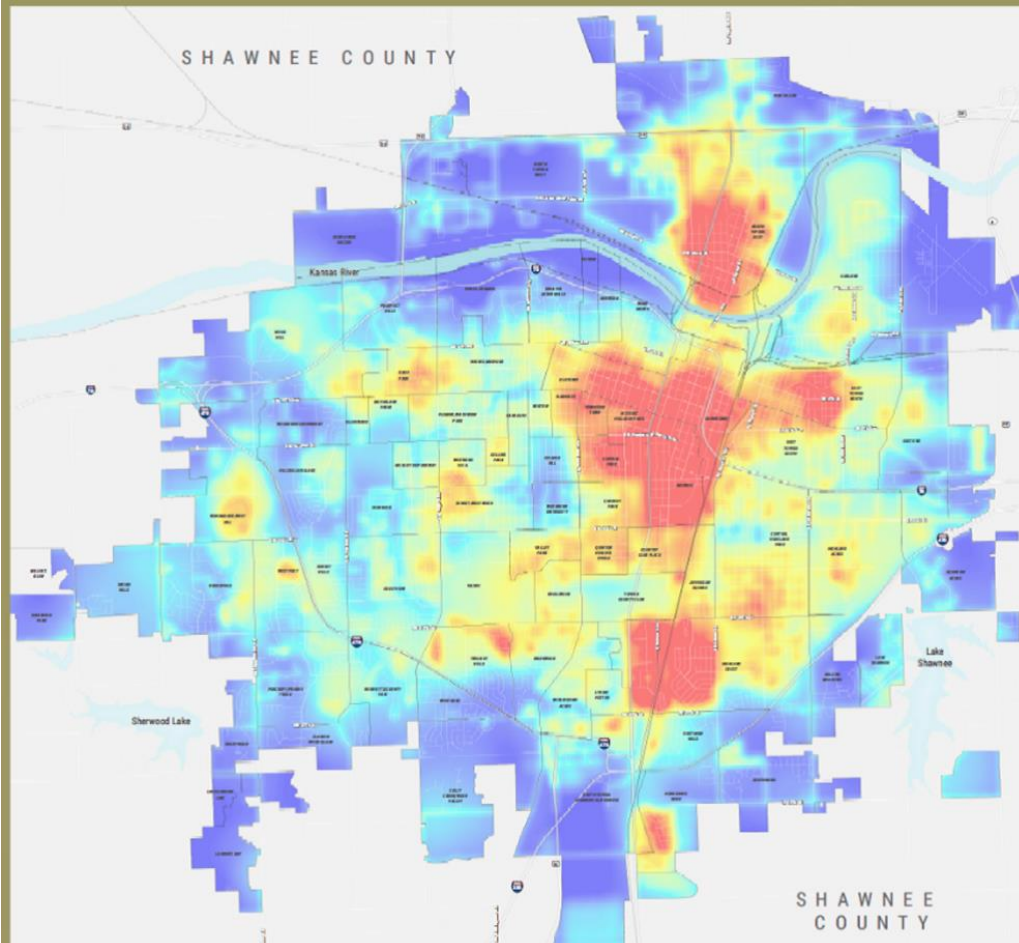


PEDESTRIAN PLAN



TOPEKA
PEDESTRIAN
MASTER PLAN

Highest Demand



HIGH WEIGHT:

- BUS ROUTES
- INTENSIVE CARE NHOODS
- PARKS & TRAILS
- SCHOOLS
- STREETS WITHOUT S/W

LOWER WEIGHT:

- BUSY STREETS
- COMMERCIAL PARCELS
- COMMUNITY/SR CENTERS
- HIGH DENSITY RESIDENTIAL
- MAJOR DESTINATIONS
- AT RISK NEIGHBORHOODS

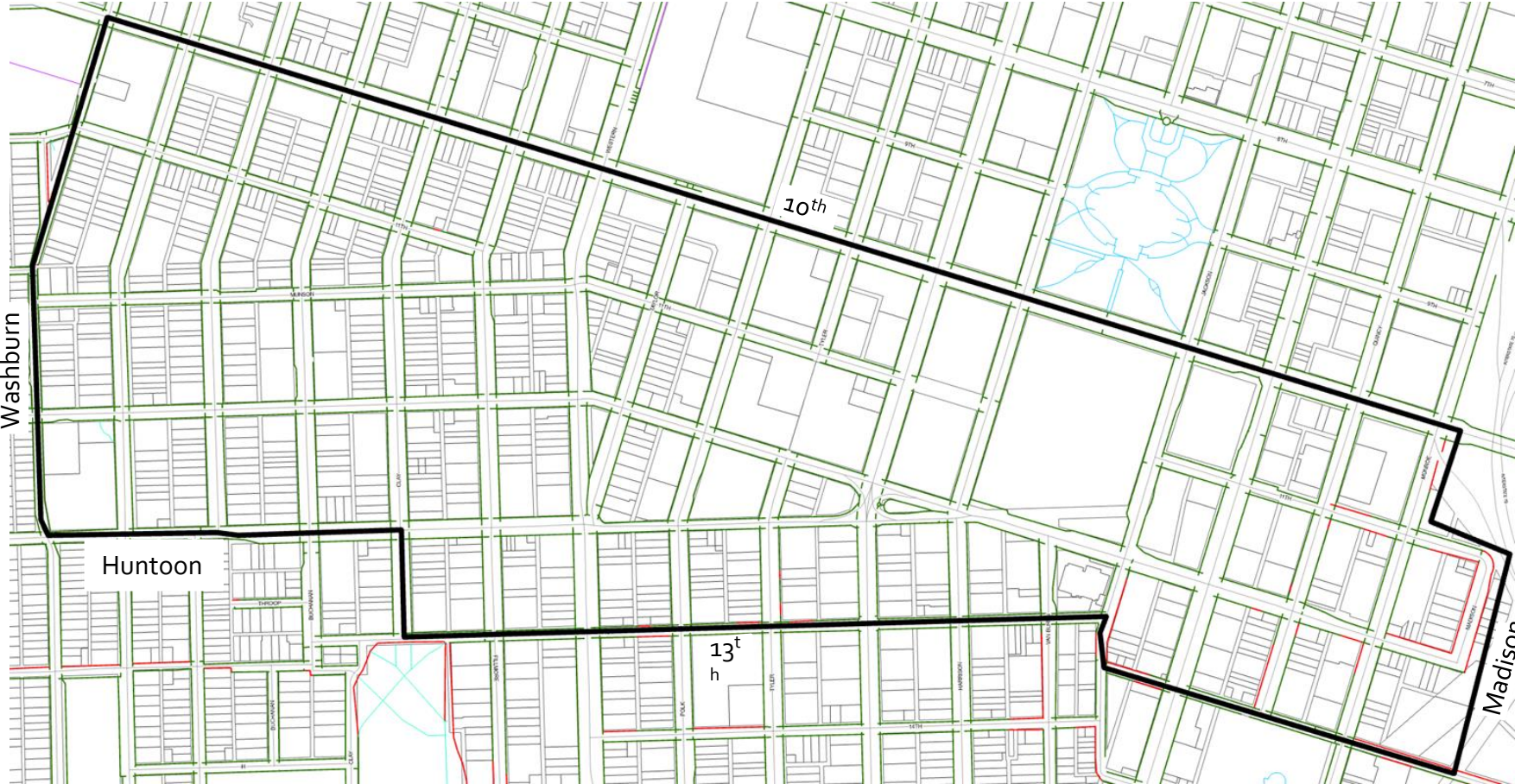
Priority Improvement Locations

Based on levels of pedestrian demand, proximity of schools, corridors and complete streets linkages plus magnitude of needed improvements and anticipated funding (see page 165 for assumptions), the top ranked improvement locations include those shown in Table 4 below. Appendix I-A (pg. 165-196) includes detailed project and cost estimate information and locational map by neighborhood. Appendix I-B (pg. 197-198) lists the inventory questions.

Table 4 – Priorities	
GROUP A - High Areas of Pedestrian Demand WITH Schools	
Area	Priority Years*
North Topeka East (Quincy)	2016-2020
Central Park (Robinson)	2017-2020
East Topeka North (Scott Magnet)	2018-2020
Elmhurst (Lowman Hill)	2019-2020
Old Town (Topeka High)	2019-2020
GROUP B - High Areas of Pedestrian Demand WITHOUT Schools	
Area	Priority Years*
North Topeka West	2021-2022
Downtown	2021-2022
Historic Holliday Park	2022-2023
Tennessee Town	2022-2023
GROUP C - Lower Areas of Pedestrian Demand WITH Schools	
Area	Priority Years*
Central Highland Park (Highland Park Central)	2023-2024
Oakland (State Street / Chase)	2023-2024
Highland Crest (Eisenhower/ Ross)	2024-2025
GROUP D - Lower Areas of Pedestrian Demand WITHOUT Schools	
Area	Priority Years*
East Topeka South	2024-2025
GROUP E - Corridors/ Complete Street Linkages/ Future Areas	
Area	Priority Years*
29 th Street	2016 - 2025
Topeka Boulevard	2016 - 2025
Gage Boulevard	2016 - 2025
SW 10 th Street	2016 - 2025
SW 17 th Street	2016 - 2025
Jardine MS/ES	2016 - 2025
Other/Future Areas	2016 - 2025

*Impacted by funding availability

2022 PED PLAN Area



- No sidewalk
- Sidewalk

2022 additional potential locations

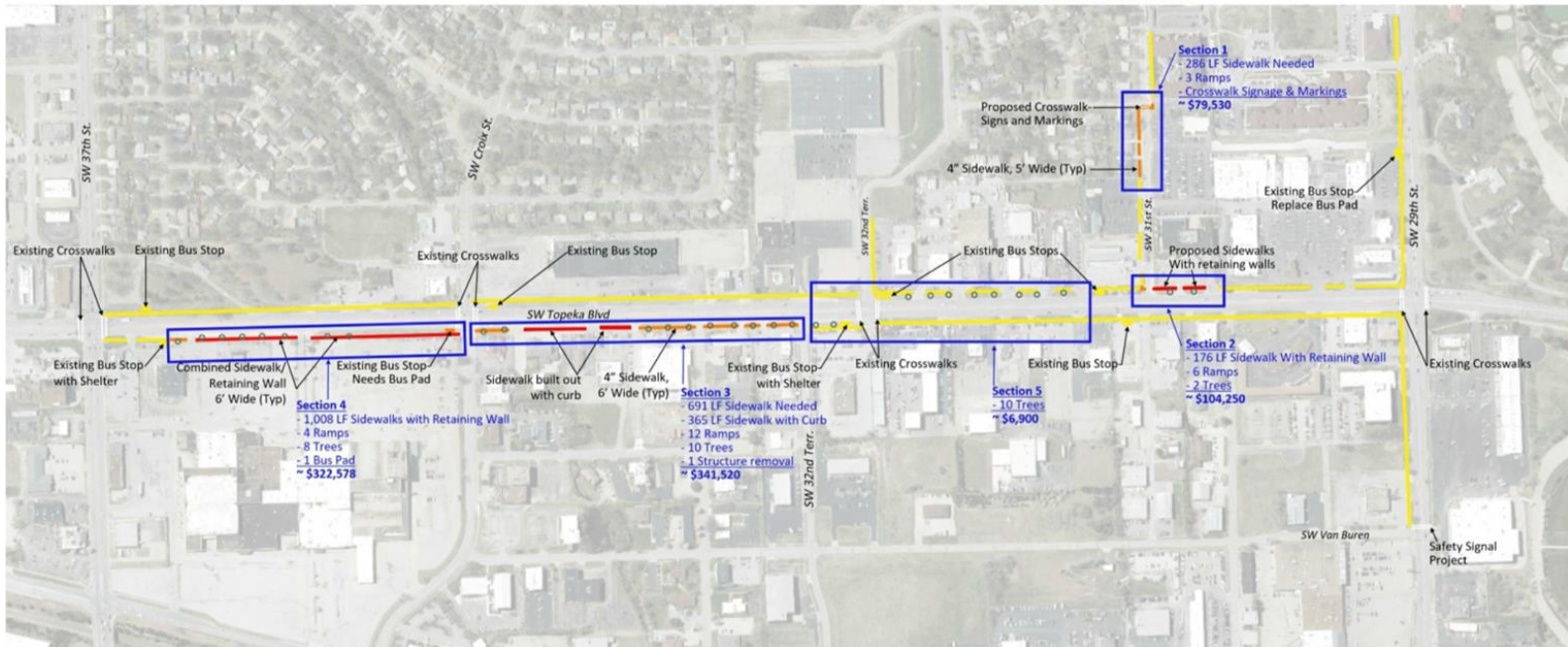
- Topeka Blvd
- Finishing 29th-37th (submitted for KDOT cost-share grant)

CITY OF TOPEKA
TOPEKA BOULEVARD INFILL SIDEWALKS CONCEPT PLAN
 SW 29TH STREET TO SW 37TH STREET
 PHASE 2



Total Project Cost \$854,778

Legend	
	Proposed Sidewalk
	Proposed Sidewalk with Retaining Wall
	Existing Sidewalks
	Proposed Tree
	Proposed Crosswalk
	Proposed Bus Stop Pad
	Existing Bus Stop



Complete Streets Advisory Committee (CSAC)

- A sub-committee created by the MTPO Policy Board to advise on complete streets related issues concerning implementation of:
 - Bikeways Master Plan/Fast-Track Plan
 - Pedestrian Master Plan
 - Complete Streets Guidelines
- CSAC is made up of supporting city staff and about 15-20 volunteer community members with an interest in CS components.
- Meets monthly