the post-1937 zoning classification system.
- Net result is a random mix of one and two-family dwelling units plus accessory dwelling units in the older neighborhoods within the ECA.

Background & Context - Character of Wichita's Urban Infill Area

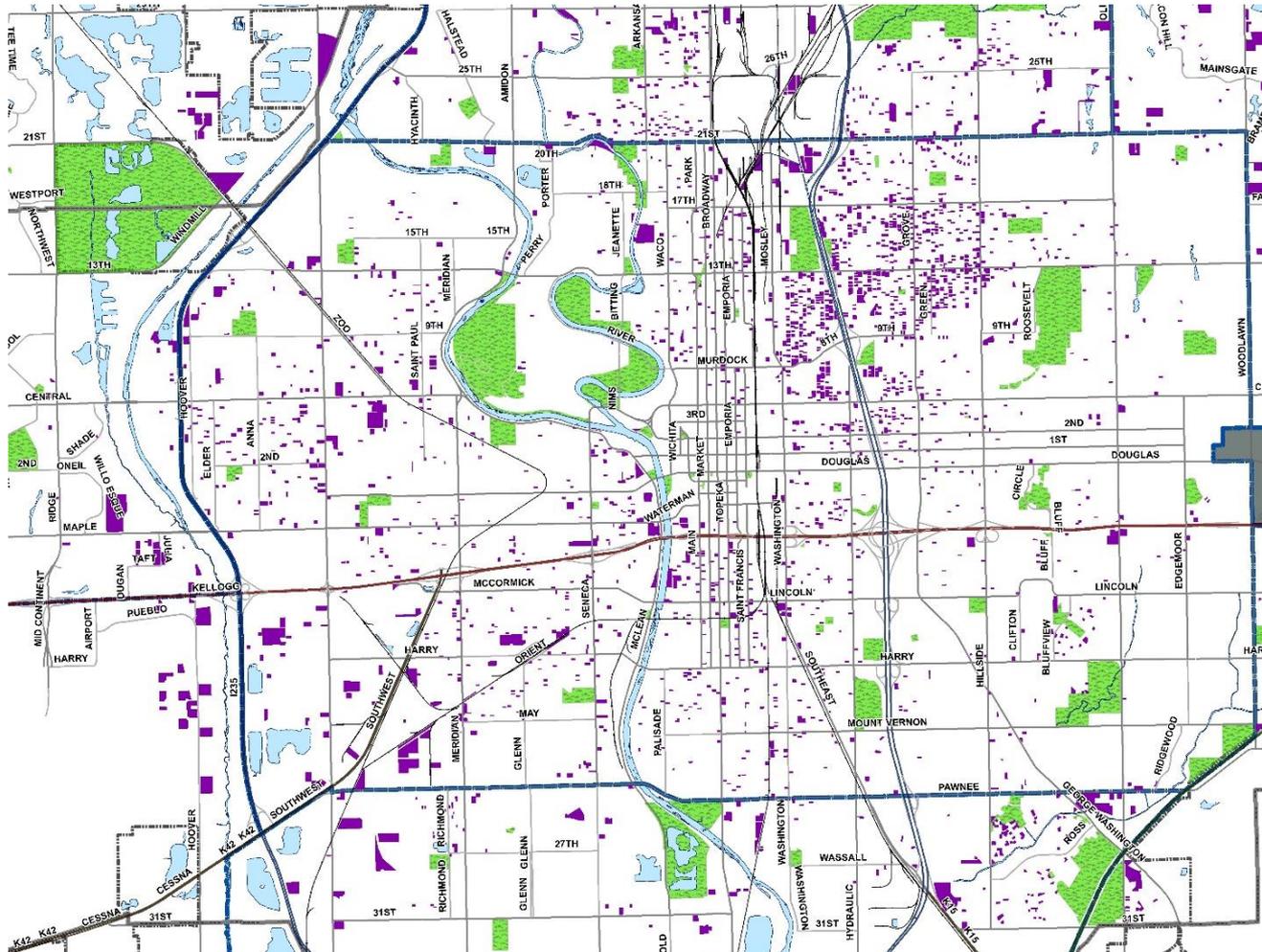
Impact of Historic Development Patterns:

- ECA also has development patterns and uses/buildings that are non-conforming with current Wichita zoning standards (e.g. building setbacks from property lines, landscaping/screening, on-site parking requirements, accessory dwelling units, etc.).
- Non-conformity often leads to dis-investment.

Background & Context - Character of Wichita's Urban Infill Area

A Pattern of Dis-investment:

High concentration of vacant or under-utilized property in the ECA.



Background & Context - Wichita's Urban Infill Strategy

Community Investments Plan 2015-2035

- New **Wichita Urban Infill Strategy** - collectively refers to four specific strategies that address the following major impediments to accelerated rates of urban infill development in Wichita:
 - ***Neighborhood concerns***
 - ***Regulatory barriers & restrictions***
 - ***Infrastructure modernization issues/costs***
 - ***Land assembly & financing issues***

- Changes to Wichita's current zoning code regulations and property development standards could help expedite urban infill development in terms of ease, time, expense and practicality.

Trends - Impacts of a Changing Housing Market

Home Ownership & the Rise of the Rental Housing Market:

(A.C. Nelson, Professor Planning & Real Estate, University of Arizona, June 2016)

- Home ownership rates have trended downward across the nation since 2005:
 - 55% in 1950
 - 69% in 2005
 - 65% in 2010 *(61% in 2010 for Wichita)*
 - 63% in 2015 *(60% in 2015 for Wichita)*
 - 55% by 2050 - *projected by A.C. Nelson*
- Half or more of new housing demand thru 2050 could be for rental.

Some Reasons Why:

1. *Elevated financing underwriting standards -*
Need good credit, large down payment, student debt a factor.
2. *Changing views of young professionals on home ownership -*
Flexibility - renting & job re-location, different spending/lifestyle priorities.

Trends - Impacts of a Changing Housing Market

Some Reasons Why:

3. Demographic and economic shifts -

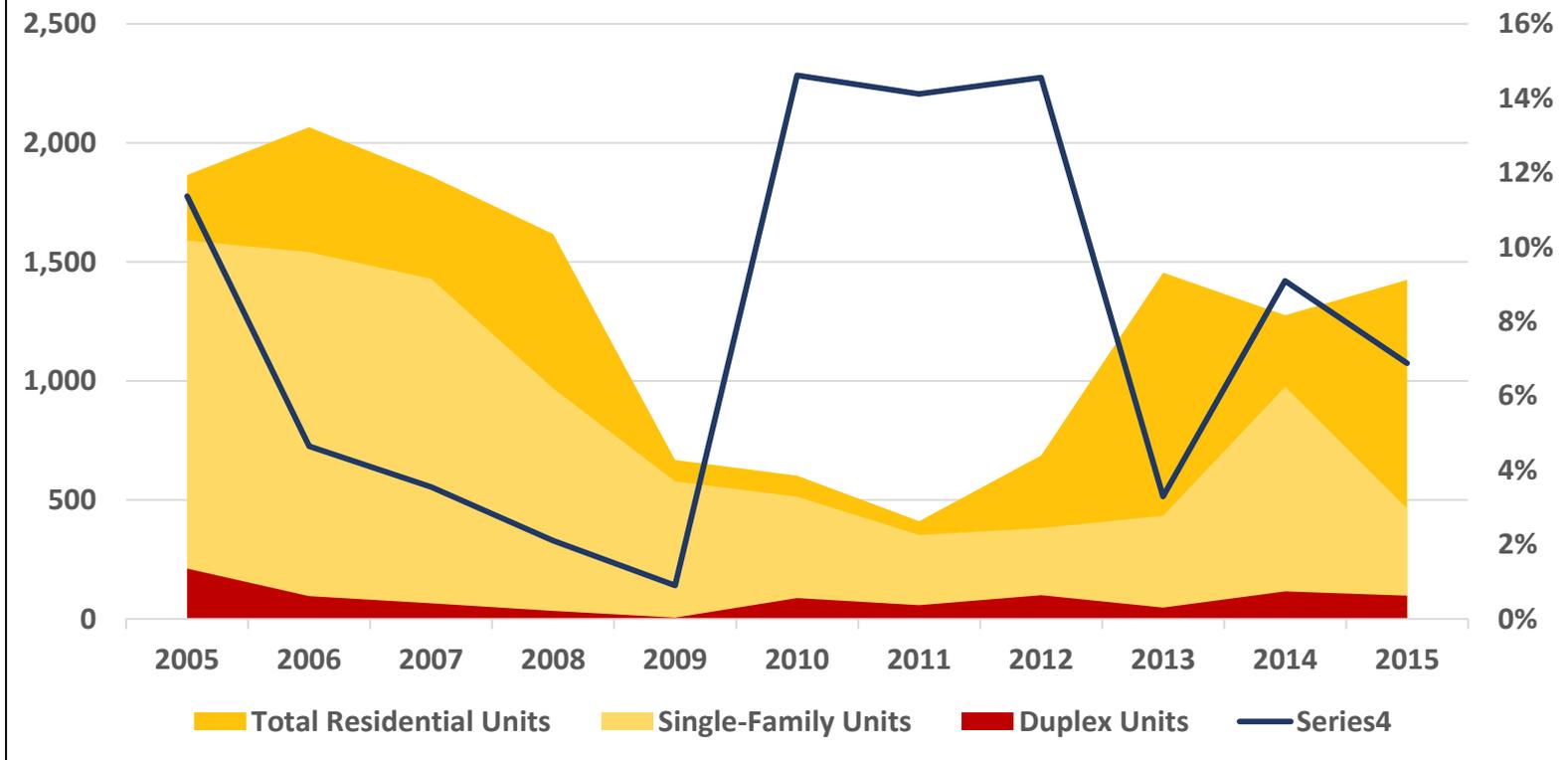
- Less likely to attain income levels sufficient to qualify for home ownership,
- Single person households – half of all households could be single-person households by 2025,
- Households without children – by 2030, roughly 80% of all households will have no children,
- Aging person households – by 2035, one third of all households will be headed by someone 65 or older.

Trends - Impacts of a Changing Housing Market

Wichita & the Rise of the Rental Housing Market:

- Building permit data shows a trend of increasing duplex and apartment unit construction as a percentage of all new residential construction.
- Duplexes are an attractive type of rental home for people who prefer a single family housing lifestyle but at a cost less than renting/owning a single family home.
- Duplexes have lower permitting, construction and development expenses than higher densities of multi-family construction.

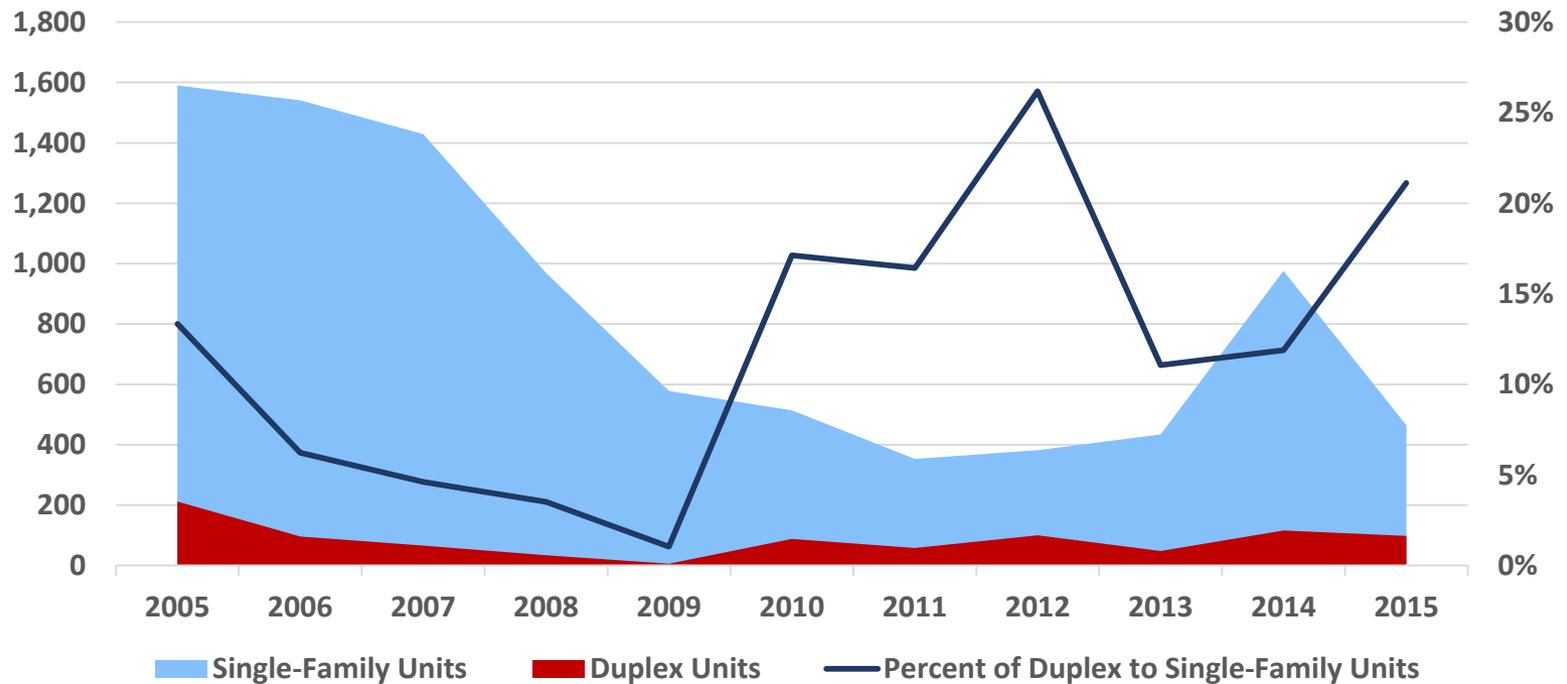
2005-2015 Duplex Units Compared to Total Residential Units Built and as Percentage of Total Units for the City of Wichita



MAPD December 2016

Since 2009, the percentage of *duplex residential units* built as a percentage of *total residential units* built in Wichita has **trended up from 1% to 7%**.

2005-2015 Duplex Units Compared to Single-Family Units Built and as Percentage of Single-Family Units for the City of Wichita

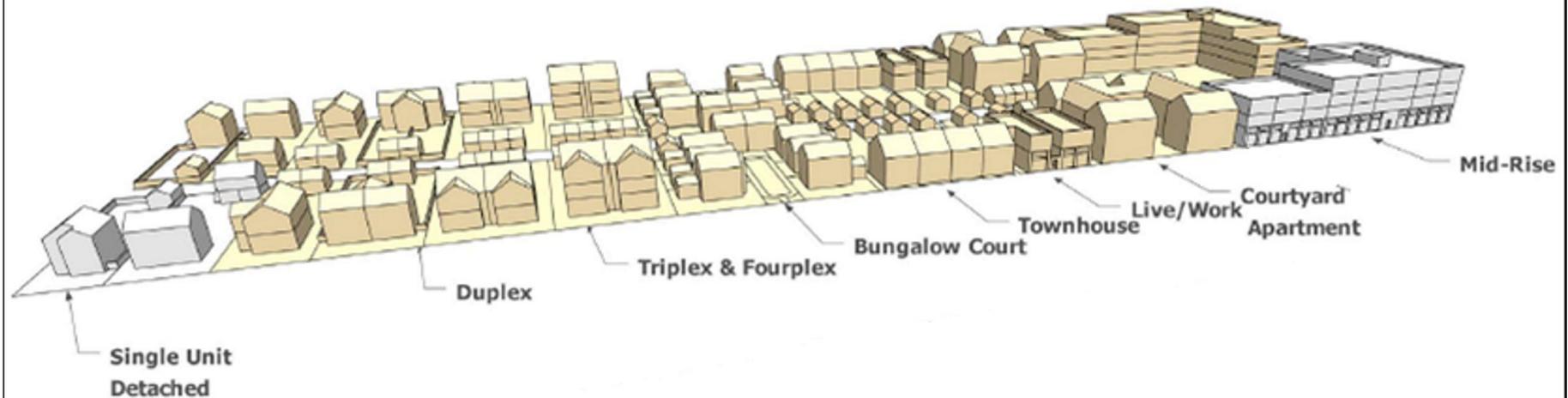


MAPD December 2016

Since 2009, the percentage of *duplex residential units* built as a percentage of *total single family residential units* built in Wichita has **trended up from 1% to 21%**.

Trends - Residential Infill Development Spectrum ... the Range of Possibilities

Scale Between Single Family Housing and Stacked Flats



Suburban Single Unit Detached - Wichita



Urban Single Unit Detached



High Density - Urban Single Unit Detached (25ft. wide lots)



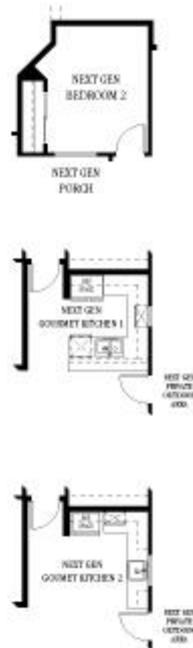
High Density - Urban Single Unit Detached Tiny Home



High Density - Urban Single Unit Detached Cottage Court



Urban Single Unit 'Next-Gen' with Integrated 2nd Housing Unit



Urban Single Unit with Detached Accessory Dwelling Unit



Duplex: Side-by-Side



Duplexes: Stacked



Fourplex Infill Project near Bitting Street Bridge in Wichita: Context-Sensitive Design



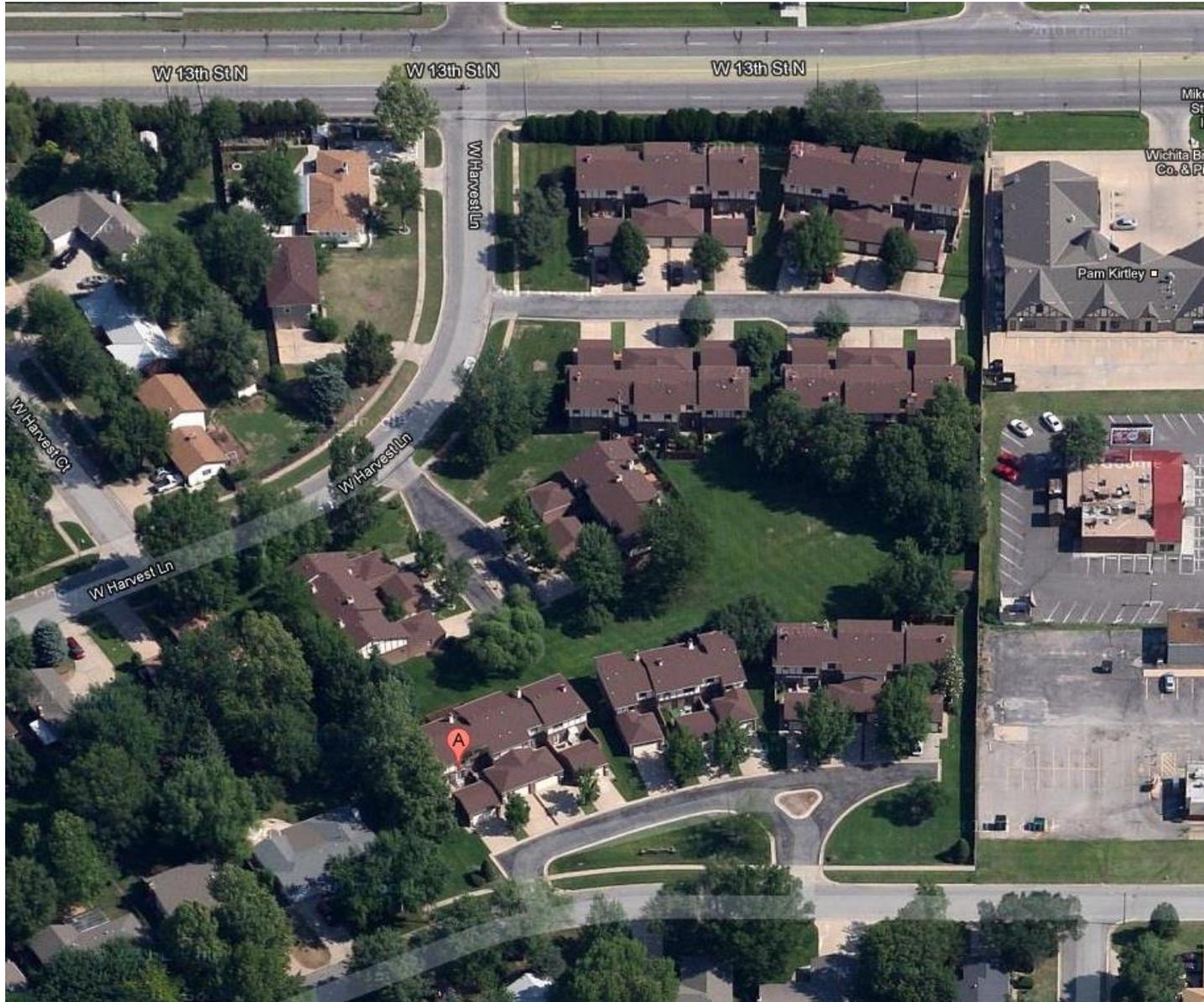
Fourplexes in East Wichita - 35 DU/acre



Fourplexes in East Wichita - 35 DU/acre



Townhomes (Fourplex) in West Wichita - 6.8 DU/acre



Townhomes (Fourplex) in West Wichita - 6.8 DU/acre



Four/Sixplex



Mansion Apartment



Fourplex



Rowhouses

Apartments - 6 DU's per building



Apartments - 8 to 10 DU's per building



Typical Lot	Density (8 units/lot)	Density (10 units/lot)
100' x 125'	28 DU/Acre	35 DU/Acre
85' x 125'	33 DU/Acre	41 DU/Acre
80' x 85'	51 DU/Acre	NA

High-Rise Apartment - Wichita



Current Progress - Wichita's Urban Infill Initiative

City of Wichita Urban Infill Implementation Actions: 2016-17

- The City has identified **12 Urban Infill Actions** framed in the context of the **Wichita Urban Infill Strategy** for implementation over a multi-year period.
- **Three** important *land use-focused* **Urban Infill Actions** are highlighted on the following slides ...

Current Progress - Wichita's Urban Infill Initiative

Key Infill Actions: 2016-17

ACTION #1. Establish an Urban Infill Advisory Committee and a Staff Project Team to provide perspective/feedback on City urban infill actions and efforts.
(MAPD)

Committee Composition (appointed by Mayor and City Council):

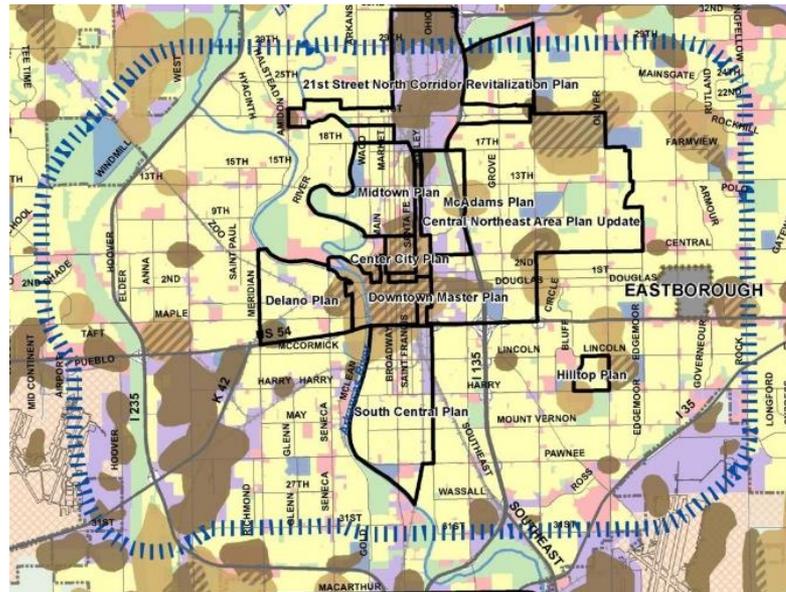
- 16 members representing community-wide stakeholders with special insight, expertise or perspective on urban infill (*engineers, architects, non-profit and for-profit developers, builders, realtors, planning commissioners, etc.*);
- 7 members representing neighborhood associations;
- 6 members representing the six City Council Districts;
- 1 member of City Council.

Current Progress - Wichita's Urban Infill Initiative

Key Infill Actions: 2016-17

ACTION #2. Review the Unified Zoning Code and develop basic infill design guidelines for the entire Established Central Area. (MAPD)

ACTION #3. Amend the Unified Zoning Code to enable by-right infill development projects in the ECA, and permit accessory dwelling units, duplexes, relaxed building setbacks, and mixed-use development. (MAPD)



Key Challenges - Wichita's Urban Infill Initiative

Neighborhood Issues with Infill Development:

- Typical neighborhood concerns over infill development projects are:
 - Increased neighborhood population densities;
 - Increased local street traffic;
 - Increased renter make-up of neighborhood;
 - New building design that is inconsistent with neighborhood context/character;
 - Real or perceived changes in existing property values.

Key Challenges - Wichita's Urban Infill Initiative

Neighborhood Issues with Infill Development:

- Infill development represents change & uncertainty for a neighborhood.
- Difficult for neighborhoods to visualize & assess the impacts of a proposed infill development project.
- Default neighborhood response to infill development is often fear, mistrust & opposition.

Key Challenges - Wichita's Urban Infill Initiative

Urban Infill Design Guidelines - Place-making Benefits:

- Appropriate design guidelines can address **quality** of development issues related to:
 - *Building variety* (type, footprint, materials);
 - *Building character* (scale, mass, form, modulation, etc.);
 - *Four-sides design* (detailing on all four building elevations);
 - *Building height* (in context with surrounding neighborhood);
 - *Building length* (limitations on long, monotonous facades);
 - *Accessory buildings* (compatibility of scale, mass, appearance).

- Design guidelines by definition are voluntary. Compliance would grant entitlement to a “fast-track” development approval process.

- “Status quo” option still available - expensive & time-consuming rezoning application process with a formal, sometimes contentious, public notification & hearing.

Key Challenges - Wichita's Urban Infill Initiative

Urban Infill Design Guidelines - Place-making Limitations:

- Design guidelines **cannot** address neighborhood issues & concerns with infill development related to:
 - *Changing building tenure (renter vs owner);*
 - *Increased local street traffic;*
 - *Increased neighborhood population densities;*
 - *Perceived or real changes in existing property values.*

Urban Infill Design Guidelines in the ECA - Key Questions:

1. How can urban infill design guidelines be established to help mitigate neighborhood issues & concerns with infill development in the ECA?
2. What should these design guidelines look like, and to what areas should they be applied?

Key Challenges - Wichita's Urban Infill Initiative

Regulatory Barriers to Infill Development in the ECA - Key Questions:

1. How can ***different land use and property development standards*** be established in Wichita's zoning code to help expedite urban infill development?
2. What should those standards be, and to what areas should they be applied?
3. How should the City better encourage and support the development of ***accessory dwelling units*** in all or portions of the ECA?
4. How should the City better encourage and support the development of ***duplexes*** in all or portions of the ECA?

Wichita's Urban Infill Initiative:

*Background & Context, Trends, Current Progress,
Key Challenges*

Questions, Comments, Discussion