



Call to Order/Opening Business

1. Roll Call
2. Approval of Minutes for January 27, 2022
3. Public Comment

Action Items

None

Discussion/Non-Actions Items

1. FUTURES 2045 (Metropolitan Transportation Plan): Review of Draft document to date (Chapters attached):
JEO/Toole/Hg Consultants
2. 2022 Pedestrian Plan/Infill Sidewalk Priority Area (PowerPoint attached): **Taylor Wolfe**

Quick Updates

1. Policy Board Vice Chair Status

Other Items/New Business

Adjourn



CITY OF TOPEKA
**METROPOLITAN TOPEKA PLANNING ORGANIZATION
POLICY BOARD**

MINUTES

January 27, 2022

Voting Members present: Spencer Duncan, Marc Fried, Matt Messina, Jim Ogle, Bill Riphahn (5)
(via video conference)

Voting Members absent: Karen Hiller, Brett Kell (2)

City Staff present: Bill Fiander, Planning & Development Director; Carlton Scroggins, Transportation Planning Manager; Taylor (Ricketts) Wolfe, Planner, Kris Wagers, AO

Opening Business

Welcome – Mr. Ogle called the meeting to order with 4 members logged in for a quorum. Mr. Fried logged in after all votes were taken.

Approval of Minutes for November 18, 2021

Motion by Mr. Messina approve, **second** by Mr. Riphahn. **APPROVED 4-0-0**

Public Comments – none

Seating of 2022 Chair/Vice Chair - Mr. Messina indicated he is open to serving as Chair, but he did note that often KDOT reps serve as Vice Chair so they are available to fill in for the chair. Kristi Wilson (KDOT) will serve as his alternate. Mr. Duncan indicated he is agreeable to serving as Vice Chair. Upon voting, **Mr. Messina was elected 2022 Chair and Mr. Duncan 2022 Vice Chair.**

Action Item:

Mr. Scroggins reviewed the **2021-2024 TIP Amendment #1** projects, taking questions as they were asked.

- 1) **C-5147-01:** Bridge Replacement; Shawnee County 2.0 mi. East of Elmont (KDOT) (New project)
Mr. Fiander asked why this is a KDOT project. Mr. Messina explained that the new federal funding program allows federal funds to be spent on off-system projects. He spoke briefly about new federal funding regulations/criteria.
- 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)

draft

- 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)

Mr. Scroggins concluded by stating that the amendment had been out for public comment and no comments were received. **Motion** by Mr. Riphahn to adopt the amendment; **second** by Mr. Duncan. **APPROVED** 4-0-0

Review of Bylaws – Mr. Scroggins reminded the members that this is done annually. He noted that previously there had been discussion about possibly making changes to the make-up of the board. Mr. Fiander expanded on that, explaining that there had been discussion about potentially changing from 3 Governing Body representatives to 2. The first step in doing this would be to make a change in the by-laws. The next step would be for the Governing Body to determine how they wish to proceed based on the changes to the by-laws. Councilmember Duncan added that it might be best to maintain the Mayor's appointee and one representative from the Governing Body. He also stated that Governing Body representatives have already been chosen for 2022 so this likely wouldn't begin until 2023. This gives the rest of 2022 to work through the process. Discussion continued about whether the extra position would need to be filled from another source. Ms. Wilson suggested moving the chair of the SNCO Planning Commission (or designee) from ex officio to voting member status; Mr. Spencer acknowledged and said it is something to be discussed.

Mr. Scroggins explained that TAC amended their by-laws to better accommodate Zoom meetings. Mr. Messina suggested including the by-law update topic as a discussion item on the next agenda.

Quick Updates

Futures 2045: Mr. Scroggins stated that the consultants have completed public & stakeholder meetings as well as the surveys. They are compiling the chapters and reviewing with staff. Mr. Scroggins anticipates meeting the deadline for completion, which is scheduled for the end of June. There will be presentations made to both TAC and Policy Board. Public participation is ongoing.

With no further business, meeting adjourned at 2:13PM



[Design in Progress]

TOPEKA METROPOLITAN PLANNING ORGANIZATION

METROPOLITAN TRANSPORTATION PLAN

In Partnership with:

[KDOT Logo]

[Topeka Seal]

[Shawnee County
Seal]

[Topeka Metro Logo]

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[Acknowledgments
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JEO Consulting Group
jeo.com

FUTURES2045

EXECUTIVE SUMMARY





[Exec Summary Placeholder]

CHAPTER ONE

INTRODUCTION



FUTURE PERFORMANCE

Futures2045: Metropolitan Transportation Plan (MTP) for the Topeka Metropolitan Planning Area (MPA) has three major themes:

1 Continue Progress

The plan recognizes the progress made on recommendations from the previous plan. This plan recommends a continued focus on projects that preserve the existing transportation system, while also expanding facilities for active transportation.

Since the previous plan, pavement management performance has increased. Condition targets have been set for bridge improvements and other infrastructure.

Active Transportation activities have increased and expanded the network. The region has adopted complete street guidelines, updated the bike plan, and built more sidewalks, trails, and bike facilities.

Futures2045 recognizes this progress and encourages continuation of these efforts to meet performance targets.

2 Strengthen Performance Management

The MTPO has adopted several performance measures for the transportation system. The plan recommends an increased emphasis on implementation of management systems to define and monitor system performance for these objectives.

With clear targets identified for performance, the MTPO needs to work with agency partners to develop management strategies to reach the goals. Most importantly, a strong focus on transportation safety performance measures. The local traffic safety plan has guidance on activities and actions.

3 Prepare for Transportation Innovations

This plan recommends dialogue and preparation for technology innovations that are moving forward from electric vehicles to drone delivery systems. The MTPO needs to monitor innovations and develop process for ensuring transportation system is responsive to future changes.

Federal funds are available to states for electric charging stations and other transportation innovations. The MTPO should review these items and determine appropriate roles and policies for agency members.

Futures2045 is a guide for transportation and mobility decisions for Topeka and surrounding Shawnee County. It explores current demographic, economic, and land use trends, models future growth, identifies needs for streets, public transit, bikes, pedestrians, and freight through the year 2045, and recommends future transportation actions. As the Metropolitan Transportation Plan (MTP), it is a necessary component to receive federal funds, while identifying key initiatives that will help the region support desired growth.

The MTP addresses the following:

- An overview of the community including population and housing development, employment goals and plans, and regional land use.
- A systems-level analysis that considers roadways, transit, and active transportation, in addition to projected demand for transportation services over 20 years.
- An overview of the public's involvement in deciding their future.
- Cost estimates and reasonably available financial sources for operation, maintenance, and capital investments; and
- Policies, strategies, and projects for the future, in addition to ways to preserve existing roads and facilities and make efficient use of the existing system.

The success and vitality of the transportation system is dependent on sound planning and management of the infrastructure to deliver desired returns on investment of transportation funds. Investments in the transportation system are integral to supporting the desired quality of life, growth, and development goals of the region. These goals are defined by collaboration between decision makers in the region, representing multiple groups, the health of the natural and built environment, and different needs for access to jobs, housing, and community goods and services. Ultimate success will be achieved through measured progress on the shared goals and vision of this plan.

BACKGROUND

Federal law requires urbanized areas with populations of greater than 50,000 residents to undertake continued, comprehensive, and cooperative long-range transportation planning for Metropolitan Planning Areas (MPAs). These are carried out by Metropolitan Planning Organizations (MPOs) as guided by federal regulations. Plans must meet current and future needs for all modes of transportation and be updated every five years. The Metropolitan Topeka Planning Organization (MTPO) – a partnership between the City of Topeka, Shawnee County, Jefferson County, the Topeka Metropolitan Transit Authority, and the Kansas Department of Transportation, formed in 2004 – oversees this duty. The Infrastructure Investment and Jobs Act passed in 2021 provides approximately \$350 billion over a five-year period (federal fiscal years 2022 -2026) for federal transportation programs nationwide.

The previous MTP, titled “Futures 2040,” was adopted in 2017. Futures2045 builds on this past plan recognizing the implementation of performance-based metrics and progress in delivery of active transportation programs, policies, and projects, through maintaining infrastructure, improving safety, reducing congestion, improving road and freight system efficiency, protecting the environment, reducing delays in project delivery, and creating economic growth. In focusing on performance-based planning, the MTPO increased its use of data and performance measures, including visualization and other tools to communicate information throughout the planning process. Key performance-based transportation planning elements include:

Performance Measures

Specific measures for plan goals and objectives along with trend data on progress.

Baseline Data

The latest available estimates and assumptions for population, land use, travel, mode share, employment, congestion, economic activity, and transportation and land use conditions and trends.

Applicable Studies, Policies, and Plans

State Strategic Highway Safety Plan, State Asset Management Plan, Transit Asset Management Plan, State Freight Plan, modal plans such as pedestrian, bicycle, and transit plans.

Integrated Multimodal Transportation System

Existing transportation facilities, including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle networks, and intermodal connectors.

Analysis and Consideration of Revenue

Revenue projections based on realistic assumptions about funding all capital, operating, and maintenance costs associated with the surface transportation system.



GUIDING PRINCIPLES, GOALS, & OBJECTIVES

In addition to data and performance the plan includes a review of previous guiding principles, goals, and objectives. These items were part of focused public engagement to determine if changes were needed to these items for this updated plan. These discussions led to slight modifications through specific alignment within the plan between the principles, goals, and objectives. The following is a discussion of the guiding principles, and their key goals and objectives:

Sustainability

Sustainability means meeting present needs without compromising the ability of future generations to meet their own needs. The triple bottom line framework expands this definition to recognize the core components of sustainability: environmental sustainability, economic sustainability, and social sustainability. Environment speaks to minimizing environmental damage so as not to negatively affect others; in transportation, this is often tied to reducing air pollution (currently Shawnee County is meets National Ambient Air Quality Standards) and guiding development to protect vulnerable areas. Economy speaks to strengthening the regional economy and workforce to build resilience; in transportation, this includes providing mobility options to connect workers with jobs and making sure goods can be efficiently shipped to markets. Equity speaks to the fair treatment and meaningful involvement of all people and actively seeks to prevent disproportionately high and adverse effects of transportation projects on minority or low-income communities.

The key plan goal that aligns with this principle is Maintain Existing Infrastructure. The key objective for this goal is to continue a data driven approach through implementation of asset management practices.

Health and Wellness

The transportation systems have a direct impact to the overall health of a community from access to

active transportation networks to environmental quality. Transportation systems that encourage walking and bicycling can help people to increase their levels of physical activity, resulting in significant potential health benefits and disease prevention. Transportation systems can contribute negatively to air quality, the MTPO is currently in attainment of the National Ambient Air Quality standard and should continue that trend. The safety of transportation systems is also critical to community health and wellness. Traffic crashes not only have significant impacts on individuals, but also create indirect impacts beyond the crash such as economic losses. Design decisions of transportation systems can support or inhibit the benefits of health and wellness of the system. Complete streets are a major factor in improving the health and wellness of the system. The goal aligned with this principle is to increase safety for all modes of transportation. This goal is achieved through regular monitoring of performance data and implementation of the local safety plan and complete streets design guidelines.

Livability

Livability is the sum of the factors that add up to a community's quality of life—including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities. The changes in the last plan recognize livability through an increased emphasis on infrastructure condition, complete streets, and urban design. The results of this shift are visible everywhere with improved crosswalks, bike infrastructure, wider sidewalks with space for outdoor activity, and street trees that provide improved drainage and reduced impervious surface. Collectively, these details support more livable and enjoyable places, for all users of the transportation system. The plan goals for this principle include Equity and access for all and Enhance quality of life.

Transportation-Land Use Connection

This principle reflects the importance of the transportation system to support a region's desired growth and development. The plan builds on recommendations from the Land Use and Growth Management Plan which emphasizes infill development and redevelopment over expansion. The plan goal that aligns with this principle is Leverage transportation system to support economic development activities.

PLANNING PROCESS

The planning process was conducted by the Metropolitan Topeka Planning Organization (MTPO) and JEO Consulting Group, in collaboration with Toole Design Group and HG Consult. As a collaborative effort, the team engaged citizens and stakeholders throughout the planning process which informed decisions and ensured that plan outcomes are meaningful, appropriate, and achievable. It also kept officials, agencies, local governments, the public and interested parties informed of the planning effort and allowed opportunities for input into the plan.

The process kicked off in summer of 2021, through data gathering and engagement activities related to Principles, Goals, and objectives. With the up and down of the pandemic, many meetings were virtual mixed with in person meeting when feasible. The pandemic limited opportunities for face-to-face engagement during early parts of the plan. This issue was overcome through virtual meetings, online surveys, and traditional phone calls to gather input on the plan. Data gathered included current conditions, progress made since the last plan, and review of performance measures. It also took into consideration how the existing transportation system supports land use and economic development and the environmental impacts of the existing transportation system on low-income and minority persons within the region.

Next, the team examined future conditions of the systems. During this phase, the team estimated and forecasted future conditions for all modes of transportation, including walking, biking, riding transit, driving cars, and trucks. It also considered how innovation in transportation should be considered, in addition to the environmental impacts of the proposed transportation system on low-income and minority persons within the region.

Finally, the team developed recommendations for the plan based on review of data, engagement feedback, and progress made since the last plan. This included synthesizing the earlier analysis on existing and future conditions. Specifically, it involved the development of the financial plan, the prioritized project listing, and a review of the proposed projects' consistency with the adopted goals and objectives of the MTP. During this phase, the plan was also reviewed for consistency with federal planning factors.

Throughout the process, public engagement was a critical element in any planning effort, so numerous opportunities and channels of communication were employed for Topeka area citizens, public agencies, transportation agencies, and other stakeholders to review materials and offer their ideas related to the development of Futures2045.



ORGANIZATION

The following document is organized similarly to the way the planning project was carried out. Chapter 1 introduces the project, its background, and its process. This is followed by three sections, each of which has two chapters. The first section examines the region's existing conditions.

CHAPTER 2

Chapter 2 provides an overview of the community, including an investigation of population, household, and employment change, distribution, and density, in addition to other related factors such as environmental justice populations, land use patterns, and an environmental baseline analysis.

CHAPTER 3

Chapter 3 reviews existing conditions for all modes of transportation, including walking, biking, riding transit, driving cars, and trucks. It also took into consideration how the existing transportation system supports land use and economic development and the environmental impacts of the existing transportation system on low- income and minority persons within the region.

CHAPTER 4

The next section analyzes future conditions in the region. Chapter 4 considers population, household, and employment projections, future needs for all modes of transportation, including walking, biking, riding transit, driving cars, and trucks, and potential transportation investments. It concludes with several transportation scenarios, their forecasted effects on future land use plans and economic development initiatives, and the environmental impacts that proposed transportation system may have on low-income and minority persons within the region.

CHAPTER 5

Chapter 5 provides the estimated costs of the potential projects proposed in the previous chapter and forecasts future expected revenues. The final section synthesizes the earlier two sections to realistically meet the transportation needs of the region.



CHAPTER 6

Chapter 6 explores public involvement, themes that came out of public involvement, and planning goals and objectives that were developed from there. It concludes by looking at how this plan fits with other planning efforts.

CHAPTER 7

Chapter 7 contains final recommendations for prioritized project listing and other recommendations for the MTPO.

Public comments, displayed materials, detailed methodologies, and other additional information can be found in the document's appendices.

CHAPTER TWO

COMMUNITY OVERVIEW



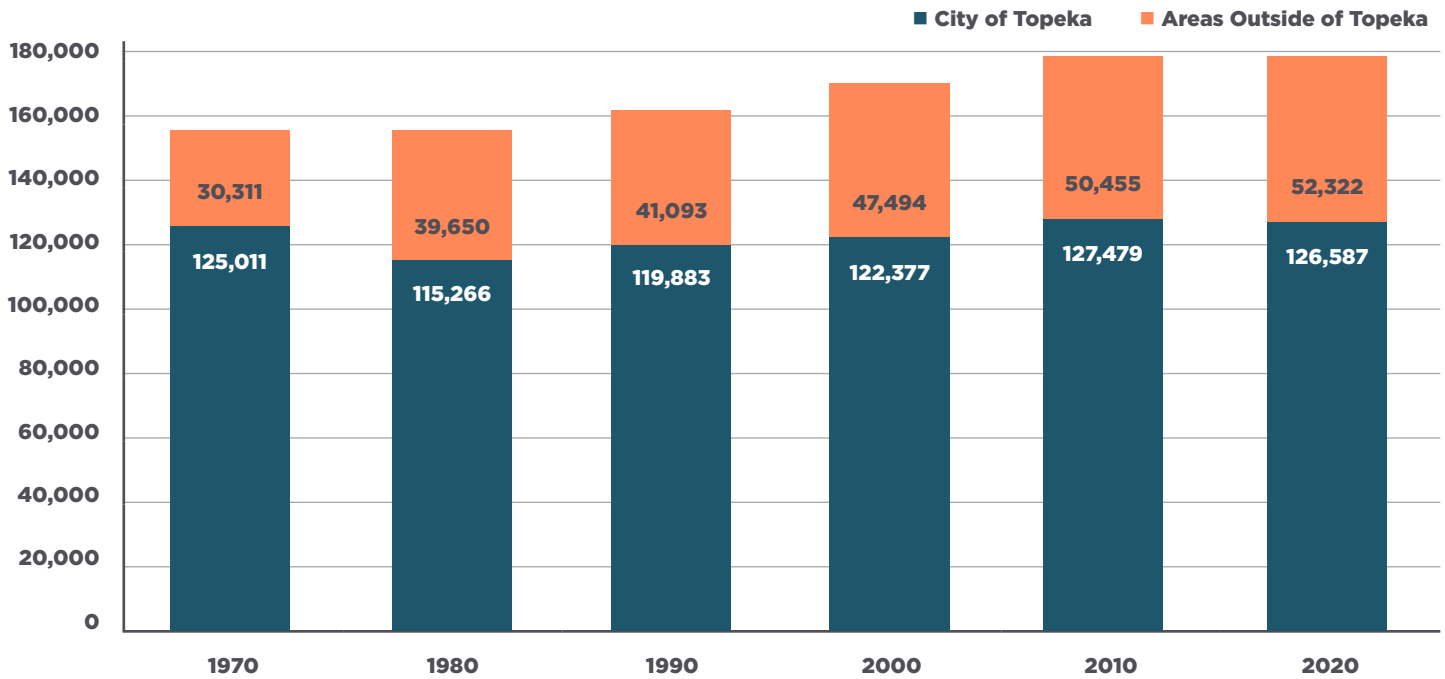
INTRODUCTION

Topeka is the fifth largest city in Kansas, with a population of approximately 126,000 (2019), is the State Capital and is in Shawnee County which is roughly 65 miles west of Kansas City. With nearly 178,000 people, Shawnee County is the third most populous county in the state. The population in the County has stayed steady over the past 10 years. There are four other incorporated communities in the County beyond Topeka and the Metropolitan Planning Area (MPA): Auburn, Silver Lake, Rossville, and Willard. Topeka and its MPA covers some 287 square miles of eastern Shawnee and a small portion of Jefferson Counties.

POPULATION AND HOUSEHOLDS

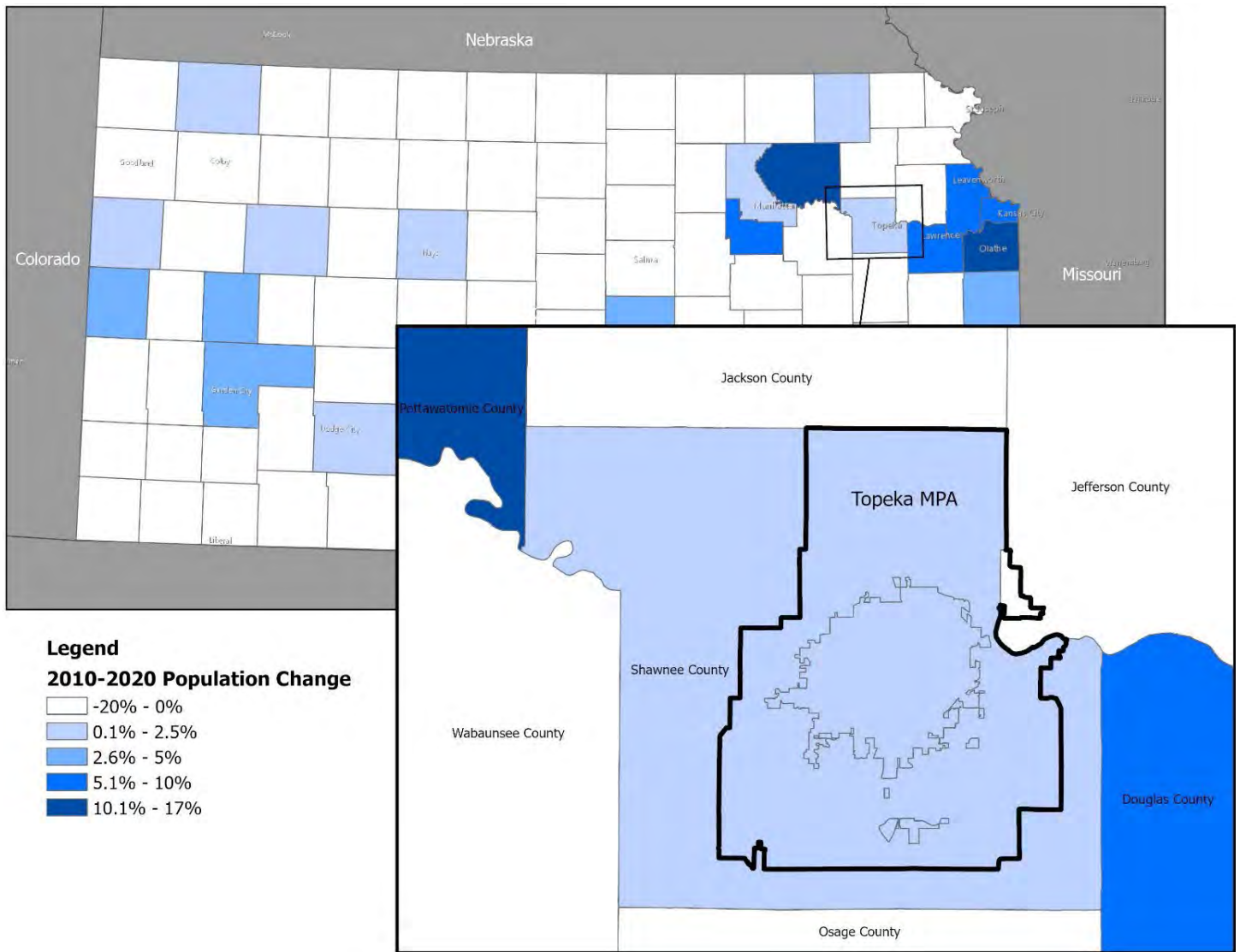
Shawnee County has grown steadily over the last fifty years, whereas Topeka’s population declined in 1980 and only surpassed the previous population numbers in 2010. Shawnee County’s population has remained the same from 2010 to 2019. Topeka’s population has declined slightly in the past 10 years. See Table 2-1 and Figure 2-1.

FIGURE 2.1 Shawnee County Population



Source: 2019 5-Year American Community Survey

FIGURE 2.2 Shawnee County and Topeka Metropolitan Planning Area Map



Population and Household Density

The population of the Topeka MPA, calculated using Traffic Analysis Zone (TAZ) data, lies between the population of the City and County. In 2020, the MPA’s population was estimated at 167,351, three quarters of whom live in Topeka with an estimated 53,757 households (Table 2-2). The MPA accounts for over 93 percent of the county’s population. Since 2000 the population has increased by 3.7 percent whereas the number of households has increased by about 5 percent. This is much slower growth than that experienced between 2000 and 2015, identified in the previous MTP, which was over 15 percent. Because household growth outpaced population

growth, the average household size in the MPA decreased from 2.49 to 2.45 since 2000. The area of the MPA has remained constant, both population and household density increased from 2000 to 2020. The City of Topeka contains the most concentrated areas of population as would be expected. This includes areas just west of downtown, northeast of I-470 and SW Gage Boulevard, and southwest of I-470 and SW 21st Street. The population density map (Figure 2-2) displays the distribution of population in the MPA by TAZ. Compared to other major cities in Kansas (Table 2-3) Topeka has one of the lower population densities.

FIGURE 2.3 Topeka MPA Population and Households

	2000	2020 ESTIMATE	CHANGE	% CHANGE
POPULATION	161,402	167,351	+5,949	+3.7%
POPULATION DENSITY (POP/SQ. MILES)	563.0	583.8		
HOUSEHOLDS	64,917	68,190	+3,273	+5.0%
HOUSEHOLD DENSITY (HH/SQ. MILES)	226.4	237.9		
AVERAGE HOUSEHOLD SIZE (POP/HH)	2.49	2.45	-0.04	

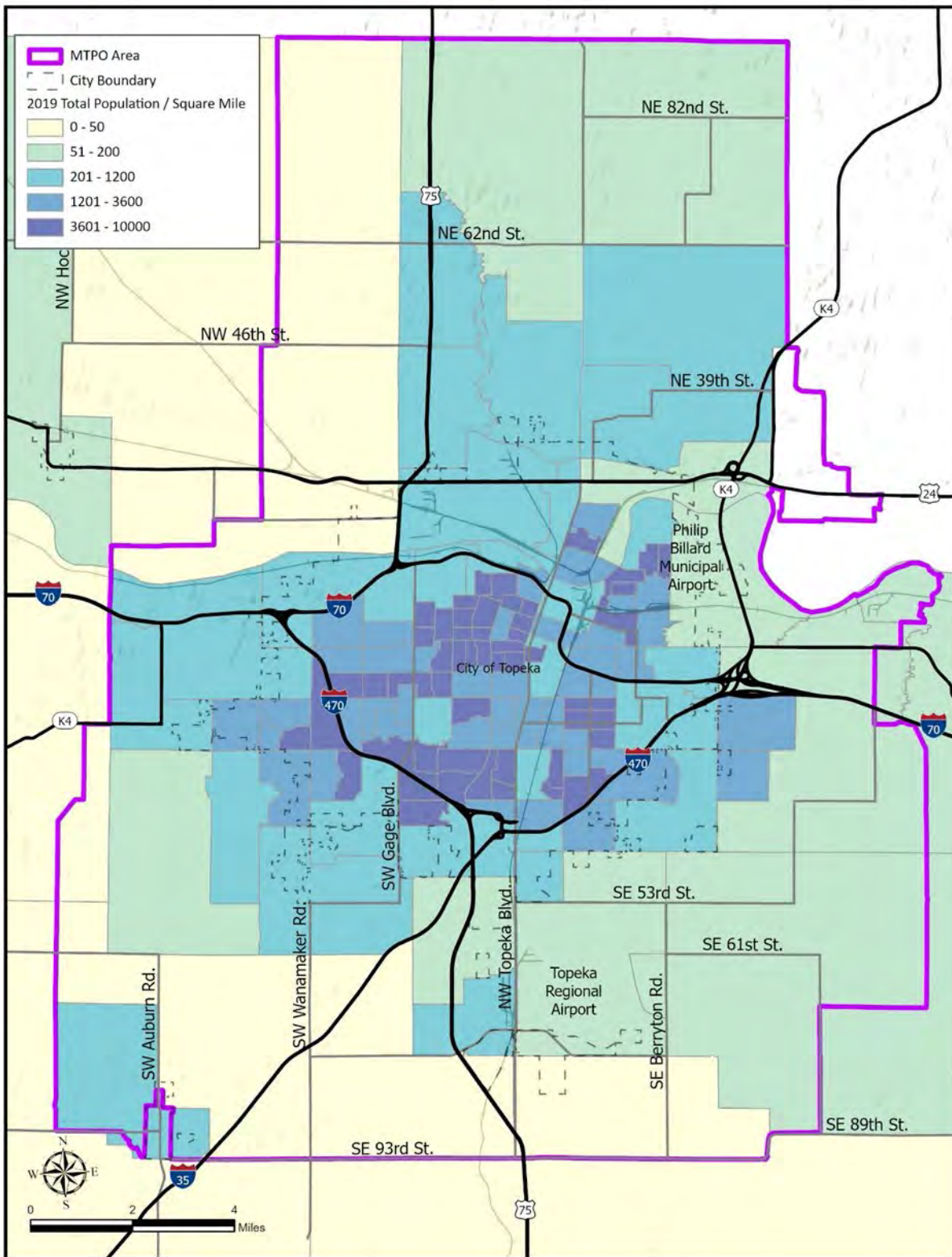
Source: MTPO Estimates by Traffic Analysis Zone

FIGURE 2.4 Population and Population Densities of Largest Cities in Kansas

	WICHITA	OVERLAND PARK	KANSAS CITY	OLATHE	TOPEKA	LAWRENCE
POPULATION	389,877	191,011	152,522	137,618	126,397	96,369
POPULATION DENSITY (PERSONS/SQ. MILE)	2,430	2,553	1,193	2,305	2,099	2,868

Source: 2019 5-Year American Community Survey

FIGURE 2.5 2020 Population Density



Source: MTPO Estimates by Traffic Analysis Zone

Age

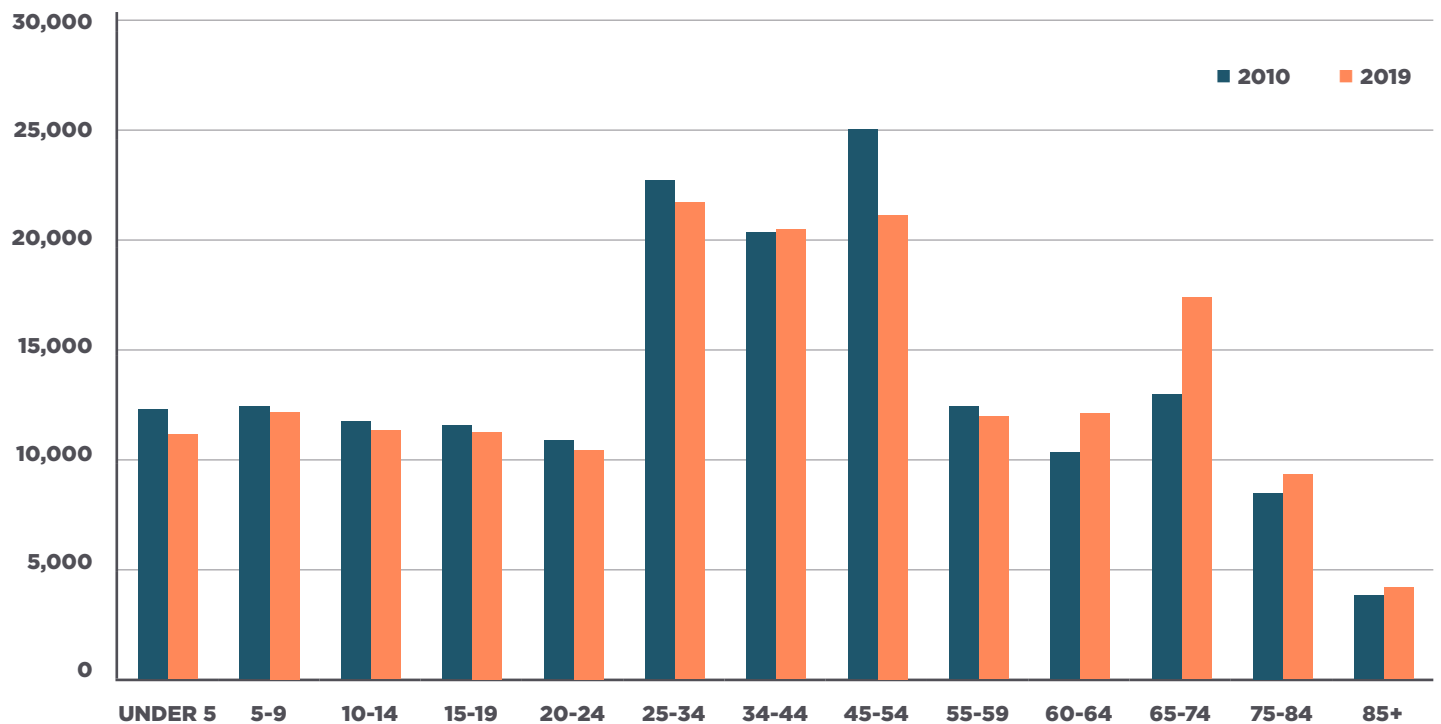
Age cohorts further identify demographic trends in Shawnee County. The population in Shawnee County is aging as is the rest of the nation. Until recently the Baby Boomer generation was the largest generation. In 2010, Boomers were 45 to 59 years old, where they were reaching the peak of their careers and becoming empty nesters. In 2020, Boomers reached retirement age and are now 55 to 73. This has caused the median age to increase from 37.1 in 2000, 38 in 2010 and 39.1 in 2019. Young immigrants are adding to the Millennial population as they age. Those older than 65 have increased from 13.7 to 14.4 percent from 2000 to 2010, and 2019 estimates show they now comprise 17.6 percent of the County (Figure 2-3).

Increasing rates of seniors affect the types of transportation services and systems needed across the County. From 2000 to 2019, the County’s population age 65 and over increased at nearly 34 percent from 23,351 to 31,300, and the City’s population over 65 increased 128 percent from 18,286 to 41,735 during that same period. This is a significant increase over the change in Topeka’s population from 1990 to 2010 which was only an increase of 2.9 increase.

The Millennial generation, the children of the Baby Boomers, are also increasingly an important factor to consider. In 2019, Millennials overtook the Boomers in population. Millennials are defined as 23 to 38 in 2019. The Millennial generation has responded to their collective experiences and changes in preferences by delaying marriage and childbearing, resulting in lower fertility rates. This could signify a permanent change towards smaller families, or it could be that starting families is merely deferred. Analysis of what Millennials are looking for in where they live, and work include walkability, public transportation and transportation sharing as they put off buying cars and rent for longer than previous generations.

The slow but steady growth of the population, the relatively low density of the city, and the consistent development of new areas also will impact the transportation system. More of these impacts are discussed in the Land Use section, which explores how land use changed over time.

FIGURE 2.6 2010-2019 Age Distribution in Shawnee County



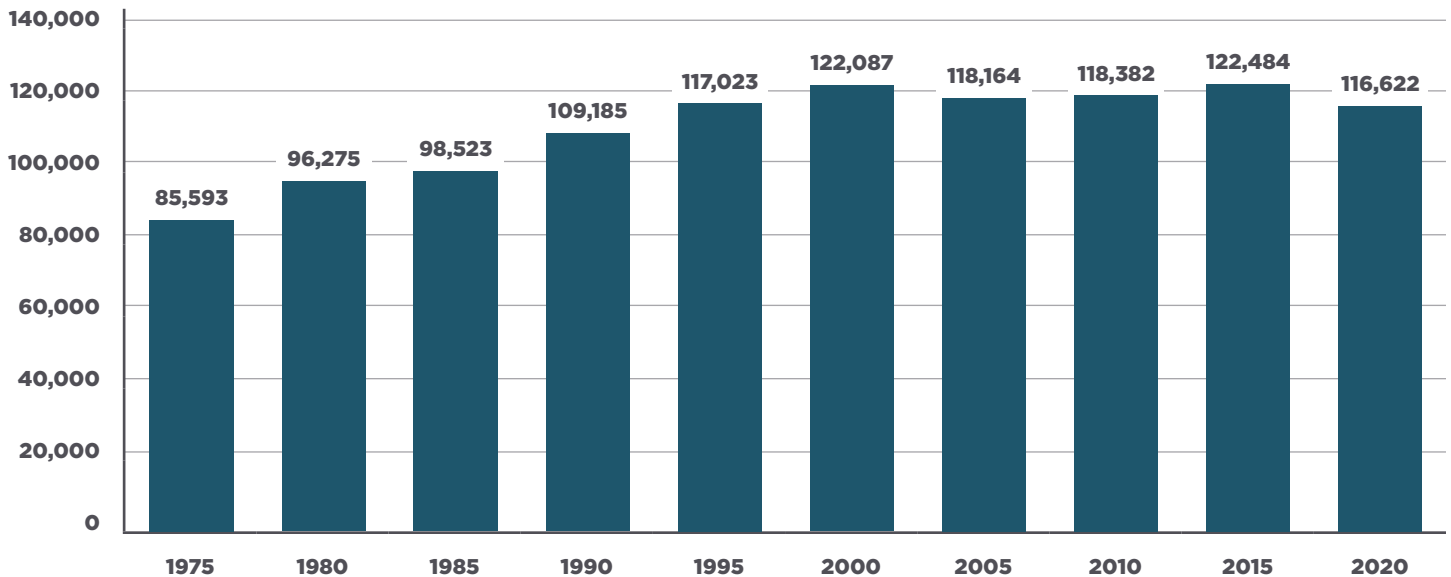
Source: U.S. Census 2010, 2019 5-Year American Community Survey

EMPLOYMENT

Since 1975, employment increased in Shawnee County until an initial peak of nearly 122,087 jobs in 2000 (Figure 2.7). From 2000 to 2005, employment decreased by about 4,000 or 3.2 percent, and remained flat through 2010. In 2015 employment peaked again at almost 122,900 jobs. The trends reflected the County’s general economic growth, economic recession, and market recovery. However, employment dipped again by 2020 to around 116,622, the lowest since 1990. This is a decrease of around 5,800 or 4.8 percent. The decrease in employment can be attributed to the aging population leading to retirements as well as the COVID-19 pandemic and its effect on the economy.

In 2000, wage and salary employment reached a peak near 89 percent of employment (Table 2-4). By 2005 wage and salary jobs fell to around 85 percent and have stayed at this level since that time. At the same time, proprietor employment increased from 11 percent of jobs in 2000 to 15 percent in 2005 and has remained flat into 2020. Following the recession much of the job growth was reflected in proprietor employment, i.e., business ownership as opposed to wage and salary employment. Since 2005 neither type of employment has seen measurable change.

FIGURE 2.7 1975 - 2020 Total Employment in Shawnee County



Source: Bureau of Economic Analysis (BEA)

FIGURE 2.8 Total Employment by Type

	1975	1980	1985	1990	1995	2000	2005	2010	2015	2020
WAGE AND SALARY	75,269	85,011	86,098	95,740	102,215	108,523	101,085	100,759	104,657	100,042
	87.9%	88.3%	87.4%	87.7%	87.3%	88.9%	85.5%	85.1%	85.4%	85.8%
PROPRIETOR	10,324	11,264	12,425	13,445	14,808	13,564	17,079	17,623	17,827	16,580
	12.1%	11.7%	12.6%	12.3%	12.7%	11.1%	14.5%	14.9%	14.6%	14.2%
TOTAL	85,593	96,275	98,523	109,185	117,023	122,087	118,164	118,382	122,484	116,622

Source: Bureau of Economic Analysis (BEA)

Labor Force

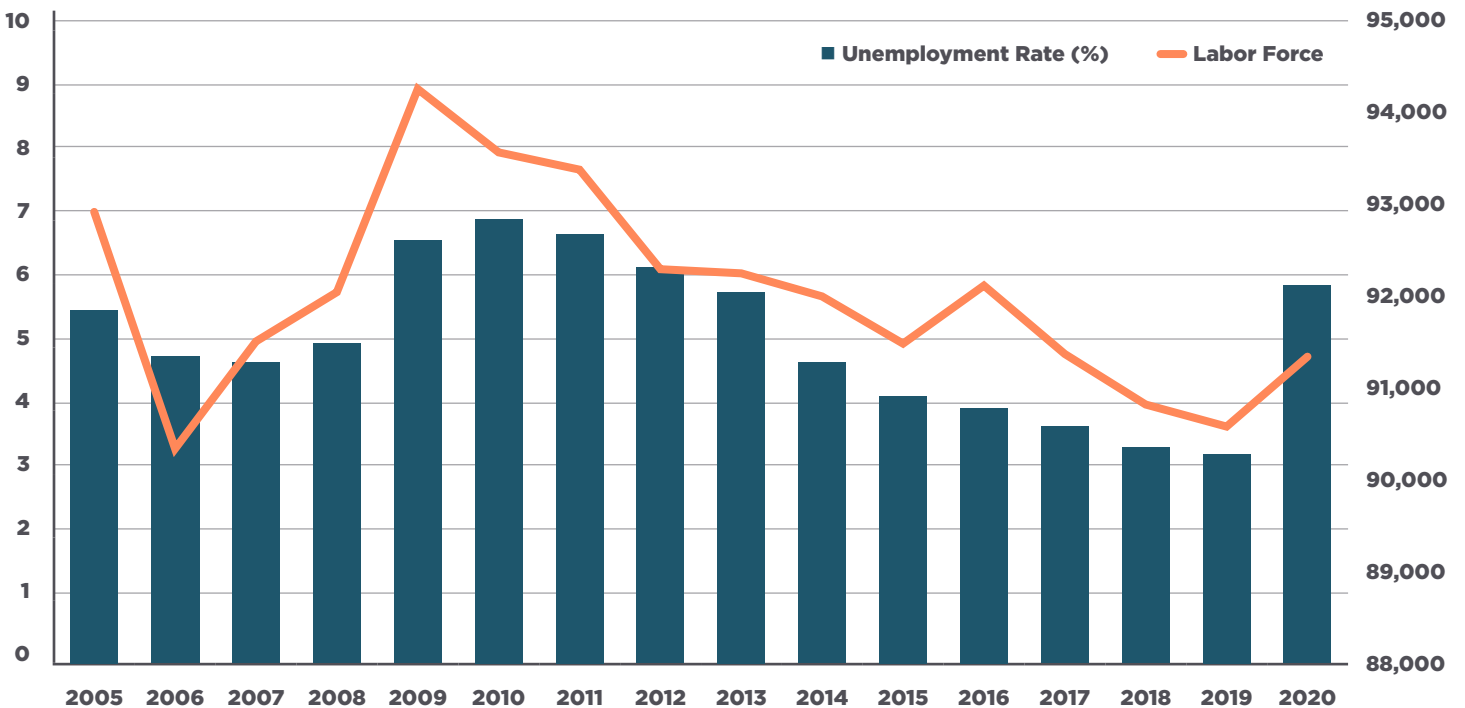
In 2005, Shawnee County’s labor force which includes active workers living in the area, was estimated at 92,900 (Figure 2-5). The number declined in 2006, to around 90,300. The labor force increased again through 2009 where it peaked at 94,200. Since then, the work force has been in a steady decline to around 90,600 in 2019. In 2020, there was a small increase in the labor force to around 91,300. The unemployment rate has followed a similar pattern with a peak in 2010 at 6.9 percent around the peak of the recession. The employment rate had steadily fallen to 3.3 percent in 2019. As of 2020, the unemployment rate had gone back up to 5.9 percent, which reflects the impact of COVID-19 on the economy.

Shawnee County’s unemployment rate is comparable to that of the State of Kansas. Generally, both Shawnee County and Kansas are below the national unemployment rate. These numbers could reflect that there are many part-time jobs or, more likely, that jobs in the County are being filled by people commuting into the County who are not residents of the county.

Industry

Health care/social assistance, retail trade and local government are the three largest job sectors, comprising one third of total employment in Shawnee County (Table 2-5). Other strong sectors include finance, state government, and administrative services. This fits with the area since Topeka is the capital of Kansas. Only two of the County’s top industries have grown over the past decade. This includes health care/social assistance and finance. Retail, local government and state government have all seen declines in employment. Other areas of declining employment include accommodation/food service, information, and the wholesale trade. It is difficult to know how much of the decline in some of these areas is reflected in the changes that COVID-19 had on the economy in 2020 and if they will bounce back over time. The strongest job growth has occurred in administrative services, followed by health care/social assistance and finance. Only administrative services have increased by more than 1,000 jobs over the past decade. Overall, the County lost 1,700 jobs in the past decade, despite the growth through 2019. The changes in 2020 appear to have had the greatest impact on that decline.

FIGURE 2.9 Unemployment Rate and Labor Force in Shawnee County



Source: Bureau of Labor Statistics (BLS)

FIGURE 2.10 Change in Employment by Industry

	2010	2015	2020	'10-'20 CHANGE
HEALTH CARE / SOCIAL ASSISTANCE	17,360	17,835	18,330	+970
RETAIL TRADE	11,392	11,891	10,413	-979
LOCAL GOVERNMENT	11,337	10,838	10,017	-1,320
FINANCE / INSURANCE	8,043	8,969	8,669	+626
STATE GOVERNMENT	9,208	8,330	8,334	-874
ADMINISTRATIVE / SUPPORT SERVICES	5,313	8,163	6,976	+1,663
ACCOMMODATION / FOOD SERVICES	7,773	7,718	6,486	-1,287
MANUFACTURING	6,488	6,843	7,264	+776
OTHER SERVICES	6,535	6,476	5,963	-572
PROFESSIONAL / SCIENTIFIC / TECHNICAL	6,170	6,374	6,317	+147
CONSTRUCTION	5,475	6,098	5,491	+16
REAL ESTATE / RENTAL	3,780	3,947	3,672	-108
WHOLESALE TRADE	3,435	3,600	2,882	-553
TRANSPORTATION AND WAREHOUSING	4,137*	3,578	4,557	+420
NON-MILITARY FEDERAL	3,675	3,437	3,362	-313
MANAGEMENT	1,000	1,906	1,745	+745
INFORMATION	2,016	1,646	1,298	-718
ARTS / ENTERTAINMENT / RECREATION	1,699	1,578	1,260	-439
EDUCATIONAL SERVICES	1,016	1,265	1,171	+155
MILITARY	1,045	802	743	-302
FARMING	786	751	735	-51
UTILITIES	186	161	485	+299

* Indicates numbers are estimated using past trends.
Source: 2005, 2010, and 2015 Bureau of Economic Analysis (BEA)

Employment Density

Employment within the MPA was estimated using Traffic Analysis Zones from the Travel Demand Model. The total MPA employment in 2020 was estimated at 103,560, comprising about 89 percent of jobs in the County. From 2000 to 2020, the number of jobs in the MPA increased by 795 or 0.8%. This raises the employment density from 358 to 361 jobs per square mile. Notable between 2000 and 2020 is a decrease from 0.64 to 0.62 jobs per person.

There are several major employment areas within the MPA. The largest of the major employment

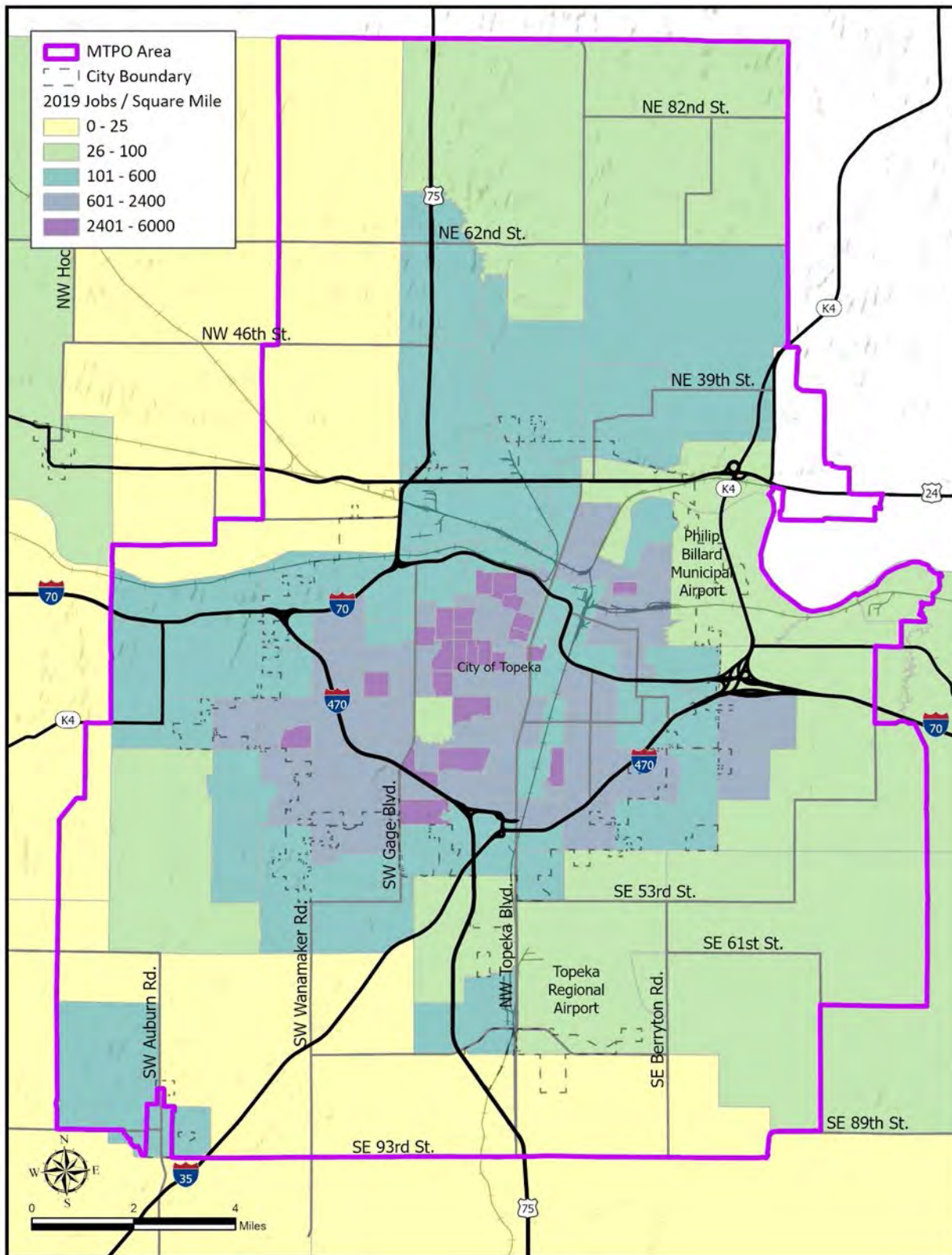
areas are downtown or near downtown. These include many of the State of Kansas’ offices and major medical areas like the University of Kansas Health St. Francis campus and Stormont Vail. Another major employment area can be found along Wanamaker Avenue, which includes Westridge Mall and numerous big box and retail stores. Other areas include those near SW Topeka Boulevard, including the Topeka Regional Airport, Target and Home Depot distribution centers, the Mars plant, and a Walmart distribution center. See figure 2.11.

FIGURE 2.11 Total MPA Employment

	2000 ESTIMATE	2020 ESTIMATE	CHANGE	% CHANGE
TOTAL JOBS	102,765	103,560	+795	0.8%
RETAIL JOBS	18,750	20,225	+1,475	7.9%
NON-RETAIL JOBS	84,015	83,335	-680	-0.8%
AREA (SQUARE MILES)	286.7	286.7		
DENSITY (JOBS / SQUARE MILE)	358.4	361.2		
JOBS PER PERSON	0.637	0.619		

Source: MTPO Estimates by Traffic Analysis Zone

FIGURE 2.12 2020 Estimated Employment Density



Source: MTPO Estimates by Traffic Analysis Zone

ENVIRONMENTAL JUSTICE POPULATIONS

Because the MTPO plans for transportation and mobility for all members of the community at the regional level, it is important to consider the natural, cultural, and socio-economic resources to support Environmental Justice (EJ) efforts. This is in addition to the National Environmental Policy Act (NEPA), Executive Order 12898, and the Title VI Civil Rights Legislation. In considering these resources, race, ethnicity, income, national origin, and language ability are all important factors to transportation planning.

Race and Ethnicity

Nearly three quarters of the population of Shawnee County is white and non-Hispanic/Latino (Table 2-7). Minority groups, including non-white and Hispanic/Latino populations, comprise 26.1 percent of the population. The largest minority group are Hispanics/Latinos, at a little more than 12 percent of the population, followed by Blacks / African Americans at 8.3 percent. Topeka has larger minority populations than the county with approximately 32 percent of Topeka’s population in a minority group. Minority populations are defined as any identifiable minority group(s) who live in a geographic proximity.

Block groups with more than the County average of non-white or Hispanic populations (26.1%) are considered minority populations for further EJ analyses.

Income

Shawnee County’s income distribution is depicted in Figure 14. In general, Shawnee County has lower household incomes compared to Kansas at large. The median income in Shawnee in 2019 was \$56,762, compared to \$59,597 for Kansas. Based on the percentage of individuals below poverty, most of the lower income individuals within Shawnee County reside in the City of Topeka.

Low-income populations are considered those whose median household incomes are at or below the US Department of Health and Human Services (HHS) poverty guidelines. Within Shawnee County, approximately 11.4 percent of persons fall below the poverty level in 2019 (2019 5-Year ACS). Block groups with more than twenty percent of families in poverty are considered low-income populations for further EJ analyses for low-income populations (Figure 2.13).

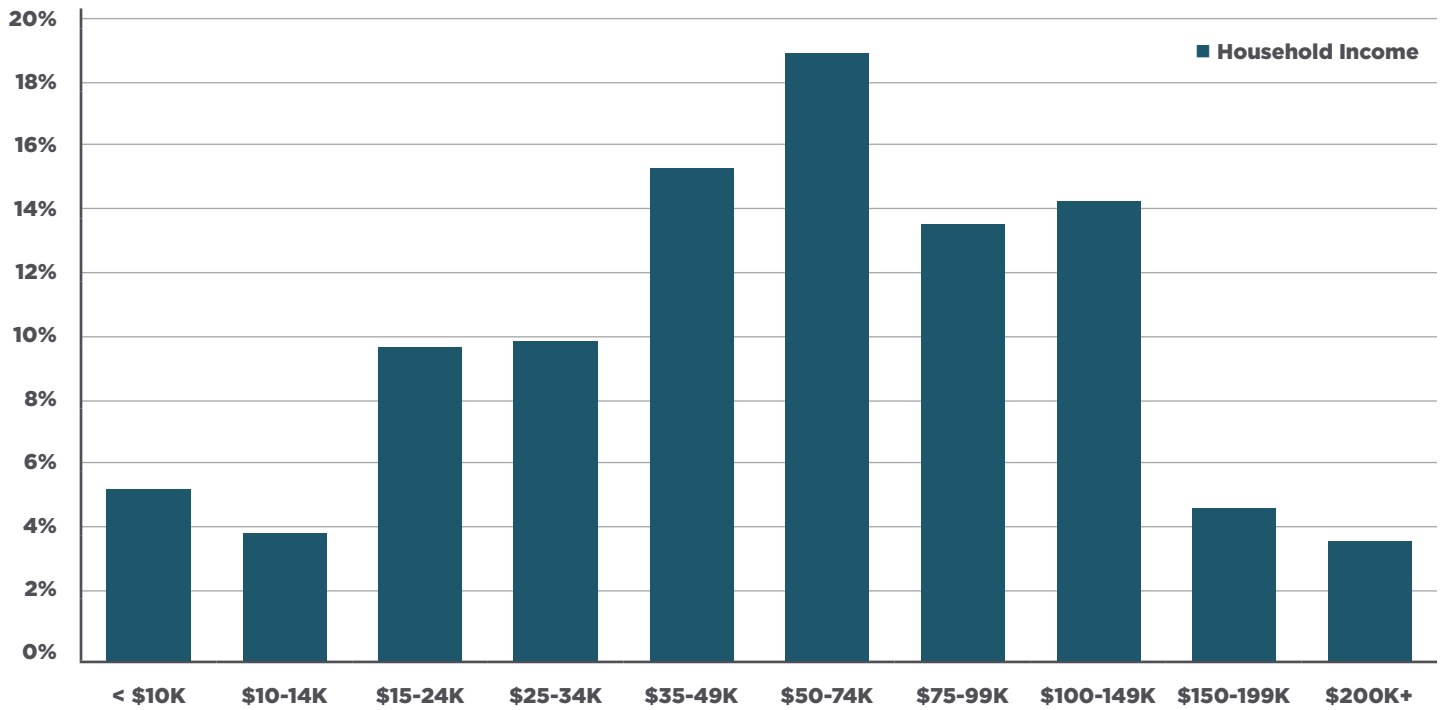
The Department of Housing and Urban Development (HUD) also identifies populations with low/moderate incomes (LMI), as determined by the percentage of the population at or below 80 percent of the area median income depending on the size of the family. In Shawnee County, a family of four is considered LMI if they make less than \$62,150 annually (Table 2.15).

FIGURE 2.13 Race and Ethnicity in Shawnee County and Topeka

	SHAWNEE COUNTY		TOPEKA	
	NUMBER	PERCENT	NUMBER	PERCENT
NOT HISPANIC OR LATINO	155,891	87.7%	106,936	84.6%
WHITE	131,504	73.9%	85,884	67.9%
BLACK/AFRICAN AMERICAN	14,783	8.3%	12,883	10.2%
AMERICAN INDIAN/ALASKA NATIVE	1,425	0.8%	1,143	0.9%
ASIAN/NATIVE HAWAIIAN/PACIFIC ISLANDER	2,668	1.5%	2,302	1.8%
OTHER/TWO OR MORE RACES	5,511	3.1%	4,724	3.7%
HISPANIC OR LATINO OF ANY RACE	21,961	12.3%	19,461	15.4%
TOTAL	177,852		126,397	

Source: 2019 Five-Year ACS

FIGURE 2.14 Household Income for Shawnee County



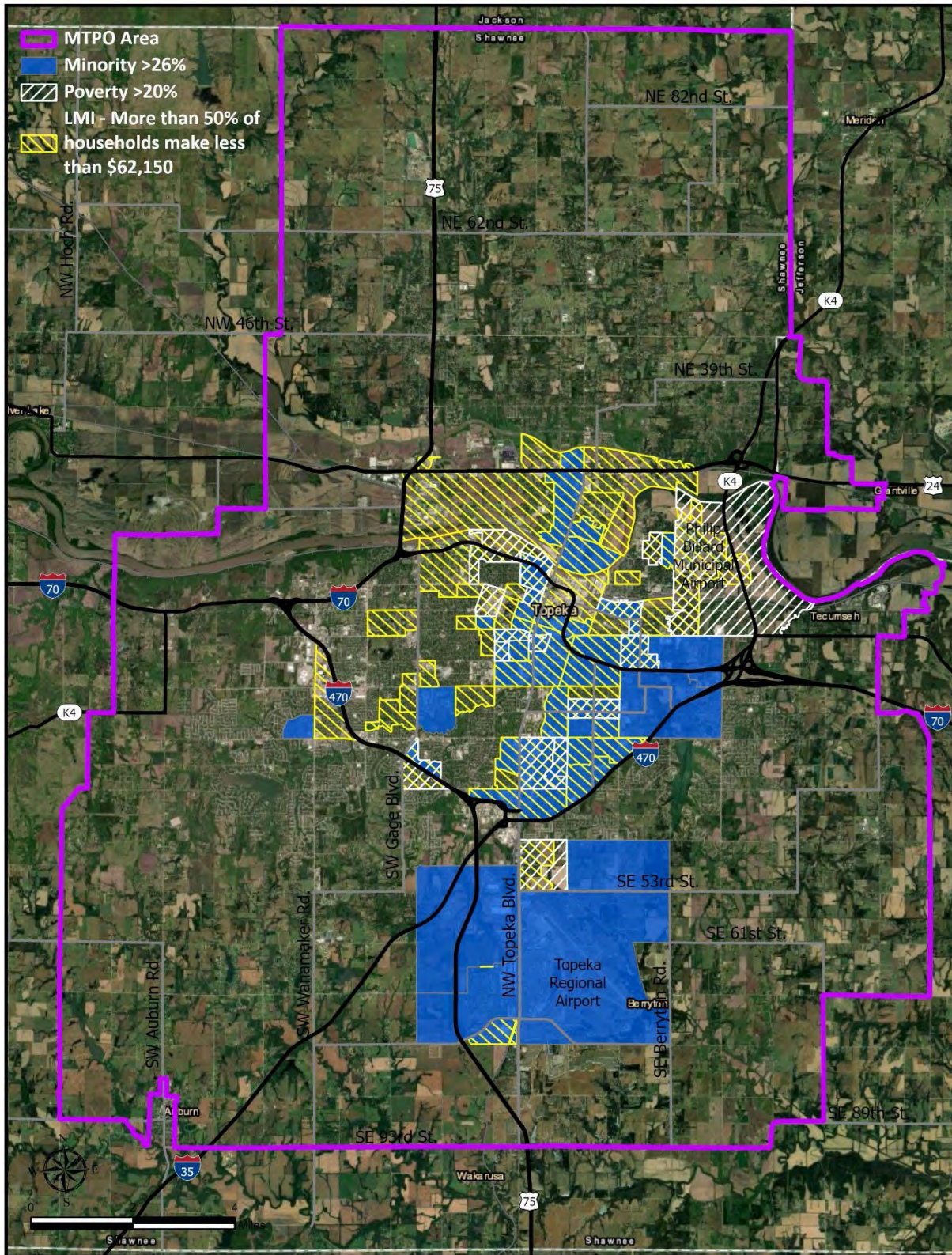
Source: 2019 Five Year ACS

FIGURE 2.15 Shawnee County FY2020 Low Income Limits

	FAMILY SIZE							
	1	2	3	4	5	6	7	8
LOW INCOME LIMIT (80% AMI)	\$43,550	\$49,750	\$55,950	\$62,150	\$67,150	\$72,100	\$77,100	\$82,050
MEDIAN HOUSEHOLD INCOME	\$56,762*							

Source: Department of Housing and Urban Development
*2019 Five-Year ACS

FIGURE 2.16 Environmental Justice Areas



Though any population may be subject to disproportionate impacts from a transportation project or investment, identifying minority and low-income populations is important to understand the effects on various affected populations. As can be seen in Figure 2-8, EJ areas are located more heavily on the eastern side of Topeka. Low-income areas tend to be more concentrated in central Topeka, in and around the downtown area. Areas with non-white and Hispanic/Latino populations are also more prevalent on the eastern portion of Topeka.

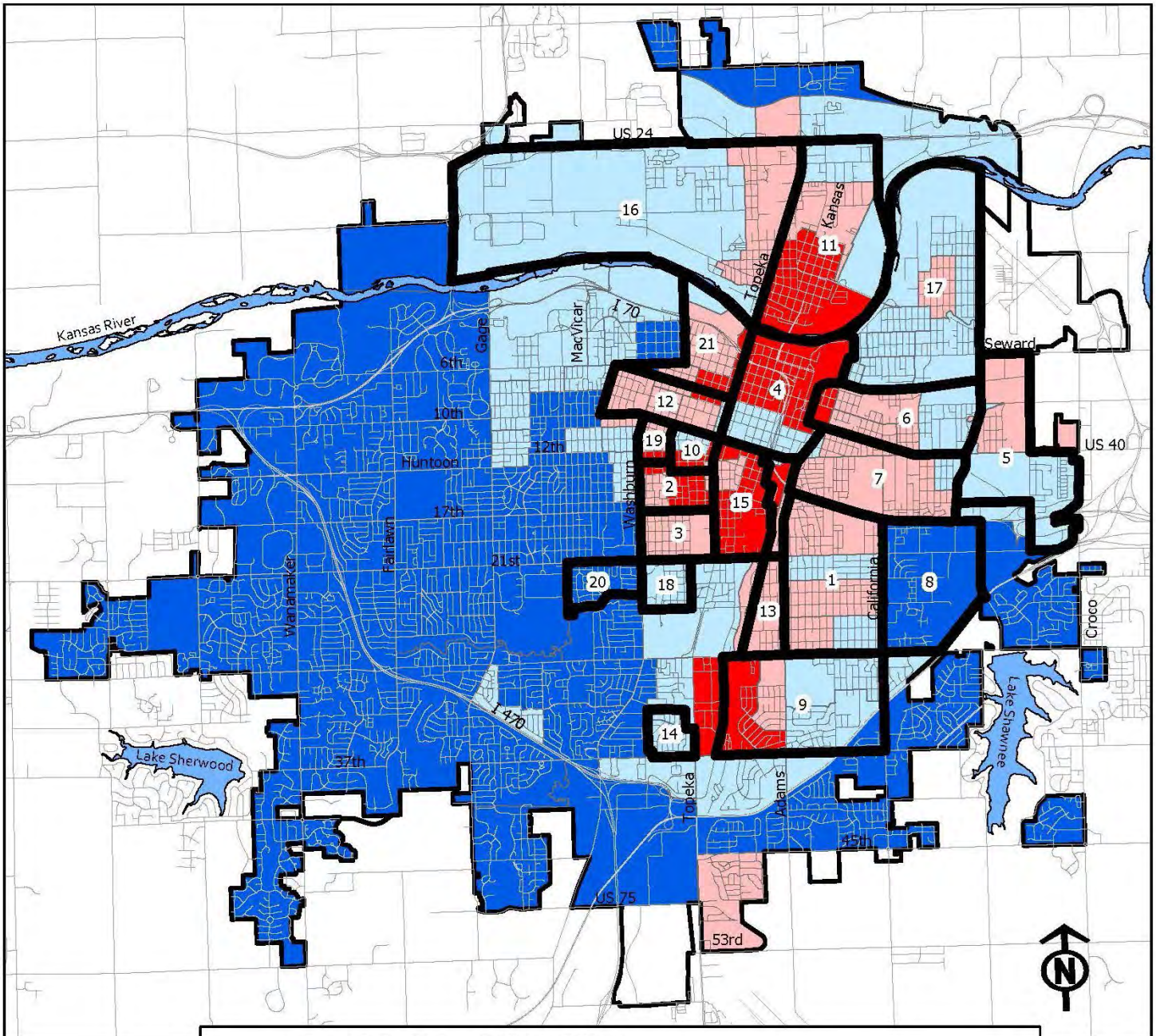
Since 2000, the City of Topeka has also measured its neighborhoods’ “health” to determine priorities for planning and funding assistance. Health ratings use five “Vital Signs” to evaluate neighborhood conditions which in turn can be used to improve neighborhoods. Each vital sign was scored from the most desirable (4 points) to the least desirable condition (1 point). Each score is added together to create a composite average score to determine the neighborhood’s overall health. Generally, areas with lower health scores correlate to areas with minority and low-income populations, as seen below.

FIGURE 2.17 City of Topeka Neighborhood Health Indicators

VITAL SIGNS	SOURCES
Poverty Level	2015-2019 U.S. Census Bureau 5-Year American Community Survey
Public Safety (Part 1 Crimes per 100 Persons)	2019-2020 Topeka Police Department and City of Topeka Planning Department
Residential Property Values	2020 Shawnee County Appraiser’s Office
Single Family Homeownership	2020 Shawnee County Appraiser’s Office and City of Topeka Planning Department
Boarded Houses (nuisance securements and unsafe structures)	2020 City of Topeka Property Maintenance Division

Source: City of Topeka Neighborhood Health 2020 MTPO Estimates by Traffic Analysis Zone

FIGURE 2.18 2020 City of Topeka Neighborhood Health Map



NIAS	1. Central Highland Park	12. Historic Old Town	Health Status	 Healthy
	2. Central Park	13. Jefferson Square		 Out Patient
	3. Chesney Park	14. Likins Foster		 At Risk
	4. Downtown	15. Monroe		 Intensive Care
	5. East End	16. North Topeka West		
	6. East Topeka North	17. Oakland		
	7. East Topeka South	18. Quinton Heights Steele		
	8. Highland Acres	19. Tennessee Town		
	9. Highland Crest	20. Valley Park		
	10. Historic Holiday Park	21. Ward Meade		
	11. Historic North Topeka East			

Limited English Proficiency

Limited English-Proficient (LEP) individuals are another population that needs to have meaningful access to all transportation programs and activities, consistent with Executive Order 13166, Title VI of the Civil Rights Act of 1964, and Section 504 of the Rehabilitation Act of 1973. The MTPO developed a four-factor analysis to provide meaningful access for LEP individuals to all programs and activities in the LEP Plan. The four-factor analysis includes:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
2. The frequency with which LEP individuals interact with the program.
3. The nature and importance of the program, activity, or service provided to people's lives.
4. The resources available to the recipient and costs.

The more eligible LEP persons, the more contact they make, and the greater the importance of the program or service, the more likely enhanced language services will be needed. The intent is to balance meaningful access by LEP persons to critical services without imposing undue burdens.

Within Shawnee County, approximately 92 percent spoke only English at home in 2015, a number that is slightly lower for the City of Topeka. In terms of other languages spoken at home, Spanish is the next largest group comprising 3.5 percent of the county's population. Of other language speakers, nearly two thirds speak English "very well," leaving 3.1 percent of the county's population considered LEP.

The intent of the analysis is to balance meaningful access by LEP persons to critical services without creating undue burdens.

Within Shawnee County, approximately 92 percent of individuals over the age of five, spoke only English at home in 2019 (Tables 2-10 and 2-11). The City of Topeka is at almost 90 percent that speak only English at home. In terms of languages spoken at home Spanish is the next largest group at about 6.5 percent of the county's population. Spanish speakers are nearly nine percent of the population of the City of Topeka. Of other languages spoken at home

97 percent speak English "very well," leaving three percent of the county's population considered LEP. In Topeka this is almost four percent of the population.

A little over three-fourths of non-English speakers speak Spanish and not more than one percent of the population speaks another specific language. This suggests that Spanish is the dominant language spoken by LEP individuals in Shawnee County and should be the focus of translations or language assistance activities.

Because LEP individuals comprise less than 5 percent of the MPA's population, contact with LEP persons is expected to be infrequent and unpredictable.

While the numbers of LEP persons are low, it is important that they have equal access and input to the MTPO planning processes that determine federal funding priorities for transportation projects and programs. Given the importance of equal participation by LEP persons, the MTPO incorporated an LEP Plan to guide situations where translations of MTPO documents or processes are warranted. The impact of proposed transportation investments on underserved and underrepresented populations are especially important regarding the MTPO's primary planning documents, including the:

- Annual Unified Planning Work Program (UPWP)
- Four-year Transportation Improvement Program (TIP)
- Public Participation Plan (PPP)
- Five-year Regional Transportation Plan (RTP)

If LEP persons request translation or comprehension services, the MTPO has a variety of resource to help, including several community organizations that service LEP populations. These resources are identified in the MTPO's LEP Plan. The City of Topeka and the MTPO also offers bilingual persons that speak and read Spanish, software that translates written English documents into Spanish, Title VI brochures available in English and Spanish, and LEP information posted on the MTPO website. Efforts will be made to accommodate LEP requests as presented in the MTPO's LEP Plan because of the important of involving all populations in the transportation planning process.

FIGURE 2.19 Ability to Speak English by Language Spoken at Home for Shawnee County and Topeka

LANGUAGE SPOKEN AT HOME	SHAWNEE COUNTY					TOPEKA				
	TOTAL	SPEAKS ENGLISH ONLY OR "VERY WELL"		SPEAK ENGLISH LESS THAN "VERY WELL"		TOTAL	SPEAKS ENGLISH ONLY OR "VERY WELL"		SPEAKS ENGLISH ONLY OR "VERY WELL"	
		Number	%	Number	%		Number	%	Number	%
Only English	152,844	-	-	-	-	105,336	-	-	-	-
Spanish	10,804	6,962	4.2%	3,842	2.3%	10,316	6,619	5.6%	3,697	3.1%
Other Indo-European Language	1,292	1,030	0.6%	262	0.2%	997	776	0.7%	211	0.2%
Asian or Pacific Island Language	1,534	705	0.4%	829	0.5%	1,284	615	0.5%	669	0.6%
Other Language	155	133	0.0%	22	0.0%	145	123	0.1%	22	0.0%
TOTAL	166,629	161,674	97.0%	4,955	3.0%	118,078	113,479	96.1%	4,599	3.9%

Source: 2019 Five-Year ACS
* Population 5 years and Over

FIGURE 2.20 Summary of Language Spoken at Home and Ability to Speak English

	SHAWNEE COUNTY	TOPEKA
POPULATION 5 YEARS AND OVER	166,629	118,078
ENGLISH ONLY	91.7%	89.2%
LANGUAGE OTHER THAN ENGLISH	8.3%	10.8%
SPEAKS ENGLISH LESS THAN "VERY WELL"	3.0%	3.9%

PLACE OF BIRTH FOR FOREIGN-BORN POPULATION	SHAWNEE COUNTY	TOPEKA
Foreign-Born Population Excluding Population Born at Sea	7,209	6,443
Europe	9.1%	7.3%
Asia	27.6%	26.0%
Africa	1.9%	1.5%
Oceania	1.0%	0.9%
Latin America	58.3%	62.4%
Northern America	2.1%	1.9%

Source: 2019 Five-Year ACS

LAND USE AND DEVELOPMENT

To identify future transportation needs and services it is important to understand the land use and development of the area. This will guide where transportation infrastructure is needed, but land use policies also provide a framework for the forms of development, including densities, land use mixes, and other important factors impacting transportation. See Figure 2.21 and Figure 2.22.

Residential and Agricultural

The largest land use category in Topeka is residential with around 34 percent of the city's area made up of single-family homes and another 18 percent comprised of higher density housing. Many homes in Topeka are in traditional neighborhoods many around Downtown, although the neighborhoods have changed over the past fifty or more years. Some single-family homes were converted to multi-family or office uses, often mixing uses on a single block. Others have been demolished. These neighborhoods' ages vary, but most of the housing was constructed pre-1950.

Suburban subdivisions are the dominate residential use in the greater Topeka area, facilitated by the extension of urban infrastructure such as water, sewer, and roads. Land use policies also supported growth on the fringe of this area. Most suburban subdivisions occurred from the 1960s through the 1980s. However, as new development engulfed older residential subdivisions designed to rural standards, challenges arose. Topeka's more recent land use policies strive to prevent future substandard development near the City.

Exurban residential areas tend to have lots larger than three acres and not formally subdivided or annexed. This can lead to spotty development with low densities. This type of development is spread relatively evenly around Topeka. Non-single-family residential types make up almost 700 acres of the MPA's area outside of Topeka.

Aside from residential uses, agriculture is the dominant land use outside of Topeka, making up more than 84,000 acres or 64 percent of the MPA. Agricultural uses closer to the city limits of Topeka tend to have exurban residential uses interspersed among the parcels. The average agricultural parcel is near 36 acres. There are nearly 4,600 acres of

agricultural land uses within Topeka. Many of these have been identified for future development.

The extent of the exurban development has changed the character of land use outside of Topeka and presents challenges to the area's transportation system. These challenges include the increased traffic outside of the city, higher per person infrastructure costs to serve development, greater environmental impacts, a lack of transit, sidewalks, or other active transportation infrastructure, and demands on rural roadways that was not designed for this type of development.

Civic, Parks, and Recreation

Civic land is owned by local, state or federal governments or by non-profit organizations like churches, hospitals, and schools. In the MPA, civic land equals 6,970 acres or 4 percent of the parcels. Most civic land is held in public or non-taxable ownership. The Metropolitan Topeka Airport Authority (MTAA) has the largest area of public land. Portions of the MTAA property are available for development by private entities. Utility providers cover a significant portion of the county, as do healthcare-related, educational, and religious uses. Park and recreational uses, including golf courses, comprise a little more than three percent (5,916 acres) of the land area. These are often destination locations for many trips.

Commercial and Industrial

Most employees work in one of several zones in Topeka. The largest employment clusters are Downtown Topeka, along Wanamaker, along the S Topeka Boulevard/S Kansas Avenue Corridor, near the Topeka Regional Airport, and near the US-75 Corridor by US-24. See Figure 2-11.

Downtown Topeka remains the major employment center for office workers and is a government and financial center for the region. While it was once the main retail center, that is no longer the case so Downtown is busy during the daytime but less so in the evenings. There have been efforts to revitalize the riverfront and North Topeka (NOTO) Arts and Entertainment District to help build a more robust usage outside of the normal business hours. Some industrial uses also remain Downtown along the north and east sides near the Kansas River and Burlington Northern Santa Fe Railroad (BNSF). Other concentrations of employment include the medical district along Washburn Avenue and retail along the S Topeka Boulevard and the Wanamaker Road corridor.

The Wanamaker corridor is the regional retail center with large concentrations of businesses and a mix of large and small stores attracting people from surrounding areas. While retail along S Topeka Boulevard has decreased, US-24 has seen interest in commercial development. Secondary commercial centers attract more local customers. Commercial areas make up 4,924 acres in the MPA.

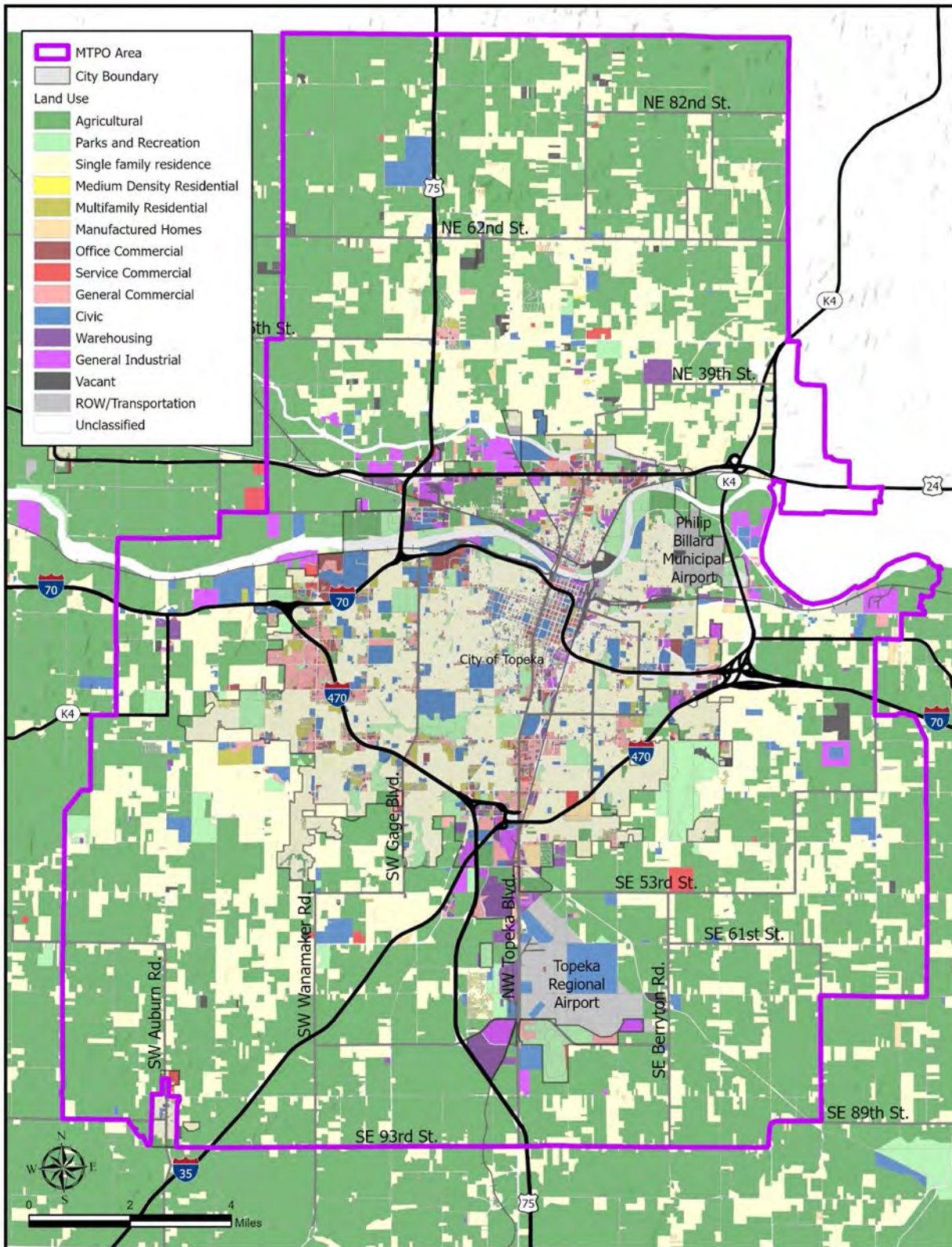
Most industrial uses in the MPA are located within incorporated areas or near the interstate, highways, and railroads. Three primary industrial areas in the MPA are anchored by the Topeka Regional Airport in south Topeka, along US-24 north of Topeka and northeast/east of Downtown which includes the BNSF industrial shops and other light and general industrial uses along the railroad. In the MPA, there are 2,281 acres of light industrial/warehousing and 2,466 of general industrial land.

FIGURE 2.21 2020 Land Use in Topeka MPA

	MPA			CITY OF TOPEKA			MPA REMAINDER		
	PARCELS	ACRES	PERCENT	PARCELS	ACRES	PERCENT	PARCELS	ACRES	PERCENT
AGRICULTURAL	2727	88946.2	51.2%	385	4597.189	11.0%	2342	84349.0	64.0%
PARKS AND RECREATION	376	5916.4	3.4%	328	4004.518	9.6%	48	1911.9	1.4%
SINGLE FAMILY RESIDENTIAL	55832	49753.6	28.6%	41436	13156.77	31.4%	14396	36596.9	27.7%
MEDIUM FAMILY RESIDENTIAL	2905	851.6	0.5%	2011	664.3286	1.6%	894	187.2	0.1%
MULTIFAMILY RESIDENTIAL	1193	7084.7	4.1%	1184	6884.468	16.4%	9	200.2	0.2%
MANUFACTURED HOMES	196	774.5	0.4%	114	464.5765	1.1%	82	309.9	0.2%
OFFICE COMMERCIAL	662	1001.5	0.6%	651	967.5835	2.3%	11	33.9	0.0%
SERVICE COMMERCIAL	585	1138.2	0.7%	544	624.7759	1.5%	41	513.4	0.4%
GENERAL COMMERCIAL	1462	2784.2	1.6%	1378	2434.163	5.8%	84	350.0	0.3%
CIVIC	922	6969.3	4.0%	755	3316.448	7.9%	167	3652.8	2.8%
WAREHOUSING	550	2280.8	1.3%	467	1399.607	3.3%	83	881.2	0.7%
GENERAL INDUSTRIAL	200	2465.9	1.4%	149	1353.273	3.2%	51	1112.7	0.8%
ROW/TRANSPORTATION	70	2850.8	1.6%	57	1865.255	4.4%	13	985.6	0.7%
VACANT	118	1006.9	0.6%	92	195.6505	0.5%	26	811.2	0.6%
TOTAL	67798	173824.7	100.0%	49551	41928.6	100.0%	18247	131896.1	75.9%

Source: Shawnee County

FIGURE 2.22 2020 Current Land Use



Source: Shawnee County

FIGURE 2.23 Commercial and Industrial Areas in Shawnee County

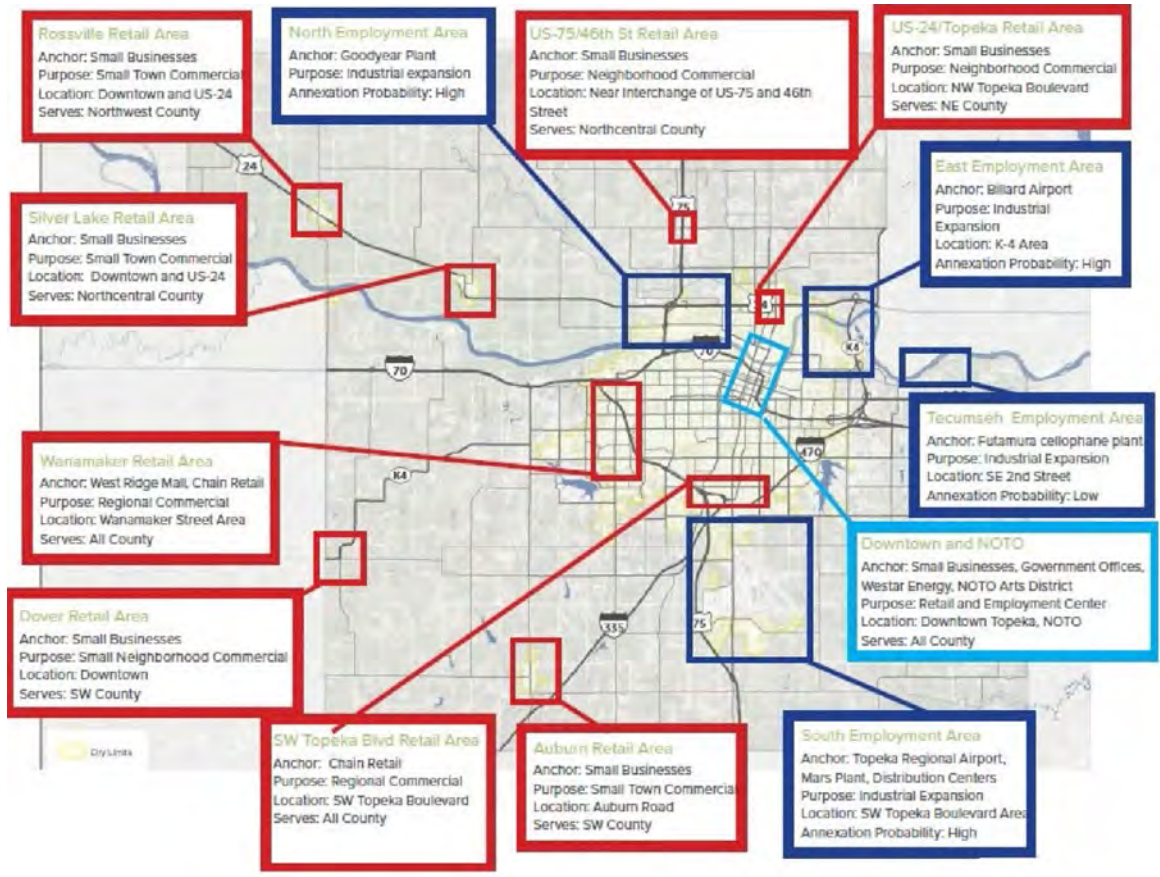
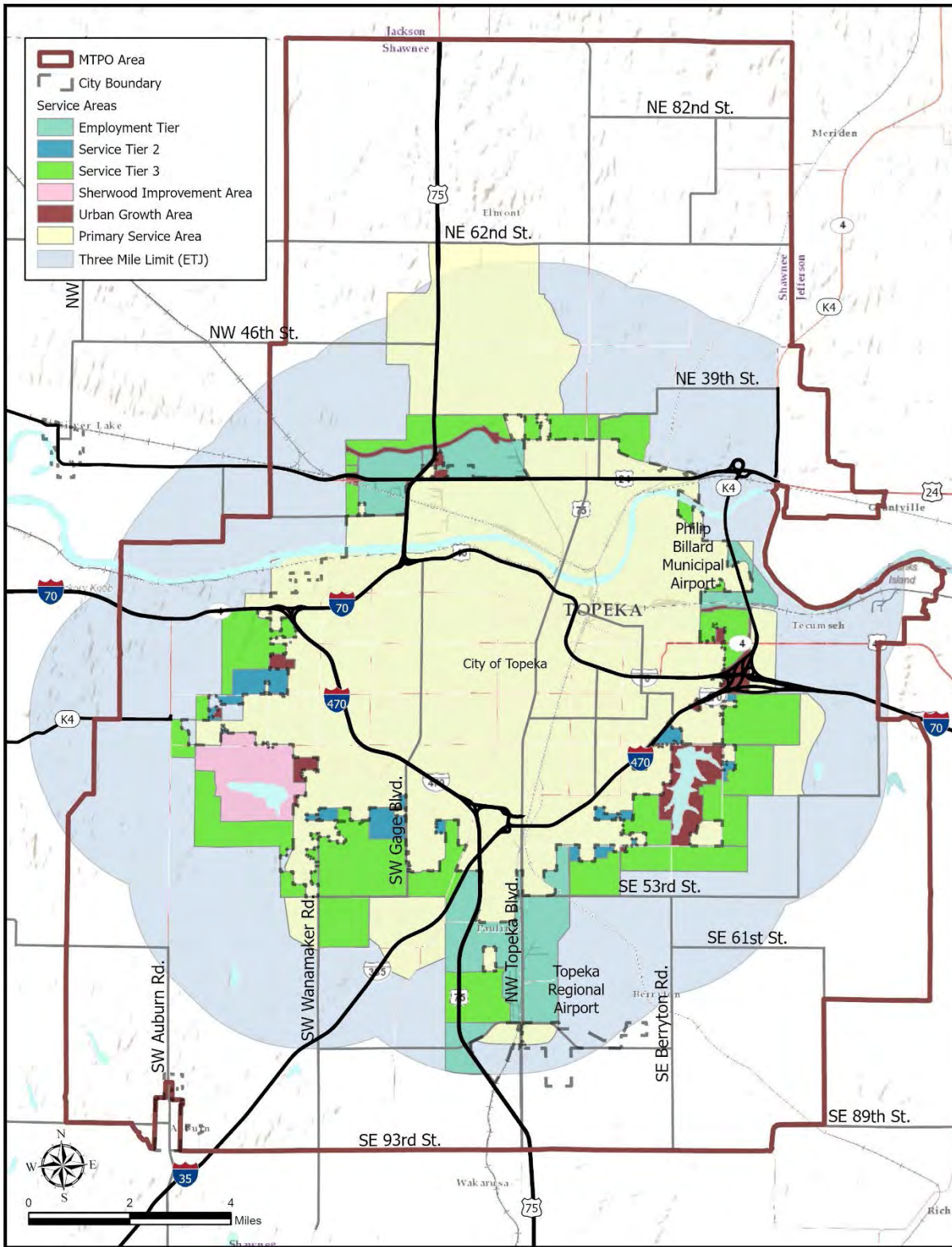


FIGURE 2.24 City of Topeka Limits, Urban Growth Areas, Extraterritorial Jurisdiction, and MPA Boundaries



Policy and Future Land Use

In 2015, the City of Topeka approved the Topeka 2040 Land Use and Growth Management Plan (LUGMP) which recommends policies for the City, the Urban Growth Area (UGA), and Topeka’s three-mile extraterritorial jurisdictional (ETJ). In the ETJ, the City of Topeka has the jurisdiction to approve plats and land subdivision, whereas Shawnee County has other jurisdiction to approve zoning and building permits. The LUGMP supports fiscally responsible, sustainable, and planned growth and the coordination of growth and city services. This includes encouraging compact, contiguous development; connected, mixed use, walkable neighborhoods; and a variety of transportation options. Many of its goals correlate with those of this MTP.

To prevent previous difficulties with annexing substandard infrastructure and low population densities, the LUGMP created four service tiers in which most of the MPA’s growth is expected to occur. Doing so directs future growth to existing areas in Topeka, followed by land in Topeka’s UGA that will be annexed when ready for urban development as determined by the requirements of each tier:

- Tier 1 is vacant or under-developed property within the City; it is prioritized for future growth.
- Tier 2 is contiguous to the City and is the next priority; however, urban development must be cost effective for the City, and growth should only occur where Topeka has made service and infrastructure investments.
- Tier 3 should only be developed after all 5 urban services are provided.
- The Employment Tier contains areas planned for industrial type uses, so extending infrastructure can occur depending on development opportunities

FIGURE 2.25 Vacant Residential Parcels in Unincorporated

TOTAL PARCELS	
UGA	479
ETJ	1,286
NON-ETJ	611
TOTAL	2,228

Source: 2018 Shawnee County Parcel Data

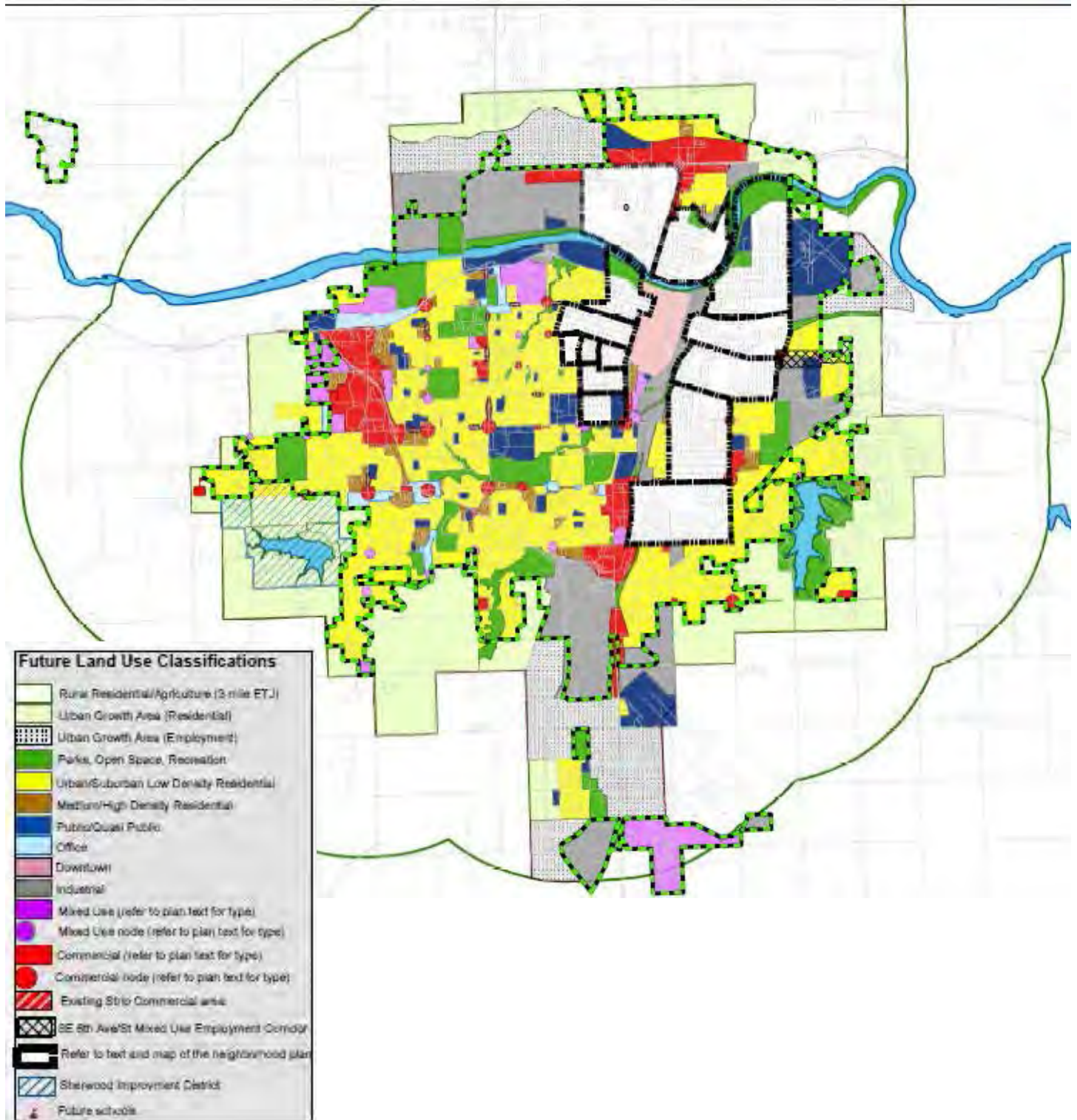
The area outside the UGA but within the ETJ is to remain relatively undeveloped to curb rural residential sprawl. Table 2.25 identifies the vacant parcels in each of these areas as of 2018. Figure 2.24 shows the development tiers for the City of Topeka and the ETJ boundary.

Proposed future land uses within the MPA based on the recently prepared plans including the LUGMP follow. In general, the future land use plan indicates patterns of development and appropriate land use arrangements – addressing the planned development in the existing Topeka City Limits, planned annexation areas, and planned growth zones for urban development. Future land use plans for the MPA support infill and contiguous residential development, the expansion of industrial development near Topeka Regional Airport, along the US Highway 75 Corridor north of the Kansas River, and in the US Highway 24 Corridor along the north edge of Topeka, and continued opportunities for mixed uses along major roadways and at major intersections in the Topeka Area.

Shawnee County completed its first Comprehensive Plan for the unincorporated area in 2018. Efforts were made to coordinate the development of Futures 2045 with the County’s Comprehensive Plan. There were three main goals related to land use and development in the Plan. One goal is to encourage industrial development in the most suitable locations, directing most of this development to the cities or the employment tier of the Topeka UGA. Where industrial development is considered in unincorporated areas, those developments would be subject to site development and performance standards. A second goal is to encourage responsible rural commercial development, including allowing home occupations with consideration of traffic or other impacts. Commercial and neighborhood commercial developments that support agriculture and the rural population should be allowed in the unincorporated area. Heavy commercial should be directed to the cities and employment tier of the Topeka UGA. Lastly is the goal of encouraging responsible residential development. The County should encourage residential development on the existing parcels of record. New residential development in the unincorporated area should continue to be compatible with existing development nearby.

Future iterations of the MTP should explicitly consider the county’s development goals.

FIGURE 2.26 Topeka's Future Land Use Map



Source: City of Topeka 2040 Land Use and Growth Management

ENVIRONMENT

The transportation system affects and is affected by the natural environment. Beginning with SAFETEA-LU and continuing with the FAST Act, long range transportation plans need to discuss “potential mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain environmental functions affected by the Plan,” in consultation with pertinent wildlife, land management, and regulatory agencies. The purpose of the process is to identify possible impacts of proposed “improve and expand projects” on environmentally sensitive resources, list useful guidelines for mitigating these impacts, and share information with implementing agencies.

The purpose of the analysis is to identify the projects that may have the potential to impact an environmentally sensitive area. Once a potential impact has been identified, general guidelines can be introduced for agency consideration during all phases of project planning, design, construction, and maintenance. Existing Floodplain, Natural/Cultural Resources, Hazardous Materials Sites, and Prime Farmland maps are shown in this section on Figures 2.25 through 2.31.

Existing Conditions

Based on analysis of the information sources described in Figure 2.26 the following resources/features were identified within and near the MPO boundaries:

- 100 and 500-year floodplains associated with the Kansas River and a number of its tributaries;
- 2,378 National Hydrography Dataset (NHD) features (streams) including, but not limited to, Stinson Creek, Deer Creek, Shunganunga Creek, Muddy Creek, Little Muddy Creek, Blacksmith Creek, Messhoss Creek, Tecumseh Creek, Ward Creek, Indian Creek, Halfday Creek, Soldier Creek, Sixmile Creek, and Elm Creek, including those with and without established 100 and 500-year floodplains; totaling approximately 731 miles;
- The IPAC lists three threatened species including one mammal species, the northern long-eared bat (*Myotis septentrionalis*); and two plant species, Mead’s milkweed (*Asclepias meadii*) and the western prairie fringed orchid (*Platanthera praeclara*). It also lists one endangered fish species, a fish species, the Topeka shiner (*Notropis topeka*); and one candidate insect species the monarch butterfly (*Danaus plexippus*);
- The Kansas Biological Survey lists one state endangered species, the least tern (*Sternula antillarum*). It also includes six candidate species of concern including four mussel species: Wabash pigtoe (*Fusconaia flava*), fatmucket mussel (*Lampsilis siliquoidea*), yellow sandshell (*Lampsilis teres*), and fawnsfoot (*Truncilla donaciformis*); one mammal species, the southern flying squirrel (*Glaucomys volans*); one reptile species, the smooth earth snake (*Virginia valeriae*);
- 6,409 National Wetland (NWI) Features within the MPO that include 44 unique Cowardin classifications totaling approximately 7,128 acres;
- Large water bodies including, but not limited to, Lake Shawnee, Sherwood Lake, Vasquero Lake, and Lake Javaro;
- Eight Historic districts (e.g., Holliday Park Historic District I, College Avenue Historic District, and Potwin Place Historic District);
- 190 trails or bike paths totaling approximately 182 miles;
- Fifty-two buildings on the National Register of Historic Places (e.g., Jayhawk Hotel, Theater and Walk, Memorial Building, etc.);
- Over 66 public lands that generally include city parks (e.g., Big Shunga Park, Oakland-Billard Park, etc.)
- One U.S. Environmental Protection Agency Superfund sites and 37 Brownfield sites, and 325 active Resource Conservation and Recovery Act sites; and Widespread areas of prime farmland, unique farmland, and farmland of local/statewide importance. Prime farmland is a designation assigned by the U.S. Department of Agriculture defining land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops and is also available for these land uses. Unique farmland is land other than prime farmland that is used for production of specific high value food and fiber crops. In some areas, land that does not meet the criteria for prime or unique farmland considered to be farmland of local or statewide importance for the production of food, feed, fiber, forage, and oilseed crops. Farmland of local or statewide importance may include tracts of land that have been designated for agriculture by local or state law.

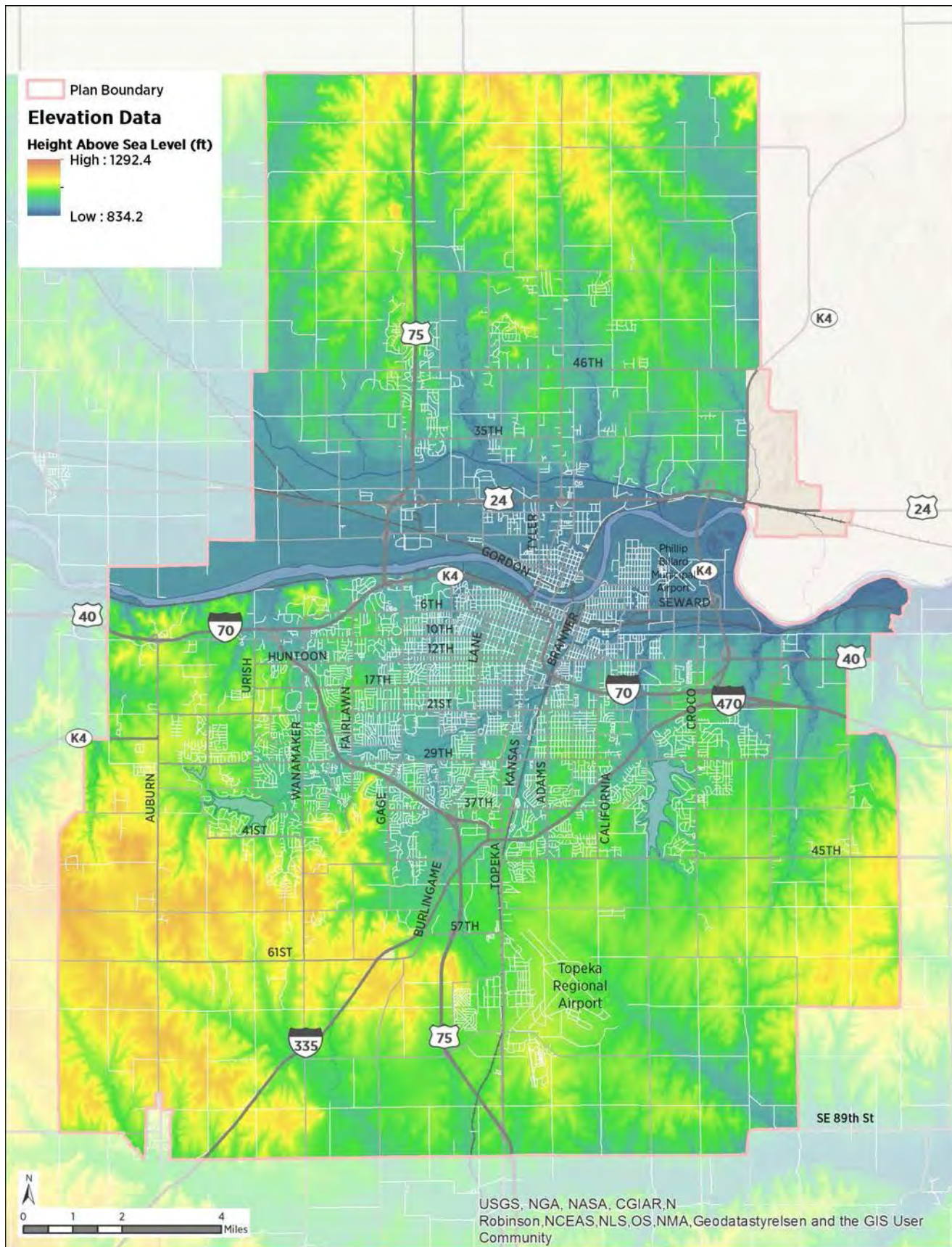
- The Clean Air Act is administered by the Environmental Protection Agency (EPA) and sets the National Ambient Air Quality Standards (NAAQS) which limit certain kinds of air pollutants. Geographic areas in compliance with standards are “attainment areas,” while areas that do not meet the standards are “nonattainment” areas. Topeka is an attainment area, meaning that its air quality is within acceptable standards.

Prime farmland is a designation assigned by the U.S. Department of Agriculture defining land that has the best combination of physical and chemical

characteristics for producing food, feed, forage, fiber, and oilseed crops and is also available for these land uses. Unique farmland is land other than prime farmland that is used for production of specific high value food and fiber crops. In some areas, land that does not meet the criteria for prime or unique farmland considered to be farmland of local or statewide importance to produce food, feed, fiber, forage, and oilseed crops. Farmland of local or statewide importance may include tracts of land that have been designated for agriculture by local or state law.

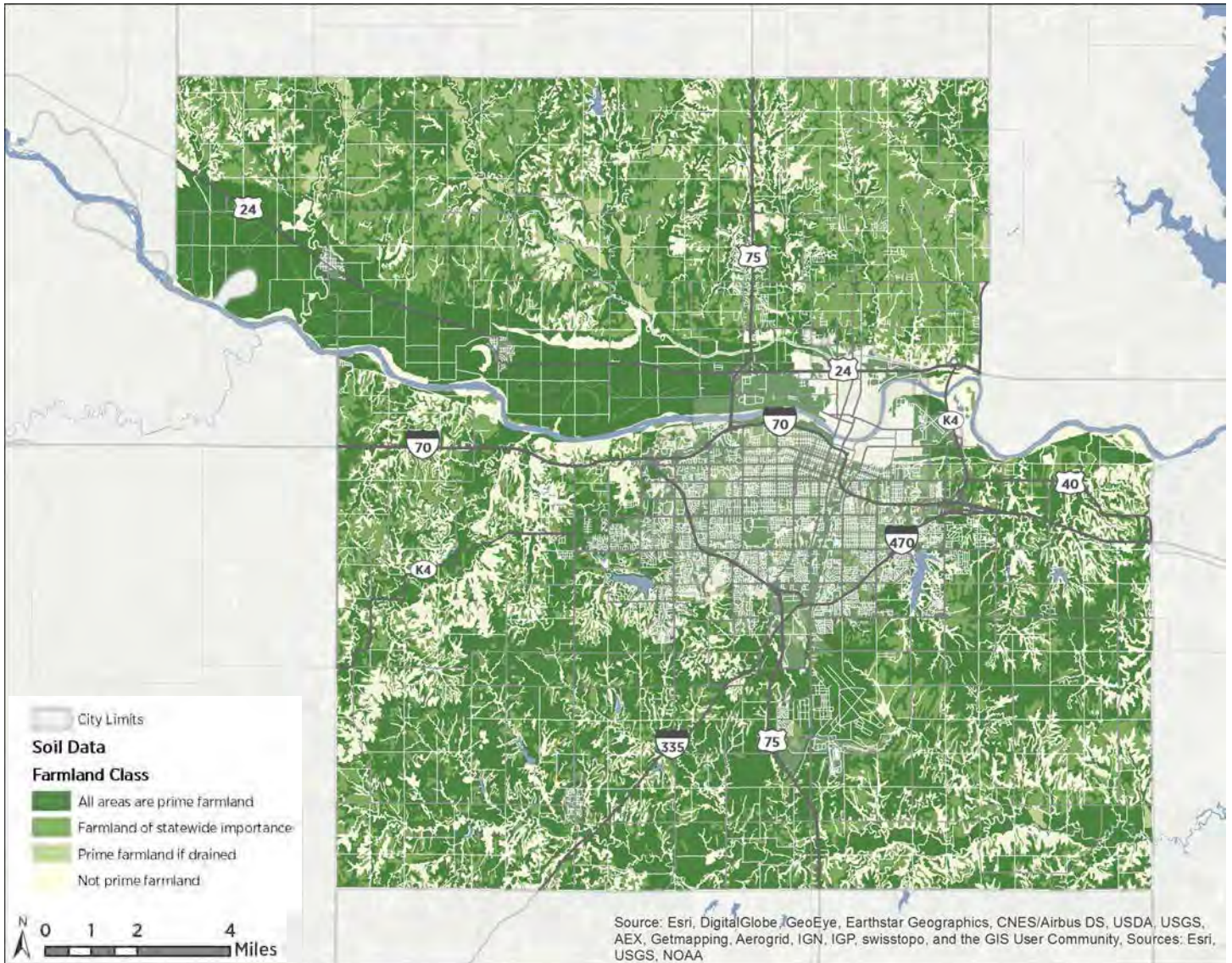
MAP	RESOURCES	DATA SOURCE
FLOODPLAINS	Floodplains	Federal Emergency Management Agency, National Flood Hazard Layer
NATURAL RESOURCES	Streams/Rivers	U.S. Geological Survey, National Hydrography Dataset, Streams
	Wetlands	U.S. Fish & Wildlife Service, National Wetlands Inventory
	Species of Concern	U.S. Fish & Wildlife Service, Information for Planning and Consultation; Kansas Biological Survey, Kansas Natural Heritage Inventory
CULTURAL RESOURCES	Public Lands, Trails, Bike Paths	JEO
	Historic Sites	National Park Service, National Register of Historic Places
	Historic Districts	
HAZARDOUS MATERIALS SITES	Superfund Sites	U.S. Environmental Protection Agency Superfund Sites Listing
	Hazardous Substance Cleanup and Investigation Sites	
PRIME FARMLAND	Prime Farmland	U.S. Department of Agriculture
	Farmland of Local Importance	
	Farmland of Statewide Importance	
	Farmland of Unique Importance	

FIGURE 2.27 Topographic Map of MPA



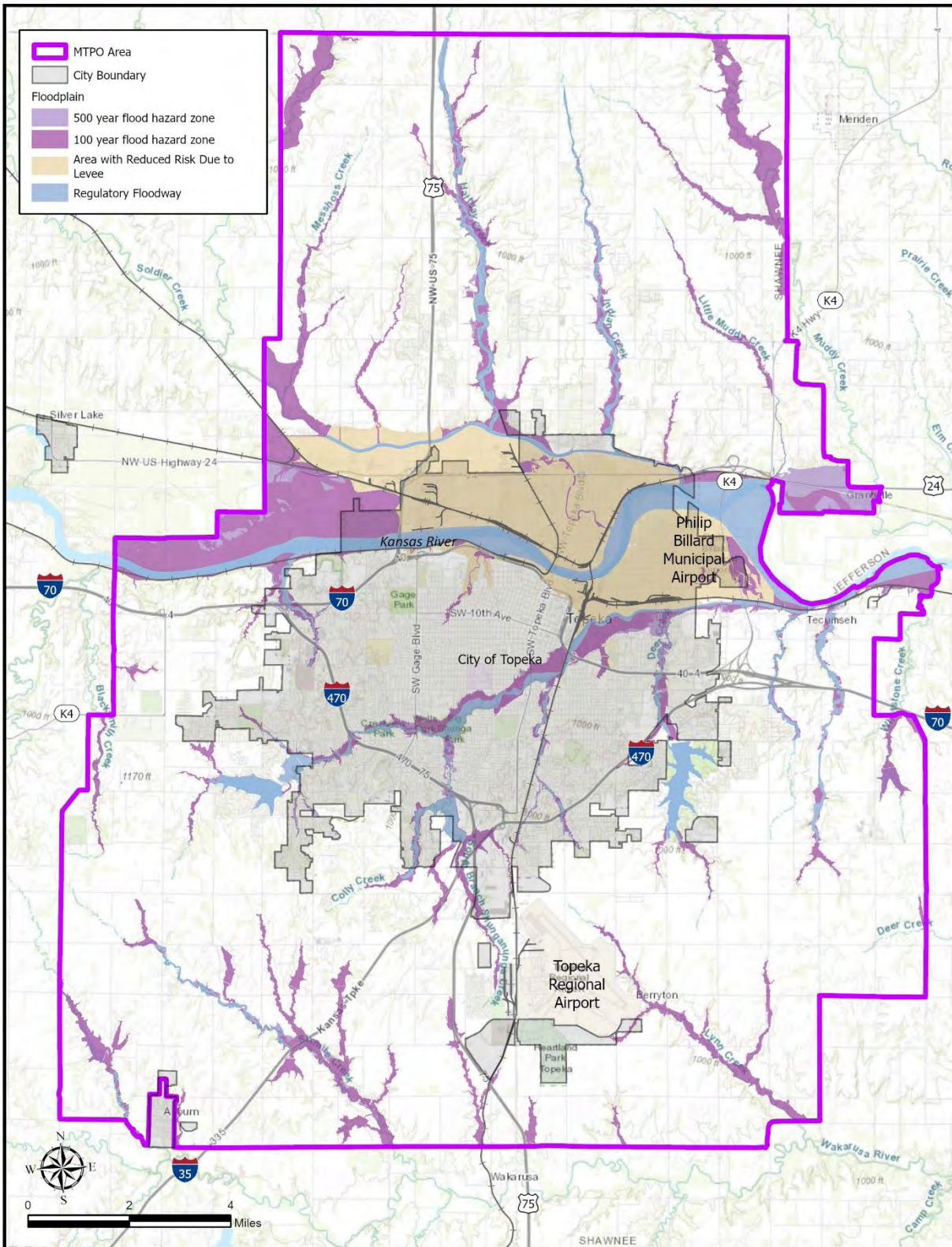
Source: USGS

FIGURE 2.28 Soil Suitability for Farming



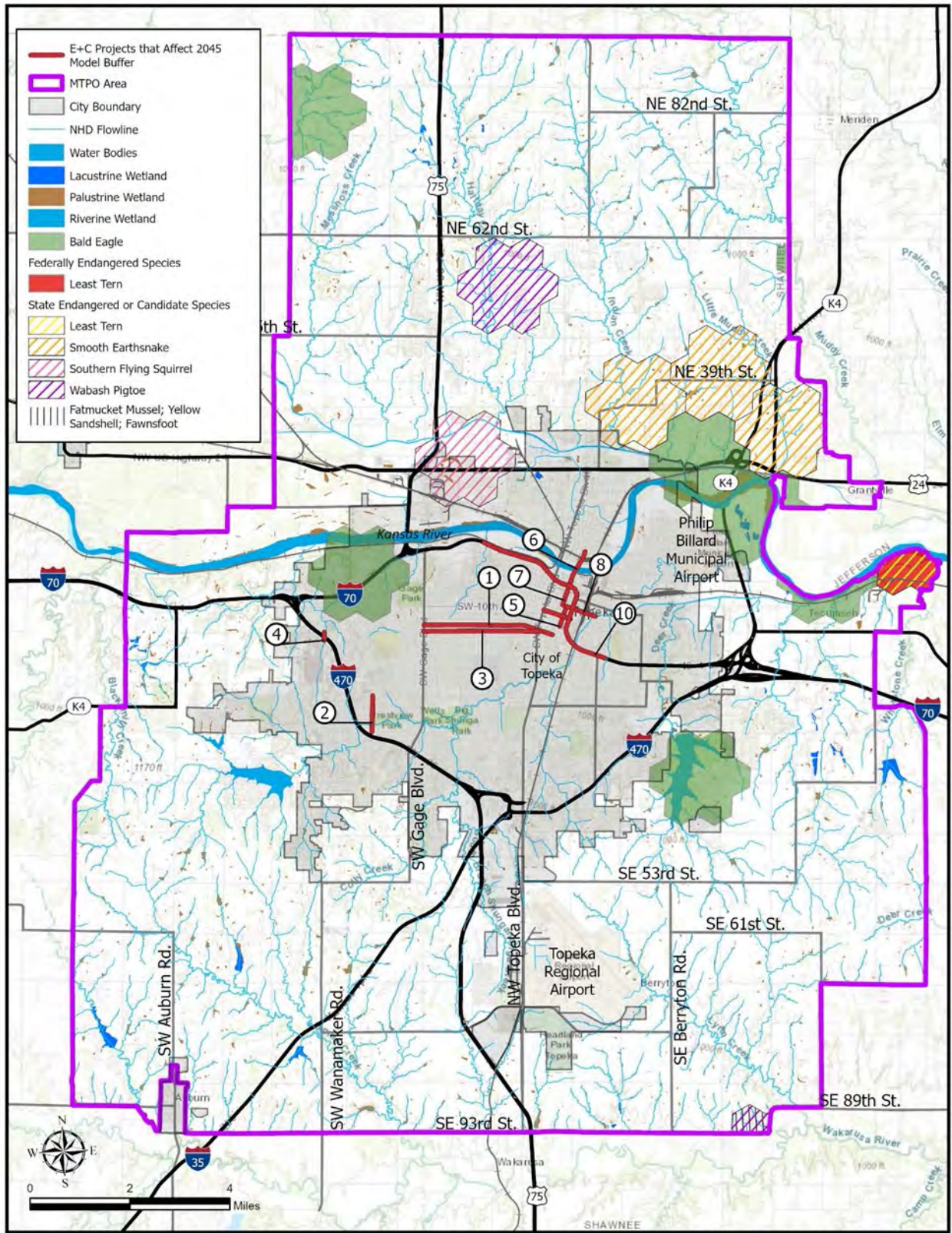
Source: USDA

FIGURE 2.29 Flood Plains



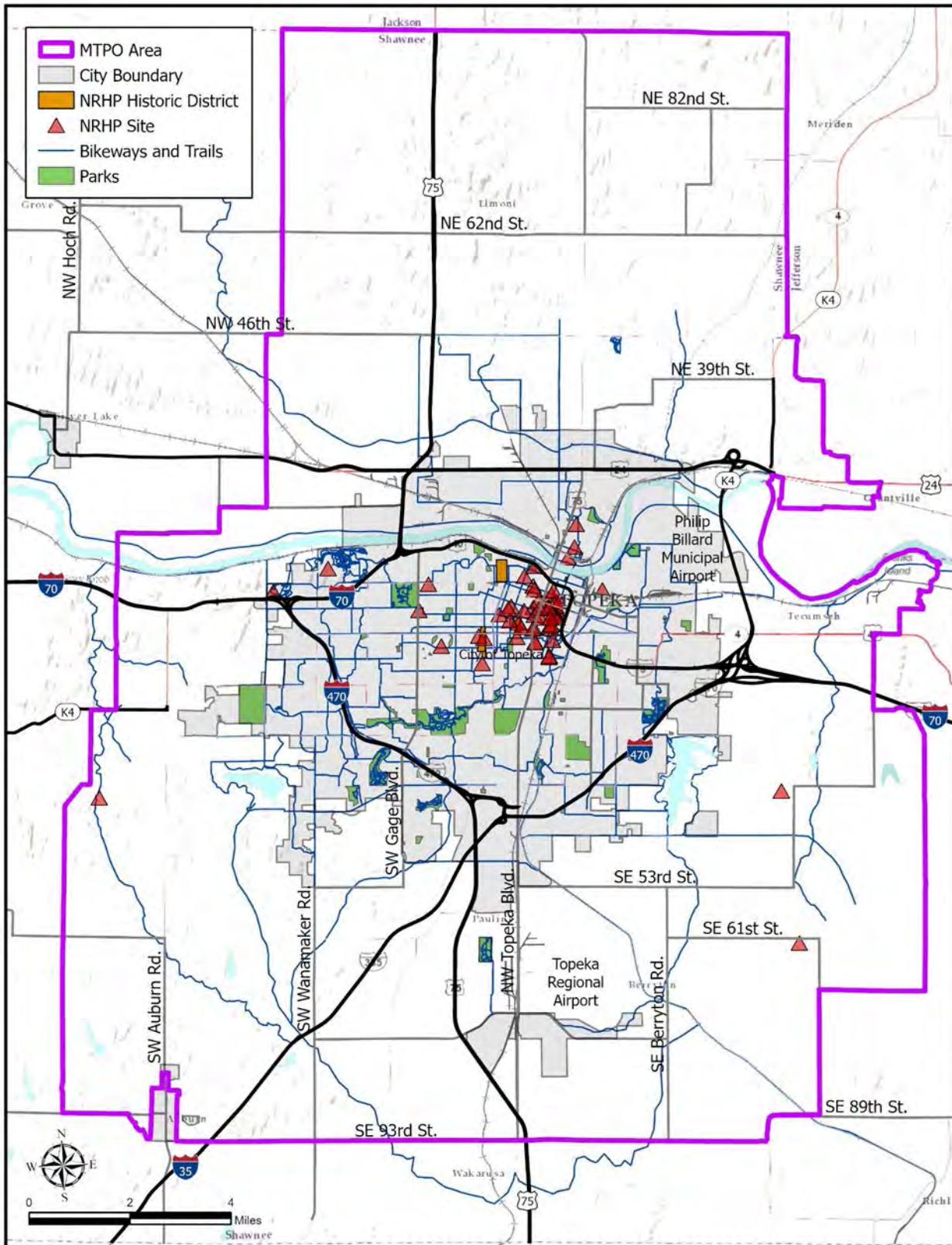
Source: FEMA NFHL; <https://hazards.fema.gov/femaportal/wps/portal/NFHLWMS>

FIGURE 2.30 Natural Resources



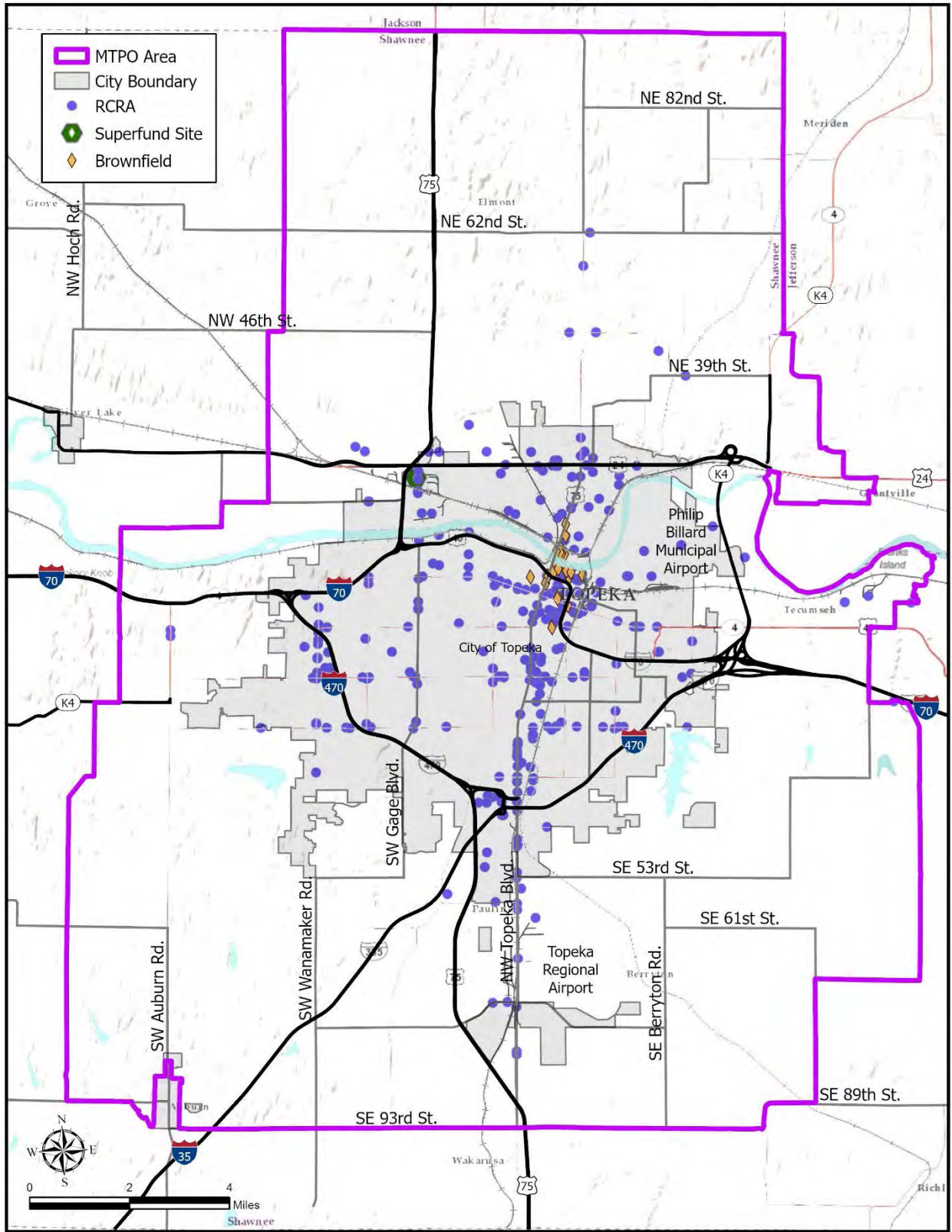
Source: USGS National Hydrography Dataset, <https://hydro.nationalmap.gov/arcgis/rest/services/nhd/MapServer/>; USFWS NWI, <https://www.fws.gov/wetlandsmapping/services/Wetlands/MapServer/WMServer?request=GetCapabilities&service=WMS>; Kansas Biological Survey, <https://kbs-geodata-catalog-ku.hub.arcgis.com/pages/kansas-natural-resource-planner>

FIGURE 2.31 Cultural Resources



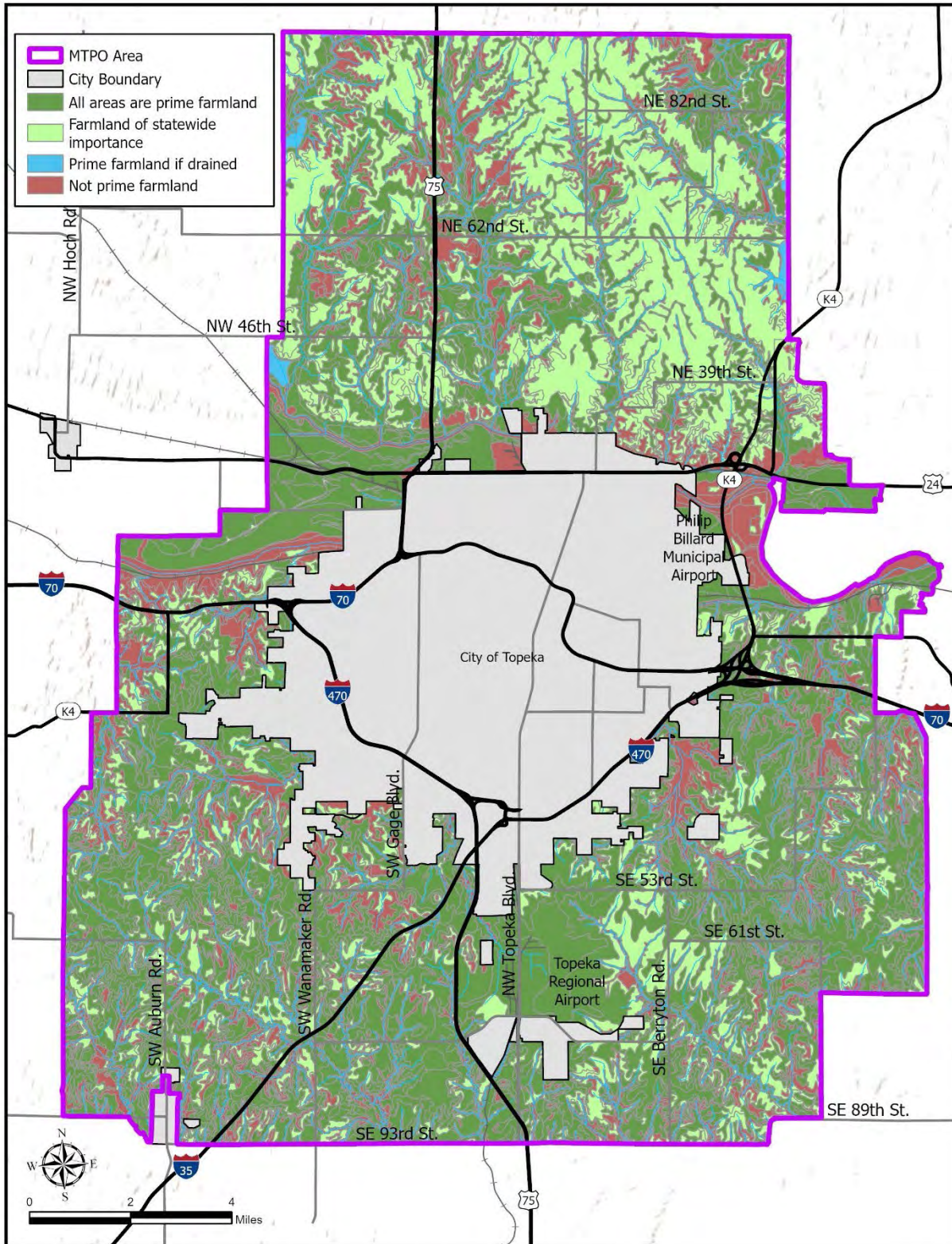
Source: NPS NRHP; <https://irma.nps.gov/DataStore/Reference/Profile/2210280>

FIGURE 2.32 Hazardous Waste Sites



Source: Facility Registry Service (FRS) U.S. EPA

FIGURE 2.33 Prime Farmland



Source: USA SSURGO; <https://www.arcgis.com/home/item.html?id=9708ede640c640aca1de362589e60f46>

CHAPTER THREE

EXISTING TRANSPORTATION CONDITIONS



INTRODUCTION

Text

CHAPTER FOUR

FUTURE CONDITIONS



INTRODUCTION

Text

CHAPTER FIVE

FINANCIAL ANALYSIS



INTRODUCTION

Text

CHAPTER SIX

PUBLIC INVOLVEMENT, GOALS, AND OBJECTIVES



PUBLIC INVOLVEMENT PROCESS

Pandemic conditions were ongoing during the plan update process. These conditions required different approaches to encourage public involvement in the plan. MTPO staff and the project team incorporated some new engagement tactics and processes in responses to the unusual conditions that impacted the team's ability to engage with the public and stakeholders in-person. To ensure that public input would still play an integral role in the development of the plan the time frame for public comment was extended and community stakeholder groups became an integral part of helping to collect community input.

A Public Involvement Plan (PIP) was prepared at the beginning of the plan update development process to identify the outreach efforts and techniques that would be appropriate to use to ensure officials, agencies, local government, the public and interested parties would have adequate opportunities to provide their input into the development of the Metropolitan Transportation Plan. A copy of the PIP is available at the MTPO website and a hard copy is available from the MTPO upon request.

Steering committee meetings and public engagement efforts began in September of 2021 and continued through plan adoption. The following summarizes the Futures2045 public engagement efforts.

Level of Public Participation

The targeted level of participation is **involve** as described in the International Association of Public Participation's (IAP2) Public Participation Spectrum:

- **Goal:** Work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Promise:** We will work with project stakeholders to ensure concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public involvement influences the decision.

At the **involve** level, the project team will strive to balance the priorities of the MTPO and project stakeholders, however, final decision-making authority resides with the planning organization.

Community engagement goals included:

- Provide all stakeholders with reasonable opportunities to be involved the metropolitan transportation planning process.
- Ensure outreach tactics are easily accessible to all stakeholder groups and ensure equitable opportunities through community partnerships and resources.
- Improve relationships between private and public groups and promote cooperative working groups.

Media Outreach

Key components of the public engagement effort were typically advertised through traditional media sources, including:

- Local newspaper
- Television
- Extensive promotion on the City's website
- City Social Media Outlets including NextDoor,

An interactive website was created using ArcGIS StoryMap which allows direct community input and can be found on the MPO website here: <https://topekampo.org/>. A survey was included with the StoryMap and citizens were able to place comments directly on the transportation system map found on the StoryMap. The site also provided up-to-date information about progress on the plan. The full results of all public input activities are included in the Appendix.

Public Outreach

Key components of this outreach included:

- Steering Committee (MTPO Technical Advisory Committee)
- Stakeholder Interviews
- Traditional and Social Media Outreach
- Interactive Project Website
- Community Survey
- Pop-up events
- Public Meetings
- Public Comment

Environmental Justice

Because the MTPO plan for transportation and mobility is for all members of the community at the regional level, the team actively engaged Environmental Justice (EJ) populations in accordance with the National Environmental Policy Act (NEPA) of 1969, Executive Order 12898, and the Title VI Civil Rights Legislation. This ensured the full and fair participation by all potentially affected communities in the transportation decision-making process regardless of race, color, national origin, or income to avoid disproportionately high and adverse human health or environmental effects.

To do so, the MTPO reached out to underserved communities through Topeka JUMP, the Citizen's Advisory Committee, Topeka's Neighborhood Improvement Associations, Topeka Area Agency on Aging, and the Topeka Independent Living Resource Center. EJ planning was also applied throughout the process.

Steering Committee and Technical Advisory Committee

The MTPO Technical Advisory Committee served as the steering committee to provide overall direction to the consultant team and MTPO staff in the process to develop the RTP. The consultant team met with the steering committee/TAC on the following dates:

- August 12, 2021
- March 10, 2022
- October 14, 2021
- April 14, 2022
- January 13, 2022

MTPO Policy Board

The consultant team met with the MTPO policy board August 26, 2021 during early plan development. The meeting included a discussion about the previous plan and review of guiding principles, goals, and objectives. The board provided feedback that the guiding principles, goals, and objectives were still valid for the current plan update.

Public Meetings and Engagements

Virtual public meetings were held on October 4, 2021, at 6PM and October 7, 2021, at 11AM. The final meeting held on April xx, 2022 shared the recommendations of the plan to jump start the public comment period. In total, more than 55 members of the public and local officials attended these public open houses. (Add updates after spring round of engagement)

October 2021 Virtual Public Meetings

Each meeting began with a brief presentation about the project and an overview of the storymap project website and interactive commenting feature of the storymap. The October 2021 virtual meetings focused on overview of the plan update process as well as soliciting feedback on the current plan goals. The Guiding Principles and Goals of the current Futures 2040 were reviewed with the groups and feedback was solicited regarding the goals and their continued applicability to the plan update.

December 2021 Pop Up Event

The project team held a pop-up informational meeting at the Topeka Shawnee County Public Library. The event was held December 21, 2021 from 3:30p - 5:30p and was a drop in information session. The project team promoted the online survey and answered questions from the public regarding the plan update. The survey was also available in paper form for residents to complete in person at the event.

Spring 2022 Open House

Place holder for spring open house for plan update.

Stakeholder Interviews

Stakeholder interviews were conducted during December 2021 and during the final plan recommendation period in 2022. The MTPO staff identified 7 stakeholder groups comprising a diverse group of individual stakeholders to participate. The focus group format consisted of attendees being asked to consider the five primary goals and objectives from the current Metropolitan Transportation Plan and provide feedback regarding including these same goals in the plan update or revising the goals and objectives. Goals and objectives include:

- Maintain Existing Infrastructure
- Improve Mobility and Access
- Increase Safety for All Modes of Transportation
- Enhance Quality of Life
- Promote Economic Development

The stakeholder responses were summarized and are included as an appendix to this report. The responses were utilized by the project team to help identify existing and future year issues to address in developing the 2045 LRTP update.

Additional informal discussions with MTPO staff, local agencies, transit providers, KDOT, KTA, FHWA, FTA and other necessary local, state, and federal agencies also occurred throughout the process. These further added to information collected during stakeholder interviews.

Community Survey

A public survey was conducted from July 10 through December 31, 2021. The purpose of the survey was to gather public input regarding general transportation and mobility issues within the region. In total, 181 surveys were completed online and in hard copy form. The response rate was lower than the previous survey in 2016. This result is likely due to pandemic impacts. The survey results were used by the project team to help identify existing transportation concerns within the Topeka Metropolitan Planning Area and to help prioritize goals for the plan. Survey results are presented throughout the remaining chapters of the RTP. It should be noted that the survey was intended to gather information and was not a statistically valid survey. The survey was open to anyone that wanted to respond and should be considered as general pulse of respondents as opposed to representative of all views in the community. These differences in survey respondents is discussed in the results.

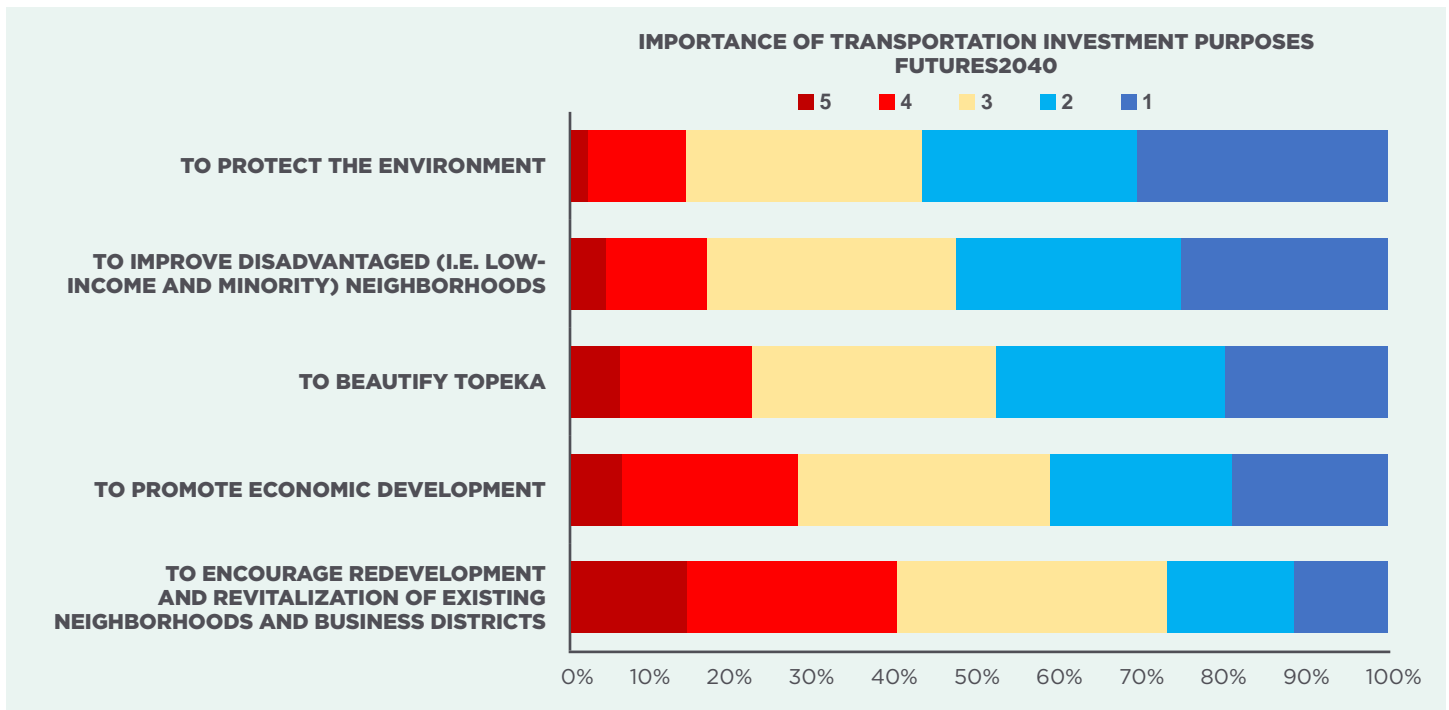
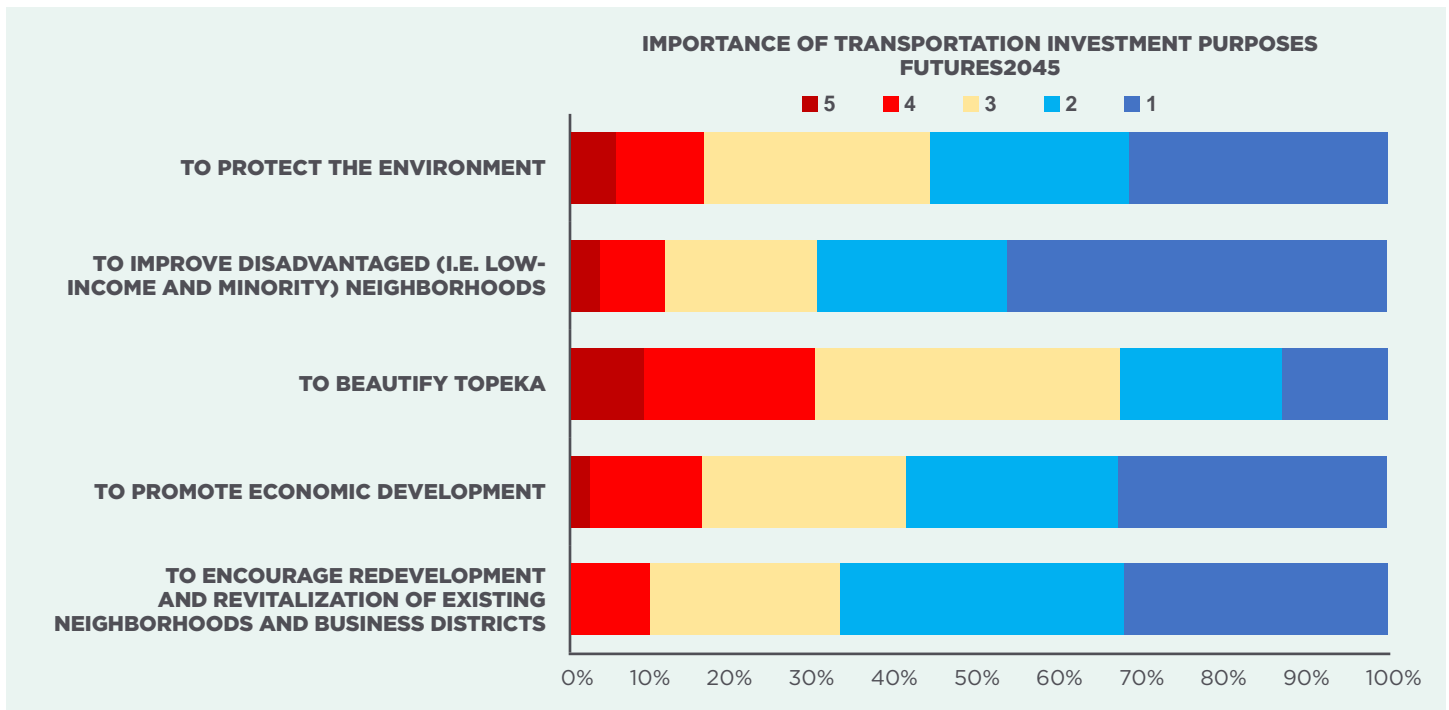
Public Comment

As part of the LRTP update process, the MTPO is required to make a draft of the LRTP available for a 30-day public review period (Placeholder for summary upon completion of plan update)

(Placeholder for summary upon completion of plan update)

FIGURE 6.1 Importance of Transportation Investment Purposes

We asked: please rank the importance of spending money available to the region on the following items (1 being most important, 5 being least important)

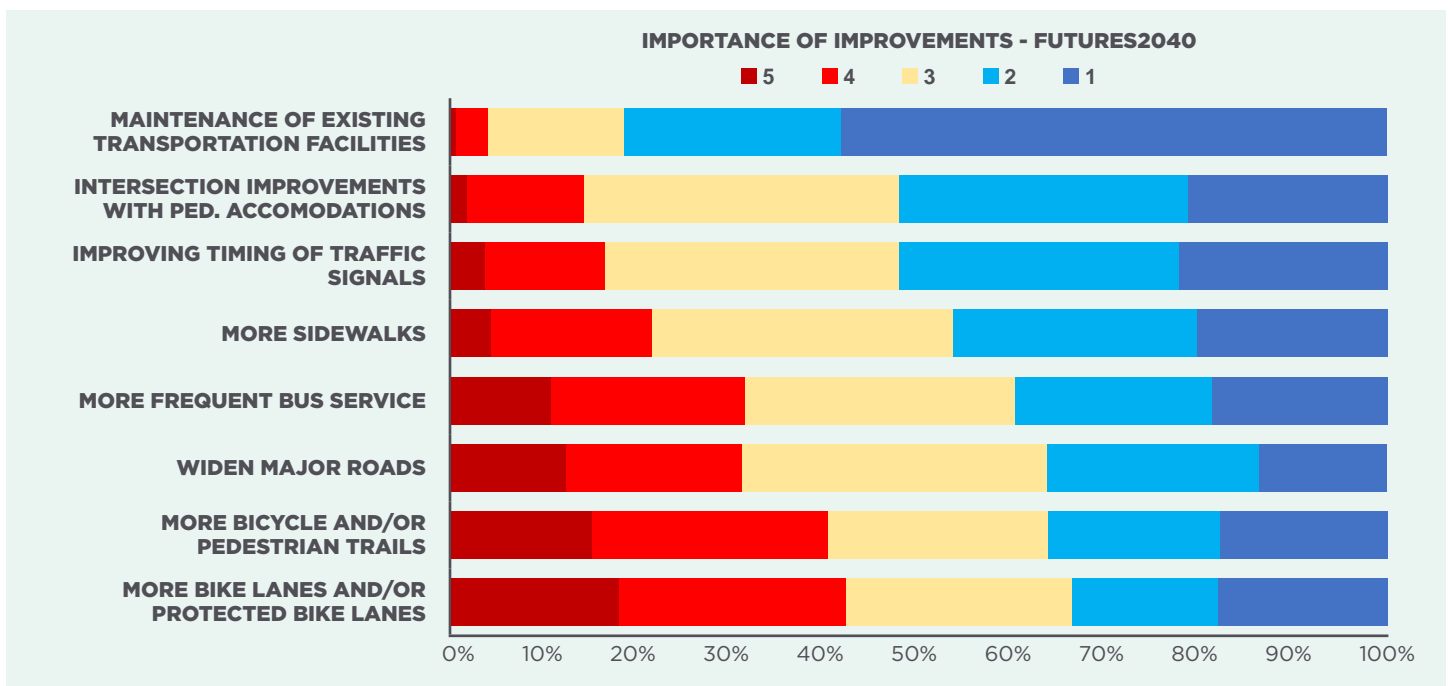
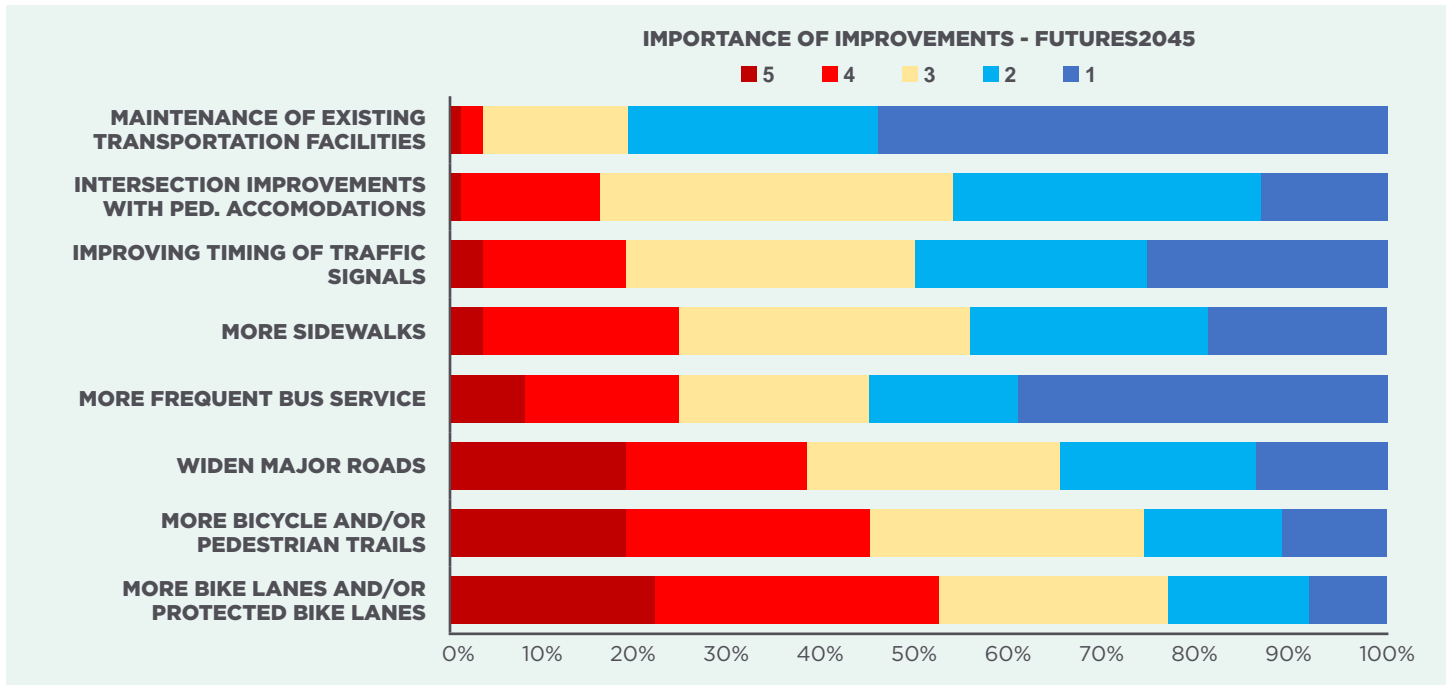


The survey results collected for this plan, show an increased emphasis on Importance of Transportation Investment in improving disadvantaged neighborhoods over the results from Futures 2040 results. This change is reflective of a smaller survey response with higher participation from

neighborhood groups. The region has increased transportation investment in disadvantage neighborhoods through the SORT Program, Pavement Management Program, Pedestrian Masterplan, and other activities.

FIGURE 6.2 Importance of Improvements

We asked: how important are the following improvements? (1 being most important, 5 being least important)

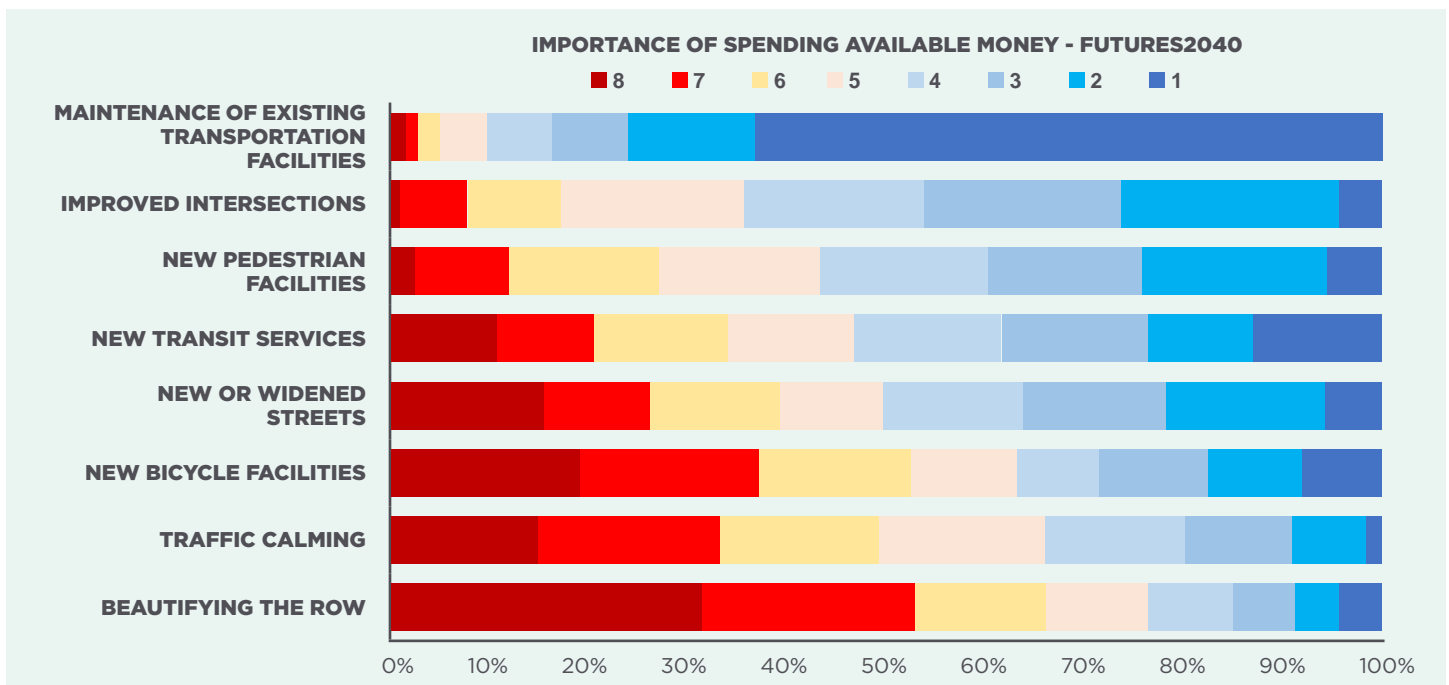
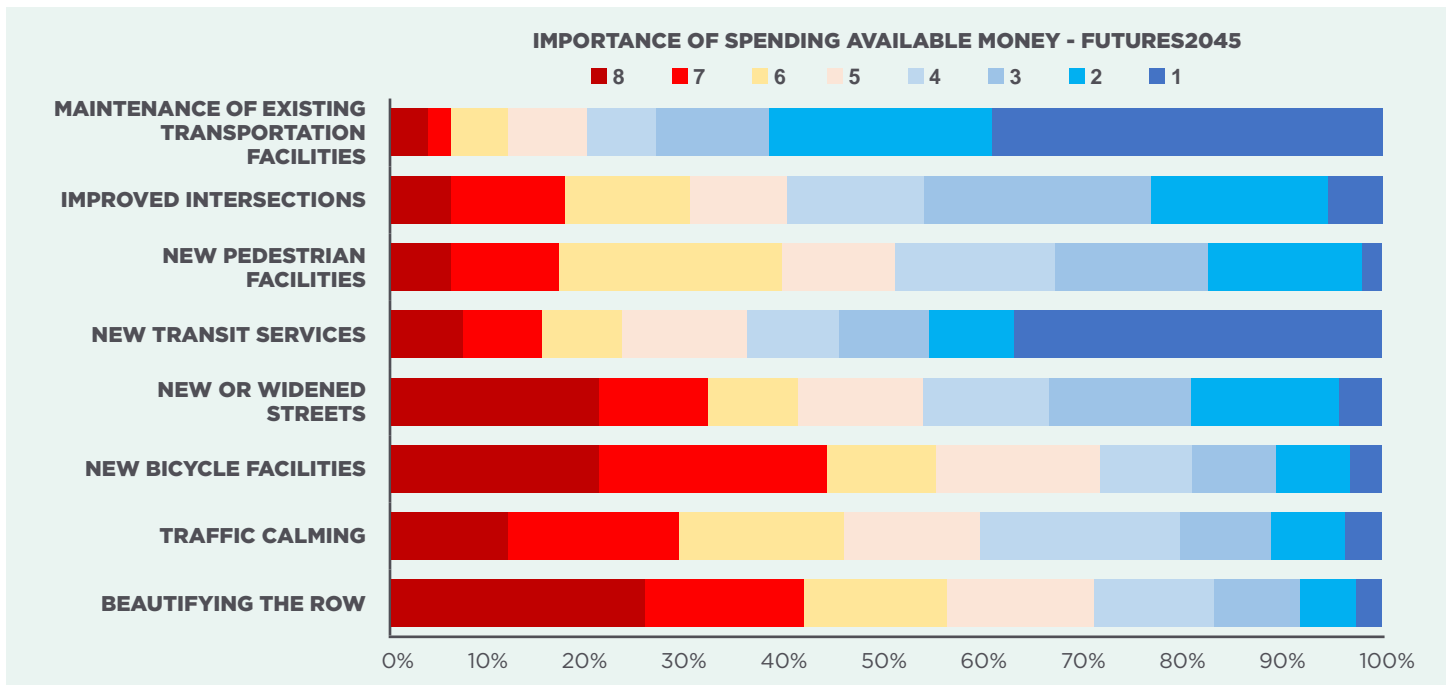


With respect to importance of Improvements, the Futures 2045 respondents maintained maintenance of existing facilities as its highest priority. This priority was slightly less than the Futures 2040 results, likely due to the increased improvements in pavement condition and other infrastructure investments. More Frequent bus services was

the second highest priority for Futures 2045 respondents. This metric saw a large increase in from the Futures 2040 results and is attributed to different sample population responding. Topeka Metro is working on a revised plan regarding ways to improve services.

FIGURE 6.3 Importance of Spending Available Money

We asked: how important is it to use transportation investments for the following purposes? (1 being most important, 8 being least important)



With respect to investment of Improvements, the Futures 2045 respondents listed maintenance of existing facilities as its highest investment priority. This priority was less than the Futures 2040 results, likely due to the increased improvements in pavement condition and other infrastructure investments. Investment in new transit services

was the second highest priority for Futures 2045 respondents. This metric saw a large increase in from the Futures 2040 results and is attributed to different sample population responding. Topeka Metro is working on a revised plan regarding ways to improve services.

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 the current and updates MTP, 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 Transportation Planning 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
10. Enhance travel and tourism.

MPTO 2040 LRTP Goals - 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 and 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, an interactive project website, 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.

GUIDING PRINCIPLE

GOALS

 **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.

Maintain Existing Infrastructure

- 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.
- Provide fiscal and environmental stewardship through building resilient transportation systems.

 **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.

Increase Safety for All Modes of Transportation

- Monitor safety performance of transportation systems and utilize performance data to drive safety programs and projects.
- Utilize Traffic Safety Plan and Complete Streets Design Guidelines to improve safety of transportation network.

 **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.

Enhance Quality of Life

- Develop transportation projects in a resilient manner reflective of current needs and changing trends in transportation choice.
- Support active transportation projects as a critical component in providing a high quality of life for people living, working, recreating, and visiting the region.

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 transportation network.
- Plan and design a transportation system of all ages and abilities recognizing the diverse needs of low-income users, youth, women, people of color, seniors, and other underrepresented groups.

 **TRANSPORTATION LAND-USE CONNECTION**

The plan builds on the recommendations of the Topeka Land Use and Growth Management Plan adopted in 2015 which emphasizes infill development and redevelopment in existing neighborhoods. Land use and density have significant implications for transportation infrastructure.

Leverage Transportation System to Support Economic Development Efforts

- 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 6.4.

FIGURE 6.4 Futures2045 Federal Planning Factors Matrix

PRINCIPAL	GOAL	ECONOMIC VITALITY	SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	QUALITY OF LIFE	INTERGRATION & CONNECTIVITY	SYSTEM MANAGEMENT	PRESERVATION	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
SUSTAINABILITY	Maintain Infrastructure	■	■			■		■	■	■	
HEALTH & WELLNESS	Increase Safety for All Modes of Transportation	■	■	■		■	■				■
LIVABILITY	Enhance Quality of Life	■			■	■				■	■
	Equity and Access for All			■	■		■	■			
TRANSPORTATION LAND-USE CONNECTION	Leverage Transportation to Support Economic Development	■			■	■	■	■		■	■

PERFORMANCE MEASURES

MAP-21 and the FAST Act directed agencies to measure performance of its transportation system to monitor progress and improve decision making and develop a coordinated effort toward achievement of national transportation goals. The federal legislation required development of transportation performance goals in the following areas: Infrastructure Condition, System Performance, Freight, Transit, and Safety. The MTPO has adopted performance measures and begun the process of performance management. The following is a list of adopted performance measures from the MTPO:

Infrastructure Condition

PAVEMENT CONDITION

KDOT: interstate highways 65% in good condition, non-Interstate highways 55% in good condition. The baseline for State Fiscal Year 2018 was 66.7 for interstates and 62.7% for non-interstate highways.

City of Topeka: Topeka has a Pavement Condition Index (PCI) target of 60 with aspirational goal of 70. Currently the city has improved from a PCI of 55 in 2016 to a current PCI of 64 in 2022.

County: Shawnee county has a total of 287.5 lane miles of which 142 are within the MTPO boundary. Shawnee County uses the PASER scale to rate condition of roads. The scale ranges from 1-10 with 1 indicating total reconstruction needed and 10 being a new road. The performance goal for roads is to be maintained to rating of at least 6 is achieved for 90% of the County network.

BRIDGE CONDITION

The MTPO has adopted one performance measure for all bridge owners. The Performance goal is for 65% of bridges to be rated good and no more than 3% of bridges to be in poor condition based on the results of the biennial bridge inspections. Based on the FY2021 -2024 TIP, 62.3% of the total bridges are in Good Condition, 34.1% are in Fair Condition, and 3.6% are in poor condition.

System Performance/Congestion Reduction

The MTPO has adopted several measures in this category.

System Reliability

The goal for travel time reliability is to maintain a level of travel time reliability (LOTTR) index of 95th percentile for person-miles traveled on both interstate and non-interstate system. Current measures indicate a LOTTR of [waiting on KDOT data].

Freight Reliability

The goal for freight performance is a travel time reliability index (TTRI) of 1.16. Current measures indicate a TTRI of [insert KDOT data]

Congestion Reduction/Modes-Active Transportation

The goal for active transportation is 5% increase (from 69% to 74%) in total MPA population having access to sidewalks and a 5% increase (from 42.3% to 47.3%) to total population having access (within a 1/4 mile) to the bike network.

Safety Performance

The MTPO recognizes the need to reduce traffic fatalities and serious injuries within the MPO area. The MTPO will continue researching safety strategies which will encompass education, enforcement, engineering, and emergency response.

The MTPO adopted a Transportation Safety Plan in 2019. The purpose of this plan is to identify locations/corridors that may benefit from systemic, low-cost safety improvements and to provide direction in the prioritization of local transportation safety needs within the MTPO region. The plan focuses on four safety emphasis areas: intersections, speed, distracted driving, and pedestrians/bicyclists.

The MTPO has delayed implementation of the suggested performance measures detailed in the plan due to the onset of pandemic but continues to adopt and support safety goals set forth by Kansas Department of Transportation. Data shown in the following section represents all Shawnee County including Topeka. Data was not available for the MPO region.

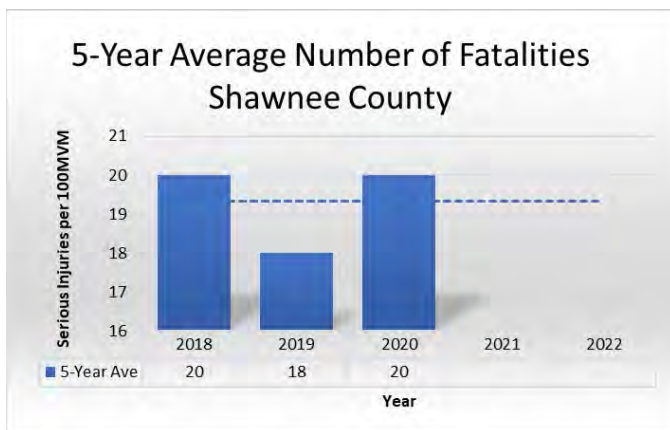
KDOT has set performance targets related to a base year 2018. Targets have been set for: number of fatalities, rate of fatalities per vehicle-miles traveled, number of serious injuries, serious injury rate, and the number of fatalities plus serious injuries involving bicyclists and pedestrians. It should be noted that the definition of “suspected serious injury” changed in 2019, increasing the numbers in this category. Data from 2018 noted in this section has been inflated using KDOT’s conversion factor of 1.46 to account for this change in definition and to allow analysis of trends.

The current safety performance measures adopted by the MTPO are:

MEASURE	2018	2019	2020	2022 TARGET
Number of Fatalities	20	18	20	20
Number of Serious Injuries	73	69	74	73
Serious Injury Rate	4.54	4.27	4.74	4.54
Fatalities Rate	1.23	1.14	1.30	1.23
Non-Motorized Fatalities plus Serious Injuries	10.0	10.6	11.4	10.0

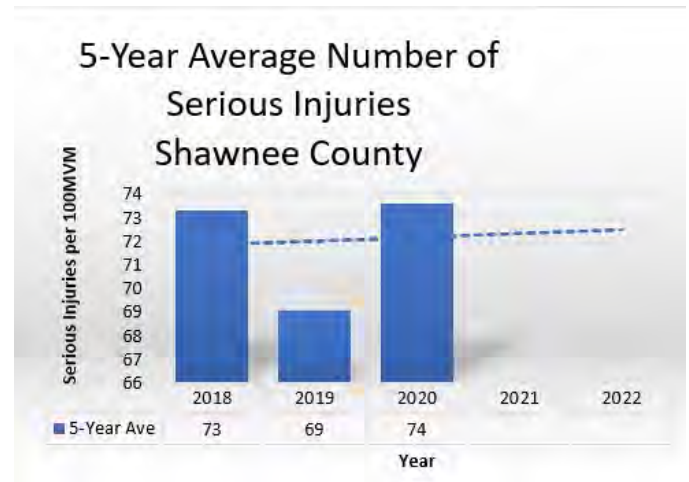
Number of Fatalities

The “rolling” five-year average number of fatalities in Shawnee County for the periods ending in 2018, 2019, and 2020 shows the number of fatalities to be relatively stable over this 3-year period.



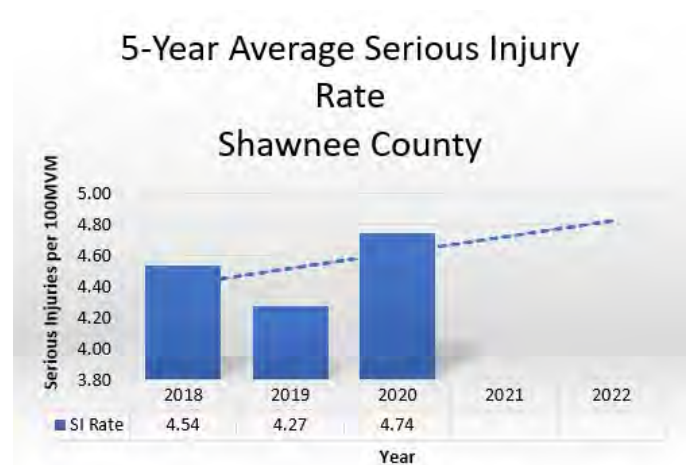
Number of Serious Injuries

The “rolling” five-year average number of serious injuries in Shawnee County for the periods ending in 2018, 2019, and 2020 shows a slight trend of increasing injuries.



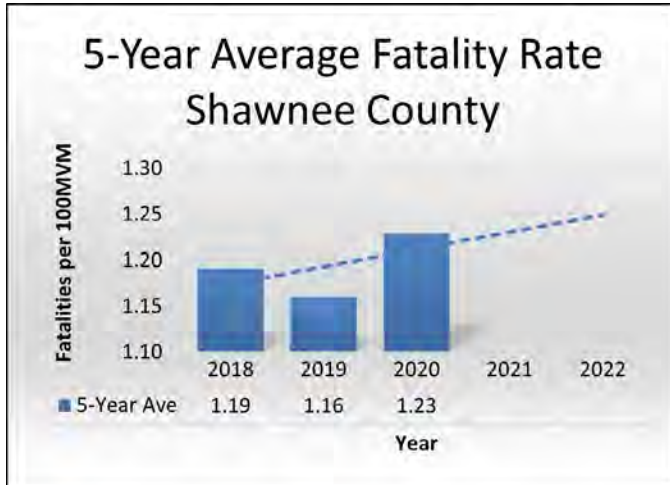
Serious Injury Rate

The “rolling” five-year average rate of serious injuries in Shawnee County for the periods ending in 2018, 2019, and 2020 shows an increasing trend.



Fatalities per Vehicle Mile Traveled (VMT)

The “rolling” five-year average rate of fatalities in Shawnee County for the periods ending in 2018, 2019, and 2020 shows an increasing trend. The trend is due to miles of travel decreasing rather than an increase in the number of fatalities.



Non-motorized Fatalities

The “rolling” five-year average number of fatalities and serious injuries for bicyclists and pedestrians in Shawnee County for the periods ending in 2018, 2019, and 2020 shows a slightly increasing trend.



Continued study to fine-tune safety performance measures for the region is recommended. The MTPO will monitor data for the years 2021 and 2022 to determine any changes in trends as travel returns to normal following the pandemic.

Transit Performance

The Topeka Metro Transit Authority has set two performance measures. The first measure is on-time performance of its bus system of 90% or greater. The second measure is a target for Transit Service Availability (within a 1/4 mile of a fixed route) of 70% for all residents within the City of Topeka.

PUBLIC INPUT ON GOALS, OBJECTIVES AND PERFORMANCE MEASURES

What We Heard

Public input and community feedback helped drive the recommendations of Futures 2045. Early in the process, the community survey gave the public a voice in the process. One on one discussions were also held with key stakeholders in the community and at the State level. This section discusses the overall results of the survey, followed by general themes which emerged during the public involvement process.

Community Survey Results

Residents prioritized infrastructure maintenance and new and increased transit services over the development of new infrastructure, including existing streets, bridges, sidewalks, and trails. In total, more than 96 percent of respondents stated that extremely important, very important and important. Nearly 75 percent of respondents indicated that increased bus service was extremely important, very important or important in the priority of transportation improvements.

Although the community’s priorities remained largely the same from the previous plan there were minor variations of interest provided in the responses.

IMPORTANCE OF IMPROVEMENTS

For Futures 2040, the community clearly prioritized ‘Maintenance of Existing Transportation Facilities’ as a top priority for the MTPO and future investments in transportation infrastructure. According to feedback from the Futures 2045 survey, respondents still

highly value the ongoing maintenance of existing transportation facilities. However, 'More Frequent Bus Service' came in as a close second according to the community's response, and 'Improving Timing of Traffic Signals' was the third highest priority for future improvements.

IMPORTANCE OF TRANSPORTATION INVESTMENT PURPOSES

This section of the survey saw the most change from 2016 to 2021. Feedback from the 2016 survey prioritized protecting the environment slightly more than improving disadvantaged neighborhoods. Responses from 2021 prioritized improving disadvantaged neighborhoods as the top priority for future transportation investments, with protecting the environment, promoting economic development, and encouraging redevelopment and revitalization of existing neighborhoods and businesses tying for the second most important priority for future transportation investment in the area.

IMPORTANCE OF SPENDING AVAILABLE MONEY

Maintenance of existing transportation facilities again rose to the top as a community priority in response to this question. New transit services were also ranked high in this question, as did improved intersections, new pedestrian facilities and new or widened streets. Based on community feedback, well maintained transportation facilities remain a top priority, however maintenance efforts and tools such as the Pavement Condition Index created by the City to help manage street maintenance projects is beginning to pay off with more respondents able to see other priority areas in the community than was reflected in responses from 2016.

GOALS AND OBJECTIVES

Several stakeholder meetings were held throughout the process to gain firsthand feedback regarding the local transportation system. These meetings were focused on discussing the priorities from the Futures 2040 plan and finding out if they are still applicable and valuable to the community today. The Futures 2040 Goals include:

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

Feedback received from stakeholders indicated that the goals are still applicable and a priority to the community. More emphasis was given to maintaining existing infrastructure and promoting economic development in the conversations with community members and stakeholders. Many mentioned the need for reliable transportation systems to the employment centers in southeast Topeka and nearly all indicated that maintenance of existing infrastructure was improving in the local transportation system.

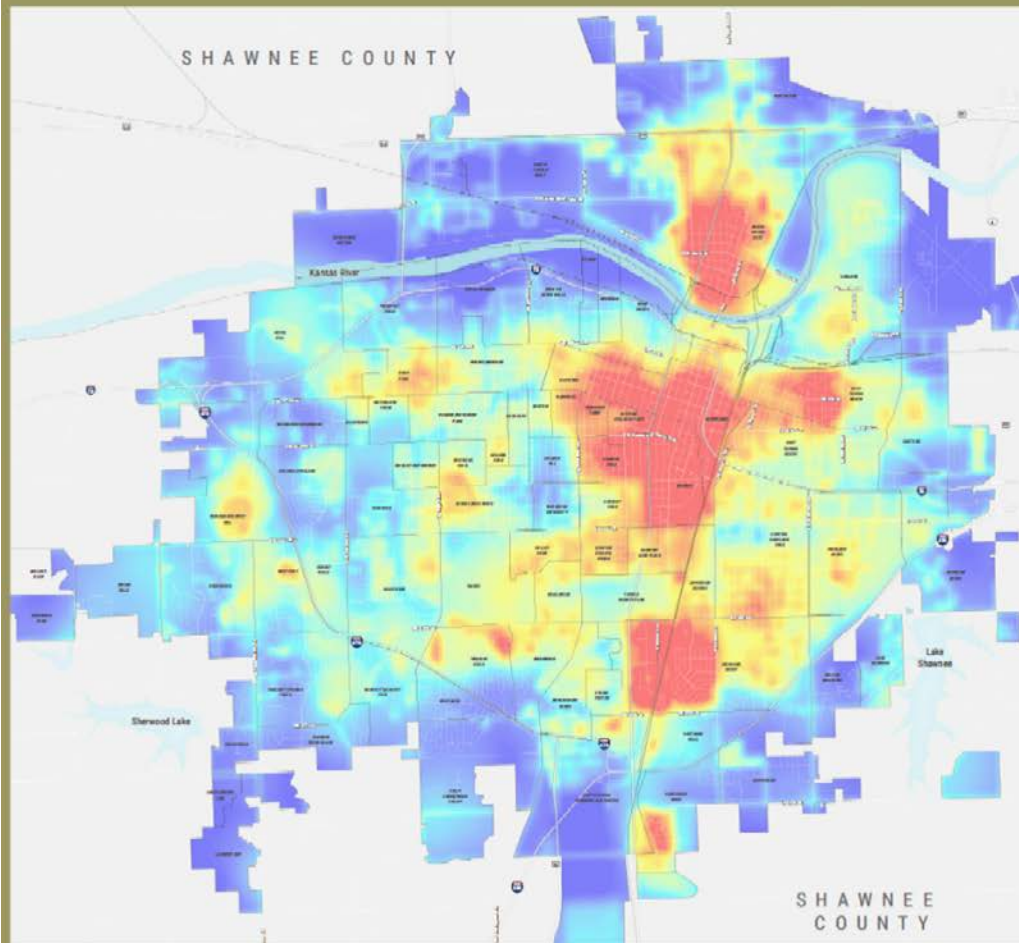
Respondents encouraged the continued data driven decision making processes adopted by the MTPO. In addition implementation of best practices in asset management, such as pavement management programs, bridge maintenance, transit, fleet, active transportation, and other infrastructure systems were praised and encouraged by stakeholders and community members alike.

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