METROPOLITAN
TOPEKA PLANNING
ORGANIZATION

TAC AGENDA

January 13, 2022, 2:00PM
Zoom Videoconference

TECHNICAL ADVISORY COMMITTEE

Call to Order/Opening Business

1. Roll Call
2. Approval of Minutes for November 4, 2021
3. Public Comment
4. Election of Chair/Co-chair Public Comment

Discussion/Non-Action Items

1. FUTURES 2045 Review of Draft documents sections: "Goals and Objectives" & "Active Transportation" (Attached) **JEO Consultants**

Action Items

2. 2021-2024 TIP Amendment #1 (Attached) **Carlton**
   1) **C-5147-01:** Bridge Replacement; Shawnee County 2.0 mi. East of Elmont (KDOT) (New project)
   2) **KA-6127-01:** Replace Repair: Replace bridge joints, patch deck as needed, concrete surface repair, replace approaches; Bridge #231 over the BNSF RR & Shunganunga Creek (KDOT) (Amended project)
   3) **KA-6128-01:** Bridge Repair; Bridges #'s 206 & 207 over Topeka Blvd. (Old Hwy. 75) (KDOT) (Revision)
   4) **KA-6244-01:** Mill & Overlay, K-4 in Shawnee County; Beginning at the Wabaunsee/Shawnee County line to Junction k-4/I-70 (KDOT) (Revision)
   5) **KA-6393-01:** Mill & Overlay, US-24 from 550 ft. west of NW Rochester Rd. east to 1,130 ft. east of NW Rochester Rd. in Topeka (Revision)
   6) **KA-6480-01:** Bridge Replacements; Bridge #'s 104 & 105 on US-24 Hwy. (KDOT) (New project)
   7) **KA-6481-01:** Bridge Replacements: US-24 Bridge #'s 076 & 077 (Over Goodyear Plant entrance) (KDOT) (New Project)
   8) **U-2433-01:** Buffered bike lane/road resurfacing 8th Street from Topeka Blvd. East to Madison Street (Topeka) (New project-Cost Share)

Request approval to release for public comment.

Quick Updates

None

Adjourn

ADA Notice: For special accommodations for this event, please contact the Planning Department at 785-368-3728 at least three working days in advance.

CITY OF TOPEKA

METROPOLITAN TOPEKA PLANNING ORGANIZATION

TAC

Technical Advisory Committee

M I N U T E S

Thursday, November 4, 2021

Voting Members present:	Randy Anderson (SNCO Planning); Bill Fiander (COT Planning); Curt Niehaus (SNCO PWks); Carlton Scroggins (COT/MTPO); Kristi Wilson (KDOT) (5)
Voting Members Absent:	Steve Baalman (KDOT); Andy Fry (TMTA); James Jackson (COT Pwks); (3)
City of Topeka Staff Present:	Taylor Wolfe & Kris Wagers, Topeka Planning

Roll Call

The meeting was held via Zoom video conference and called to order by Chairperson Kristi Wilson with 5 members present for a quorum.

Approval of minutes for October 14, 2021 – Motion by Mr. Anderson, **Second** by Mr. Fiander; **APPROVED**

Public Comment – none

2021 UPWP Amendment #2 - Adjustment of work hours by work task

Mr. Scroggins explained that the original document includes estimates. At this point in the year we have real numbers so it is common and necessary to adjust based on real information. The budget and total hours do not change; it is simply a re-allocation.

Motion by Mr. Anderson to put the amendment out for public comment; **Second** by Mr. Fiander. **APPROVED** (5-0-0)

Unified Planning Work Program (UPWP) 2022 DRAFT Review

Mr. Scroggins reviewed the updates that had been made since the committee last saw the document, pointing specifically to the updated information regarding estimated unencumbered funds. Staff is recommending $40k previously included in the unencumbered section be allocated to go toward moving forward on updates recommended in Fastrack - the latest Bikeways Master Plan Update. The recommendations require studies and since the COT Engineering department is short-staffed it was determined that a consultant should be used. The studies must be complete in order to apply for cost-share or TA grants.

Mr. Fiander stated he believes this is a good use of the funds. Having shovel-ready projects has helped to get grant funding in the past and will continue to do so in the future. There are still some remaining unencumbered funds to be used on other projects that may come up.

Mr. Niehaus asked about the Functional Classification map. He and Mr. Scroggins will get together to reconcile any differences there might be between this map and what shows on county maps.

Motion by Mr. Fiander to put the 2022 UPWP out for public comment; **Second** by Mr. Niehaus. **APPROVED** (5-0-0)

Futures 2045

Mr. Scroggins reported that JEO is conducting stakeholder interviews and looking at initial model runs to see if more need to be done. The public survey is still open and will remain so until the end of November.

BCBS Grant Survey

Ms. Rickets reminded everyone that the grant allows for approximately $100k to be spent on “active environment” projects. A public survey was done to help understand public priorities and the results of that survey are still being analyzed.

2021 Bike Counts

Ms. Rickets thanked all who helped with the bike counts. The data is still being reviewed but early indications are that the counts seem comparable to previous years’ activity. Since staff is now able to customize the counts, the hope is to get “before and after” data based on completed projects.

Other

Ms. Wilson reminded everyone that there will not be a December TAC meeting. Based on the rotation of chairpersons, Andy Fry (TMTA) will serve as 2021 Chair.

The meeting adjourned at 2:34PM

GOALS AND OBJECTIVES

For the Futures 2045 Plan, goals and objectives were updated through public feedback and review with the steering committee. The past goals for the region were also considered important. This ensures consistency between agencies, in addition to providing continuity. The process to update the goals was to first ensure consistency with Federal Transportation Planning Factors, review the previous Futures 2040 plan, and update with input from the community and key stakeholders.

FAST ACT – Federal TransportationPlanning Factors

In December 2015, the Fixing America's Surface Transportation Act or "FAST Act" strengthened the focus on performance-based approaches in transportation planning. The law established the scope for metropolitan transportation planning support. The FAST Act's ten planning factors to be considered are listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Previous Goals

This section summarizes the past Futures 2040 Long Range Transportation Plan goals and objectives.. This set of goals was meant to be simple, making the plan easier to communicate with the public, and to better resonate with the public's general concerns. In order of importance, this plan's goals were as follows:

1. Maintain Existing Infrastructure
2. Improve Mobility and Access
3. Increase Safety for All Modes of Transportation
4. Enhance Quality of Life
5. Promote Economic Development

Updated Principles & Goals

As part of the Futures 2045 plan update, a robust community engagement process was undertaken to solicit feedback on the existing principles and goals. This process included presentations to diverse stakeholders, public meetings, online survey and focus group discussions. A summary of community engagement is provided in Appendix XX. The result of this process indicated that the current principles and goals are still the top priorities for the Metropolitan Transportation Plan.
For this plan the Guiding Principles and Goals are linked to build alignment within the plan vision and implementation.

A. Guiding Principle: Sustainability:
   - Meeting present day needs without compromising the ability of future generations to meet their own needs.
   - Using the triple bottom line framework to consider the economic, social, and environmental impacts of decisions.

a. GOAL: Maintain Existing Infrastructure:
    i. Continue data driven decision making through implementation of best practices in asset management, such as pavement management programs, bridge maintenance, transit fleet, active transportation, and other infrastructure systems.
    ii. Provide fiscal and environment stewardship through building resilient transportation systems.

B. Guiding Principle: Health and Wellness:

Encouraging active lifestyles can have a tremendous positive impact on community health and wellness. Complete streets are a major factor in determining whether people will walk or bike for at least some of their daily trips. While transportation also contributes significantly to air pollution, the Topeka region is currently in attainment of the National Ambient Air Quality Standards.

a. GOAL Increase Safety for All Modes of Transportation
    i. Monitor safety performance of transportation systems and utilize performance data to drive safety programs and projects.
    ii. Utilize Traffic Safety Plan and Complete~~r~~ Streets Design Guidelines to improve safety of transportation network.

C. Guiding Principle: Livability: Livability is the sum of the factors that add up to a community's quality of life. Increased emphasis on pavement condition, complete streets, and urban design are all key aspects of improving the transportation system for a thriving community. Each of these will enhance the quality of life for people living, working, learning, playing, and shopping in the Topeka region.

a. GOAL Equity and Access for all:
    i. Improve access for all members of the community to key destinations, trails, and neighborhoods along a safe, connected, and well-maintained transportation network.
    ii. Plan and design a transportation system for all ages and abilities recognizing the diverse needs of low-income users, youth, women, people of color, seniors, and other underrepresented groups.

b. GOAL: Enhance Quality of Life
    i. Develop transportation projects in a resilient manner reflective of current needs and changing trends in transportation choice.
    ii. Support active transportation projects as a critical component in providing a high quality of life for people living, working, recreating, and visiting the region.

D. Guiding Principle: Transportation-Land Use Connection; The plan builds on the recommendations of the Topeka Land Use and Growth Management Plan which emphasizes infill development and redevelopment in existing neighborhoods. Land use and density have significant implications for transportation infrastructure.

a. Goal: Leverage transportation system to support Economic Development efforts.
    i. Prepare for emerging technologies such as electric vehicles, micro-transit, and autonomous vehicles.

The ways in which these principles and goals correspond to the federal planning factors can be seen in the matrix in Figure X.X

FIGURE X.X: Futures2045 Federal Planning Factors Matrix

Principal	Goal	Economic Vitality	Safety	Security	Accessibility and Mobility	Quality of Life	Integration and Connectivity	System Management	Preservation	Resiliency and Reliability	Travel and Tourism
Sustainability	Maintain Infrastructure	X	X			X		X	X	X	
Health and Wellness	Increase Safety for All Modes of Transportation	X	X	X		X	X				X
Livability	Enhance Quality of Life	X			X	X				X	X
	Equity & Access for all			X	X		X	X			
Transportation Land-Use Connection	Leverage Transportation to Support Economic Development	X			X	X	X	X		X	X

MEMORANDUM

January 6, 2022

To: Jason Peek, Jim Tobaben
Organization: JEO
From: Sarah Davis, Tammy Sufi
Project: Topeka Futures 2045

Re: Active Transportation Conditions and Preliminary Recommendations

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Introduction

Active transportation is a critical component of a robust transportation system. Planning and investment in walking, bicycling, and other active modes will help the MTPO meet many of the goals of the Futures 2045 Metropolitan Transportation Plan. Active transportation activity and infrastructure has many benefits for a community including increased transportation options, positive impacts on mental and physical health, and economic development. The MTPO, City of Topeka, and Shawnee County have all taken steps toward including more active transportation options in recent years through the complete streets policy and guidelines and detailed plans for walking and bicycling.

Through the public engagement survey and meetings for this plan, the Topeka community has voiced the desire for a more complete active transportation network with sidewalk improvements, safer intersections, and greater separation between bicycle facilities and motor vehicles. Though the majority of active transportation trips are pedestrian trips, increased investment in connected networks for all modes of human powered transportation (walking, bicycling, wheeling, scootering) will encourage more people of all ages and abilities to use these modes for transportation and recreation.

The Futures 2045 Plan builds on the Complete Streets Policy and Guidelines, Pedestrian Plan, and Fast-Track Bike Plan, and outlines strategies to:

- Provide safe, comfortable, and attractive active transportation infrastructure
- Create strong transportation and land use connections
- Identify important first and last mile connections between transit stops
- Prioritize financial assistance for repairs to the sidewalk network in economic justice areas that are in older parts of Topeka

According to current work travel data from the US Census American Community Survey for Topeka from 2019, the metro area has the potential to improve accessibility and mobility from a variety of active transportation investments. Driving a car, truck or van for work is currently the norm in Topeka, with 92% of the population commuting by personal vehicle and 83% of those people driving to work alone. Less than 3% of the population travels to work by walking, bicycling, or transit. An estimated 2.7% of the Topeka metro population over 16 years

old do not have access to a personal vehicle, and though that is a small percentage, it represents around 3,000 Topekans who rely on transit and the active transportation infrastructure to get to and from work. In addition, there are over 44,600 residents in Topeka who are too young to drive and over 44,300 residents over 65 an age when some drivers begin to experience loss of vision or other complications with driving. Due to the COVID 19 pandemic, more and more people want walking, biking, and rolling options close to home further increasing the need for well-connected and well-designed active transportation facilities.

It is also important to note that while journey to work data is the most consistent data available regarding which mode people use, it does not capture active transportation trips for non-work activities such as travel to school, parks, errands, visiting friends and family, etc, These trips are often shorter and are well-suited to travel by foot or bike. Nationally, we know that one in six Americans (17%) take a walk or a bike ride on a typical day and most of these trips are for a social or recreational purpose[1]. While walking may not be the most frequently used mode of transportation, more than 70% of respondents to the statewide Kansas Active Transportation Plan survey said they walk or bike in addition to driving when they travel in their community.

[insert info graphics for above and results from Topeka survey]

The section below summarizes the existing conditions of the active transportation system in Topeka and provides updated information since writing of the Futures 2040 Plan. This section also introduces the safe systems approach to safety and why it is important to active transportation.

Active Transportation System

Pedestrian Conditions in Topeka and Shawnee County

Walking is essential to many types of transportation trips. Almost every person who lives in or visits Topeka will likely incorporate walking into some aspect of their trip. Whether it's from a parking spot to a shop, from home to school, or from one's house to a neighbor's, walking (or using a wheelchair or mobility device) is a critical way to get around. As such, Topeka's pedestrian network should be designed for all users. It should be accessible, intuitive, and attractive.

Pedestrian Facilities

In the Topeka metro area, about 40% of city streets and most rural subdivisions do not have sidewalks (2016 Pedestrian Master Plan). This lack of a continuous sidewalk network makes trips difficult and sometimes impossible especially for those who are young, elderly, those with disabilities, and those who cannot afford a personal automobile. Previous survey respondents indicated that accessible curbs and better pedestrian signal timing at intersections were top priorities.

[insert map showing existing sidewalk network] *

*update version of map from the ped plan

Topeka's older neighborhoods and commercial areas have more complete sidewalk networks because they were largely built before the popularization of the automobile. Many residential and commercial areas built after the

[1] 2020 FHWA NHTS Brief: Non-Motorized Travel

1940s do not have sidewalks at all. Some new developments feature sidewalks, but they often do not lead to any destinations within a reasonable walking distance.

[photo examples of sidewalks gaps/sidewalk quality will be provided in future draft]

Pedestrian Safety

[Need crash data from JEO]

Pedestrian Trips

Limited data is currently available regarding pedestrian trips in the Topeka Metro area. According to the 2019 American Community Survey only approximately 1.5% of Topekans walk to work, however this data does not capture non-work travel by foot for a variety of trip purposes. In a recent survey conducted as part of the Kansas Statewide Active Transportation Plan, more than 70% of respondents said they walk or bike in addition to driving when they travel in their community.

The City has been collecting pedestrian counts from 2013-2020 once a year to gauge general walking and biking activity. These counts provide a snapshot of walking activity, but are not an effective way to fully gauge how many people walk in the community on a regular basis. Walking can be greatly impacted by time of day, day of the week, and season. The table below shows pedestrian counts from 2013 to 2020, 2021 is separated out because the count methodology changed to measure new locations after 2020.

	Pedestrians	Other
2013	564	6
2014	297	3
2015	623	24
2016	721	14
2017	470	8
2018	601	12
2019	441	17
2020	625	29

The City is currently undergoing a process to update and improve their counting system for bikes and pedestrians. In the future, more variation in when the counts are collected, and more counting locations will help to identify other patterns for active transportation users as well as other areas in need of prioritization.

	Cyclists	Pedestrians	Other
2021	363	508	51

Pedestrian Plans and Policies

Several plans and policies are important to understanding pedestrian conditions and improvements including the Pedestrian Master Plan, Complete Streets Guide and the MTPO Transportation Safety Plan.

Topeka Pedestrian Master Plan (2016)

The Pedestrian Master Plan includes best practices to better balance the transportation system, specifically looking at ways that the city can improve its pedestrian network. The plan includes the following key recommendations:

- Ensure that all geographic sectors of the city are connected with a continuous sidewalk network along and near major thoroughfares.
- Expand the sidewalk network with a focus on connections to schools, bus routes, community centers, senior centers, business districts, and parks/trails.
- Continue the citywide compliance-based program for sidewalk surface repair and expand its affordability for people in need of assistance.
- Initiate a Proactive Sidewalk Repair Program for the highest priority areas.(The city is currently piloting a new approach to sidewalk repair.)
- Continue to add and maintain warranted crosswalks, street lighting, refuge medians, and bump-outs at pedestrian street crossings.
- Establish a complete streets advisory committee. (Established in xxxx)
- Promote walking in neighborhoods through mixed use development and redevelopment along neighborhood corridors.

Topeka and Shawnee County Complete Streets Guidelines (2019)

The Complete Streets Guidelines feature detailed guidelines for balancing the needs of all street users in Topeka and Shawnee County.

The guidelines include best practices for many design aspects that are important to pedestrian safety and comfort including:

- Sidewalk width
- Pedestrian zone recommendations
- Transit stops
- Streetlights and street trees
- Safe intersection design

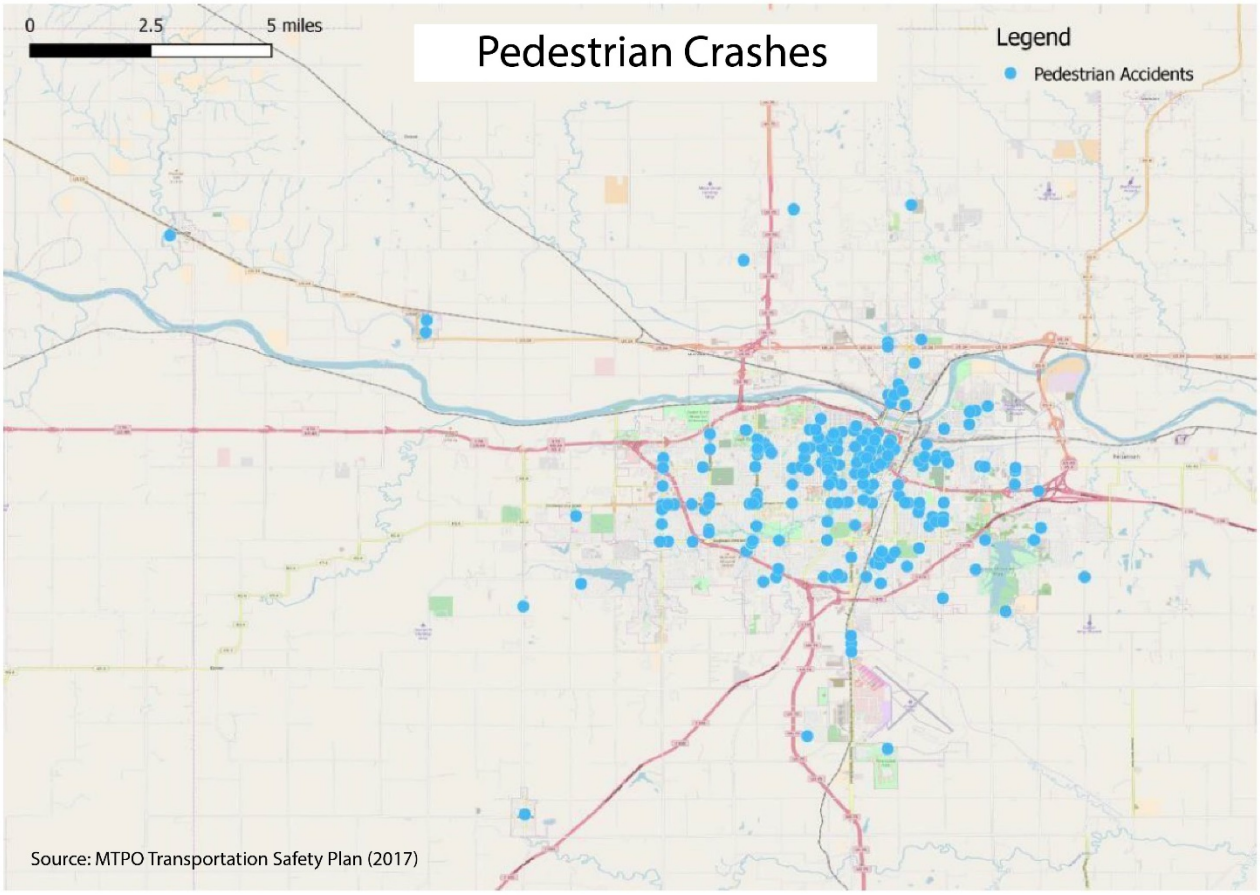
The complete streets policy is a step toward a more walkable Topeka, and, along with the Complete Streets Guidelines, the City will be implementing more walkable development moving forward. These investments into pedestrian facilities will help to promote a culture of walking, provide a multitude of benefits for residents, and help attract new families and those looking to retire in an active community.

MTPO Transportation Safety Plan (2017)

Topeka and Shawnee County created the MTPO Transportation Safety Plan to assess the safety conditions and suggest improvements for local roads of all types in the metro area. The plan emphasizes that crashes are not a natural side effect of modern transportation, and it is possible to make policy and planning decisions to create a safer transportation system for all. The safety plan includes the following conclusions regarding pedestrian safety:

- Over 98% of all pedestrian crashes result in either an injury or a fatality, and nine pedestrians have died in Shawnee County during the seven-year study period.
- The total number of pedestrian crashes has remained relatively flat from 2010 to 2020, but the trend in fatal and serious injuries is increasing.

- Pedestrian crashes occur more often in the urban area of Topeka where there is greater pedestrian activity.



Recent Improvements: Pedestrian Network

From 2020-2022, the City has constructed several priority projects in areas identified in the Pedestrian Master Plan including North Topeka West, Tennessee Town, and Historic Holliday Park. The improvements being made include new sidewalks, curbs, and crossings. These areas were all identified as having high rates of pedestrian demand, high concentrations of people without access to a motor vehicle, and high need for infrastructure investment.

Bicycle Conditions in Topeka and Shawnee County

Topeka has strong potential for an improved, connected bikeway network. Many activity destinations are spread out to the point where walking is not always feasible, and the City has relatively flat topography which reduces barriers to cycling. The recently adopted Fast-Track Bike Plan outlines a vision of opportunities for all ages, abilities, and backgrounds to have access to convenient bike facilities for transportation and recreation. The City is well positioned to make changes that will attract more cyclists looking for a friendly community and bikeways designed to make them feel safe.

Bicycle Facilities

As of 2020, the Topeka bikeway network features 73 miles of on-street bicycle facilities, the majority of which consist of shared lanes with no separation from motor traffic. The future of bicycle facilities is well outlined by the 2020 Fast-Track Plan which guides Topeka toward a more inclusive and equitable approach to bike facility planning and implementation. Future bikeways in Topeka will focus on providing comfort and safety for people of all ages and abilities. In the past, bikeways for transportation have been designed for the most confident and experienced users, with more “interested but concerned” users being limited to more recreational bike facilities. There is great interest in bicycling in Topeka as indicated by the previous success of the bike share program and community input from the Fast-Track plan indicating that biking conditions have gotten better since the adoption of the Bikeways Master Plan in 2012. Given this level of interest, the Fast-Track Plan calls upon the City to implement bike facilities that have some level of separation between cyclists and motor vehicles on roadways where traffic volumes reach 6,000 vehicles per day or the speed limit is over 35 mph.

The Complete Streets Guidelines along with the Bicycle Facility Toolkit in the Fast-Track Plan will be instrumental when planning active transportation infrastructure moving forward. Both guides provide detailed information and parameters to assist planning and public works officials in deciding what type of bike facility is best suited for a particular roadway, and how to design it with balance for all road users in mind. The Fast-Track Plan is a practical guide to implementing a truly connected bikeway network that is accessible and desirable for all those who are interested in cycling regardless of experience or confidence level.

Bicyclist Safety

[crash info from JEO in process]

Bicycle Trips

Most bicycle trips in Topeka’s metro area are for recreational purposes. Less than 1% of Topekans counted in the 2019 American Community Survey took their bike to work. This is likely because a combination of work destinations being far from residential areas and a general lack of bicycling culture and connected, comfortable facilities.

As with pedestrian counts, bicycle counts from 2013 to 2020 have been collected once a year; This data is helpful to gauge a snapshot of biking in the community, but it is an extremely limited sample making it difficult to assess trends or patterns. Weather, time of year, and land use can have great impacts on bike count data, and these factors should be considered when conducting, analyzing, and archiving counts. Better counting methodology will open up the possibility to conduct more analysis on count data such as if more utilitarian trips are happening some days and more recreational trips taken on other days, and the levels of use of new bicycling infrastructure. The table below shows bike counts from 2013-2020.

	Cyclists
2013	426

2014	156
2015	465
2016	379
2017	398
2018	365
2019	326
2020	427

The count methodology was amended with new counting locations after 2021, and the result for cyclist counts is in the table below:

	Cyclists
2021	363

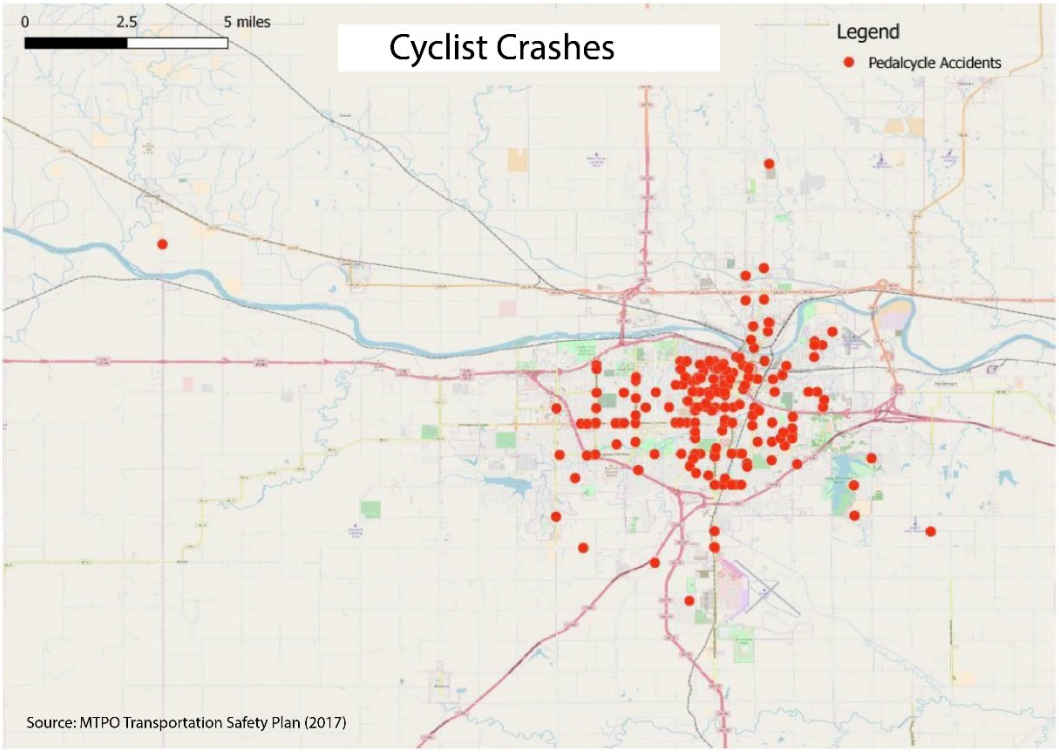
Bicycle Plans and Policies

Several plans and policies are important to understanding bicyclist conditions, policies, and planned improvements. These include the MTPO Transportation Safety Plan, Topeka and Shawnee County Complete Streets Guidelines, and the Topeka Fast-Track Bike Plan.

MTPO Transportation Safety Plan (2017)

The Transportation Safety plan maps crashes involving bicyclists from 2010-2016 and makes projections for future crash trends out to 2020. The crash analysis revealed the following:

- Over 95% of all bicycle crashes with vehicles result in an injury or fatality, and three cyclists have died in Shawnee County during the seven-year study period.
- For both total as well as fatal and serious injury crashes, there is an upward trend in crash frequency. This upward trend may be due to an increase in cyclist activity in the City of Topeka, however there is insufficient exposure data to make a clear connection.
- In general, crashes are more likely to occur along segments of the roadway than at intersections. Most of the bicycle crashes within the City are along urban arterial roadways.



Topeka and Shawnee County Complete Streets Guidelines (2019)

Along with best practices for pedestrian realm design, the complete streets guide includes best practice recommendations for bike facilities. The guidelines feature recommendations on where and how to design the following bikeways:

- Shared Use Paths/Side paths
- Separated Bike Lane
- Buffered Bike Lane
- Shared Lane Markings
- Bike Boulevard Treatments

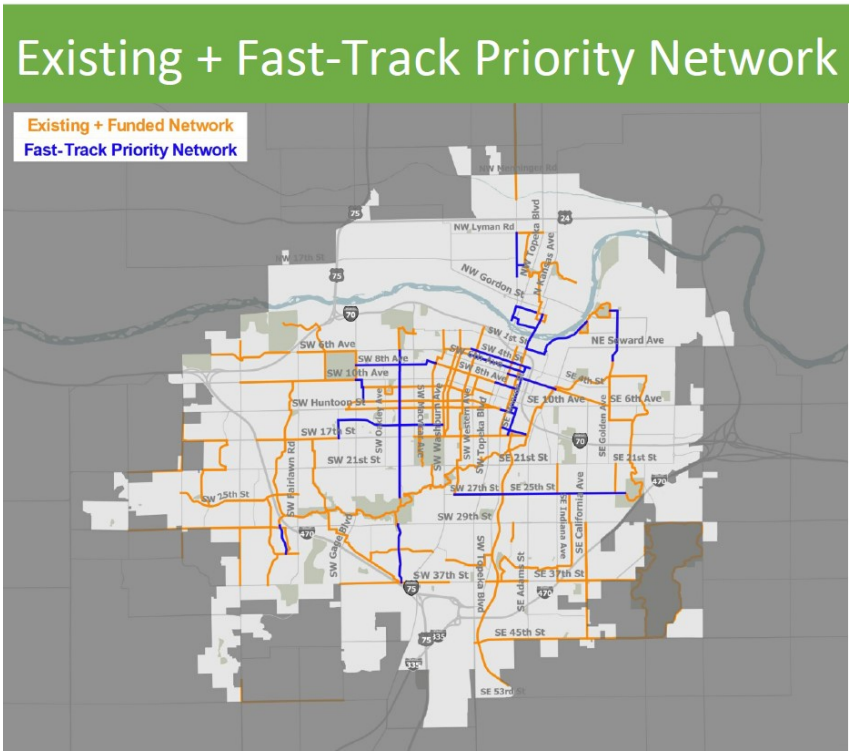
It is important to decide what type of cyclist the facility will be designed for when choosing which type of bikeway facility is needed. The complete street guide serves as a go-to resource for designing bike facilities on any new or retrofit roads.

Topeka Fast-Track Bike Plan (2020)

The Fast-Tack Plan provides an update to the Bikeways Master Plan, it outlines actionable processes to ensure that the goals and overall vision for accessible bikeways becomes a reality. The Fast-Track Plan serves as an

action plan that supplements the 2012 plan with updated language on bike facilities and reflects updated community concerns and desires. The following Guiding Principles are outlined in the Fast-Track Plan:

- **Equity and Access for all**: Improve access for all members of the community to key destinations, trails, and neighborhoods along a safe, connected, and well-maintained bicycle network. Plan and design for bicyclists of all ages and abilities recognizing the diverse needs of low-income users, youth, women, people of color, seniors, and other underrepresented groups.
- **Health, Wellness and Safety**: Provide opportunities for active transportation choices through the planning, design, and promotion of the bicycle system. Increase roadway safety for bicyclists.
- **Sustainability and Economic Development**: Reduce the environmental impacts and infrastructure costs of the community's transportation system through greater opportunities for active transportation. Capitalize on the potential of an all ages and all abilities bicycle network to attract tourists, residents, and businesses.
- **Livability**: Support bicycling and active transportation as critical components in providing a high quality of life for people living, working, recreating, and visiting Topeka.
- **Land Use and Transportation Connections**: Prioritize a destination-based bicycle network with end-of-trip facilities to support active transportation.



The priority project network identified in the Fast-Track Bike Plan include:

- 18 on-street routes and provides concept designs for the following:
  - » SW 6th Avenue from SW Van Buren to SE Branner Trafficway
  - » Kansas Avenue Bridge. 1st Street to NOTO District (funded)
  - » 4th and/or 5th Avenue from SE Monroe to SW Buchanan
  - » Landon Trail Connector via Monroe, 15th Street to 12th Street (funded)
  - » SW 8th Avenue, MacVicar Avenue to Gage Park
- 5 trails (See Multi-Use Trail section below for more details)

Recent Improvements: Bicycle Network

As of late 2021, the City had received Transportation Alternatives (TA) or KDOT Cost-Share grants for the following project identified in the Fast-Track Plan. Design for these projects is currently underway:

Downtown Connections:

- Kansas Bridge – Laurent to 1st street: Reduction of vehicle lanes and separated bike lanes
- Landon to downtown connection- Reduction of travel lanes on Monroe and Quincy, separated/buffered bike lanes on Monroe, Quincy, 11th and 12th, and pedestrian lane on Monroe from 15th - 17th
- 8th Street from Topeka Blvd to Madison: Reduction of travel lanes, buffered bike lanes and mill & overlay
- 15th street from Kansas Ave to Shunga: Sharrows and signage
- 6th and Branner connecting to the Shunga: 10' Trail connection and signage
- North Levee Trail loop: Along the levee from Kansas to Topeka- Trail surface enhancements, signage, access

Trail Connections:

- 20th and Kansas connecting to the Shunga: 10' Trail connection and signage
- 21st and Western connecting to the Shunga: 10' Trail connection and signage
- Shunga Trail connection near MacVicar and Shunga Dr: 10' Trail connection, signage and curb ramps
- Waddell to Soldier Creek Trail: 10' Trail Connection, signage and curb ramps
- Landon Trail to Fremont on 29th: 10' Shared use path and retaining wall
- Liberty and California to the Shunga: 10' Trail Connection

North Topeka:

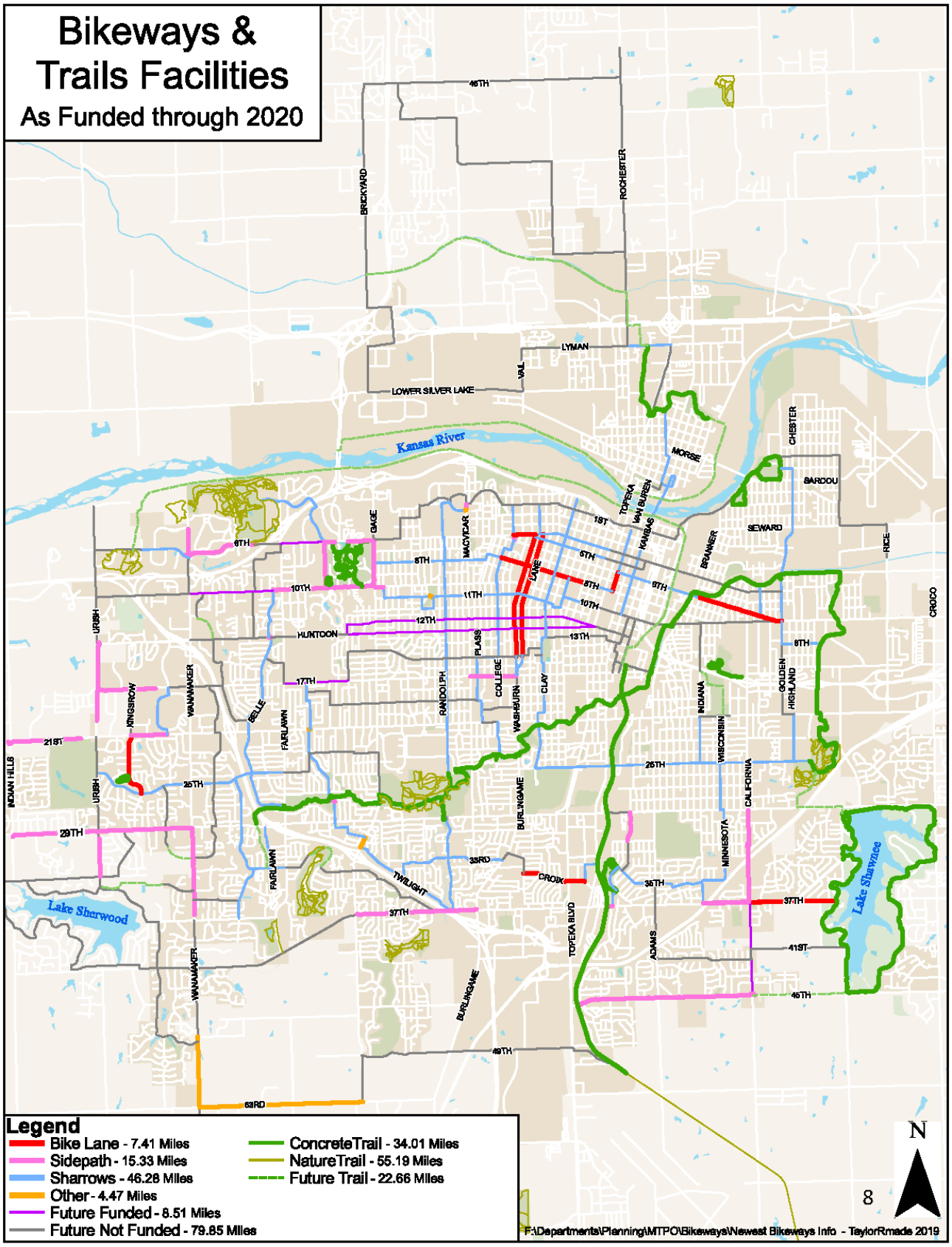
- Tyler- Lyman to Paramore- 10' side path on East side

Multi-Use Facilities

Multi-use trails combine and balance the needs and desires of both pedestrians and bicyclists. These are trails and greenways separated from streets and exclusively for active transportation users. In Topeka, nearly all of the 49.3 miles of multi-use facilities are trails, most of which are independent from the roadway with few exceptions for street crossings. These trails often run parallel to waterways or are repurposed railways and connect parks through greenways. The existing trail network connects Topeka for both transportation and recreation options. Trails connect the city from the East to the West and stretch South out into Shawnee County. There are some trails that are not connected to the greater network, but the Fast-Track Plan outlines plans to connect these trails to the greater network using side paths, repurposing drainageways, and levees.

Topeka's core trail network is made up of the following:

- **Shunga Trail:** Concrete multi use trail that connects North and East Topeka, this trail will eventually stretch across the city.
- **Landon Trail:** Regional trail built on abandoned railroad right of way, connects to the Shunga Trail and is an important link to downtown.
- **Lake Shawnee Trail:** 7-mile recreational trail circling Lake Shawnee, not currently connected to greater trail network.
- **Deer Creek Trail**: 2-mile local trail that connects East Topeka to the Shunga Trail in the North.
- **Soldier Creek Trail:** 2-mile trail in North Topeka that connects Garfield Park to NE Lyman Road.


Bikeways &
Trails Facilities
As Funded through 2020
Kansas River
Lake Sherwood
Lake Shawnee
LOWER SILVER LAKE
LYMAN
ROCHESTER
BRICKYARD
CHESTER
SARDOU
RICE
CROCO
SEWARD
BRANNER
MORSE
TOPEKA
VAN BUREN
KANSAS
LANE
MACVICAR
GAGE
HUNTOON
WANAMAKER
KINGSROW
INDIAN HILLS
URISH
BELLE
FAIRLAWN
RANDOLPH
COLLEGE
WASHBURN
CLAY
PLASS
BURLINGAME
TWILIGHT
CROCK
TOPEKA BLVD
ADAMS
INDIANA
WISCONSIN
CALIFORNIA
MINNESOTA
GOLDEN
HIGHLAND
46TH
41ST
37TH
33RD
29TH
25TH
21ST
17TH
13TH
12TH
11TH
10TH
8TH
6TH
5TH
7TH
9TH
10TH
1ST
Legend
Bike Lane - 7.41 Miles
Sidepath - 15.33 Miles
Sharrows - 46.28 Miles
Other - 4.47 Miles
Future Funded - 8.51 Miles
Future Not Funded - 79.85 Miles
ConcreteTrail - 34.01 Miles
NatureTrail - 55.19 Miles
Future Trail - 22.66 Miles
N
8
F:\Departments\Planning\MTPO\Bikeways\Newest Bikeways Info - TaylorRmade 2019

Micromobility

Micromobility devices, including eScooters and eBikes, are an emerging development that has the potential to provide more active transportation opportunities to some segments of the population. Development of best practices for micromobility is ongoing, as new technology is being refined and these devices become more mainstream. Topeka should be implementing best practices on micromobility regulations as they develop to ensure safety for both micromobility users and other vulnerable road users. The City recently began a pilot program for eScooters that includes an agreement that defines what Topeka will allow from an eScooter company. In 2017, The City introduced code regulations for micromobility devices. They cover regulations prohibiting certain areas for bicycles, electric scooters, roller skates and skateboards[2]. The regulations also cover operating requirements for electric scooters, and parking regulations for these micromobility devices.[3]

Prior to eScooters, Topeka had bike share program to provide micro mobility, Topeka Metro Bikes (TMB) began operations in 2015 under the Topeka Metro Transportation Authority and saw over 50,000 trips within the lifetime of the program. At its peak, the TMB program featured 200 bikes, with 17 main stations and more than 120 community bike parking hubs. The hubs were located at college campuses and recreational destinations such as Gage Park and Lake Shawnee. The TMB system was well designed, with a coverage area greater than 60 square miles that filled in gaps in first- and last-mile connections to transit.

Unfortunately, due to funding restrictions, the transportation authority was no longer able to continue hosting the TMB program. TMTA is open to having a third party host the micromobility service in the future.

Active Transportation Safety

Planning a safe active transportation system is one of the most critical elements to ensure the system is effective and attractive. Perceived and actual safety is oftentimes the most important factor when someone is deciding to choose between transportation modes. Implementing pedestrian and bikeways that provide both safety and comfort by having high degrees of separation from motor traffic and safe crossings will encourage those who are interested in walking or biking in their community but have safety concerns.

Safe Systems Approach [Call out box, include safe systems wheel graphic]

Through the adoption of many of the recommendations in the Complete Streets, Pedestrian and Bike Plans, Topeka has been taking more of a safe systems approach to safety. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn't result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity. [4]This approach consider the safety of vulnerable users in every part of the planning and design process.

Other Relevant Active Transportation Plans

Kansas Active Transportation Plan (2022)

[2] Section 10.35.030 Topeka Municipal Code
[3] Section 10.35.050 Topeka Municipal Code
[4] https://safety.fhwa.dot.gov/zerodeaths/zero_deaths_vision.cfm

The Kansas Active Transportation Plan (ATP) builds upon previous plans, updates long term goals and strategies for the State, and introduces new strategies, policies, and program ideas to create an equitable and accessible active transportation network in Kansas. It sets out goals to better balance the needs of human powered and motorized transportation users, creating a safe environment for all regardless of age, race, gender, or mental/physical ability.

The vision and goals include:

"Kansas will be a place where people of all ages, abilities, and backgrounds have safe and convenient options to walk, bike, roll, and use other active modes for transportation and recreation."

- **Safety**: Reduce the frequency and severity of crashes involving pedestrians, bicyclists, and other active transportation users.
- **Equity**: Invest in historically underserved communities and prioritize the needs of populations that rely on active transportation and transit to reach jobs and essential services.
- **Mobility**: Increase the regular use of walking, bicycling, wheeling, and other active transportation modes.
- **Community Health and Vibrancy**: Promote active transportation activity and infrastructure to improve people's health and positively impact the environment, improve quality of life, and spur economic development.
- **Culture Shift and Education**: Normalize active transportation as a vital part of the overall transportation system and increase understanding of safe behaviors and infrastructure needs for all.
- **System Longevity**: Maintain and preserve active transportation system investments.

Preliminary Recommendations [FOR DISCUSSION PURPOSES]

Pedestrian Recommendations

The pedestrian network is key to providing mobility for those who choose to walk for transportation trips. Safe, reliable, and accessible sidewalks are foundational to ensure that Topeka promotes an equitable transportation system for users of all ages and abilities.

Recommendations for planning, implementing, and measuring pedestrian facilities for Futures 2045 include:

- Continue efforts to fill sidewalk gaps with updated prioritization and performance measures
- Improve pedestrian crossings at key intersections throughout Topeka
- Refresh prioritization criteria for future pedestrian investments. Possible criteria include:
  - » Equity score based on demographic analysis and discussion of any groups of concern in need of targeted improvements. For example prioritize investments in low-income areas and areas where a significant amount of the population rely on transit
  - » Connectivity score focused related to connections to schools, bus routes, community centers, senior centers, business districts, and parks/trails.
- . Explore and test options for equitable sidewalk maintenance program. The 2012 Pedestrian Master Plan acknowledges that the complaint-based system of completing sidewalk maintenance does not allow for areas to be prioritized before the sidewalk becomes completely unusable. The City's 50/50 sidewalk replacement program needs to be amended to allow for more flexibility, and it needs increased funding sources.

Bicycling Recommendations

The recently adopted Fast Track Bike Plan (2020) contains a detailed account of the priority recommendations for bike facility planning, design, and implementation. This plan features the current best practices for designing a bike network for all ages and abilities. The Futures 2045 active transportation recommendations will align with the recommendations from the Fast-Track Plan.

Key recommendations include:

- Implement network improvements starting with the fast-track network.
- Continue to utilize the Complete Streets Guidelines and process to incorporate bike projects from the Vision Network in scheduled street projects.
- Develop a consistent public engagement process for bikeway projects that includes consideration of design concepts and evaluation of trade-offs early in the process.
- Maximize potential ridership and safety by designing high-quality bike facilities in line with the latest best-practices.
- Develop and implement a promotional campaign that uses both social media and traditional outreach methods to educate the public about the transportation and health benefits of bicycling, the safety benefits of various bike facility types, and the location and design concepts under consideration for any upcoming projects.
- Continue to work with community partners to implement and sustain the educational and promotional recommendations included in the 2012 Plan.
- Revisit the long-term Vision Network every 7-8 years through a bike plan update process that includes refreshing goals and priorities, an examination of the Vision Network, and a prioritization of new projects based on current state of the practice.

Data Collection Recommendations

For discussion—might be some data collection tools we want to suggest

TIP 2021-2024 AMENDMENT

Amendment #6 2021-2024

Policy Board Date: **1/27/22**

Projects Included:

1) **C-5147-01:** Bridge Replacement; Shawnee County 2.0 mi. East of Elmont (KDOT) (New project)
2) **KA-6127-01:** Replace Repair: Replace bridge joints, patch deck as needed, concrete surface repair, replace approaches; Bridge #231 over the BNSF RR & Shunganunga Creek (KDOT) (Amended project)
3) **KA-6128-01:** Bridge Repair; Bridges #'s 206 & 207 over Topeka Blvd. (Old Hwy. 75) (KDOT) (Revision)
4) **KA-6244-01:** Mill & Overlay, K-4 in Shawnee County; Beginning at the Wabaunsee/Shawnee County line to Junction k-4/I-70 (KDOT) (Revision)
5) **KA-6393-01:** Mill & Overlay, US-24 from 550 ft. west of NW Rochester Rd. east to 1,130 ft. east of NW Rochester Rd. in Topeka (Revision)
6) **KA-6480-01:** Bridge Replacements; Bridge #'s 104 & 105 on US-24 Hwy. (KDOT) (New project)
7) **KA-6481-01:** Bridge Replacements: US-24 Bridge #'s 076 & 077 (Over Goodyear Plant entrance) (KDOT) (New Project)
8) **U-2433-01:** Buffered bike lane/road resurfacing 8th Street from Topeka Blvd. East to Madison Street (Topeka) (New project-Cost Share)

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

New Project **2021-2024 TIP**

TIP #: 2-23-01-3 **KDOT#: C-5147-01**

Project Type: Roads & Bridges

Jurisdiction: Shawnee County

Project: Shawnee County: 2.0 mi east of Elmont

Fiscal Year(s): 2023

Location: Shawnee County: 2.0 miles E of Elmont over Indian Creek

Total Project Cost: $764,564.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Bridge Replacement

REASON FOR CHANGE: New project selected for the FFY 2023 Off-System Bridge Program.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE		$ -	$ -		$ -	$ -		
ROW		$ -	$ -		$ -	$ -		
UTIL		$ -	$ -		$ -	$ -		
CONT	2023	$ 538.6	$ -		$ 134.7	$ 673.3	STP	
CE	2023	$ 73.0	$ -		$ 18.3	$ 91.3	STP	
TOTAL		**$ 611.6**	**$ -**		**$ 153.0**	**$ 764.6**		

***PE** (Preliminary Engineering & Design); **ROW** (Right-of-Way Acquisition); **UTIL** (Utility Work); **Const** (Construction); **or CE** (Construction Engineering) **Other**

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

Amendment	**2021-2024 TIP**
	TIP #: 1-21-05-3 **KDOT#: KA-6127-01**
Project Type:	Roads & Bridges
Jurisdiction:	KDOT
Project:	Bridge #231 on K-4 in Shawnee County
Fiscal Year(s):	2021-2023
Location:	K-4: Bridge #231 over the BNSF Railroad and the Shunganunga Creek located north of the U.S. 40/K-4 junction
Total Project Cost:	$728,000.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Replace joints, Patch deck as needed, Replace approaches, Silane Treatment, Concrete surface repair.
REASON FOR CHANGE: Cost increase of 39%.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

PE	2021	$ -	$ 112.0	x	$ -	$ 112.0		
ROW		$ -	$ -		$ -	$ -		
UTIL		$ -	$ -		$ -	$ -		
CONT	2022	$ -	$ 560.0	x	$ -	$ 560.0		
CE	2022	$ -	$ 56.0	x	$ -	$ 56.0		
PE		$ 89.6	$ (89.6)			$ -	NHPP	2023
CONST		$ 448.0	$ (448.0)		$ -	$ -	NHPP	2023
CE		$ 44.8	$ (44.8)		$ -	$ -	NHPP	2023
TOTAL		**$ 582.4**	**$ 145.6**		**$ -**	**$ 728.0**		

***PE** (Preliminary Engineering & Design); **ROW** (Right-of-Way Acquisition); **UTIL** (Utility Work); **Const** (Construction); **or CE** (Construction Engineering) **Other**

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

Administrative Modification	**2021-2024 TIP**
	TIP #: 1-21-06-3 **KDOT#: KA-6128-01**
Project Type:	Roads & Bridges
Jurisdiction:	KDOT
Project:	Bridges #206 & #207 on U.S. 75 in Shawnee County
Fiscal Year(s):	2021-2023
Location:	U.S. 75 Bridges #206 and #207 over Topeka Boulevard (Old Highway 75) located 2.53 miles and 2.54 miles respectively, north of the OS/SN county line.
Total Project Cost:	$2,705,800.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Bridge Repair.

REASON FOR CHANGE: Revised scope, project letting date (February 2022 to March 2022) and 21% increase in total project cost.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2021	$ -	$ 343.0	x	$ -	$ 343.0		
ROW		$ -	$ -		$ -	$ -		
UTIL		$ -	$ -		$ -	$ -		
CONT	2022	$ -	$ 2,148.0	x	$ -	$2,148.0		
CE	2022	$ -	$ 214.8	x	$ -	$ 214.8		
PE		$ 274.4	$ (274.4)		$ -	$ -	NHPP	2023
CONST		$1,718.4	$ (1,718.4)		$ -	$ -	NHPP	2023
CE		$ 171.8	$ (171.8)		$ -	$ -	NHPP	2023
TOTAL		**$2,164.6**	**$ 541.2**		**$ -**	**$2,705.8**		

***PE** (Preliminary Engineering & Design); **ROW** (Right-of-Way Acquisition); **UTIL** (Utility Work); **Const** (Construction); **or CE** (Construction Engineering) **Other**

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

Administrative Modification | **2021-2024 TIP**

TIP #: 1-21-08-1 | **KDOT#: KA-6244-01**

Project Type: Roads & Bridges
Jurisdiction: KDOT
Project: Mill & Overlay K-4 in Shawnee County (1R Project)
Fiscal Year(s): 2021-2024
Location: K-4 in Shawnee County beginning at the Wabaunsee/Shawnee County Line to Junction K-4/I-70
Total Project Cost: $2,205,093.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Mill, Overlay and Edge Wedge on Shoulders.

REASON FOR CHANGE: Increase in project cost by 20% (administrative modification).

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2021	$ -	$ 1.0		$ -	$ 1.0		
ROW		$ -	$ -		$ -	$ -		
UTIL		$ -	$ -		$ -	$ -		
CONT	2022	$ -	$ 2,099.1	x	$ -	$2,099.1		
CE	2022	$ -	$ 105.0	x	$ -	$ 105.0		
CONST		$1,679.3	$ (1,679.3)		$ -	$ -	STP	2024
CE		$ 84.0	$ (84.0)		$ -	$ -	STP	2024
TOTAL		**$1,763.3**	**$ 441.8**		**$ -**	**$2,205.1**		

***PE** (Preliminary Engineering & Design); **ROW** (Right-of-Way Acquisition); **UTIL** (Utility Work); **Const** (Construction); **or CE** (Construction Engineering) **Other**

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

Administrative Modification	**2021-2024 TIP**
	TIP #: 1-21-09-1 **KDOT#: KA-6393-01**
Project Type:	Roads & Bridges
Jurisdiction:	KDOT
Project:	US-24 and N.W. Rochester Rd- Mill & Overlay in Topeka
Fiscal Year(s):	2022-2024
Location:	US-24: From 550 feet west of N.W. Rochester Road east to 1,130 feet east of N.W. Rochester Road in Topeka
Total Project Cost:	$1,240,272.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Mill, Overlay and Edge Wedge on Shoulders.

REASON FOR CHANGE: Increase in project cost by 20% (administrative modification).

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2022	$ -	$ 5.7		$ -	$ 5.7		
ROW		$ -	$ -		$ -	$ -		
UTIL		$ -	$ -		$ -	$ -		
CONT	2022	$ -	$1,148.4	x	$ -	$1,148.4		
CE	2022	$ -	$ 86.1	x	$ -	$ 86.1		
PE						$ -		
ROW						$ -		
UTIL						$ -		
CONST		$ 918.7	$ (918.7)		$ -	$ -	NHPP	2024
CE		$ 68.9	$ (68.9)		$ -	$ -	NHPP	2024
TOTAL		**$ 987.6**	**$ 252.6**		**$ -**	**$1,240.2**		

***PE** (Preliminary Engineering & Design); **ROW** (Right-of-Way Acquisition); **UTIL** (Utility Work); **Const** (Construction); **or CE** (Construction Engineering) **Other**

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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

New Project	**2021-2024 TIP**
	TIP #: 1-22-01-3 **KDOT#: KA-6480-01**
Project Type:	Roads & Bridges
Jurisdiction:	KDOT
Project:	Bridges #104 and #105 on U.S. 24 in Shawnee County
Fiscal Year(s):	2022-2027
Location:	U.S. 24: bridge #104 (over U.S. 24 highway) located at the east U.S. 24/Old U.S. 75 highway junction (southbound) and bridge #105 (over U.S. 24 highway) located at the east U.S. 24/Old U.S. 75 highway junction (northbound)
Total Project Cost:	$3,766,534.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Bridge Replacements

REASON FOR CHANGE: Program Addition. Project is an FY 2026 Priority Bridge selection. **PROJECT IS AUTHORIZED FOR PE ONLY.**

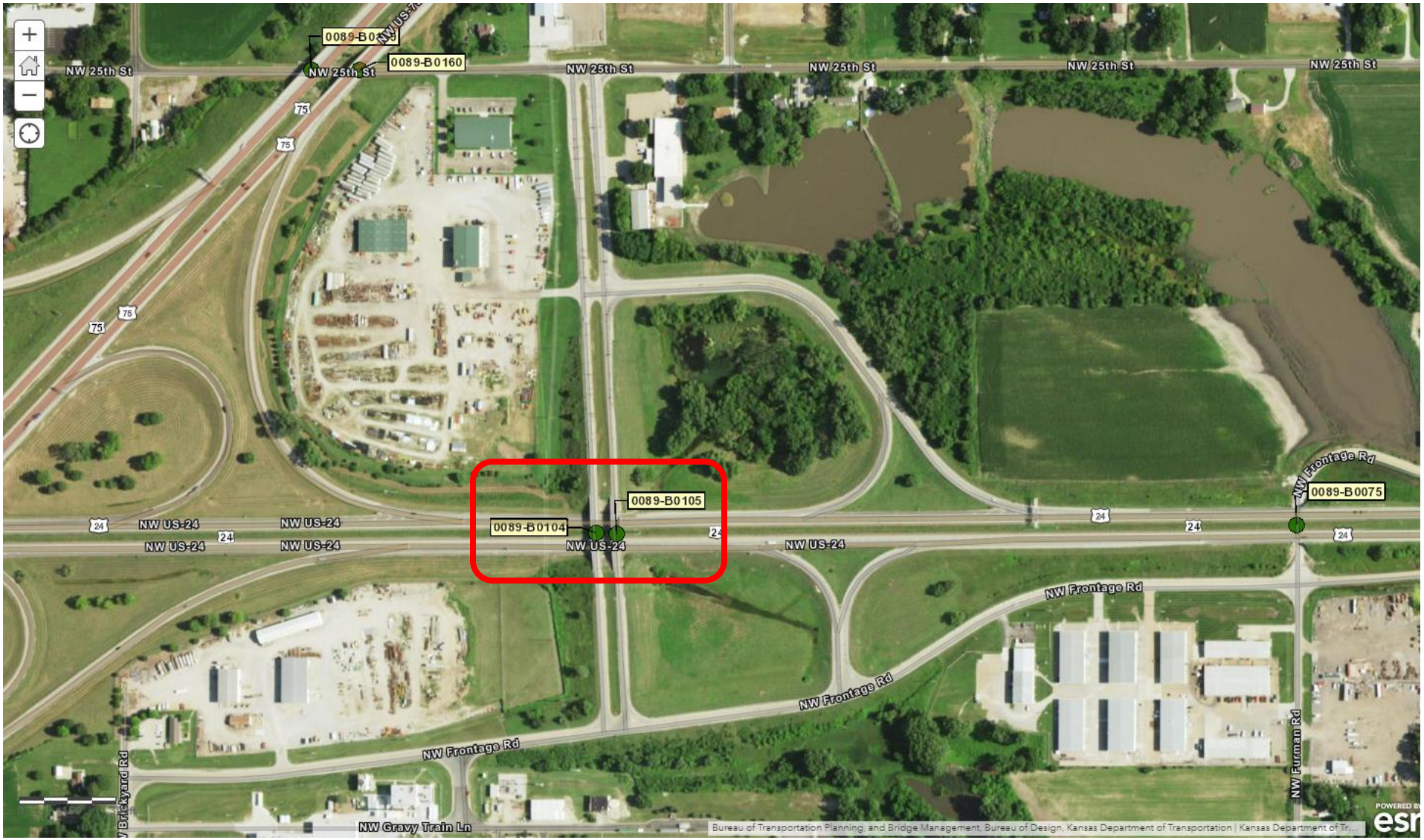
Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2022	$ -	$ 363.0	x	$ -	$ 363.0		
ROW		$ -	$ -		$ -	$ -		
UTIL		$ -	$ -		$ -	$ -		
CONT		$ -	$ -		$ -	$ -		
CE		$ -	$ -		$ -	$ -		
PE		$ 290.4	$ (290.4)		$ -	$ -	NHPP	2027
TOTAL		**$ 290.4**	**$ 72.6**		**$ -**	**$ 363.0**		

***PE** (Preliminary Engineering & Design); **ROW** (Right-of-Way Acquisition); **UTIL** (Utility Work); **Const** (Construction); **or CE** (Construction Engineering) **Other**

KA-6480-01: Bridges #104 and #105 on U.S. 24 in Shawnee County



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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

New Project	**2021-2024 TIP**
	TIP #: 1-22-02-3 **KDOT#: KA-6481-01**
Project Type:	Roads & Bridges
Jurisdiction:	KDOT
Project:	Bridges #76 and #077 on U.S. 24 in Shawnee County
Fiscal Year(s):	2022-2027
Location:	U.S. 24: bridges #076 and #077 (over Goodyear Plant Entrance) located 1.67 miles and 1.25 miles respectively east of the U.S. 24/U.S. 75 junction
Total Project Cost:	$2,626,727.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Bridge Replacements

REASON FOR CHANGE: Program Addition. **PROJECT IS AUTHORIZED FOR PE ONLY.**

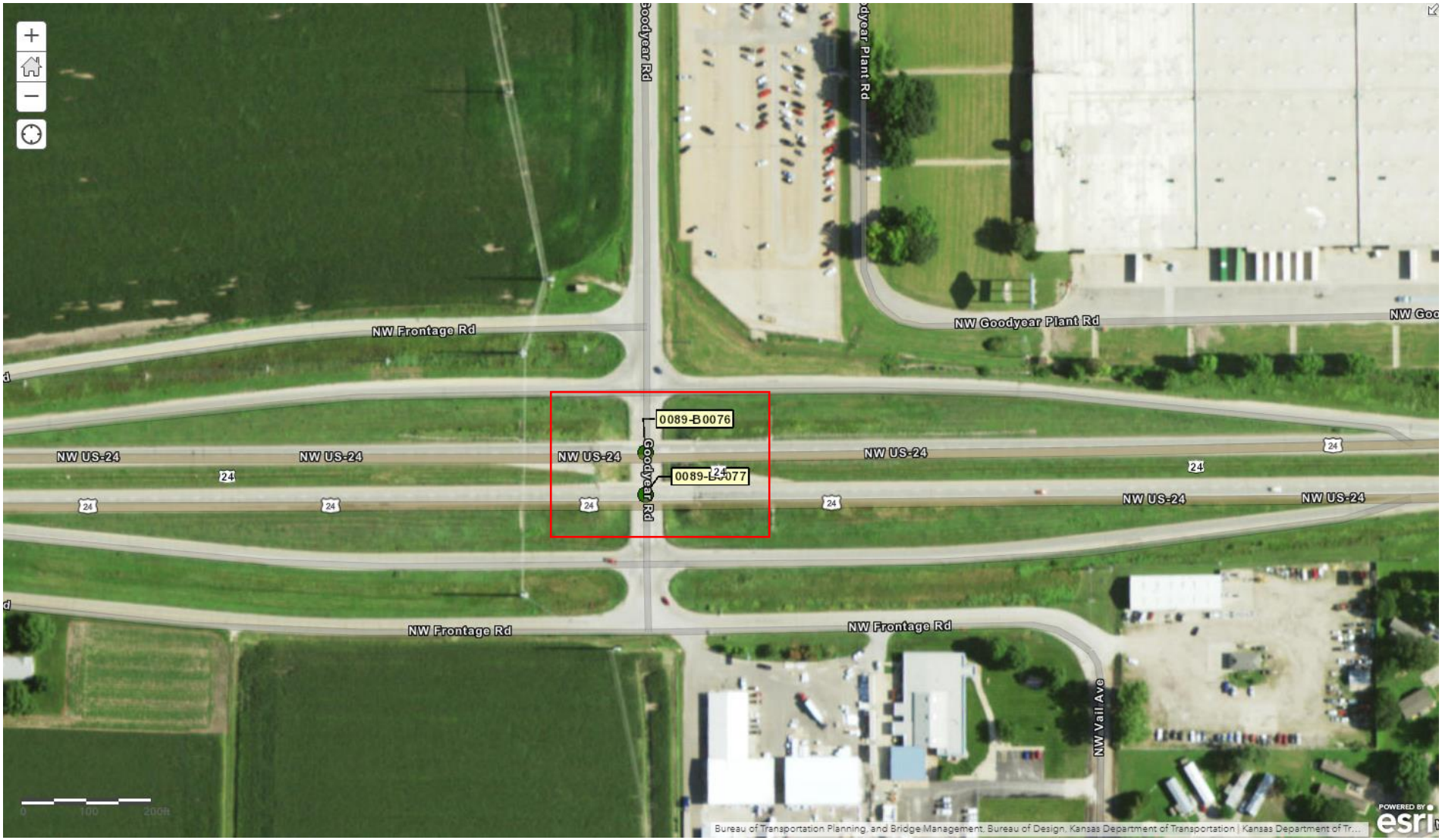
Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE	2022	$ -	$ 253.2	x	$ -	$ 253.2		
ROW		$ -	$ -			$ -		
UTIL		$ -	$ -			$ -		
CONT		$ -	$ -			$ -		
CE		$ -	$ -			$ -		
PE		$ 202.5	$ (202.5)		$ -	$ -	NHPP	2027
TOTAL		**$ 202.5**	**$ 50.7**		**$ -**	**$ 253.2**		

***PE** (Preliminary Engineering & Design); **ROW** (Right-of-Way Acquisition); **UTIL** (Utility Work); **Const** (Construction); **or CE** (Construction Engineering) **Other**

KA-6481-01: Bridges #76 and #077 on U.S. 24 in Shawnee County



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Transportation Improvement Program **T I P**

PROJECT DATA SHEET

New Project	**2021-2024 TIP**
	TIP #: 3-22-01-6 **KDOT#: U-2433-01**
Project Type:	Roads & Bridges
Jurisdiction:	City of Topeka
Project:	City of Topeka-S.W. 8th Avenue Bikeways Connections
Fiscal Year(s):	2022
Location:	S.W. 8th Avenue from S.W. Topeka Boulevard east to S.E. Madison Street in Topeka
Total Project Cost:	$955,057.00

PROJECT TYPES:
Transportation Alternative;
Roadways & Bridges;
Transit/Paratransit

PROJECT Description and Justification: Bridge Replacements

REASON FOR CHANGE: Program Addition. State and local funds only (no federal) but regionally significant.

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal ($)	State ($)	AC?	Local($)	TOTAL COST ($)	Federal Source	AC Conv. Yr.
PE		$ -	$ -		$ -	$ -		
ROW		$ -	$ -		$ -	$ -		
UTIL		$ -	$ -		$ -	$ -		
CONT	2022	$ -	$ 763.3		$ 190.8	$ 954.1		
CE	2022	$ -	$ -		$ 1.0	$ 1.0		
TOTAL		**$ -**	**$ 763.3**		**$ 191.8**	**$ 955.1**		

***PE** (Preliminary Engineering & Design); **ROW** (Right-of-Way Acquisition); **UTIL** (Utility Work); **Const** (Construction); **or CE** (Construction Engineering) **Other**

U-2433-01: City of Topeka-S.W. 8th Avenue Bikeways Connections

	Funding Summary Table 2021 through 2024					**Amendment #**	**6**	
	Metropolitan Topeka Planning Organization							
	MTPO Metropolitan Planning Area							
	Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority							
			2021	**2022**	**2023**	**2024**	**Totals**	**Anticipated Minus Programmed**
	Anticipated Funding							
Road and Bridge								
	Local		$ 57,171,025	$ 50,728,054	$ 49,602,018	$ 37,862,322	$ 195,363,418	$ 141,249,118
	State		$ 11,921,500	$ 46,914,500	$ 47,618,218	$ 240,800,000	$ 347,254,218	$ 11,835,318
	Federal		$ 5,815,866	$ 5,903,104	$ 38,700,300	$ 6,081,525	$ 56,500,795	$ 1,568,795
	Sub-Totals		**$ 74,908,391**	**$ 103,545,658**	**$ 135,920,535**	**$ 284,743,847**	**$ 599,118,431**	**$ 154,653,231**
Transit								
	Local		$ 6,800,000	$ 6,900,000	$ 7,000,000	$ 7,100,000	$ 27,800,000	$ 26,863,300
	State		$ 800,000	$ 800,000	$ 800,000	$ 800,000	$ 3,200,000	$ 3,200,000
	Federal		$ 2,500,000	$ 2,600,000	$ 2,700,000	$ 2,800,000	$ 10,600,000	$ 8,694,500
	Sub-Totals		**$ 10,100,000**	**$ 10,300,000**	**$ 10,500,000**	**$ 10,700,000**	**$ 41,600,000**	**$ 38,757,800**
	Totals		**$ 85,008,391**	**$ 113,845,658**	**$ 146,420,535**	**$ 295,443,847**	**$ 640,718,431**	
			2021	**2022**	**2023**	**2024**	**Totals**	
	Programmed Expenditures							
Road and Bridge								
	Local		$ 23,761,000	$ 14,577,800	$ 8,483,000	$ 7,292,500	$ 54,114,300	
	State		$ 11,912,600	$ 46,914,500	$ 35,791,800	$ 240,800,000	$ 335,418,900	
	Federal		$ 7,077,100	$ 6,859,200	$ 38,244,800	$ 2,750,900	$ 54,932,000	
	Sub-Totals		**$ 42,750,700**	**$ 68,351,500**	**$ 82,519,600**	**$ 250,843,400**	**$ 444,465,200**	
Transit								
	Local		$ 42,000	$ 894,700	$ -	$ -	$ 936,700	
	State		$ -	$ -	$ -	$ -	$ -	
	Federal		$ 167,700	$ 1,737,800	$ -	$ -	$ 1,905,500	
	Sub-Totals		$ 209,700	$ 2,632,500	$ -	$ -	$ 2,842,200	
	Totals		**$ 42,960,400**	**$ 70,984,000**	**$ 82,519,600**	**$ 250,843,400**	**$ 447,307,400**	
Notes for Funding Programmed in the TIP								
[1] This table includes all of the forms of anticipated funding listed herein including local funds in excess of what is needed to match federal and state funding sources.								
[2] Each proposed project for the TIP is placed into the TIP tables only after the project sponsor meets with the MTPO staff and identifies its funding sources.								
[3] State Funding includes funds anticipated to be converted to Federal Funds at a later date.								
[4] This table includes Active Project Work Phases ONLY								