2040 Long Range Transportation Plan

April 2012

Long Range Transportation Plan

Metropolitan Topeka Planning Organization

April 2012

Appendix A
Summary of Public Comments

The following summarizes the public comments received as part of the MTPO 2040 LRTP update. Several opportunities were provided for people to comment on the plan including two surveys, project website, Facebook page, two open houses, and 30-day review of the draft LRTP. Comments received throughout the development of the LRTP were used to identify existing and future year transportation and growth related issues and were used to help identify potential transportation improvements. References to the public comments received are included throughout the LRTP document.

- September 2011 Survey Comments (pages A-2 through A-11)
- November 2011 Survey Comments (pages A-12 through A-20)
- Comments Received from the LRTP Project Website (pages A-21 through A-26)
- Comments Received During the Public Open House #1 (pages A-27 and A-28)
- Comments Received During the Public Open House #2 (pages A-29 through A-45)
- Comments Received from Facebook (page A-46)
- Comments Received During the 30-Day Public Review of the Draft LRTP (pages A-47 through A-58)

September 2011 Survey Comments

There were a total of 253 surveys completed. The following are the comments received.

- The buses used to stop on my street, now I have to walk five blocks up a hill, and this is very difficult to accomplish due to medical issues.
- We need a good transit system - one that is reflective of our beautiful and progressive capitol city. Wouldn't it be nice if we could have a bus every 20 minutes?
- Northbound Wanamaker Rd, just south of 21st, still has a lot of potholes that I think should be permanently filled before winter (not just a rock/sand mix that is immediately gone).
- I have a law practice and work as an adjunct professor at our college here. I was just a student when David Ryan led the charge to create TMTA. The thing that has changed and continues to confound us is the new interest the city has (or doesn't) in the workings of this organization, and the determination to destroy it. Many of my colleagues along with myself cannot understand why the city, who really has nothing to do with the transit authority, will not allow the agency to levy its own taxes. Likewise we don't understand why the Chamber does not take advantage of the agency as a recruitment incentive when bringing business to our city or why President Farley is somewhat reluctant to embrace the bus as a solution to the college's parking problem. It seems that cities that have transit services thrive. Ours doesn't, the least of which has a lot to with the "old" way we have always done it mentality. We either need to allow the TMTA to dry up and go away or fund it like it should be funded. We are a capital city. Shouldn't we pull up our drawers and act like it? Fix these streets and fund transit. THEN, councilmen will on be re-elected.
- Although I live outside the city limits and do not expect to have access to the city bus, I believe the potential is there for those inside the city limits to have greater access to the bus service if the funding were available, therefore allowing for more and later service. I think it's kind of an untapped benefit that many in our city don't know about or don't think about.
- I take my car because the bus doesn't even come out where I live even though I'm in the city limits and pay taxes towards it. Also, with my job and kids, there is no way I could get anything done during the day when the buses only run once an hour. And if you miss the bus or your transfer, then you are stuck waiting for another hour. The new buses really look great and I would have no problem riding them if it were more convenient to my life style.
- More stops, please. Better shelters for harsh weather. I feel like you can hardly get anywhere in Topeka with the bus. I miss California
- City street maintenance is terrible; county is very good. The issue isn't budget, its management.
- Bicycle commuting needs to be made safer and more convenient within the city although there has been great improvement with the new addition to the trails that go east and south of downtown. Motorists are hostile to cyclists. We also need better public transportation in and out of the city. This is particularly critical as baby boomers age. There should be convenient and quick passenger rail service between Topeka, Lawrence and the Kansas City area. Topeka overall is a good place to live but public transportation is still a weak point.
- How are young people to get to and from jobs, training programs etc. when the buses stop at 5:30? We work with 16-20 year olds and they can't attend our classes if they are on the bus as the class runs 3:45 to 5:30 pm. Many of these young people are poverty level youth trying to make a difference in their families by gaining employment. We aren't Lawrence nor Wichita and I do get a little tired hearing about this two cities. Bigger than Lawrence with no bike trails and we don't have the student body that KU has where they are concerned about pollution and we aren't as big as Wichita for some of the River Front issues.
- The buses bought recently, the aisles are not wide enough for the child strollers and grocery carts.I The buses need to be flate all the way to the back. there is not enough room for the disabled that has problems walking up steps.
- Bicycle paths/trails are needed for others like young people and healthier people. And, we should attempt to accommodate shift workers and the elderly. We are community and good

transportation is a responsibility of community. Thank you.

- The bus routes need to extend to the city limits such as in South Topeka. The bus routes only go as far south as TARC; what about Heartland Park? There could be more bike lock-ups for those of us that live outside the city limit but could bicycle to the city limit, lock up our bikes and then ride the bus the rest of the way. In my lifetime, there will never be bike lanes on all the major roads of Topeka like they have them in Portland Oregon.
- Need to finish a complete sidewalk from Washburn to Gage on 12th or Huntoon. Need to finish Shunga trail west of Fairlawn. Improve Shunga trail at 21st and Buchanan. Get rid of the sidewalk/flower bed extensions on Kansas Ave and the cross streets. We need new bus information signs and new bus shelters. Move Greyhound bus to the Amtrak station and have a city bus route go by there too. I'm sure a commuter bus from 46th and U.S. 75 North would do well. Also put a bus back on Washburn ave. Separate Oakland and North Topeka routes. Put 10th st. bus back on 10th st. by the high school. Designate possibly Munson ave as a dedicated East West bike route to Gage.
- Please fund transit so we can get some of our service back. I work for BCBS and all of us who ride think we need a sales tax just for transit. I would support it. A lot of people would support it.
- We passed a sales tax but our roads still suck. Even the repairs are horrible and will probably not last 5 years. The council seems to have (again) taken another short cut when it comes to decision making. Where's the leadership when it comes to walking the talk. I just replaced my tie rod ends on my car thanks to all the potholes that are STILL around. And, here we are headed into winter. Really smart. All they can do is cower to a few threats. PLEASE!!! As for downtown. When are you going to listen to the people and stop bickering? We said we wanted a nice downtown that's not just a bunch of old ugly outdated buildings. But the council can't seem to wrap their minds around the concept of raising buildings that are nothing short of an eyesore. PLEASE!!! Transit? Sure we would use it if it were convenient like it used to be. But that was taken care of. According to everything I have watched, heard, read and know about the TMTA, they do a good job. Yet the City of Topeka continues to interfere in their ability to run a good system. It seems like they ask for study after study and when the results are presented, that's not enough. Stop jerking them (and us) around, causing all sorts of havoc on the citizens who ride the service. PLEASE!!! I am surprised we even have a transit system left. It is really too bad. Trails...you should mark some bike paths on the streets. That would be nice and I think people would use them.
- There's such a poor attention to small details in Topeka. Tiny little changes can have a huge impact on usability, safety, or esthetics. I could easily rant for hours about tiny changes that would either make Topeka better if implemented, or have already made Topeka worse by poor or lack of implementation. It's so hard for people that don't use what they design to "get things right" because they have no personal experience. When you have culture of mediocrity, you get "average" stuff for the same price as "excellent" stuff. It's a "culture", not a specific thing. As I said, I could rant for hours about these "tiny" things, but you've got to address them "before" the design, or work order, or whatever. After the fact grousing is too late because the cost of changing things is after the fact is too great. I will mention one specific item, the intersection of US 24 & Topeka Blvd. KDOT had a good plan for a traffic circle, and a bunch of retired old farts with nothing better to do came to the public meeting and bitched, and KDOT caved and said they'd build an conventional intersection. Since these major improvements typically last 40-50 years between redesign, these "OLD FARTS" shouldn't get a vote, they'll all be dead or not driving, and the youth of today will be forced into using a congested, dangerous, intersection for most of their adult lives because of the lousy decisions of some uninformed old farts many years before. If one twenty year old says he or she favors a traffic circle, it should outweigh the votes of ten 65+ year-olds. Not building traffic circles at EVERY major intersection is a HUGE mistake. Another perfect example of this is the wasted money rebuilding the crazy, non-standard intersection at 29th & Fairlawn. It's a monstrosity that's SO SLOW, and it's a PERFECT location for a multi-way European style traffic circle with ZERO lights to maintain, MUCH SAFER, LESS CONGESTED, but no, Topeka WASTES money on a CRAZY redesign that we're stuck with for decades, and I will GUARANTEE you that in several decades there WILL BE a traffic circle at 29th & Fairlawn. We could have been "ahead of the curve" so that

people would be attracted to living in Topeka, by we seem eternally "behind the curve" and always playing "catch up".

- Bike lanes and improved sidewalks would be nice.
- The buses seem to be set up for people with bank hour-type jobs. They are not set up for people who depend on the buses for their only means of transportation. On the fourth of July, buses only run from the White Lakes shopping mall to Lake Shawnee. Do you not want poor and disabled people at Lake Shawnee?
- People that ride the bus need evening and weekends bus availability so that they can get to/from work.
- 6th Street from Gage to Wanamaker needs to be made 5 lane. Prior to being able to construct, full mill and overlay over the entire route. Congestion and dangerous access on I70 has pushed much traffic to 6th.
- Besides my comments on TMTA, I would love to see all major streets in Topeka with bike lanes added in addition to normal traffic lanes. (Example: Topeka Boulevard, 21st Street, 29th Street, 17th Street, Huntoon, 10th Street, 6th Street and so on...)
- Please put the fairs back down. My daughter use to get a bus pass from her high school. Now she cannot get one. It was so convenient.
- Encourage scooter and motorcycle riding and parking. Allow small motorized scooter or bicycles on bike paths
- Do not understand the length of some lights. Stay green for quite some time with no approaching traffic.
- I work with individuals with mental illness. They receive fixed Social Security Disability benefits, and have been greatly impacted by fare increases and schedule reductions. Some need to work to implement the small weekly spending allowance they receive from my agency. Some have had to quit their jobs because of the discontinuation of evening bus service. Without extra income, some of our consumers must live on only $8 spending money each week. Being unable to get to a job, with no extra income, our consumers have felt the fare increases that much harder. Please reconsider the bus schedules to extend into evening, and take consumers on fixed incomes into account when considering fare amounts. Thank you, Lynn Davis Breakthrough House, Inc. 232-6807 .
- there need to be more enclosed shelters, better sidewalks to bus areas, evening access to buses, more time on transfers, bus need to widen the area of service especially for people who work 2nd and 3rd shifts, and the bus inbound routes should be clear, it is hard to tell what bus runs up what street inbound
- As I said before, it is getting very cold. My husband sometimes doesn't get off of work until ten or eleven pm. He keeps getting sick because he has to ride his bike all the way home from the mall. We could really use the lift services you used to provide. Please bring back lift services. And run the Oakland on Saturdays. That would help tremendously as well.
- While I am lucky to be able to provide my own transportation, many families I work with in the same zip code area depend on these services. Safe rides that fully meet the wide variety of work hours and locations that they may need are critical. Jobs are very hard to come by, and even more so for a variety of East Topeka populations. If employment can be obtained in the community a safe, affordable, reliable public transportation fills an important void.
- I believe if there were more buses to some of the more larger companies like Del Monte, Goodyear, and even the nightly services to Reser's, I believe it would not only give the transit an economic boost, but it would also help decrease some of the unemployment and homelessness in Topeka.
- Need curb cuts at 21st and Belle
- As rates increase, it makes public transportation less possible for many people with disabilities. This is not a good thing as, for many of them, Topeka Transit is their only option of getting out of their house and working, going to school, etc. Also, taking away weekend and night-time service has greatly negatively affected the disability community. I would encourage Topeka Transit to consider all of this and work to bring the best possible service to all Topekans, including people with disabilities.
- I work in social services and find that the hours of bus service really limit some of the clients I

serve in their ability to word because they have no transportation and cannot use the bus when they need to go to or from work. This is a real issue for many people.

- I work with people who are dependent on the bus as their only means of transportation. They are greatly limited in their employment opportunities due to the lack of evening service and lack of service to the industrial areas which are outside of the city limits, but still within the county line. Every time a cut is made, someone loses their job or is forced to depend on someone else to get them there. I think limited evening routes should be added. You might be surprised at the ridership you would get by providing evening transportation to the mall, movies, library, etc.
- We've had plenty of issues of unreliable service with the Lift scheduling. Usually when a cab is coming in place of the bus. They don't show up on time, say that they were there when they weren't, don't follow directions to the right door (like North parking lot instead of South parking lot). Very unreliable. How can you schedule an appointment or have a job without knowing if you'll be able to be there on time. If the bus picks you up 45 minutes late...it's not helpful!
- I do not live in Topeka, but I work here and don't always have a car. I also work with youth with disabilities. Transportation is such a huge issue. Topeka has a great reputation as far as accessible transportation to people with disabilities. I'm sad to see budget cuts getting in the way of that good reputation.
- I am the coordinator of The NE Kansas Traumatic Brain Injury Support Group. We have several Disabled Members that depend on the transit system For their total Transportation Needs. Canceling any services have hit them hard. We will be mentioning your name and survey at our meeting on Thursday. One other thing. Lack of sidewalks and handicapped cutaways. One good example Is Summit Street Sixth St. to Tenth St. No sidewalks except a one block area. It is not fun watching out for traffic as you push a wheel chair alongside the road. Thank-you BRADLEY EDWARDS
- If there were a regional bus that went to the MegaBus pick-up site in KC, I'd commute to my mid-Missouri destination that way.
- I often find the Topeka Transit bus system confusing to navigate. I don't know where bus stops are as I don't find that many are clearly labeled or people don't know how to catch the bus and from what direction. If there is a way to make it so it is more rider friendly for first time riders I would be more likely to give it a try. Topeka Transit staff is extremely helpful and friendly when trying to navigate bus routes which has made the venture approachable. I also find it would be helpful to have buses running more frequently and in the late evenings. I appreciate that the buses have bike racks on them.
- Although the transit system does not directly impact my travel/commute, it does greatly impact those without a car and those with disabilities. It is imperative that earlier and later, plus weekend scheduling of busses be improved so that people can get to work, appointments, job interviews, and other services. This is often critical to the ability of a person to remain independent and a working member of the economy.
- Protected left turns at busy intersections are great but the signals should be upgraded to allow left turns while yielding to oncoming traffic rather than a red light for those in the left turn queue after the protected left turns. There are far too many intersections in Topeka with these archaic left turn signals.
- Please consider other options. Focusing on bus service does NOT help a great many who would like to visit Topeka, and is even less helpful for those who are too handicapped to negotiate a bus. Specialty buses are way too few and their schedule is usually very inconvenient. The cheaper, less stressful, less polluting and friendlier option is rail.
- Topeka needs better connections to intercity public transportation.
- We need police to start regulating bad driving habits, and take a class on how to properly turn. Even the cops drive illegally in town, making right turns into left lanes, texting while driving, and driving at high speeds without turning on their lights. People are getting robbed all over town, nobody knows how to drive, there are too many old people driving that don't know how or have lost the ability to make quick decisions, and the cops do nothing. It's no wonder why all the younger people want to get out of town. The city has a black eye and needs to fix its image. Having the worst roads around doesn't help either. The only roads that are fixed properly are the highways which the city has no hand in. If not for KDOT, there wouldn't be roads to drive to

work on.

- 8th Street downtown in the PM rush hour eastbound and onto EB I70. This is a short period every day at 5:00 but the problem extends back past Jackson. Also, the signal timings along 8th seem out of sync with the main flows, especially westbound from Madison to Jackson and at the I70 interchange.
- Downtown streets, highway exits and onramps need improvement;
- I-470 bypass connection near the north end of Wanamaker Road should be widened to 2 lanes. The bypass access is very dangerous during rush-hour commutes and backs up dangerously onto the highway. The Gage entrance ramp onto I-70 needs to be re-configured as well - due to the merging traffic for US-75 north, during rush hour this is another dangerous area.
- Most of the components listed in Question 23 are non-existent in Topeka. I understand that the City of Topeka has recently begun a Master Bicycle Plan, but does it include marking streets with actual bicycle lanes? Or does it consider sidewalks to be a part of the bicycle network as the previous question suggests? The standard 4 foot sidewalk which is predominant in Topeka is does not provide sufficient space for cyclists to pass other bicycles or pedestrians, and in fact, bicycles on sidewalks can create more hazardous situations than simply riding on the road due to vehicles not watching for bicycles at drive approaches before turning. If sidewalks were to be considered a means of bicycle infrastructure, they would need to be a minimum of 8 feet wide and incorporate a center stripe as sections of the Shunga Trail do for areas of limited sight distances. I've also heard City of Topeka employees refer to the concept of "Complete Streets" but I believe they are misinterpreting the meaning of the Complete Streets Initiative. The program is intended to include ALL forms of transportation into the road network. This includes bicycles, pedestrian movement, and public transportation like busses. Topeka's road network accommodates very little, if any, of these transportation options, instead choosing to focus transportation spending on increasing road capacity. Strangely, when a road is widened to add additional vehicle lanes and sidewalks on both sides of the street, there still is nothing being done to include bicycle lanes or bus pullouts. Case in point: 29th St. between Wanamaker and Urish Rd. This would have been a very good opportunity to install a bicycle lane, or consider an 8 foot sidewalk on only one side of the street and crosswalks instead of a less useful 4 foot sidewalk on both sides. Just food for thought. Is the City going to have any further public discussions for bikeways and pedestrian needs?
- I would like to see more access to a bus. Have looked at the maps that show routes and it seems to be a mess.
- The Brickyard and Lowersilver lake corner is in horrible connection. The Topeka Road 24 interchange is dangerous from northbound Topeka Road lane heading East on 24. Being from Chicago land area traffic is not an issue in Topeka.
- Topeka is not a bike friendly city and I have almost been run off the road several times so I have virtually stopped riding for safety. In addition, I am very upset at the recent discontinuation of the para-transit system, the evening services. If people with disabilities work after 6:30, they do not have a way home. Their jobs are on the line as a result. I am fortunate to have the means to have a car but if I needed to ride the bus, I could not because the bus doesn't come anywhere close to where I live-miles away. The roads in Topeka are terrible and constantly under construction yet feel like they never really get fixed properly as they are being fixed repeatedly in the same areas.
- I use my vehicle for work purposes. I often times begin my day at one location and end my day at another. Using the bus would be very inconvenient. I also have children in school so having a vehicle handy is helpful in the event I need to pick them up from school.
- Though I have my own transportation I feel that the community needs/deserves a good metro bus system that would help people get to jobs and they need to run earlier and later to coincide with job schedules. Also maybe when replacing buses you could consider smaller more compact busses to handle the loads we have now. and that way buses could grow with the increased use.
- I think that any city looking for improvement/economic grow needs to have an excellent transportation system. I tried to use public transportation a long time ago but it was hard to be at the specific time/place in order to use it. Don't know a lot about public transportation in Topeka

but the little I know is that it's not enough for people trying to use this as a work/home daily transportation method, we might focus at tleast on areas of the city where people don't have access to a car for personal use and need to go to work (East/North Topeka) at least; having more extense routes/times of operation there and considering factory shifts.

- I live at 29th & Gage and work three miles away at Washburn University. Road construction on every road and intersection at the same time between the two has made it virtually impossible to get to and from work. It is a nightmare!! Would it be possible to work on one intersection and road at a time and complete that project before starting another? That way there would be alternate routes without construction on every corner & road. I do appreciate the "progress" but it's getting very frustrating trying to get around. Thank you.
- I moved to Topeka last month and have been shocked by the amount of major construction projects undertaken at one time. Also, the amount of time people spend discussing changes to their routine based on the projects is higher than anywhere I have lived previously.
- Could you just finish one street completely before you tear up another?
- Traffic flow would be greatly enhanced in several areas by having dedicated right turn lanes (i.e. northbound @ 10th & Quincy turning onto 10th; southbound @ 29th & Fairlawn turning onto 29th just to name a couple) I also question whether one way streets are still a good idea. And entrance/exit on I-70 through downtown is dangerous and scary. All major arterials should have sidewalks on both sides. Currently they either don't have sidewalks, or they are in poor condition in many places.
- Pleased improvements are occurring in area - however - amazed by planning dept when 29th, 21st and 10th Streets (all major East-West streets) are torn up at the same time??? Could we make it any harder to travel East/West? Also, SE 37th is horrible and I would bet has seen traffic increase with the extension of Kansas Ave to I-470.
- Most roads need improvement.
- The bus drivers do not all practice safe driving norms. The stops are too frequent and there are not enough non-stop routes.
- I know people in the Topeka community whose livelihood depends on the bus and bike pathways in Topeka. I am very concerned that bus routes and service times will be decreased and believe this will have a hugely negative impact on the people for whom this service is needed. I recently moved to Lawrence and one of the number one reasons why that made sense to me was because of the lack of sidewalks. I do not feel safe as a walker or a bike rider in Topeka. I believe that if the bus routes are decreased the people who have the greatest transportation needs will be forced to alternatives that are not in the best interests of Topekans and could easily increase crime and poverty in Topeka. I am more concerned about bus routes being maintained than I am about downtown revitalization.
- I do think good & varied transportation modes affect our city's growth. Progressive cities that want young people to move to a city provide various quality modes of transportation. I hope over time we can improve ours.
- I like to ride for fun and I would rather drive my own vehicle to work.... Keep up the good work
- FIX THE STREETS AND DO NOT FORGET SIDE STREETS. AT THE RATE THEY ARE GOING I WILL BE DEAD BEFORE WE HAVE DECENT STREETS
- Issue from me to ride bike or bus to work the sudden meeting that is scheduled or the unknown event that would require me to need a form of independent transportation on the spot.
- I have not figured out why our buses are not running on natural gas. I had this discussion with the MTA three years ago and thought that they were able to see the economics especially when across the street from them natural gas sells for $1.29 for a gge (gasoline equivalent gallon). Imagine running your buses at a third the cost for fuel? I will be happy to have the discussion again and can be reached at 785-969-3758 (Sylvan Coles) as i am working on a project to clean Biogas in Topeka to power our own fleet of vehicles at the Water Pollution Control Division. On another note, the shelters for commuters are poor or absent and it is very necessary for these commuters to be able to shelter themselves from the harsh weather that we have in Topeka.
- SE 37th Street between S. Kansas Ave and SE Adams St. is very busy, sometimes too busy for just a three lane road. There is always a very rough spot with potholes just east of Girard St. on

37th which always causes motorist to go into the center lane to avoid the potholes, this causes a bit of a traffic hazard. Also near the Kwikshop on SE 37th (at Humboldt) there are too many entrances to the road and during high traffic periods persons pull out very fast, some of which not using a blinker so you don't know which way they're going and this creates another hazard. Street lighting could also be improved along this stretch of roadway (from Adams to Kansas). Some residential roads (such as SE 35th Terr. between Adams and Indiana) are very busy, yet very residential and people often speed. Speed limit signs should be posted on major residential roads and perhaps even speed humps to slower the speed of cars. There is no sidewalk along SE 29th Street just east of Adams. This causes a safety issue for pedestrians who have to walk dangerously close to the road. SW 29th St between I-470 and Wanamaker has very narrow lanes, and often times traffic cuts into other lanes because their vehicles are too large for the lanes.

- The city has a history of not properly funding and maintaining streets. This study should emphasize the importance of first, taking care of what you have with proper funding. We are now paying more to fix our streets because of past failure to maintain.
- I often ride my bike from my neighborhood to downtown on the nice Shunga. When I get off at 10th street, the next block is super rough and bumpy. Once over the interstate, is great again.
- Bike lanes are needed on high volume arterial streets to provide safety for the bicyclist and reduced delay for vehicles needing to pass cyclists. Topeka has a good off-street trail network, but they need to be connected with direct bicycle routes on arterial streets.
- We are fixing our streets, so that is good. The new bikeways plan is about finished. We need to implement that fully over the next five years. Transit needs to creatively market and fill up the daily buses. A park and ride system and downtown parking need to be coordinated with this plan.
- Complete sidewalk on 37th Street from City Limits (on west side) to Wanamaker for access to existing sidewalks/paths/trails. Current many must walk/ride along narrow road, not safe! More roundabouts to increase safety and improve temporal/localized congestion. Require developers to set aside green space for trails (even better construct), especially along creeks and drainage ways. Construct wider 14' curb lanes (better yet bike lanes) to accommodate bikes (new construction). Require businesses/developers to consider (better yet provide) bike parking. Look at it this way, if the city wants to attract business, bottom line, they are consist of people with family too and want to liveable communities in which to belong. Gage Park and Shunga/Landon Trail are nice but that's about it now.
- Wanamaker Rd 29th st south to 37th is terrible - pavement is full of potholes and edges of pavement are falling away. Shoulders need maintenance. 37th st between Wannamaker and Fairlawn is also terrible. Trying to fix the potholes and failing pavement has been a joke. The road is a rough as ever.
- Not a proponent of separate bike lanes. Wider streets are better.
- I am a very active cyclist for recreation and commuting. I don't believe that Topeka needs a massive bicycle path or bicycle lane build out; we just don't have that much congestion. I would like to see bicycle and pedestrian given more attention anytime the roadways are rebuilt or reengineered. Maybe a few bicycle lanes in the congested areas on Wanamaker and flowing into down town. I do believe Topeka needs to invest in sidewalks and sidewalk repair. I live west of Washburn Univ and there are very few sidewalks. It might help reduce traffic congestion around schools if the parents felt better about the kids walking to school. Lastly, community education on traffic safety and laws for motorists, pedestrians and cyclists could be very helpful for everyone...a community education program could help people feel safer about walking and cycling to work or the store without having to invest in new facilities. thanks for the survey..great questions.
- SW 20th street between Oakley and MacVicar is horrible. It is so broken up it is difficult to jog, walk a baby in a stroller or ride a bike for fear of messing up your tires.
- Education. Cyclists and motorists need to be reminded of the rules of sharing the road. There seems to be a lot of confusion in both camps about what is appropriate and legal.
- I am very excited about the bikeway master plan. I have noticed that people are parking in the new bike lane on 10th street. Hopefully, there are plans to label them more clearly as bike

lanes. Also, we need to have a safe bike path going west from the center of town. 10th street is really terrible west of Gage and 17th is even worse. Thank you for the opportunity to comment. I feel that Topeka is finally moving in the right direction and making many positive changes.

- The Shunga Trail is a wonderful and growing resource, but it is only one route. Additional routes that are safe for bicycles and increasing connectivity of bicycle route is critically important.
- light rail trains or other options should be looked at. You cannot get different results from the same input.
- The main reasons I don't ride the bus is it too difficult to coordinate work, child care, and running errands with the bus routes. When I don't have access to a car, I carpool. It would be more convenient to ride the bus if there were more shopping related destinations downtown (i.e. small grocery store?) where I commonly run errands after work or during the day. More importantly to get people with children to ride the bus, I feel it is important to have access to child care (how about former Assumption school?). This would be very convenient for me. On the weekends, I am running too many different places with varying time schedules so riding the bus is just not convenient at this time in my life.
- Paved shoulders on major, 'mile grid' roads such as SW 21st, SW 29th, SW 53rd, SW 61st, Urish, Indian Hills and Auburn Road would improve safety and provide a SAFER place for walkers, runners and bicycles. I would ride my bike to work if I didn't have to ride narrow roads without shoulders and share these narrow lanes with cars going anywhere from 45 to 60 mph.
- Nice if there was a connected route to Lawrence, similar to the one Lawrence has with cities to the east
- In the winter the roadways are littered with pot holes. And in the summer there is so much road work it is hard to get around. The funny thing is that all the roads that are fixed and redone in the summer are the same ones that are filled with pot holes in the winter. The material is of very poor quality.
- Fix all of the potholes!
- I think clearly marked bus stops would be helpful for first time/ beginner Topeka transit bus riders and tourists who may want to use public transport in the community to make it more user friendly, increase willingness to attempt using the bus and be welcoming to visitors.
- I would love to see the Bikeways Master plan come to fruition in the next 10-15 years in Topeka. Even the initial phase of the plan would be a great improvement. It's great to see some of the concrete work that has been done on Shunga this summer, and the extension out east of the Shunga and the continued connection with the Landon is great. I think levee trails along the Kansas River is another great area of opportunity, connecting Kaw River State Park with the city. Lawrence has a great Levee trail system.
- Need continuous sidewalks from Washburn University along 17th to Gage.
- As a daily bike rider, I've encountered several instances where i or companions have crashed or come close because of extremely poor road surface. One instance a friend broke his hip because he didn't negotiate a parallel seam that was at least an inch to 2 inches high and crashed. Many times we've had to dodge huge potholes while trying to stay out of the path of cars. Ironically, drivers are for the most part very understanding of bikes in Topeka. Where as in Lawrence and KC drivers are very hostile and aggravated. The main problem areas I've noticed are: east 37th street between Ks ave and Adams. sw 37th between Wannamaker and Fairlawn. south gage between 29th and 41st streets.
- Stop building roads and expanding the city farther and farther out. We are a small community and should feel like one. Make walking, biking, and public transit easier. Sprawl will kill us all. Stop it, now!
- I don't ride the bus because it is too much of a hassle. The routes are confusing, and I've heard horror stories about how long it takes to get from point A to point B. I would like to ride the bus, but it seems like so much effort to get started, memorizing fares and routes, etc. I tried to go to the bus station once, and they were out of brochures with routes, and the woman behind the desk was pretty lack luster about wanting to help me get started. If I can ride my bike faster somewhere, and for free? My decision doesn't seem too hard.

- Any support of bike lanes, or any attempt at integrating bike transportation further into the street infrastructure will be a benefit for Topeka. Just in the last 6 months I have seen an increase in citizens taking advantage of the opportunity to ride their bikes to work and commitments. I would encourage anyone with the ability to influence decisions in this area to work towards implementing and maintaining further bike friendly roadways. I commute multiple times a week to work, as well as riding to evening meetings or errands through Topeka. The thing to understand is it is a transition to riding like that, and you parallel main streets, while maintaining or improving your time efficiency, because you are not at traffic lights. I am available to talk with anyone at this city if I can be of any benefit. Thanks, --Andy Fry 785-608-1947
- I would like to learn to ride the bus, but it's unfamiliar, it's a bit intimidating. I can't make out the schedule very well. More education would help me. Also, ability to travel through downtown in times of low traffic is very poor. The lights don't seem to adjust to low traffic times. To be specific, getting off the highway on 10th street or 8th street at night and heading west has you sitting at totally empty intersections for long periods of time. You can expect at 3-5 minutes of wait time at the first light you hit on 10th street when coming off the exit ramp, with cross no traffic at all, and you get stuck at many of the other lights on your way down 10th or 8th. With all of the construction on I-70 west, it would be great to have those downtown streets a little more usable.
- I do not feel safe riding a bike on most roadways in Topeka. Road conditions are poor, traffic is too heavy on some roads and many drivers are oblivious or even hostile.
- It would be helpful if route maps were located at bus stops -- clearly marked routes and corresponding bus numbers with running times.
- The narrow roads in central Topeka combined with the current conditions of the them makes riding a bike very dangerous. The potholes are all on the shoulder where a cyclist rides and I've personally bent two rims and had countless flats from being unable to dodge the potholes for fear of hitting a car next to me. Riding on the sidewalk is just as bad since it is the home owners responsibility to maintain the sidewalk and not the cities (even though it is city property). It seems that in central Topeka most homes are rentals and the owners could care less about the sidewalks. I find it preposterous that the city is building all new roads out west while trying to throw more money at downtown at the same time. It's increasingly apparent that the city only cares about the money on the outskirts of town and not the long term inner-city residents.
- I appreciate the work you all do but, too many road closures at the same time and I see way too many "workers" just standing around at job sites. I know it could just be my timing, but maybe take breaks away from the work sites. It leaves a horrible impression. I am really looking forward to improved bike lanes all over the city! With this economy, I will be biking much more; I would like to feel safe.
- Our current system is very car-based. It could do much better to provide options for cyclists and pedestrians. South Topeka Boulevard is a great example of a terrible facility for anything but a motor vehicle.
- I feel that there is a need for on-street bicycle paths, as well as a need for more bicycle parking and storage accommodations at public locations. Potholes and general street maintenance are poor in Topeka and are therefore an impedance to bicycle commuting.
- I provide services to people with disabilities. Although bus rider numbers may be low, for the people that need public transportation, it is very very important that they receive it. Consider ADA and people with disabilities in all decision making processes.
- Low overhanging trees in the roadway hit trucks, motorhomes and even cars. Topeka needs to do a better job cutting the vegetation back. An example is NW Menniger road.
- 1) Pavement conditions in this City are a disgrace. Every time I have family or friends visiting from out of town, the first thing they mention is how poor our local roadways are to drive on. We spend a lot of time and effort (and money) on trying to lure people into the Capital City. Then, when they arrive, they laugh at us. 2) It's always concerning to see buses not being fully used. Is there a way to conduct a benefit/cost analysis to see how many people really want or need bus service vs. how much that service costs? It's not that I don't appreciate bus transit. But, for this community, it seems like there might be a better mechanism of helping people to get around. Maybe shared taxis or jitnies would work better? Or maybe get rid of the fixed routes

and increase the availability of paratransit-type services?

- Additional funds to expand routes and run buses more often.
- There is not enough room on this space to even start talking about Topeka's Transportation needs. but here goes..... they fix the curbs, which is not the problem, there is 1 drain in a block on south Topeka Blvd, the water cannot get out so it sits and freezes breaking curbs street, west side has drains every 50' no problems hum thats weird... The City ar not proactive,, they only think about stuff when it's totally broke and cost 10 times what it would of if they would of done it RIGHT the first or third time...
- Transportation for seniors and people with disabilities needs to be improved or coordinated better. This is a huge issue to enable people to stay in their homes and age in place.
- I would prefer a L train/subway option over bus system. Also we have access to the west side of town via the 470 loop, however if you leave on the east side of town you have to pay a toll to use the turnpike for a more direct route.
- Encourage motorcycle and scooter usage. Public safety awareness for all two wheel riders, bikes, scooters, and motorcycles. Well marked signage for bike, motorcycle and scooter parking.
- I have had to commute from Lawrence / Kansas City area and would like to see a light rail system developed down the Turnpike Right of Way. If you have ever had to travel the turnpike in Peak time a train ride would be nice. I recently returned from London and was the use of a great system in use.
- Could, or do, the contactors working on the roads have a timeline for completion? It seems that some roads are closed a very long time with no one on the site. Just an observation, not a criticism. I do know construction takes time, especially some of the full depth repairs going on now.
- I would be extremely happy to ride on a fixed-route bus 90% of the time that I need transportation (10% on The Lift), if the fixed-route bus would have a bus stop near my home (21st and Indian Hills Rd). I would love to be able to go shopping or to work without having to schedule the ride before 5pm the day before or, if I need to ride on Monday, before 5pm on Friday. There can be no last minute plans made. This makes life kind of rigid and lonely. The sidewalks in Topeka a horrible for wheelchairs and bicycles. I have fallen out of my motorized wheelchair while trying to travel on the red brick sidewalk on the east side of Kansas Ave around Huntoon. This is a big problem!
- I have an adult daughter living with us that does not drive. The bus makes it possible for her to be more independent
- The bus service should operate strictly according to the section grid established for all major arterial roadways, including NORTH and SOUTH routes. Everyone in Topeka lives within 2 blocks of a major arterial. Walking two blocks to catch a bus is not too much to ask of anyone who has the physical ability to walk. Grid-based bus service is PREDICTABLE, and the public KNOWS WHERE THE BUS IS GOING, and where they need to TRANSFER TO ANOTHER BUS to get to their destination. There is no need for every bus to start and stop in Downtown Topeka.
- There is nearly no effort made to include bicycles as a part of the transportation system. FYI: recreational bicycle paths are a very nice commodity, but for general transportation and mobility by bicycle, on street lanes or markings are more desirable for the typical bicycle commuter. An improved bicycle infrastructure will make bicycling more accessible to more riders, and thus will increase the number of cyclists on the roads, and will ultimately improve bicycle awareness and safety for bicyclists.
- Most of the problems I have are with drivers that don't pay as much attention to the road and other drivers as they do to their cell phones.
- I am most concerned with unsafe areas such as awkward and too short of an area to merge onto the highway. Examples are from 8th street and 4th (?) near Hallmark merging onto I-70 west. Another area is the cloverleaf at Topeka Blvd and Highway 24. There is no merge area. I like long merge areas such as merging from NW 35th onto Highway 75 south. Bridges with no shoulders are also dangerous such as downtown between the 1st and Monroe street exits. When vehicles break-down it is a huge safety issue.

November 2011 Survey Comments

There were a total of 221 surveys completed. The following are the comments received.

Considering all of the potential transportation improvements within the Topeka Metropolitan area, if you could only pick one major transportation improvement to make, what would it be?

- Making it safer for bicyclists to ride in traffic
- Expand bus schedule to include weekends.
- Fix I-70 downtown.
- HWY 75, I-70 Interchange
- Fix the streets
- Maintenance on existing roads including highways and bridges.
- lower rates for the Lifts and other sources of transportation.
- It is not necessarily an improvement - but again re-establishing evening and weekend services for the disabled.
- Finding a way for our infrastructure to be affordable, regardless of the type.
- fix the cloverleaf
- Maintain what we have before investing in new. First priority safety for those who use public transportation, sidewalks, bike routes etc. Don't spend money the city does not have.
- Expand bus service to Sunday and Evening service
- Better and safer options for bicycles to be used as an individual's primary transportation throughout the city. I would love to see more bike paths that connect areas of the city, as well as dedicated bike lanes in the streets. Having areas suitable for locking and sheltering bikes used for commuting would be great.
- Better access for persons using the city bus system so that they do not have to walk several blocks. In other words put it back the way it was 5 years ago.
- Improved and expanded bicycle and pedestrian pathways.
- Identifying a funding source for The Lift and transportation for disabled community in Topeka.
- Bus transportation 24/7 to all areas for none driving working people
- Better maintenance of our streets - any time I have company in from out of town the first thing they comment on is the poor quality of our streets.
- Increase bus services to Sundays and running later in the night
- Multi-modal transportation facility connecting vehicular, rail, and bus service between KC, Manhattan, and Wichita.
- evening service bring it back and Sunday service
- Let's make sure our existing roads in the Capitol City are the best roads in Kansas.
- rehab - patches - mill and overlays
- Expand Shunga Trail East/West and North/South, to promote additional non-motorized trail traffic.
- Providing bus service in the evenings and weekends.
- I would have bus schedules which would accodomate people where they live and work.
- I would improve pedestrian crossing throughout the city especially at major crossing in downtown areas.
- Build Elevation Parkway to alleviate the growing traffic problems in the 29th and Fairlawn area.
- Giving the bus system more funds to better serve the community
- Improving I-70 between California and MacVicar through downtown Topeka to improve safety and accommodate future traffic. This will enhance the safety along I-70, improve traffic flow, improve incident management along the corridor, It will also provide a "shot in the arm" to the downtown Topeka area which will encourage the riverfront development to take place,

improvements along Kansas Avenue and the water tower development. Topeka has great potential in it's downtown and constructing this project will provide confidence to for developers to move forward with these other projects.

- We need to find a way to connect Topeka's transportation with Manhattan, Lawrence and Kansas City.
- bus service. affordable better routed and times.
- Expand bus services within Topeka and to surrounding towns like Meridan and Silver Lake. Work with Jackson, Jefferson and other counties to expand beyond county lines to include at the very least limited routes to Mayetta, Holton, Lawrence, and others.
- Replace the Polk/Quincy Viaduct with enhanced opportunity to access downtown.
- improve/expand bus routes and schedules
- jetpacks and more sidewalks please.....JETPACKS AND MORE SIDEWALKS, PLEASE..... less dumb butter ball turkey drivers.....LESS DUMB BUTTER BALL TURKEY DRIVERS.....
- Improve the Bus Transit Run time to 24 hour service
- Long lasting street repairs.
- Increased bus service hours so that people who do not work the 8 AM to 5 PM shift can make it to work and home.
- Fix the roads
- FIGURE OUT HOW TO KEEP THE BUSES RUNNING AND TO LOWER THE COST PER RIDE TO A RESONABLE AMOUNT LIKE $1.00
- Re-establishing night and week-end bus routes, with a frequency of not more than each 1/2 hour.
- Elevation Parkway
- The lack of East/West connectivity south of 1-70 between Wannamaker and Gage causing traffic to funnel down to Fairlawn/29th and onto I-70 for a one or two interchange hop between Fairlawn, Gage and Burlington has been a major traffic issue. Therefore the Elevation Parkway completion between Wannamaker and Gage would be the best transportation improvement. The extension of 17th to Urish will attract a lot of traffic and relieve some congestion on Wannamaker but is already scheduled to happen.
- Establishing a light-rail system powered by electricity or other non-fossil-fuel source.
- bus service for long dat and weekend
- Repair and maintain existing streets, curbs, gutters, alleys and sidewalks.
- Eliminate existing TMTAgency and privatize transportation operations to better serve our area.
- I would like to have the ability to ride my bike to work, so increasing the bike routes are the most important to me.
- Bicycle transit plan completed
- TMTA (Topeka Metro)
- Fix the potholes and provide good maintenance. This is a major priority. No money needs to be wasted in the downtown area. Just because you get some free funds from the Feds and have to match with city money does not make it a priority. If you don’t need new buses don't get them. OOps we already did this.
- further on road bike infrastructure, and if it can't be bike specific, at least make it bike friendly or easily traversable on a bike
- Make Amtrak services more affordable.
- Public transportation
- Train law enforcement to be sociable and knowledgeable, fair and polite to people using alternate forms of transportation. This is specifically aimed at the harassment of bike riders. Most Topeka cops do not understand that biking is a viable and safe from of transportation. Because of that as a bike rider I have been asked many times to bike on the (non-existent) sidewalks, or been told to ride on the skirt of the road. Both of these are illegal in Topeka but your typical cop doesn't seem knowledgeable of this or of the specific safety issues related to biking.
- Repave the city. I think that you are filling the holes improperly or the road itself is just too far

gone to fix. If these other projects would be cheaper to do while that is underway then so be it but the conditions of the roads are terrible and nothing should take priority till that is fixed.
- Fix the streets that are currently in place. The roads in this town are still absolutely unacceptable! There is not a place in town that you can drive too without encountering potholes and general disrepair. And we have a sales tax in place specifically designed to fund fixing those things. Yet, they never get to the side streets!!!
- Sustainable funding that is out of the hands of the city.
- improve maintenance of streets and bridges
- Create an access point at Topeka Blvd from I-70 in conjunction with reconstructing the Polk-Quincy viaduct. The curve is tooooo sharp creating an unsafe environment.
- I-70 through downtown.
- Preservation of existing system.
- Operational improvements and preservation of the existing roadways and bridges.
- bus,greyhound amtrak all in one building
- THE BUS SYSTEM SERVES MANY PEOPLE UNABLE TO DRIVE
- Create bike lanes and commuter routes.
- Work with Amtrak to get direct service to Dallas/Ft Worth area.
- Signal progression.
- Improve/increase on-road bicycle routes
- I-70 and US 75
- Marking of bicycle lanes on city streets.
- Increase services for Transit.
- Expand bus and para-transit services to all areas in Topeka, not just where the services are now.
- Maintain the current highways and bicycle trails throughout Kansas.
- Focus on maintaining the existing infrastructure. Have you driven down 6th street from Wanamaker to the Hospital at the posted speed?
- Repair and maintain the existing roads
- Better timed bus routes and bicycle lanes.
- Improve bike commuter paths. -- Diagonal lines would help. (SE to NW etc.
- let's make Topeka one of the best small city bicycling communities. increase commuter routes, get on-road bicycle lanes, and educate the public.
- Work on better bicycle infrastructure in Topeka
- Erect "Share the Road" signs to help protect bicyclists.
- Improved infrastructure for bicycling within the city.
- Wanamaker improvement
- Improve on road bicycle infrastructure.
- Better infrastructure for bicyclists.
- Add bike lanes and/or sharrows to all major streets and roads within the metro (including suburbs and exurbs).
- Bike lanes are needed on many streets.
- Make the city safe for bicyclists
- Better cycling infrastructure; riding on most roads is not very safe.
- Find a reliable source of citywide revenue to sustain transit operations into the future.
- 37th st btn gage & fairlawn
- Intermodal facility that would connect rail, bus, and air-travel
- Implementation of the Bikeways Master Plan
- smaller buses running more often
- There's no point in adding more transportation if our current infrastructure is in need of repair. Fixing and maintaining our infrastructure should be our first priority.
- Bike lanes, plain and simple.

- Funding plan
- Complete the Oakland Expressway north of US-24. K-4 has one of the highest volumes on 2 lanes in the state.
- Dedicated funding to maintain/expand needed public transit services
- Add bike lanes to major arterials to provide a more direct and safer accommodations for sustainable transportation.
- 37th St. from Gage to Wanamaker
- To be selfish, I'd pick the bike lanes, however in the best interest of the city I would pick sidewalks.
- 37th street from Adams to Gage... there are NO sidewalks or paths in some places no shoulder to the road which makes it EXTREMELY dangerous for pedestrians.
- I would concentrate on making sure that the current infrastructure is safe, whether that be through proper maintenance or the redesign of certain areas of the system.
- Pedestrian, especially in the areas of major shopping and intersections. Topeka is not a walk or bike friendly community.
- Elevation Parkway. It would go a long way to easing congestion on 29th Street. Provide a much needed east/west route along the southern portion of the City.
- Making a multi facility hub for all transportation in Topeka
- I believe that Topeka would really benefit from a better funded Metro system.
- improved and expanded bicycle sidewalks and roadways
- I would improve the frequency and consistency (time) of buses and taxi cabs.
- we need good roads and sidewalks PERIOD
- The one I would choose would be to improve driving conditions in Topeka.
- Topeka streets need to become more user friendly for non-motorists. There are many many cyclists in this town and we need bicycle lanes (specifically 21st street, 10th, and in the vicinity of schools). This would encourage more people to ride bikes and would reduce the cost of maintaining streets, emission levels would reduce, it would encourage safe travel for children and adults alike. Currently their is very little providing any sort of safe travels for cyclists and motorists are highly uneducated on how to react to a cyclist on the road.
- Operate more efficiently
- Implement the new Bikeways Study plan.
- Safer travel using non-motorized ways transportation.
- Restructure I-70 through downtown, improving the safety of entrance ramps between 4th and 10th and providing a flyover to north Topeka.
- Train service
- Light rail to Lawrence and Kansas City
- I think public transportation should be the primary focus. Expansion, and improved service, coupled with a more aggressive promotion should be a priority. It would be good for the environment, financially beneficial to a majority of citizens if they took advantage of it, and enable more citizens who have no other means of transportation to live their lives more fully as members of the community.
- Weekend bus service
- Bus service on nights and Sundays.
- Better existing roads, residential and main thoroughfares. Less pot holes and uneven surfaces.
- Convert city diesel vehicle to biodiesel. Near zero cost, major benefits to city economy, sets a positive example.
- Because Topeka is not CURRENTLY set up as a walking city, I would improve the taxi cab situation first. Taking a bus to one general part of the city means you're still walking through non walker-friendly areas once you get there. Nobody wants to walk along Wanamaker.
- bring back prior funding cuts or funding voted out by our 1920 's style mayor and city council. It is time that we look at complete funding and updates of major of a major us city and a capitol city and get out of the 1920's and get into 2000's budgets for capital city transit funding.
- Public triangle service through a portion of the town that could potentially go from Topeka, law,

and kc, as well as Manhattan. Probably won't happen, but it would be nice
- TRAIN
- Improvements to the Wanamaker corridor in terms of roadway, transit, and technology based projects.
- The sidewalks previously mentioned in this survey. Many bus stops in this town are not near a sidewalk. In bad weather this is a problem for those who rely on the bus for their transportation.
- Bicycles! Improve Bicycle infrastructure with this easy step: Take those signs that say "State Law Share the Road" and place them in between lights on traffic light (stop light) poles where the majority (if not all) of motorist traffic can and will see them. It's so cheap that you could (and should) place them on traffic light poles that have class II traffic density or greater. The greatest threat facing cyclists today is that motorists think that bicycles do not belong on the road when in fact they too are considered vehicles and must be respected as such. I believe that proper placement of those signs at ALL medium and high traffic intersections is the most important AND the cheapest step that can be taken. Please consider my Idea.
- Fix what we have first!
- Night and Sunday bus/lift services.
- Bring a commercial airline to Topeka. It will bring jobs.
- Improved north-south travel in the city...
- improve the cycling infrastructure in Topeka with a focus on commuter travel. people do not feel safe on the road. build something that increases the public's confidence and see what happens - people end up riding. look at Portland, or and Minneapolis, mn. even Fargo, nd has been doing a lot of work in this regard and it is paying huge dividends. quality of life, health, and community pride all benefit from strong cycling infrastructure.
- FIX OUR STREETS
- Add bike lanes to roads and trail expansion.
- Turnpike access south or east of Auburn, Ks In Shawnee County.
- I-70 downtown Corridor improvements
- Decreasing the lift fair to $2.50 if a dedicated sales tax for the Transit could be implemented as well as bring back after hours and weekend bus service.
- Roads - maintenance seemed to be pretty good this year. We need to focus on fixing the areas that have become or may become safety issues - I-70 around downtown, Topeka Blvd and 24 bridge (terrible and blind), I-70 and 75 - the issues being on the 75 bridge and going west on I-70 from 75.
- Improve Polk/Quincy viaduct and connections to downtown streets.
- I-70 through downtown.
- Secure funding for public transit to allow more frequency and longer hours of city bus service.
- Increasing routes and schedules for bus transportation.
- Improving amenities for pedestrians and bicycle transportation, with an emphasis on lower-cost options that promote connectivity throughout the city, particularly central Topeka and downtown.
- The idea of possible multimodal system within the region - encourage use of light rail with Topeka, Lawrence, Manhattan, and KC - all of which lend themselves well to a central drop off.
- Bring a commercial airline service to Topeka.
- Street maintenance - consistent and planned improvements.
- Commercial Airline Hub
- Commuter bus service to Lawrence, Kansas City, and Manhattan would be fantastic. This would be a boon to regional growth and improve highway safety.
- Improve the built environment to encourage biking and walking.

Additional comments regarding potential transportation improvements and/or transportation priorities within the Topeka Metropolitan Area.

- I think the I-70 corridor thru Downtown needs major attention. But at the same time attention needs to be brought to existing roads as well.
- Thanks for asking for input.
- We are very grateful for the service provided by The Lift and the staff.
- Expansion of vehicular roadways increases maintenance costs, decreases the livability of neighborhoods within cities, decreases the viability of non-motorized modes of transportation, and reduces the overall enjoyment of living in an area affected by the resulting increase in traffic. One car per person is not a sustainable assumption for the continued investment in tax dollars.
- Please complete the Landon Trail connection south of the City Limits, and establish a new North route which links Shunga Trail to trail system near the Governor's Mansion, and the new Kaw River State Park. Expand Shunga Trail to West and East city limits... linking into Sherwood and Lake Shawnee park areas.
- Please consider that people who do not have cars should have equal access to their communities.
- Bicycle and pedestrian accommodates are a top priority for the growing bike culture in central Topeka. Topeka is becoming nationally known for their Bike Program in downtown Topeka.
- Stop worrying about how much money someone can pocket for giving themselves raises, and think about how you can better this wonderful city we have. A lot of our bus stops are a joke and are unsafe. Start looking at the bus stops as if you would have to ride that bus every day and need to be out of the rain or snow as you wait for the bus. Take a ride from one side of town to the other to see how you can better the system.
- We need to think about projects that will enhance economic activity in our community in all modes of transportation, including travel by auto, bike, pedestrian and public transportation.
- do a commercial or ad of "A Day in the Life" of a bus driver for a fun friendly ad technique. Or give me a call Travis 785 640 4635 and I'd like to help with these improvements or be a part of the team.
- elise renee gingerich age 39 in Lawrence Kansas usa ELISE RENEE GINGERICH AGE 39 IN LAWRENCE KANSAS USA more sidewalks MORE SIDEWALKS
- Bus Need to run later in the evening the evening service needs to be brought back but made available only on fixed routes by utilizing the buses.
- Just please fix the roads..... please.....
- As we expand the road system 14 foot curb lanes accommodate bike riders and should be min. used for design on collectors and minor arterials. We should be leveraging a lot more out of developers in terms of bike/ped accommodations. After the stuff is built it is harder to correct.
- Good luck on your positive effort to seek public input and "REAL" improvements to our community's need.
- there have been the bike planning committees for several years now. Now we need action and implementation of said plans. If you would want further comment or have questions feel free to contact me at the information below. thanks! Andy Fry farmerfry@gmail.com 785-608-1947
- We really need to be able to bring all the transportation entities together so that we can use all of them.
- Don't bother with the patchwork rebuild like was done on W Topeka Blvd this last fall. Should have just picked moved the traffic to 1-way on one side at a time and totally ripped up the other side, replaced the curbs, replaced the pavement and ADDED SIDEWALKS!
- Thanks for allowing us to give feedback!
- All medical complexes need to be served by public transit. The 29th Street bus needs to go 1/2 mile further west to pick up the medical complex at 29th and Urish.
- I noticed that the expansion of the 470 flyover off of Westbound I-70 to Arvonia/Wanamaker was not an option. That area is a disaster from 4-7 every single day and at certain points on the

weekend. I may be wrong but the bridge supports look like they were built with some foresight to accommodate two lanes for the flyover.

- I purchased a ticket at Greyhound for a holiday trip and was charged $30 over the advertised price. When I questioned them about this, I was told it was because they are a sub-contractor for Greyhound. It would be nice if the Capitol city could have some of the regular amenities of transportation services that other major cities have.
- Everyone in Topeka should have access to all services that their taxes pay for. We should be able to catch a bus within a few blocks of our residence, even if we are wheelchair bound, and ride to the airport at Forbes Field. Or ride the bus to TPAC for a Friday night concert. Just because we don't drive a car, doesn't mean we are second class citizens. We don't get a discount on our taxes because we don't drive on the roads.
- Improvements in the downtown area that would encourage business growth and housing. A more functional airline here in Topeka. Safe bicycle routes build in to new roads and highway development. A downtown, area with entertainment and specialty shop to encourage a visit to Topeka. Business that won't have to compete with the West Ridge shopping center. Large outdoor screen located in the downtown area that displayed all upcoming events in the Topeka & surrounding areas. Outdoor electrical entertainment that would encourage people to visit downtown Topeka often.
- I had never considered the idea of a new multi-modal facility but I think its an awesome idea. I would be interested in knowing more about this project. I also think the reconfiguration of I70 through downtown is very important even though it doesn't effect my daily driving. It has been a very dangerous section of highway for some time. Improving the flow down the Wanamaker would effect a substantial portion of the Topeka population, its one of the busiest sections of local travel in the whole town. I would absolutely approve any upgrade to its current configuration.
- Keep it simple. There's no need to spend large amounts of money on new transportation options during the current economy. The bus service is a necessity for the city. Many people who are disabled or who cannot afford personal transportation rely on it. However, I believe too much money is spent on buses that are always nearly empty when I see them drive by. The current bus service needs to be evaluated to find a way to make it more economical for the city and the tax payers.
- It has been shown in numerous cities the size of Topeka that better infrastructure for bicycles brings more business to those cities. Look to Boulder, Co, Golden, Co or Portland Or for examples.
- Pay for improvements with the money saved from prosecuting people caught with small amounts of marijuana. Decriminalize pot for the safety of the public.
- Better infrastructure for bicyclists.
- 1. take a hard line on urban sprawl! I see no effort to control it. 2. consolidate school districts statewide, but Shawnee county also 3. why are county maintained streets in much better shape than city streets? why do some city streets hold up better than others; example, 37th btn wanamaker & fairlawn vs huntoon btn wanamaker & gagwe....same weather, similar age, more traffic on huntoon.... city management needs to ask those questions.
- We are a capital city.....time to start thinking about connectivity to regional, national, and international locations and at the same time prioritize improvements to our own internal transportation policies and planning for the next several decades!
- Maintain sidewalks in neighborhoods
- We need to continue to improve the area multimodal transportation planning process to include community stakeholders in all aspects of the process. We need better coordination among all stakeholders. The city/MTPO needs do more to include the community in planning activities. We need to fulfill our commitment to use Complete Streets principles in all projects. We need to do a better job of accommodating the needs of people with disabilities.
- Construct streets with 14 feet outside curb lanes as noted in the 2030 Regional Transportation Plan.
- Perhaps I missed this but I saw no mention of repaving certain residential areas. I know of several areas that have a combination of potholes, patchy brickwork, and are worse than

having no road at all. Most of these are within a short walking distance to the downtown area. Almost none of them have usable sidewalk areas. I also almost never go to east Topeka because the sidewalk system in nearly nonexistent combined with unsafe motor traffic. I have close calls with motorist nearly hitting me monthly despite reflective clothing, headlight/taillight, and even a EL light system that can be seen from the side (it traces the frame). I put an average of 200 miles a month in bicycle travel in the Topeka area. Nearly all of those accidents were avoided because of extra vigilance and/or evasive action on my part.

- As a lifelong Topekan that has also lived in Wichita and traveled frequently the infrastructure in Topeka is disappointing. There are many areas that can be improved very simply, the thing that must be done is for the people that will be in charge of these improvements actually take the time to go throughout the city and identify problems. They must not only consider ease of use for pedestrian/bicyclists but also safety for motor vehicle operators.
- We need to bring our transportation a priority to continue to attract jobs and the type of businesses that we are already attracting such as Mars, target, and manarde. also shipping to and from Topeka because we already have the rail access, and provide a hub for Interstate trucking companies and over the road haulers.
- Topeka is hardly bicycle friendly and it is a huge movement in larger cities all over the world. If we want to catch up and keep in the game, we need to encourage less vehicle driving. Additionally, bicycling has a number of benefits from your health to the environment.
- the roads are ridiculous, its like a war zone in iraq, and there are very few sidewalks, so you have people walking and riding bikes in unsafe areas, and people in cars swerving to avoid pot holes, or losing control when you hit one. people can get hurt or killed. the town is small enough to get anywhere you need to, don't worry about new intersections or on/off hwy ramps and fix what we already have.
- Improve the Landon Trail to the southern Topeka border.
- Bicycling should be a top priority.
- Need better transportation for handicapped.
- No more stoplights.
- The map of bike routes is a good start, but when do signs go up marking them as bike routes? People should be aware that they are legally required to share the road.
- I like the way the transit authority are seeking other funding. keep up the great work. As customer that uses bus transit I think funding by our city is needed and needed now. I would really love to see the evening and Sunday service brought back. It is time for elected officials in this city,county and state to quit living and voting in the 19th. century and put Topeka and its transit system into the 21st century where it belongs
- The roads need to be better maintained. A schedule for improving and maintaining roads should be worked out in order to avoid the mess of construction related traffic all over town. That was pretty bad here recently.
- Roads will always be important, but bike and pedestrian trails can make Topeka special for all of us.
- Remember the importance of alleys in those neighborhoods that are lucky to have them.
- I feel some of the road ways are not in good shape and not a fan or the round-abouts.
- More bicycle options would be great. Most roads in Topeka are dangerous if you come upon a cyclist. Bike lanes would help this. More trails would be great to keep bicyclists off the road and to up the safety.
- Second choice for transportation improvements would be those designed to facilitate bicycling to work.
- I own a car and I love it. But please, please, please don't just build overpasses, highway lanes and streets. Being building a transportation system that works for people, not just cars. Most of the metro area has been designed with cars in mind and the amenities at their disposal is pretty staggering if you stop and think about it. I'd like to see us actually have more roadways that accommodate multiple modes of transportation. I know it won't happen overnight. But if we want our community to be prosperous in the future, we need to begin making progress on having a community design that is healthier, more fiscally responsible and sustainable for

decades to come.

- Upgrade City/County design standards to incorporate bike lanes as a standard and alternative wide sidewalks for pedestrian travel - don't build another 5 lane wanamaker improvement with no thought of the non-motorized public. Correct/implement sidewalks around new Farley Elementary school - sidewalk expansion along 29th on south side of road was good - recommend carry it south on Urish to the school Shunga trail and others - need to construct system in less crime areas - to encourage use and exposure to alternative transportation
- Leverage proven technologies to provide better service to public transit customers, and gain ridership.
- I think any improvement - ANY IMPROVEMENT AT ALL - should undergo a health impact assessment. Improving the downtown viaduct is important to me, but it would be great if we could also look at how any changes made there could positively affect biking, walking, etc.

Comments Received from the LRTP Project Website

A total of 16 comments were emailed to the project website during the LRTP update. Of these comments, 11 comments were received during the 30-day public review of the draft report and are summarized in the following section. Five comments were received during the LRTP update and those comments are summarized on the following pages.

From: fredaquinn48@yahoo.com
Sent: Wednesday, November 09, 2011 8:35 AM
To: Meyer, Jim
Subject: Freda Quinn regarding the Metropolitan Topeka Planning Organization

Name: Freda Quinn

Address: 3034 SE 11th Court

City: Topeka

State: Kansas

Email Address: fredaquinn48@yahoo.com

Representing: TMAP

Message: I really depend on the transit and I know others do too. I hope that Topeka Transit would take heed to what is learned in these surveys.

From: hucson.sheliahudson1260@gmail.com
Sent: Wednesday, November 09, 2011 11:23 AM
To: Meyer, Jim
Subject: Shelia D. Hudson regarding the Metropolitan Topeka Planning Organization

Name: Shelia D. Hudson

Address: 712 S Kansas #412

City: Topeka

State: KS

Email Address: hudson.sheliahudson1260@gmail.com

Representing: self

Message: The buses need to be schedule to run after 6:00pm. I pay $50.00 for a monthly bus pass and can not utilize the bus service after 6:00pm nor does the bus go to major job sites. One bus goes down one side of the street and you never know what bus comes back up the same street inbound, how to access what bus going inbound is very confusing, also the transfers need to allow a person to change buses at points other than at the station, if you want to go in a store and shop you can use the transfer to return inbound

From: jyabusiness@typ.kscoxmail.com
Sent: Tuesday, November 15, 2011 2:38 PM
To: Meyer, Jim
Subject: Michelle Allen regarding the Metropolitan Topeka Planning Organization

Name: Michelle Allen

Address: 1100 SW Gage Blvd

City: Topeka

State: KS

Email Address: jyabusiness@typ.kscoxmail.com

Representing: Topeka Youth Project

Message: We work hard to help the youth with learning skills thru our program and obtain employment. When the buses stop running early and on weekends it creates a barrier for the young population to retain their job. Parents have to work and can't always pick their daughter or son up. We want kids to stay off the street and if they are unable to work this could create another series of issues.

From: rcarolg@hotmail.com
Sent: Thursday, November 17, 2011 7:42 PM
To: Meyer, Jim
Subject: Carol Gebhart regarding the Metropolitan Topeka Planning Organization

Name: Carol Gebhart

Address: 2850 SW Kingsrow Road

City: Topeka

State: Kansas

Email Address: rcarolg@hotmail.com

Representing:

Message: I understand that many buses come & go to the Wanamaker corridor from different areas of the city. What I don't understand is why the huge buses? Every morning I see all the buses with 1 to 6 people on them. Wouldn't it make more sense for the city to buy several small buses (12-16 passenger) for the area. They could use the larger buses at heavy shopping holiday times, but they seem unnecessary for most days of the week. Having smaller buses on those runs would surely save the Bus company a lot in gas money.

From: chonette.gray@gmail.com
Sent: Wednesday, January 11, 2012 1:26 PM
To: Meyer, Jim
Subject: Chonette Gray regarding the Metropolitan Topeka Planning Organization

Name: Chonette Gray

Address: 2208 SE 21st Terr

City: Topeka

State: KS

Email Address: chonette.gray@gmail.com

Representing: Self

Message: I think that you should figure out a way to have the evening and weekend service again. There are people who have to work late or on Sunday and have trouble getting back and forth to work.

Comments Received During the Public Open House #1

One comment was received during the first public open house which was held:

- **Thursday, August 25, 2011**
  Holliday Building
  11:30 a.m. to 1:00 p.m. and 4:30 p.m. to 6:00 p.m.

It should be noted that open house attendees had the option of filling out a hardcopy comment form or completing the online survey which was available to open house attendees. The majority of attendees choose to complete the online survey. The online survey comments were included in an earlier section of Appendix A.

Topeka Area 2040 Long Range Transportation Plan

Comment Card

Thank you for participating in today's Issues Identification Workshop. Your input is a valuable piece in helping the project team understand transportation and mobility issues within the Topeka area. Before leaving, please take a few minutes to provide your comments. Please identify any safety or mobility concerns as they relate to truck and rail traffic in the region. If you are aware of a particular location, or locations, that have specific problems (i.e., safety concerns, congestion, etc.), please describe them in the space below. Feel free to use the back of the page if you need additional space.

1. Roadways:

2. Transit:

What Topeka has is pretty good. It needs to be expanded, but with the riders right now it is good. People going to work and then going home need to be encouraged to ~~wit~~ ride the busses.

3. Non-Motorized (Bicycle and Pedestrian).

Please return your comment card to a project team member before leaving. Or, you can email comments to: jim_meyer@urscorp.com.

Comments Received During the Public Open House #2

A total of nine comments were received during the second public open house which was held:

- **Thursday, November 14, 2011**
  Topeka and Shawnee County Library
  1515 S.W. 10th Avenue
  11:30 a.m. to 1:00 p.m. and 4:30 p.m. to 6:00 p.m.

The following pages summarize the comments received during the second open house.

Topeka Area 2040 Long Range Transportation Plan

Comment Card

Thank you for attending today's open house. Your input is valuable in helping the project team identify transportation improvements within the Topeka area. Before leaving, please take a few minutes to provide your comments on the potential transportation issues that were presented today. Feel free to use the back of the page if you need additional space.

1. Do the improvements address the major transportation concerns in the region?

I can't see that you said anything (much) about the city bus service.

2. Are there other projects, or specific improvements, that should be considered?

Bus riders should be informed (not on WIBW at 6 a.m.) One of the "southbound" routes - ie Wanamaker - ~~sho~~ ie. W 6th; W 10th, Huntoon, or 17th, should go to the mall; and one of the "northbound" routes - ie W. 29th or S. W 21st - should go to Wal-Mart. (please see my written statement)

3. Considering all transportation modes, what are your top two or three priorities?

getting a car!

Please return your comment card to a project team member before leaving. Or, you can email comments to: jim.meyer@urs.com prior to November 23rd.

Topeka Area 2040 Long Range Transportation Plan

Comment Card

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1. Do the improvements address the major transportation concerns in the region?

Station Employees should be informed where the ORANGE CONSTR. Cones are and how id a block detours

2. Are there other projects, or specific improvements, that should be considered?

restore 29TH Street Speed 445 545

3. Considering all transportation modes, what are your top two or three priorities?

Please return your comment card to a project team member before leaving. Or, you can email comments to: jim.meyer@urs.com prior to November 23rd.

Topeka Area 2040 Long Range Transportation Plan

Comment Card

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1. Do the improvements address the major transportation concerns in the region?

Concern about getting para lift and evening services re-started is essential to assisting people to be less isolated and access employment for people w/ disabilities.

Need to secure a funding source - what about fuel tax?

2. Are there other projects, or specific improvements, that should be considered?

The para-lift and evening services need to be reinstated!

3. Considering all transportation modes, what are your top two or three priorities?

1) Getting the para-lift and evening services started again
2) city to city
3) accessibility @ bus stops

Please return your comment card to a project team member before leaving. Or, you can email comments to: jim.meyer@urs.com prior to November 23rd.

Topeka Area 2040 Long Range Transportation Plan

Comment Card

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1. Do the improvements address the major transportation concerns in the region?

Why keep expanding

Is there a transportation model with major manufacture co. expand to east of 6th & adams Level the L streets

2. Are there other projects, or specific improvements, that should be considered?

Inner city to encourage population to return.

Won't require new infrastructure - upgrade where needed on what we have.

3. Considering all transportation modes, what are your top two or three priorities?

- No traffic jams - plan to spread traffic
- Do NOT plan for urban spread - Plan to get them back to inner city

Compete streets ? that might be what it is

Please return your comment card to a project team member before leaving. Or, you can email comments to: jim.meyer@urs.com prior to November 23rd.

Topeka Area 2040 Long Range Transportation Plan

Comment Card

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1. Do the improvements address the major transportation concerns in the region?

Would have like to have heard more detail and timeframes for major roadways such as Hwy 24. Also interested in possible Kansas river bridge being added.

2. Are there other projects, or specific improvements, that should be considered?

3. Considering all transportation modes, what are your top two or three priorities?

Ease and accessibility to move raw materials and finished goods into and out of Topeka.

Please return your comment card to a project team member before leaving. Or, you can email comments to: jim.meyer@urs.com prior to November 23rd.

Topeka Area 2040 Long Range Transportation Plan

Comment Card

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1. Do the improvements address the major transportation concerns in the region?

Wonder about paying for projects
Hooray for regional transit to Lawrence, KC, etc
Would like to see light rail but
realize it's costly.

2. Are there other projects, or specific improvements, that should be considered?

Smaller buses so more frequency
I have villages with recreation, employment, housing
Would like to see walking + bike trails
tied to people getting healthy.
bicycle sharing —
Zip cars / ferry service across the river
bus shelters + busses used to disseminate information —

3. Considering all transportation modes, what are your top two or three priorities?

Bicycles
Walking - trails + sidewalks
Path - Quincy viaduct -

Please return your comment card to a project team member before leaving. Or, you can email comments to: jim.meyer@urs.com prior to November 23rd.

Topeka Area 2040 Long Range Transportation Plan

Comment Card

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1. Do the improvements address the major transportation concerns in the region?

2. Are there other projects, or specific improvements, that should be considered?

3. Considering all transportation modes, what are your top two or three priorities?

Bus Bench at 21st and California

Please return your comment card to a project team member before leaving. Or, you can email comments to: jim.meyer@urs.com prior to November 23rd.

Meyer, Jim

From: David Orr <davidhorr@cox.net>
Sent: Tuesday, November 15, 2011 7:42 PM
To: Meyer, Jim
Subject: topeka lrtp

MrM...pls add these comments to my survey comments:
1. urban sprawl is an issue
2. consolidate school districts! For a county w/a 250k population to have 8 districts (or parts thereof) is ridiculous; each w/a high $ admin staff. Some districts are building new schools while other districts are closing schools.

I don't know who wrote the editorial for Friday, Mar 19th but, boy!, was he/she way off base! The editorial was about TMTA and its decision to pay an "outside" consulting firm just over $193,000- "We think the need for such a study is apparent -- -- " Most of the bus riders are saying, "Hey, just bring "Bill" (not his real name, of course, but "we" all know who he is), back. He will run the bus company and do it right."

"Over the past year, ----. Those were sound moves ----" In whose opinion? Except for a bus now going north past my house so it only takes me 10 minutes to get to Dillon's instead of 40 or 45, about the only thing those changes have done is to make riders have to ride longer or ~~change~~ transfer more busses.* Before these last changes I could get on a bus at my house and get off at the Wal-Mart store on Wanamaker. Now I have to transfer to get there and a couple of times to get back home. That is considered a "sound" move?

* One good thing TMTA did, that should have been done years ago, was to route the "S. Cal." bus to 6th st and the bridge over the RR tracks instead of straight EW and cut 10th st sometimes having to stop for trains.

I don't know who made up the bus routes but you've heard the saying, you can't get there from here? Its true!

I was at Ci Ci's on Wanamaker one day and wanted to go to Wal-Mart. In studying the bus schedule I saw that the bus routes that were north and the busses would be turning south all stopped at Wal-Mart. That's west 6th, 10th, Horton and for some reason, the w. 17th although it is a little bit south

guess drivers are also second class citizens

There have been several items in the paper in recent weeks. One suggested using S.U.V's to save on gas. The writer suggested it for evenings and weekends but it would make sense on some of the daytime routes too. I've been on any number of busses when I was the only rider; or there might be two or three others. When I asked about getting smaller busses I was told: a small bus costs just as much as a large one. I don't believe that. - that it costs just as much to operate a small bus as a large one. I don't believe that either. And that the small busses wear out faster than the large ones. I'm not sure I believe that either.

You had several meetings to announce and explain the increase in fares. Some of your increases are nothing short of obscene. One high school fare was increased from 60¢ to $1.50. That is a 150% increase.

At the meetings we were told the fare increase would take effect the first of the year. If I'm

don't forget folding strollers

I'm here because I don't like being treated like a second class citizen.

You seem to forget that if we didn't have people who needed busses we wouldn't need busses and wouldn't need a bus company.

Yet, the riders are the last to hear anything. We are never geven any information. When I mentioned this to one of the drivers, he said the drivers are never told anything either, so I guess drivers are also second class citizens

There have been several items in the paper in recent weeks. One suggested using S.U.V's to save on gas. The writer suggested it for evenings and weekends but it would make sense on some of the daytime routes too. I've been on any number of busses when I was the only rider; or there might be two or three others. When I asked about getting smaller busses I was told: a small bus costs just as much as a large one. I don't believe that. - that it costs just as much to operate a small bus as a large one. I don't believe that either. And that the small busses wear out faster than the large ones. I'm not sure I believe that either.

You had several meetings to announce and explain the increase in fares. Some of your increases are nothing short of obscene. One high school fare

to get my tickets. I've been banking at my bank for over 30 years and noone had ever refused to take one of my checks!

When the city started working on all the streets you had to make a lot of detours & alternate routes. Were any of them posted on the busses or announced anywhere or anytime? No. Of course not.

I used to come here to the Lib every Tue after my meeting at the clinic, but stopped when work started on 10th St because I had no idea where I would have to go to catch a bus back down town.

You have changed routes & dropped routes or ~~There was a item in the p~~ parts of routes without any notice to anyone. Way back in '59 you dropped the last So. Cal. route. I was at Dillon's at 29th & Calif. I went out to catch the last bus home not knowing it had been discontinued. I could have been at the bus stop a half hour earlier. I waited until about 7 or 7:30 and finally pushed my cart full of groceries down to Burger King and called

not mistaken, that is Jan. 1st. I go into Q.S.S. on Tues. Sept. 27th. and there is a sign the fares will go up on Sat. Oct. 1st. No explanation, no warning. Oh, it was in the paper the last day of Sept. (Whoopee!) → what happened to Jan 1st?

But, don't forget - you can buy them ahead and get the lower price. OK, we'll go that route. I figured that I could take a few dollars out of savings and buy 7 or 8, that would take me to next summer and save me a little over $100.00. BUT when I went to buy the tickets it was "Oh, no, you can only buy three - Oct, Nov & Dec. - nothing had been said about a limit.

THEN - they refused to take my check! I had to go to the bank next door and get a money order to get my tickets. I've been banking at my bank for over 30 years and never had ever refused to take one of my checks!

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a cab. (Hold up ticket) And, yes, I still think I should be reimbursed for that cab ride and the tip I gave the driver!

One of the dumbest rules you have thought up is requiring strollers and buggies to be folded up BEFORE boarding the bus. Come on, you guys, get real! Way back "when" I had a baby, a 4-yr old and a 2 yr old. I was also fortunate enough to have a car and two grandmas. The "kids" are all grown + grand- ~~But young mothers~~ parents now; but how are young mothers today who have to ride a bus supposed to corral two little ones; hold a baby + maybe a bag or two of groceries and fold up a buggy or stroller BEFORE getting onto a bus? I suppose someone has complained. Folding a stroller or buggy ON the bus would be "doable" and make a lot more sense.

There was an item in the paper by Ann Marie Bush, she couldn't find time in her schedule to return my call so it should be alright to quote her. She says that riders "have been understanding about recent changes". Gee, who did she talk to? Oh, she talked to Jaclyn. Wonder why she didn't talk to some of the riders?

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Comments Received from Facebook

The MTPO 2040 LRTP Facebook page was created in July 2011 and remained available until the planning process was complete in Spring 2012. As of May 8, 2012, a total of 19 people and one page connected with the Topeka LRTP Facebook page by "liking it," thereby adding it to their personal profile likes and interests. Fans include:

- Anne Driver
- Bradley Edwards
- Janlyn Nesbett Tucker
- City of Topeka
- Bob Kleklun
- Allison Smith
- Topeka Metro
- Angela Crawford
- Christopher James
- Kelley Austin Rippel
- Elaine Rodriguez
- Karl Fundenberger
- Jared Starkey
- Caitlin O'Neil
- Elizabeth Freundorfer
- Kasey Clark
- Dylan Edwards
- Ralph Krumins
- Mitchell Ummel
- Hudson Luce

The number of fans increased 90% from 10 likes on January 16, 2012 to 19 likes on May 8, 2012. Two fans were lost during this period: Kevin Siek and Mary Francis.

Comments Received During the 30-Day Public Review of the Draft LRTP

A total of eleven comments were received on the draft LRTP. The following pages summarize the comments.

Meyer, Jim

From: gina.penzig@westarenergy.com
Sent: Wednesday, April 11, 2012 4:26 PM
To: Meyer, Jim
Subject: Gina Penzig regarding the Metropolitan Topeka Planning Organization

Name: Gina Penzig

Address: N/A

City: City of Topeka

State: Kansas

Email Address: gina.penzig@westarenergy.com

Representing: Topeka Sustainability Advisory Board

Message: At its meeting on April 6, 2012, the Topeka Sustainability Advisory Board (SAB) voted unanimously to make the MTPO aware of our position on the Long Range Transportation Plan 2040. While we support the content, we do have concerns about the commitment to certain aspects, specifically as it pertains to the full integration of sustainable practices into all municipal infrastructure projects. We have similar concerns about the long term direction of the Topeka Metropolitan Transit Authority with respect to routing, service availability, and a commitment to marketing and education. The SAB's concerns and/or recommendations are contained below.

Complete Streets
While we fully support the City Council's passage of a Complete Streets resolution in 2009, we also realize that this action does not require the integration of these practices. The SAB recommends full integration of Complete Streets concepts into all City street projects where feasible.

Smart Growth, Fringe Development, and Annexation The plan details well the problem of fringe development in this community and, as such, the SAB recommends actions/policies going forward that ensure development takes place within areas of the City that have the necessary infrastructure support, as well as taking advantage of existing building stock wherever possible. Furthermore, the SAB believes that the City Council should strictly enforce the annexation requirements for all requests to hook in to the City's water and sewer system, as waivers only contribute to the problem of fringe development. In short, City actions and planning decisions should be based on the principles of smart (sustainable) growth.

Public Transportation
The SAB concurs with the reports recommendation that the City, County, and entities like the Chamber of Commerce work together on issues of public transportation in this community. The SAB also recommends actions that support the Topeka Metropolitan Transit Authority (TMTA) restoring previous reductions in services and routes. However, the SAB understands the role of the City in this regard is limited to setting the TMTA mill levy limit. As such, the SAB simply requests that the City Council and County Commission support the board's recommendations that the TMTA find ways to expand their education and marketing campaigns in order to increase ridership. The SAB finds troubling the lack of any recommendations in the Long Range Transportation Plan 2040 pertaining to greater marketing and outreach efforts by the TMTA. The SAB stands willing to assist in such efforts.

Meyer, Jim

From: kevin-siek@att.net
Sent: Tuesday, April 10, 2012 3:00 PM
To: Meyer, Jim
Subject: Kevin Siek regarding the Metropolitan Topeka Planning Organization

Name: Kevin Siek

Address:

City: Topeka

State: KS

Email Address: kevin-siek@att.net

Representing:

Message: April 10, 2012

Comments on the Metropolitan Topeka Planning Organization's 2040 Long Range Transportation Plan Update by Kevin Siek

As a vocal advocate for affordable, accessible public transportation in our community I appreciate the opportunity to provide comments on the 2040 Long Range Transportation Plan (LRTP) Update.

I was pleased to find that public transportation concerns, particularly those of transit dependent individuals with disabilities, are more fully addressed in the 2040 Long Range Transportation Plan Update than they were in the previous 2034 LRTP. I appreciate the numerous and varied public participation opportunities URS Corporation provided for public transportation stakeholders, including people with disabilities, to be involved in the development of the LRTP Update.

A review of the 2034 LRTP reveals that many of the concerns identified five years ago and the recommendations made to address them are still valid today. They include identifying long-term, sustainable funding for public transportation; developing a long-range plan for public transportation and providing better access for people with disabilities to public transportation.

The 2040 LRTP offers three key recommendations to improve our public transportation system:

- Evaluate and identify a long-term local funding strategy/source,
- Conduct a long-range transit plan and
- Update the Coordinated Public Transportation-Human Service Agencies Plan.

I strongly support these recommendations. Since all three goals complement one another they should be pursued concurrently.

Solving the long-term funding conundrum is essential to maintaining a viable public transportation system in our community. This issue must be an integral part of any long-range transit plan. While senior transportation funding issues are more within the prevue of the Coordinated Public Transportation-Human Service Agencies Plan it is important that the public transit authority (a.k.a., the Metro) and senior transportation providers develop a cooperative, rather than a

competitive relationship. For example, if senior transportation providers compete for the same scarce property tax mil levy funds as the Metro it will only redistribute already inadequate funding. Rather, all parties should work together toward the goal of providing more efficient services and increasing funding for all modes of public transportation.

A multi-modal transportation hub or intercity bus service may be a future benefit to our community, but restoring service cuts and meeting the transportation needs of our senior population are issues of far more immediate concern. Additionally, the transportation hub and intercity service are issues that have been discussed without much public input. A comprehensive long-range transit plan must gather meaningful input from transit users on the issues that affect them, such as, their preferences for service area expansion and increased hours/frequency of service operation. The shortage of bus shelters along with accessibility to existing shelters and stops are also recurring problems that need to be addressed.

The LRTP identifies future demand for public transportation services in the large business and residential areas growing outside the Topeka city limits. One reason the Metro does not currently provide services beyond the city limits is because the majority of their funding is provided by the city; they get no county funding. If public transportation is to expand to serve these “fringe” areas, which have a rapidly growing senior population, options for the county to contribute funding for these services should be explored.

I has long advocated for a long-range transit plan for the Topeka metropolitan planning area. The 2034 LRTP recommended the development of a “plan for transit services in the MTPO [Metropolitan Topeka Planning Organization] region.” Now is the time to do a long-range transit plan to ensure we still have a viable public transportation system when we update the LRTP in another five years.

Finally, as part of the MTPO’s commitment to incorporate “Complete Streets” concepts in their planning activities, it will be increasingly important to consider public transit needs in the multi-modal mix. Transit-oriented development which maximizes access to public transit and encourages transit ridership should be a key component of future development.

Kevin Siek
2041 S.W. Westwood Drive
Topeka, Kansas 66604

kevin-siek@att.net

785.207.6508

Meyer, Jim

From: edward.j.mcgrath@uscg.mil
Sent: Tuesday, April 03, 2012 6:28 PM
To: Meyer, Jim
Subject: Edward McGrath regarding the Metropolitan Topeka Planning Organization

Name: Edward McGrath

Address: 709 S Kansas Ave #404

City: Topeka

State: Kansas

Email Address: edward.j.mcgrath@uscg.mil

Representing: Self

Message: Re: Figure 7-14 Phasing Strategy for Bikeway Network, shows new trails added in phases - can't identify route name or type (boulevard, lane, trail, etc.).

Meyer, Jim

From: brickl@sbcglobal.net
Sent: Saturday, March 24, 2012 2:30 PM
To: Meyer, Jim
Subject: Richard Brickhouse regarding the Metropolitan Topeka Planning Organization

Name: Richard Brickhouse

Address: 3019 SE Starlite Dr.

City: Topeka

State: KS

Email Address: brickl@sbcglobal.net

Representing: Me

Message: South East Side Transportation.
It's been more than ten years since the KTA promissed a dropoff onto the turnpike at E29st or California. We the people of the SE side need to have you start stiring the kettle again. I would like to see an automated toll access like the new one just east of Lawrence, at 29th St east. If that is impossible, then I suggest a two lane street on the south side of the turnpike from 29th St. to 42nd and Topeka Blvd. I got the idea in Tulsa, Where they ran a street along side I44 . As far making plans for 2040 We should be drawing the plans up for the second beltway completely around Topeka,

Meyer, Jim

From: muzach@ksu.edu
Sent: Wednesday, March 21, 2012 11:26 AM
To: Meyer, Jim
Subject: Zach Force regarding the Metropolitan Topeka Planning Organization

Name: Zach Force

Address:

City: Topeka

State:

Email Address: muzach@ksu.edu

Representing:

Message: We have two airports in our area. It seems that either one, but especially Forbes Field, could be used for regional passenger flights to other larger cities, such as Dallas and Chicago. I'm a student in Manhattan, and even their small airport for their small population has positioned itself as one of these regional connecting airports. Topeka would benefit greatly by doing something similar.

Meyer, Jim

From: muzach@ksu.edu
Sent: Wednesday, March 21, 2012 11:22 AM
To: Meyer, Jim
Subject: Zach Force regarding the Metropolitan Topeka Planning Organization

Name: Zach Force

Address:

City: Topeka

State:

Email Address: muzach@ksu.edu

Representing:

Message: Diagonal boulevards should be considered. A street grid is efficient, but after it has exceeded a certain size, it is quicker and more convenient for traffic to have a more direct route into the center of the city.
Also, what if there was a light rail that provided transportation for commuters from surrounding towns and areas? In any case, the range of public transportation needs to grow. Development grows where transportation routes have been established! Thank you for doing what you're doing!

Meyer, Jim

From: alockner@cox.net
Sent: Tuesday, March 20, 2012 3:31 PM
To: Meyer, Jim
Subject: Allyn O. Lockner regarding the Metropolitan Topeka Planning Organization

Name: Allyn O. Lockner

Address: 2135 SW Potomac Drive, No. 4

City: Topeka

State: Kansas 66611-1450

Email Address: alockner@cox.net

Representing: myself

Message: Greetings! I have scanned the plan, focused on Chapter Seven, and submit the following comments and questions for your consideration.

1. Parts of the city have buckled sidewalks and no sidewalks. I find them to be inconvenient and in some cases dangerous when I want to get from point A to point B in my electric power chair. In some cases I have used the street which I realize is not a good idea. This situation could become more important since people born between 1946 and 1965 are now beginning to reach age 65 and will continue to do so for the next twenty years. Many of them will experience less physical dexterity, eyesight, and hearing when they walk or use a wheelchair on sidewalks. Do you agree this is an issue and, if so, does the plan need to address it?

2. I believe the Topeka metropolitan area can learn lessons from other metropolitan area in the United States and other democracies throughout the world. One of the lessons is the high economic, social and opportunity costs of urban sprawl. If you agree that the Topeka metropolitan area should learn these lessons, how does the plan control sprawl via achieving consistency between transportation systems and facilities, and land use planning and residential, business, and industrial construction?

3. Any plan, including a transportation plan, remains merely dream unless it is accompanied by a vision that enables more people to see how implementation of the plan enables more of them to live better lives. To receive the future benefits people have to pay the future costs. Realizing the future is always uncertain to varying degrees, would it be appropriate to identify and explain alternative scenarios for achieving the high priority goals and objectives in the plan, their benefits and costs, including unconventional funding?

Lastly, the preparation and implementation of a Topeka metropolitan transportation plan would be facilitated by the Topeka metropolitan region having a comprehensive strategic plan which the transportation plan could help implement. Alas, we don't have such a plan, so transportation planning occurs without guidance from a comprehensive strategic plan. This is a major deficiency and likely means unfortunately that transportation planning drives the future development of the region. The residents and elected local officials of the region need to insist on the preparation of a strategic plan which contains a transportation element.

Thanks for preparing the plan and providing the opportunity to submit comments and questions. I hope they are helpful.

Meyer, Jim

From: kellyrippel@ymail.com
Sent: Tuesday, March 20, 2012 10:00 AM
To: Meyer, Jim
Subject: Kelly Rippel regarding the Metropolitan Topeka Planning Organization

Name: Kelly Rippel

Address:

City: Topeka

State: KS

Email Address: kellyrippel@ymail.com

Representing:

Message: The amount of time, energy, and resources it took to develop the LRTP is obvious. I look forward to learning about how I can contribute and help move the plan forward into the future.

Meyer, Jim

From: lucerolb@cox.net
Sent: Friday, March 16, 2012 1:12 PM
To: Meyer, Jim
Subject: Bill Lucero regarding the Metropolitan Topeka Planning Organization

Name: Bill Lucero

Address: 1176 SW Warren Av

City: Topeka

State: KS

Email Address: lucerolb@cox.net

Representing:

Message: Happy to see emphasis on complete streets as well as endorsement of the Bikeway plan.
Bill Lucero

Meyer, Jim

From: mhkline@msn.com
Sent: Wednesday, March 14, 2012 11:07 AM
To: Meyer, Jim
Subject: Heather Crable regarding the Metropolitan Topeka Planning Organization

Name: Heather Crable

Address: 3645 NW 94th

City: Topeka

State: Kansas

Email Address: mhkline@msn.com

Representing: Topeka

Message: I would like to see some commuter train to Fort Riley.There are alot of soldiers who live here for the cheaper housing, in addition more people would move here if commuting was made easier. Also there are ALOT of civilians working at FOrt Rileys Hospital and other civilian positions, that could surely take advantage of a train. I also know several people that commute from the other direction. It could also be used by Kstaters for games or to go to college and continue living in Topeka.

Meyer, Jim

From: rw2553@hotmail.com
Sent: Tuesday, March 13, 2012 1:11 PM
To: Meyer, Jim
Subject: Randy White regarding the Metropolitan Topeka Planning Organization

Name: Randy White

Address: 2305 Sw Pepperwood Road

City: Topeka

State: ks

Email Address: rw2553@hotmail.com

Representing: self

Message: Hiway 24 needs to be a limited access freeway with frontage road access to business in the area. Get rid of the stop lites and congestion in that area with solid urban design to move traffic.

I see the plan wants a turnpike exchange at California street, you need to install an exchange in SW Topeka near WRHS. Possibly at Wanamaker or Auburn road.

Wanamaker road needs three lanes in each direction with right turn access only to and from the local business's except at 17th, 21st Huntoon and 10th. This will eliminate several of the petty nuisance traffic lights that impede traffic flow.

In general, in the future use traffic design to move traffic without using traffic signals. Use roundabouts and other modern design technics to let traffic flow. 29th and Fairlawn is a perfect example of a mess, the triangle from hell. That intersection has enough room to install a giant traffic circle, not a roundabout, a circle. Thanks

Chapter 1
Introduction

The Long Range Transportation Plan (LRTP) is a guide for transportation decisions made for Topeka and a surrounding portion of Shawnee County. Current federal legislation requires the region's Metropolitan Planning Organization (MPO) to develop a comprehensive LRTP that meets current and future needs for all modes of transportation through at least the next 20 years. This LRTP update is regional in scope and addresses transportation needs through the year 2040. The previous LRTP had a horizon year of 2034 and was adopted in April 2007.

The MPO for the Topeka urbanized area was established in 1972 to provide a coordinated, cooperative, and comprehensive approach towards multimodal transportation planning for the Topeka Area (which today includes the City of Topeka and a portion of Shawnee County). The current Topeka MPO is called the Metropolitan Topeka Planning Organization (MTPO) which and was formed in 2004 (see **Figure 1-1**).

As the State's capital city, the Topeka region has long held a positive position economically with a solid employment base. Over the years, the mix of employment has changed, as has the location of jobs within the region. Like the rest of the country, the region has been negatively impacted by the ongoing recession that began in 2008. The Topeka area's labor force increased by 3.1 percent between 2000 and 2010, which was the smallest growth rate of any metropolitan statistical area for this time period.[1] Recently, unemployment rates have been improving, and the State of Kansas overall continues to have a higher labor-force participation rate compared to the rest of the country.

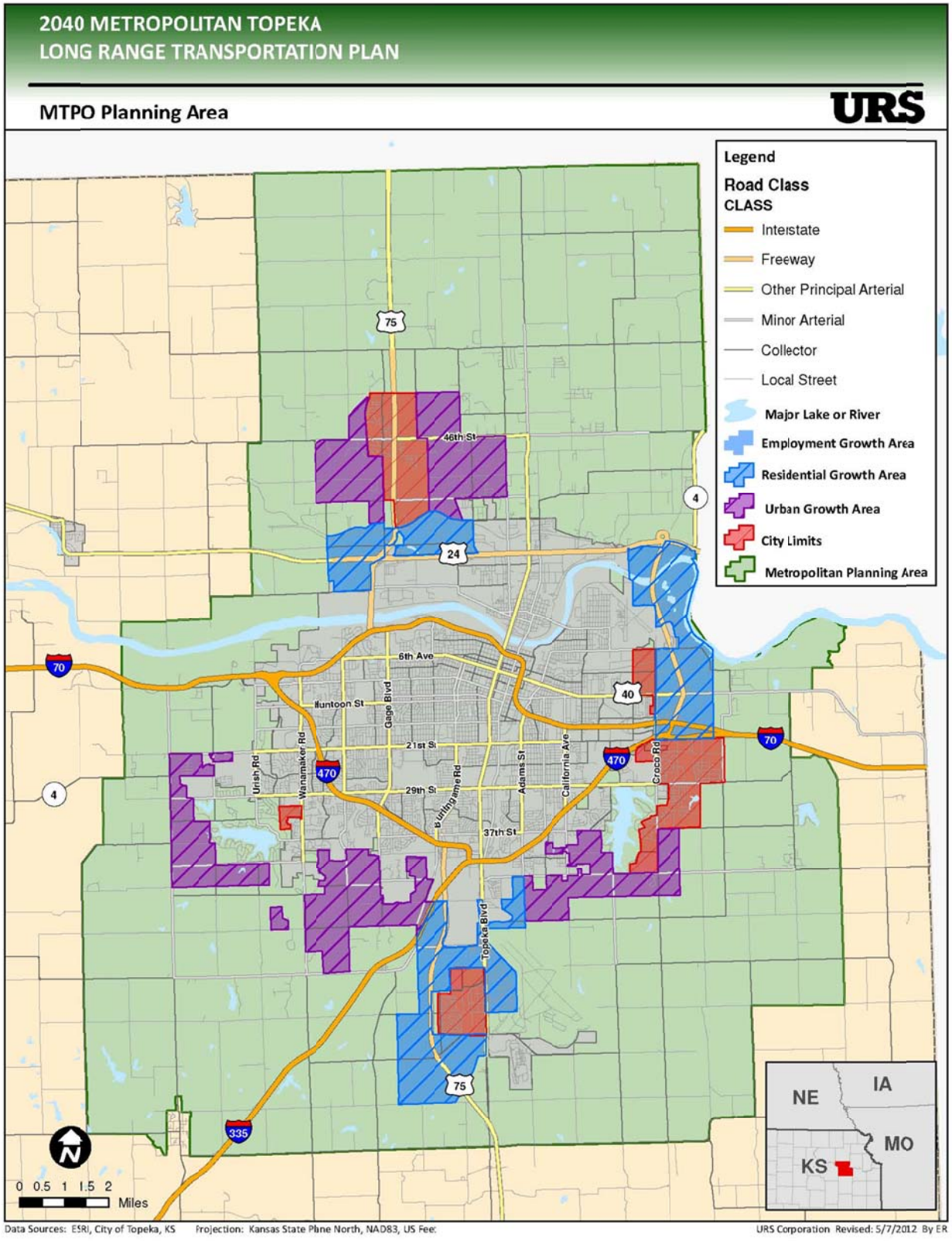
In terms of population, the Topeka Metropolitan Planning Area (MPA) has seen steady growth having increased from 161,402 in 2000 to 167,643 in 2010 (a 3.9% increase). MTPO projections anticipate this trend will continue with the population reaching approximately 184,500 by the year 2040.

Much of the new residential and commercial growth has been occurring on the urban fringe or beyond the Topeka City limits. Over time, this development pattern, which often results in increased traffic volumes and declining levels of service, has begun to put a strain on the existing transportation system in areas particularly west and north of the City – which have seen a steady increase in residential and commercial development. Today the Wanamaker Road Corridor is one of the region's most heavily traveled corridors with an abundance of retail and commercial development. US-24 is another significant regional corridor, located in the northern portion of the MPA, which is anticipated to develop over the next several decades. Since the adoption of the 2034 LRTP, the MTPO, City of Topeka, Shawnee County, and Kansas Department of Transportation (KDOT) have been working on the US-24 Corridor Study to address access management, circulation, and land use issues within the corridor.

In addition to the shift in development patterns, the region has and will continue to see other demographic changes over the next 20 years. Examples of such changes include a growing population of persons over the age of 65, which will increase the number of persons that are limited in mobility. Today, Topeka Metro provides over a million trips a year and nearly 60,000 trips are for persons with a

[1] Kansas Department of Labor's "2011 Kansas Economic Report," pages 11 and 12.

Figure 1-1. The MTPO Metropolitan Planning Area



disability requiring special assistance in accessing and using the transit system. While the aging population will likely increase the demand for transit service, the recent development occurring on the peripheral of the city will also create a demand for expanded transit service within the region.

This transportation plan addresses three important questions:

- What does the future hold in store for the Topeka MPA relative to future growth and development?
- How well will the region's transportation system function?
- How does the region balance these demands with the desires of existing residents and businesses when it comes to proving adequate and sound multimodal transportation choices?

This LRTP is intended to be a blueprint for transportation investments within the Topeka MPA to the year 2040. This is a multimodal plan, meaning it addresses travel by all modes of the transportation system -- streets and highways, public transportation, non-motorized facilities (bikeways and walkways), aviation, and rail. Consideration is given to population and employment trends, land development patterns, travel characteristics, current and future transportation system performance, and other planning factors. The recommended plan is based on a series of stated community goals, financial capability, environmental considerations, and public guidance. The plan is organized into the following eight sections:

1 –	**Introduction**	The legal basis of the plan and long range transportation planning requirements.
2 –	**Community Overview**	Current and year 2040 demographic and development conditions are identified.
3 –	**Public Participation**	Summary of the public outreach and involvement efforts completed during the LRTP update.
4 –	**Existing and Future Year Conditions**	Multi-modal overview of the current and future year conditions of the regional transportation system.
5 –	**Goals and Objectives**	Guiding goals and objectives that help determine the appropriate transportation investments.
6 –	**Evaluation and Financial Analysis**	Evaluation of potential transportation improvements and financial analysis.
7 –	**Recommended Plan**	Recommended multi-modal transportation improvements for the MPA.
8 –	**Environmental Review**	An assessment of the planned improvements on the physical and social environment.

Legal Basis of the Plan

Federal law requires metropolitan areas (defined as urbanized areas with a population of greater than 50,000 people, based on the latest U.S. Census) to undertake a continuing, comprehensive, and cooperative transportation planning process. The MTPO is the governing entity that is charged with carrying out this process for the Topeka MPA. The 2040 LRTP reflects compliance of the requirements of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users).

SAFETEA-LU is the federal government's funding and authorization bill that governs federal surface transportation spending. Originally signed into law by President George W. Bush in 2005, its original 2009 expiration date has been subsequently extended into early 2012 by a series of short-term measures. It is set to expire on March 31, 2012. Congress has begun working on a new authorization bill, but does not anticipate significant progress before the end of the first quarter in 2012.

In the meantime, the House of Representatives and Senate have both begun work on drafting potential legislation. Both the House's (the American Energy and Infrastructure Jobs Act) and Senate's (Moving Ahead for Progress in the 21st Century (MAP-21)) draft bills would streamline the review and permitting process, consolidate federal transportation programs, encourage greater private participation in transportation finance, and enhance safety programs. Consolidation of transportation programs is likely to allow states and local municipalities to invest flexible dollars in a broad array of transportation projects, rather than designating specific dollars for a specific type of investment (*i.e.* highways, transit, rail, bicycle/pedestrian).

Preliminary discussions regarding a new bill also suggest increased emphasis on reducing greenhouse gases, promoting livable and sustainable communities, promoting healthy communities, and promoting alternative transportation modes. A final assessment of the new bill and implications for the MTPO and municipal planning activities should be undertaken as the draft legislation is refined in 2012/2013.

Emerging Transportation Trends

Fluctuating gas prices, increasing concern about public health and obesity rates, and heightened awareness of environmental impacts have motivated communities across the country to use their transportation investments to not only improve mobility, but to support the financial, physical and environmental health of their residents. Local leaders and residents are recognizing the need to more equitably address the mobility needs of all stakeholders in the transportation planning process. This comprehensive approach is helping build sustainable communities that are friendly to pedestrians, bicyclists, transit riders, and motorists. The following sections highlight some of the emerging transportation trends that were considered in developing the MTPO 2040 LRTP update.

Sustainability

In June 2009, the Partnership for Sustainable Communities was formed by the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA). This partnership explicitly acknowledges the overlapping roles that transportation, housing, and the natural environment play in creating sustainable communities. Six Livability Principles were defined to guide the policies and investments of the partner agencies:

- Provide more transportation choices,
- Promote equitable, affordable choices,
- Enhance economic competitiveness,
- Support existing communities,
- Coordinate and leverage federal policies and investment, and
- Value communities and neighborhoods.

Transportation investments are critical in creating the region's infrastructure framework that will guide Topeka's investment/reinvestment activity over the coming decades. The transportation network has a

unique power to shape land use and development patterns, influencing the city's urban form, improve connectivity, enhance quality of life and support economic growth.

Complete Streets

Topeka's City Council passed a Complete Streets resolution in October 2009 that directed City staff towards a goal of making all roadways safe and accessible for all users, to the extent that this goal is financially feasible. The MTPO is also now using a complete streets checklist to review all projects included in the Transportation Improvement Program (TIP) for compliance with complete streets principles. The Complete Streets policy guides planners and engineers to consider the transportation needs of pedestrians of all ages, persons with disabilities, bicyclists, transit users, and motorists when planning and constructing local transportation network improvements.

Environmental Issues

The federal Clean Air Act requires that the Environmental Protection Agency (EPA) set air quality standards for pollutants that are considered harmful to the public and to the environment. The Act requires that these standards be reviewed (and revised, if appropriate) every five years. The Topeka MPA currently meets all national ambient air quality standards with the next review/revision planned for 2013. If the standards are changed, as is currently being considered, it is possible that Topeka could no longer be in attainment of the standards. Non-attainment would require the State to develop a State Implementation Plan (SIP) that details steps that will be taken to meet attainment standards, and a target date for achieving attainment. Areas that do not meet attainment would be eligible for inclusion in the Congestion Mitigation and Air Quality Improvement program (CMAQ), which is authorized under SAFETEA-LU and disburses federal funds for use on transportation projects that contribute to air quality improvements and/or reduce congestion.

Plan Adoption and Amendment Process

Updating the LRTP takes considerable time given the amount of data and information that must be addressed in the plan. As part of the MTPO 2040 LRTP update, opportunities were provided for public and stakeholder input, which is a critical element in determining transportation needs and priorities, and helps aid in identifying plan recommendations.

The MTPO 2040 LRTP update was prepared between the Summer 2011 and Spring 2012. A draft plan was made available for public review and comment between March 12, 2012 and April 11, 2012. Following the 30-day public review period, and after considering public comments, the MTPO Policy Committee adopted the LRTP on April 23, 2012.

Amendments to the LRTP can and do occur once a plan has been adopted. These amendments can occur for various reasons – changes in project schedules, unknown development or financial changes, or changes in priorities. While the intent is to limit such mid-cycle changes, amendments will likely occur prior to the next LRTP update which is due in April 2017. Any such amendment to the LRTP must follow the same public review process and procedures required for adoption of the plan, as detailed in the MTPO's Public Participation Plan.

Plan Implementation

Implementation of project recommendations from the LRTP occurs through the programming of transportation improvements. For projects within the MPA that are federally or state funded or considered regionally significant, the MTPO, in consultation with the appropriate local government (city and/or county) and state transportation agency, determines which projects are to be advanced from the LRTP into the MTPO's short-term TIP.

The TIP is a planning/programming document developed and adopted by the MTPO in response to the transportation needs in the MPA. The TIP is important because it not only addresses major transportation improvements (for example constructing a new bridge or road), but it also contains small-scale transportation improvements (*i.e.,* intersection improvements, etc.). All projects that are added to the TIP for funding and implementation must be consistent with the MTPO 2040 LRTP recommendations.

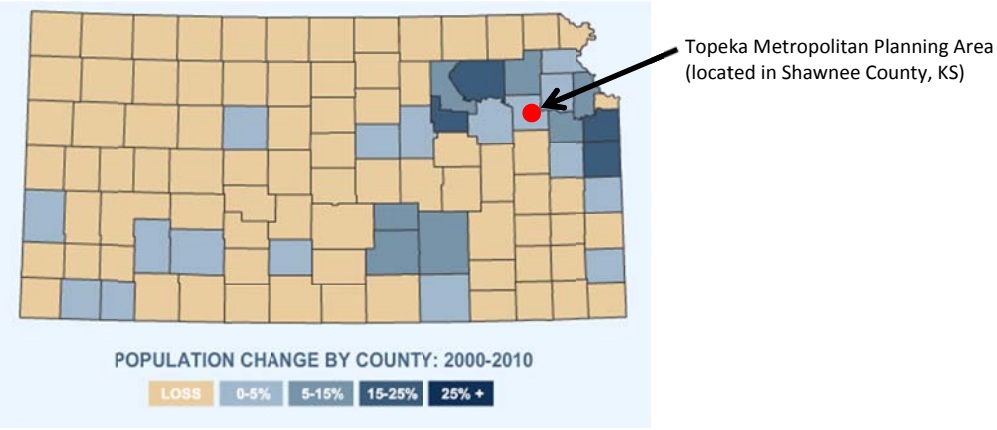
Chapter 2
Community Overview

This chapter provides an overview of the socioeconomic conditions within the Topeka Metropolitan Planning Area (MPA). The Topeka MPA refers to the geographic area in which the metropolitan transportation planning process is carried out. The MPA covers the urbanized areas and the contiguous geographic areas likely to become urbanized by the planning horizon year (2040). The MPA covers a large portion of Shawnee County, KS and the entire City of Topeka, the Capital of Kansas. Located approximately 60 miles west of the Kansas City Metropolitan Area, the Topeka MPA comprises approximately 287 square miles. The Topeka MPA, including current urbanized areas and planned residential and employment growth areas, consistent with the Topeka Land Use & Growth Management Plan, are displayed in **Figure 2-2** on the following page.

Population

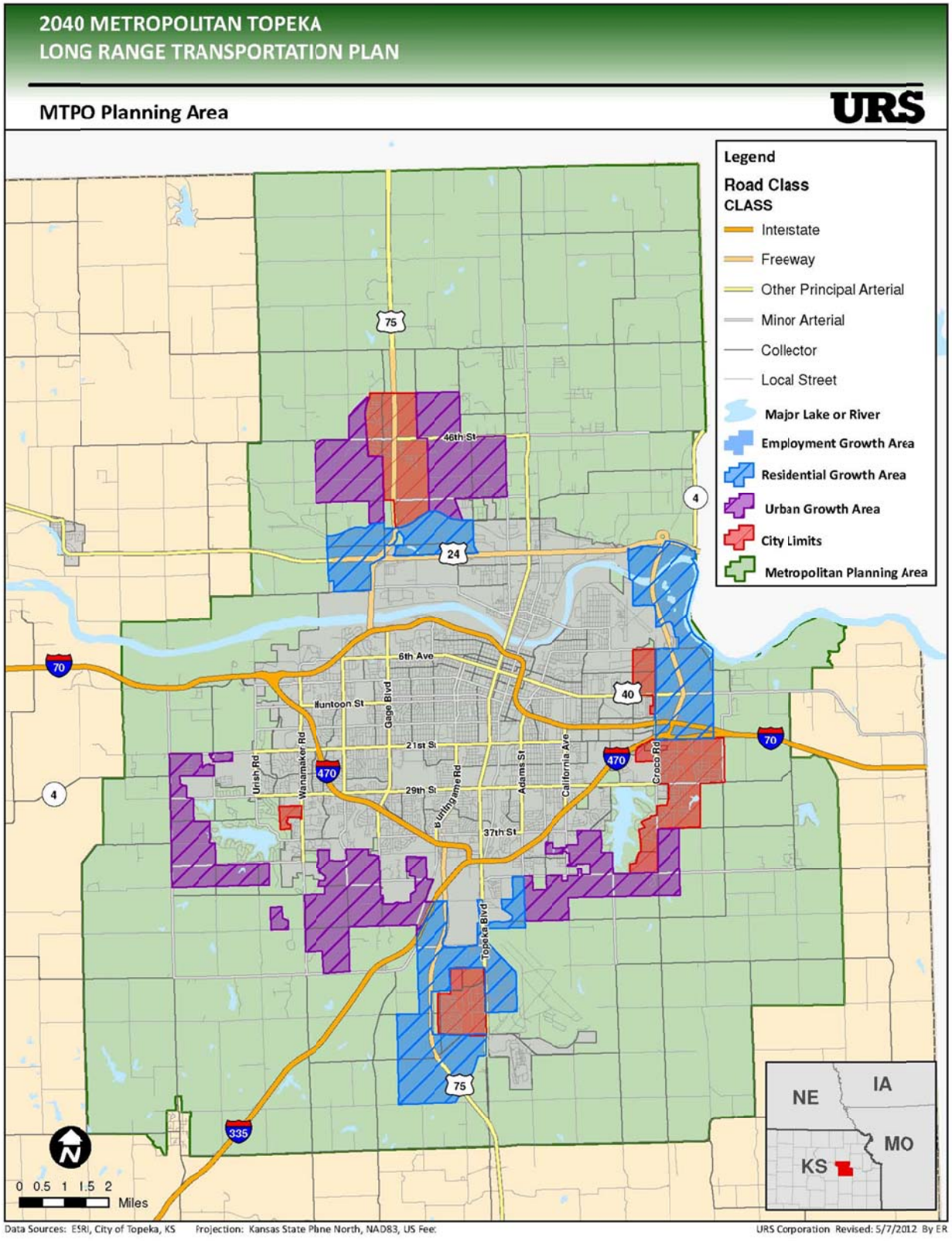
The Topeka MPA is located in the northeast corner of the state – the fastest growing region in Kansas. **Figure 2-1** shows the approximate location of the Topeka MPA in relationship to Shawnee County and the state. According to 2010 US Census data, the State of Kansas has a population of 2,853,118 (a 6.1% increase from 2000).

Figure 2-1. State of Kansas Population Change (2000 to 2010)



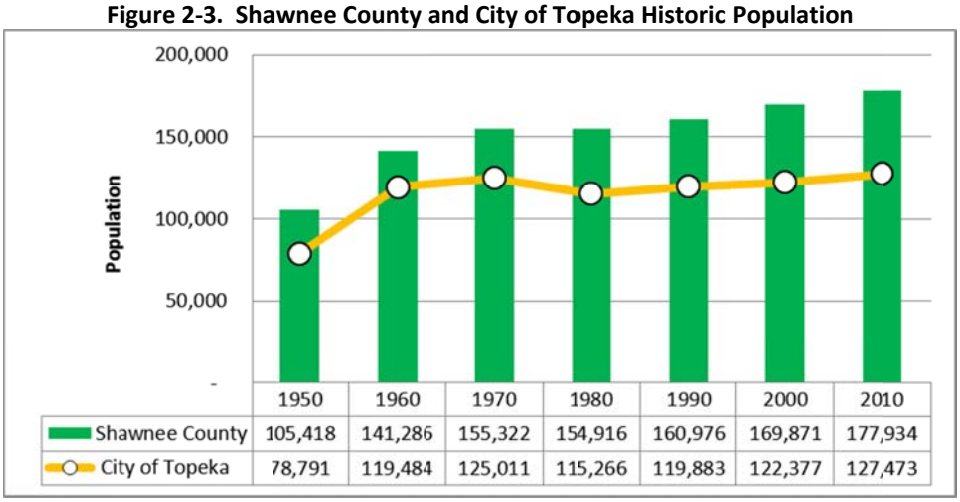
SOURCE: 2010 US Census Data.

Figure 2-2. Topeka Metropolitan Planning Area



Since 1950, except for the decade between 1970 and 1980, Shawnee County and the City of Topeka have been increasing in population. **Figure 2-3** displays the historic population trend, by decade, beginning in 1950. According to 2010 US Census data, Shawnee County has a population of 177,934 and the City of Topeka has a population of 127,473.

Figure 2-3. Shawnee County and City of Topeka Historic Population

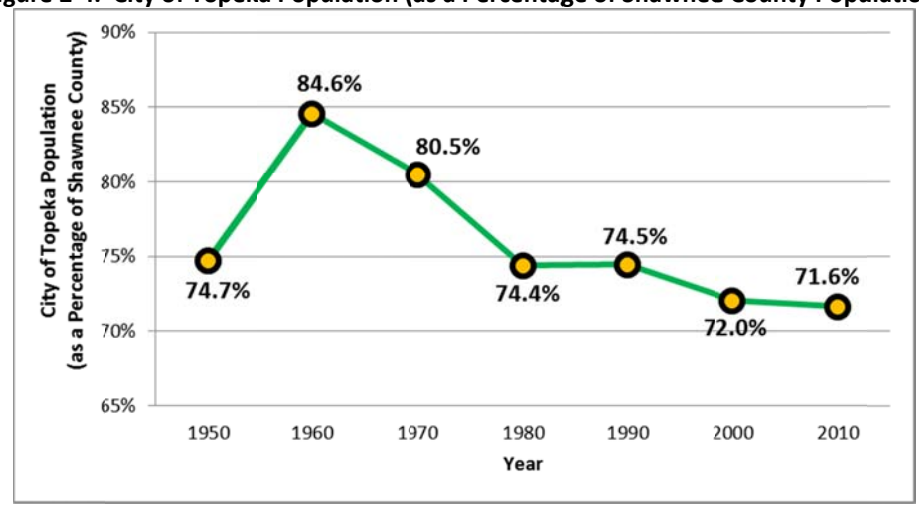


	1950	1960	1970	1980	1990	2000	2010
Shawnee County	105,418	141,286	155,322	154,916	160,976	169,871	177,934
City of Topeka	78,791	119,484	125,011	115,266	119,883	122,377	127,473

SOURCE: US Census Data.

While the population has been steadily increasing since 1990, the City population, as a percentage of the County population, began to decline starting in the 1970s. **Figure 2-4** shows that in 1960 the City of Topeka represented nearly 85% of the County population. Today, the City represents approximately 72%. This trend leveled out in recent years due, in part, to the requirement of annexation in order for new developments to receive city utility service. Regardless of any future annexation that might occur, development has been occurring at a faster rate on the urbanized fringe. This fringe development will impact the way local and county agencies provide future transportation infrastructure and services throughout the MPA and is an issue that must be considered in developing future transportation improvements. For example, it will be more expensive to provide transit service to fringe developments. Also, costly new major roads will have to be built or improved to serve these areas.

Figure 2-4. City of Topeka Population (as a Percentage of Shawnee County Population)



SOURCE: US Census Data.

Topeka MPA Population

The Topeka MPA population falls between the City and County population totals and was calculated by MTPO staff by using US Census Block data. According to 2010 US Census data, the Topeka MPA population was 167,643 (representing 94.2% of the County population). This reflects a 3.9% increase from the 2000 MPA population of 161,402.

As part of the 2040 LRTP update, MTPO staff updated long-range population projections. These projections show an estimated 2040 MPA population of 184,519. This represents an increase of 16,876 persons (a 10.1% increase) between 2010 and 2040. **Table 2-1** summarizes the existing and projected Topeka MPA population totals.

Table 2-1. Topeka MPA Population

	2000	2010	2040
MPA Population	161,402	167,643	184,519
Increase (2000 to 2010)	-	6,241 (3.9%)	-
Projected Increase (2010 to 2040)	-	-	16,876 (10.1%)

SOURCE: US Census and MTPO.

Table 2-2, and **Figures 2-5** and **2-6**, illustrate the number of persons per square mile, or MPA population density for 2010 and 2040. The MPA population density in 2010 was 584 persons per square mile. For the purposes of this analysis, the MPA population density would increase to 643 persons per square mile by the year 2040 should the MPA boundary remain the same.

Table 2-2. Population Density (MPA)

	2000	2010	2040
MPA Population	161,402	167,643	184,519
Population Density (Population per Square Mile)	562	584	643

SOURCE: US Census and MTPO.

NOTE: Assumes no geographic expansion of the MPA. Land area of the MPA is currently 287 square miles.

Figure 2-7 displays the change in population between 2010 and 2040. This figure shows the greatest increase in population is projected to occur in the area southeast of Topeka Boulevard and 37th Street. Significant population increases are also projected for the west side of Topeka, generally extending west of Wanamaker Road. Furthermore, the change in population graphic indicates some growth areas that fall outside the current designated MPA. As these areas develop over the next 30 years, additional local and regional transportation improvements will be needed to accommodate these growth areas.

Figure 2-5. Population Density (2010)

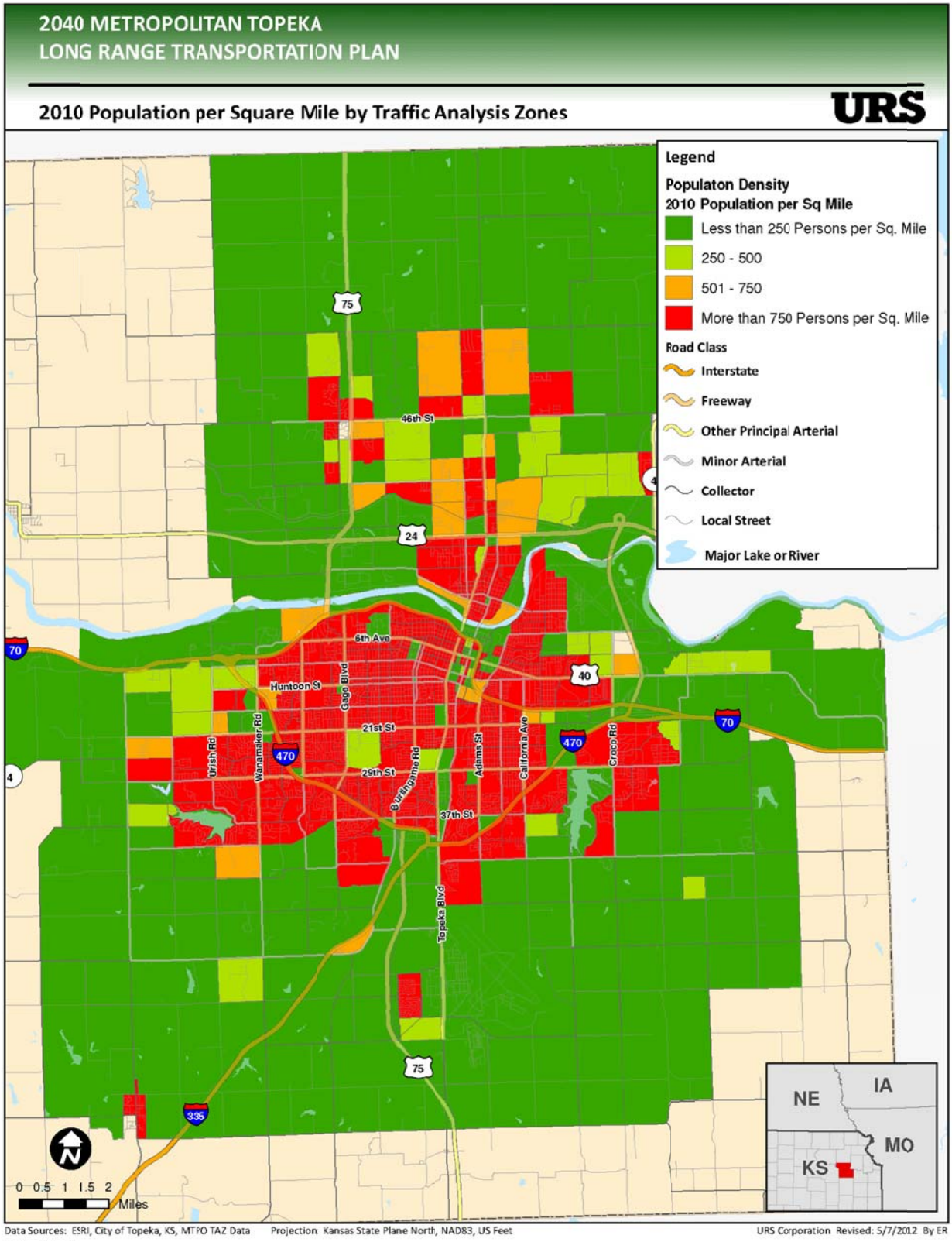


Figure 2-6. Projected Population Density (2040)

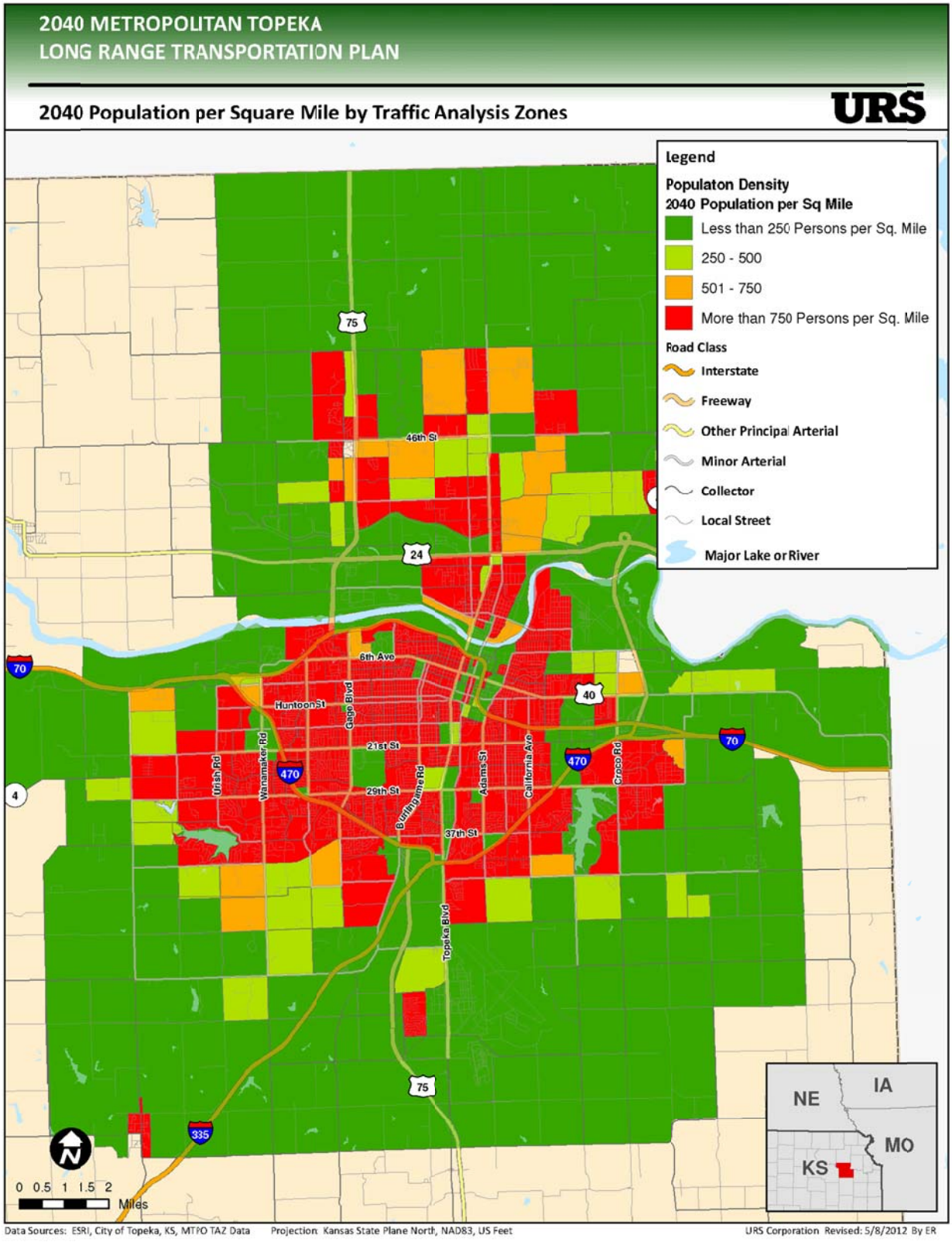
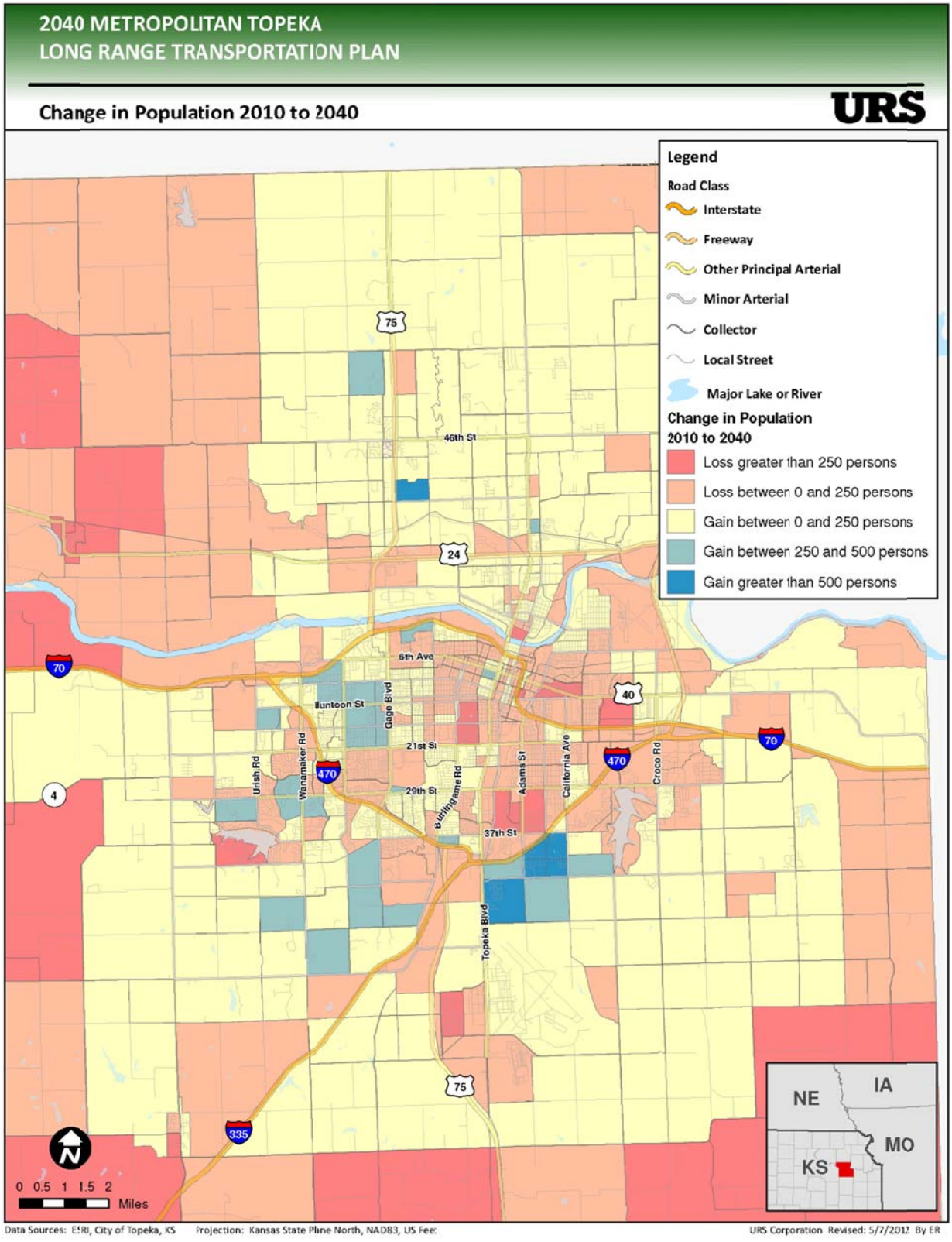


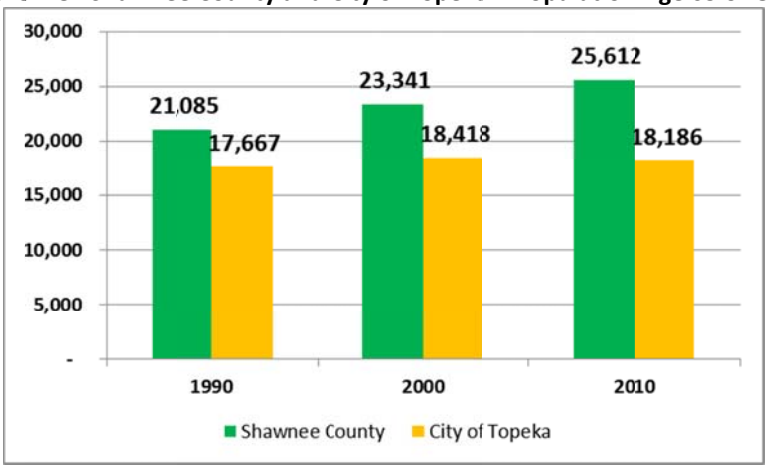
Figure 2-7. Change in Population (2010 to 2040)



Aging Population and Mobility Concerns

Figure 2-8 shows that the County population age 65 or over has been steadily increasing since 1990. According to 2010 US Census data, the County population age 65 or over is currently 25,612 (a 21.5% increase from 1990). By comparison, the City population age 65 or over has remained fairly consistent between 1990 and 2010 (a 2.9% increase). In fact, recent data (2000 to 2010) indicates the City population age 65 or over decreased slightly by 232 persons.

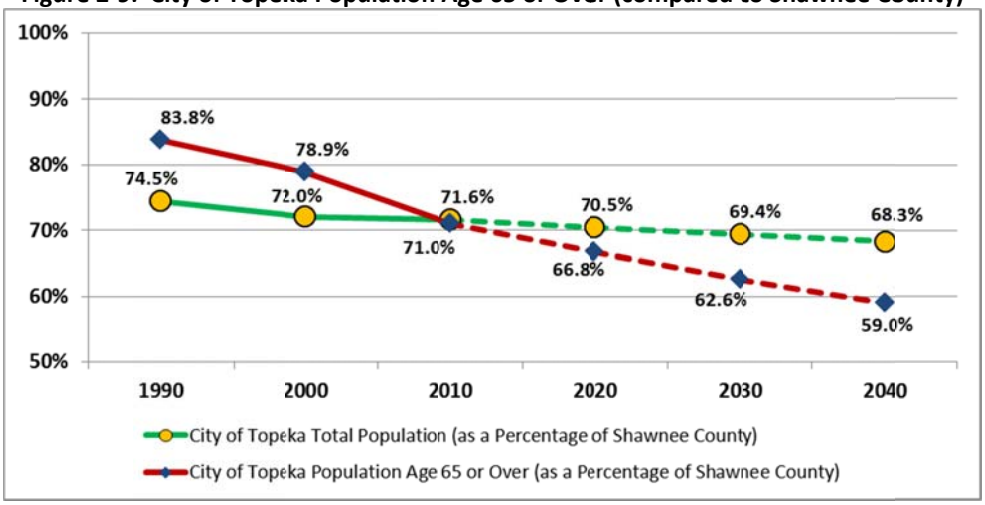
Figure 2-8. Shawnee County and City of Topeka – Population Age 65 or Over



SOURCE: US Census Data.

Figure 2-9 shows in 1990 the City population age 65 or over represented 84% of the County population age 65 or over. Today, this percentage has declined to 71% and should this trend continue at the current rate the City population age 65 or over is projected to decline to 59% by the year 2040. This trend suggests that this segment of the population is choosing to live beyond the City limits and as such may have limited transportation options (i.e., limited or no access to public transportation). The transportation needs and mobility challenges facing of older adults, and persons with disabilities, must be considered in developing viable long-term regional mobility strategies.

Figure 2-9. City of Topeka Population Age 65 or Over (compared to Shawnee County)



SOURCE: US Census Data and URS Corporation.

NOTE: The 2010 to 2040 projection reflects the population trend between 1990 and 2010. The 2010 to 2040 projection is provided for illustrative purposes only and assumes no change in the City of Topeka corporate limits.

Households

In 2010, the number of households within the MPA was estimated to be 79,304. By 2040, the number of households is projected to reach 82,745 (an increase of 4.3% from 2010). **Table 2-3** summarizes the MPA household data. **Figures 2-10** and **2-11** illustrate the number of households and household density level within the MPA for the years 2010 and 2040.

Table 2-3. Total MPA Households (2000 to 2040)

	2000	2010	2040
MPA Households	64,917	79,304	82,745
Households per Square Mile	226	276	288
Average Household Size	2.49	2.11	2.23

SOURCE: MTPO and US Census.
NOTE: For illustration purposes only – assumes no geographic expansion of the MPA.
Land area of the MPA is currently 287 square miles.

Figure 2-10. Household Density (2010)

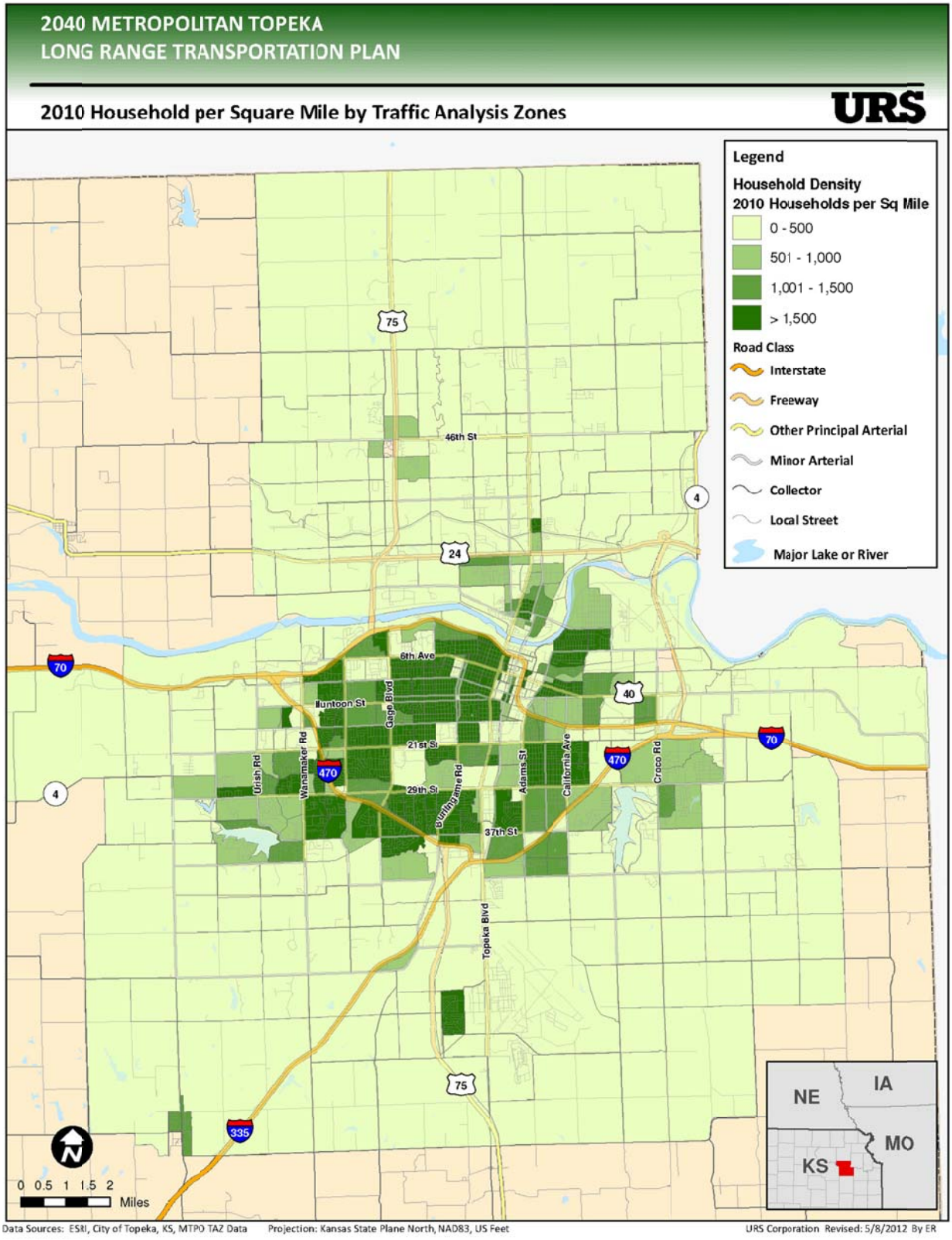
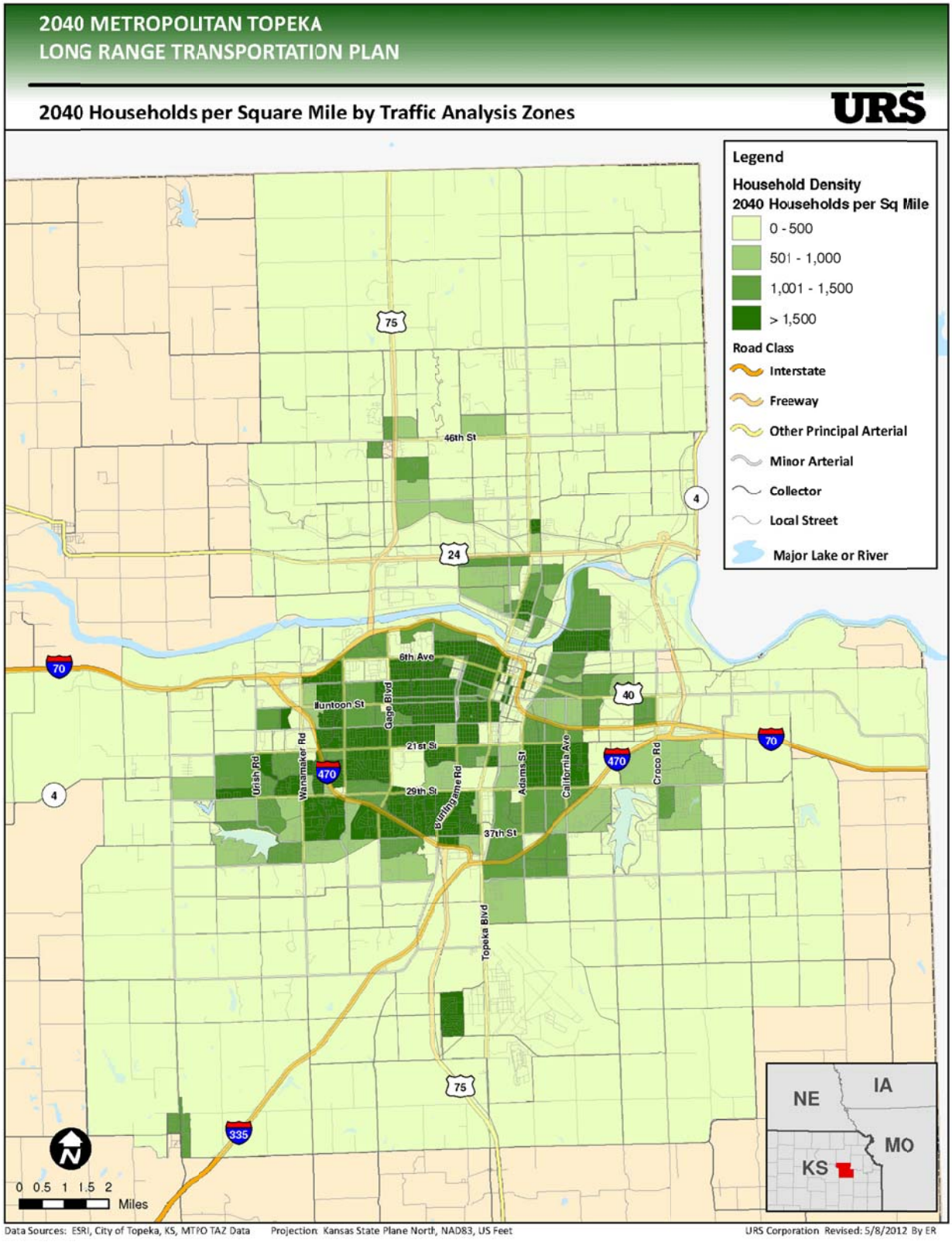


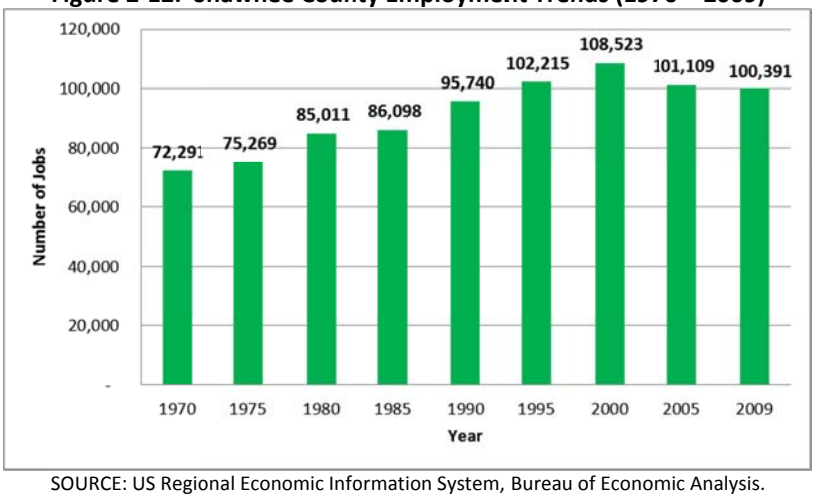
Figure 2-11. Projected Household Density (2040)



Employment

Figure 2-12 illustrates the Shawnee County employment trend between 1970 and 2009 (the most recent year for which complete data was available). According to the US Bureau of Economic Analysis, the County reached a high of 108,523 employees in 2000. Since the completion of the 2034 LRTP in April 2007, the nation has witnessed a sharp decline in economic activity and significant rise in unemployment. This is reflected in the 2009 data which shows the County had 100,391 employees, representing a decline of 8,132 workers (7.5%) between 2000 and 2009.

Figure 2-12. Shawnee County Employment Trends (1970 – 2009)

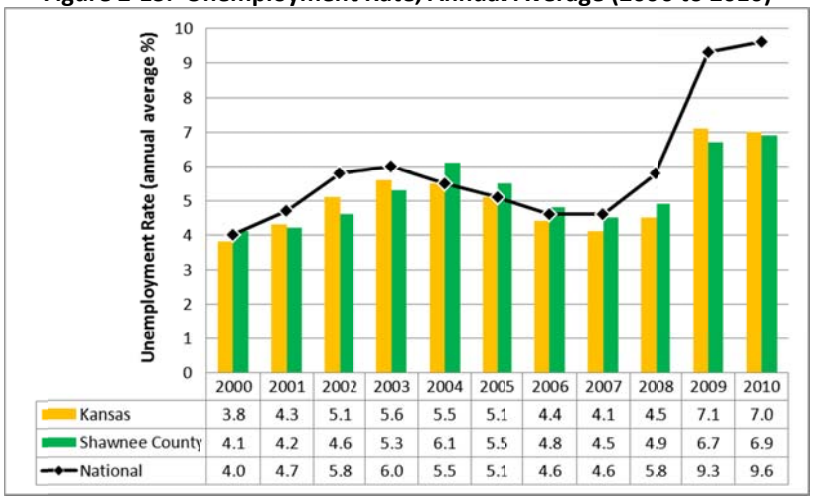


SOURCE: US Regional Economic Information System, Bureau of Economic Analysis.
NOTE: Year 2009 is the most current available data.

Figure 2-13, on the following page, provides additional analysis of the economic activity between 2000 and 2010. As shown, the national unemployment rate reached 9.6%, the highest rate in almost 30 years. Recent unemployment data, from August 2011, indicate the national unemployment rate remained above 9.0%. Over the past decade, the State of Kansas unemployment rate has been at, or below, the national average. Generally speaking, the same has been true for Shawnee County, with the exception of 2004 to 2006 when the County unemployment rate exceeded the national average.

While 2009 and 2010 saw sharp increases in unemployment rates, both Kansas and Shawnee County have remained generally below the national unemployment rate (see **Figure 2-14** on the following page). Shawnee County, as shown, has not been as impacted as severely as some counties in adjacent states. Specifically, the Kansas City metropolitan area has seen unemployment rates over eight percent and some as high as 12 percent.

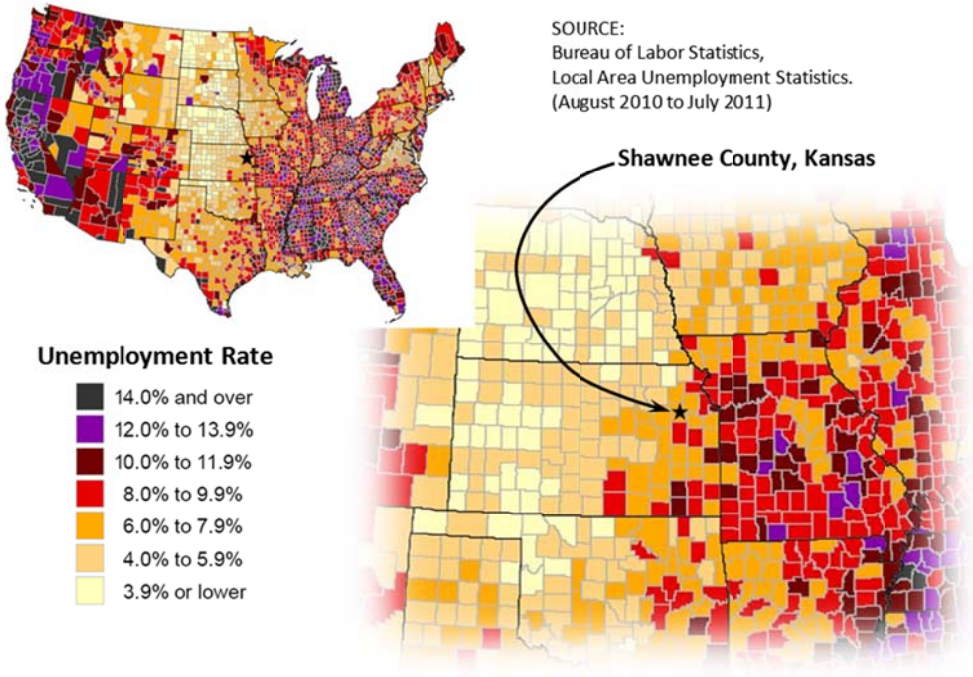
Figure 2-13. Unemployment Rate, Annual Average (2000 to 2010)



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Kansas	3.8	4.3	5.1	5.6	5.5	5.1	4.4	4.1	4.5	7.1	7.0
Shawnee County	4.1	4.2	4.6	5.3	6.1	5.5	4.8	4.5	4.9	6.7	6.9
National	4.0	4.7	5.8	6.0	5.5	5.1	4.6	4.6	5.8	9.3	9.6

SOURCE: United States Department of Labor, Bureau of Labor Statistics.

Figure 2-14. National Unemployment Rate, Annual Average (August 2010 to July 2011)



Employment in the Topeka MPA

Employment within the Topeka MPA was estimated using the Traffic Analysis Zones (TAZs) from the regional travel forecasting model. The total MPA employment in 2010 was estimated to be 110,866, and increase of 8,101 (7.9% increase) compared to 2000. MPA employment is projected to increase to 118,012 (6.4% increase) by the year 2040. This future year projection reflects a slower growth in regional employment compared to the 2034 LRTP. After considering the recent economic conditions since the last plan, MTPO staff determined that a lower future year employment projection was more appropriate for planning purposes. **Table 2-4** summarizes the MPA employment totals. **Figures 2-15**, **2-16**, and **2-17** illustrate the MPA employment data.

The MTPO staff developed MPA employment projections using 2010 US Census data along with data obtained from infoUSA. MTPO staff first reviewed the 2010 US Census employment data but discovered the count was short in many obvious employment areas (i.e., employment within the Wanamaker corridor was significantly less than what currently exists). As such, employment numbers from the infoUSA website were analyzed and it was determined that this data provided a much more accurate count of employees (the infoUSA website also includes the name and type of business making it easier to verify the employment data). The infoUSA database shows there to be 116,787 total employees in all of Shawnee County in 2010. Of the 116,787 employees in Shawnee County, 110,866 are estimated to be within the Topeka MPA. Additional breakdown by retail and non-retail is also provided in **Table 2-4**.

Table 2-4. Total MPA Employment (2000 to 2040)

	2000	2010	2040
Total Jobs	102,765	110,866	118,012
Retail	18,750	19,238	23,011
Non-Retail	84,015	91,628	95,001
Jobs per Square Mile (see note)	358	386	411
Employment to Population Ratio	0.637	0.661	0.635

SOURCE: MTPO.
NOTE: For illustration purposes only – assumes no geographic expansion of the MPA.
Land area of the MPA is currently 287 square miles.

Table 2-5 summarizes the large employers within the region. Topeka, as the capitol of Kansas, includes a large number of government employees, including the State of Kansas with over 8,600 employees. Stormont-Vail HealthCare is the largest private employer in the area with 3,100 employees. In June 2011, Mars Chocolate North America announced plans to build a $250M plant in Topeka. This new employer has the potential to provide 425 jobs at completion in 2013.

Table 2-5. Large Regional Employers

Company	Category	Employees
State of Kansas	Government	8,612
Stormont-Vail HealthCare	Medical	3,100
Topeka USD #501	School District	2,270
Blue Cross Blue Shield of Kansas	Insurance	1,855
St. Francis Health Center	Medical	1,837
Payless Shoe Source	Manufacturing & Distribution	1,735
City of Topeka	Government	1,735
Goodyear Tire & Rubber Company	Manufacturing & Distribution	1,700
United States Government	Government	1,482
Washburn University	Education	1,455
BNSF Railroad	Transportation	1,100
Jostens Printing & Publishing	Manufacturing & Distribution	1,060
Shawnee County	Government	1,014
Colmery-O'Neil VA Hospital	Medical	885
Wal-Mart	Retail	882
Frito-Lay, Inc.	Manufacturing & Distribution	849
Hill's Pet Nutrition, Inc.	Manufacturing & Distribution	801
Auburn-Washburn USD #437	School District	800
Dillon's Grocery Stores	Retail	761
Hallmark Cards, Inc.	Manufacturing & Distribution	754
Westar Energy	Utility	729
Target	Distribution Center	593
Seaman USD #345	School District	580
Kansas Neurological Institute	Medical	571
Reser's Fine Foods	Manufacturing & Distribution	565
Security Benefit Group of Co's	Financial	539
Shawnee Heights USD #450	School District	539
AT&T	Utility/Telecom	500

SOURCE: MTPO.

Figure 2-15. Employment Density (2010)

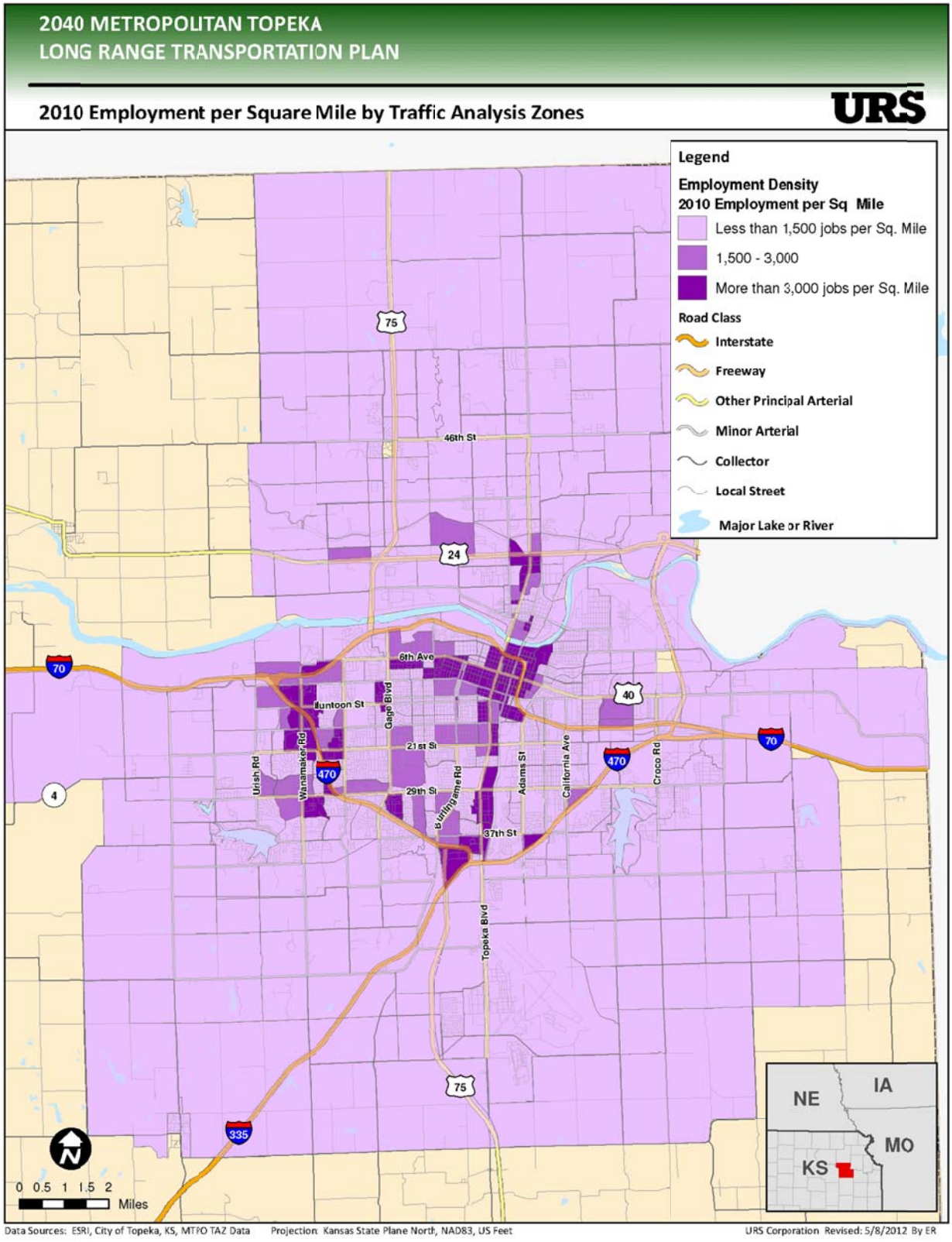


Figure 2-16. Projected Employment Density (2040)

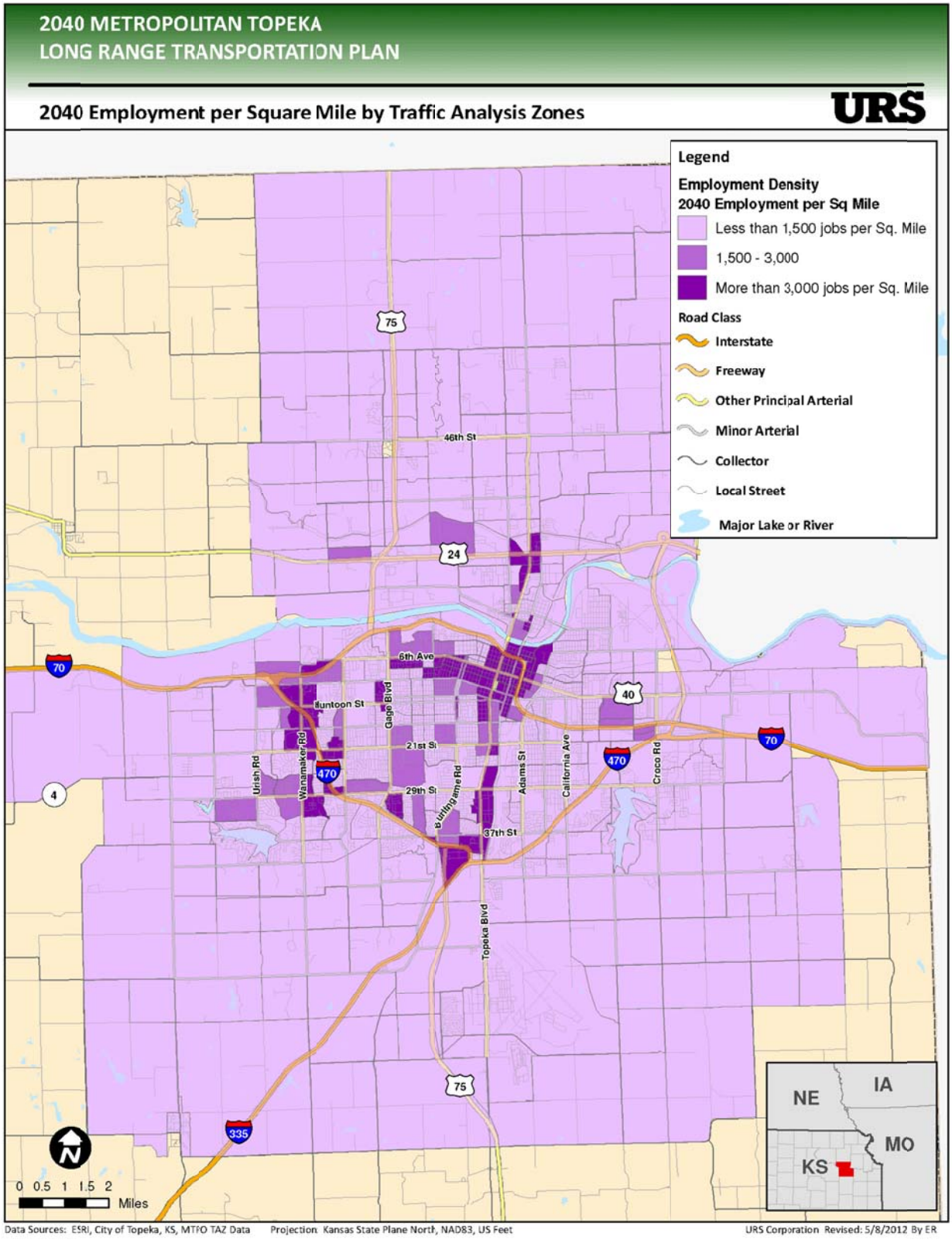
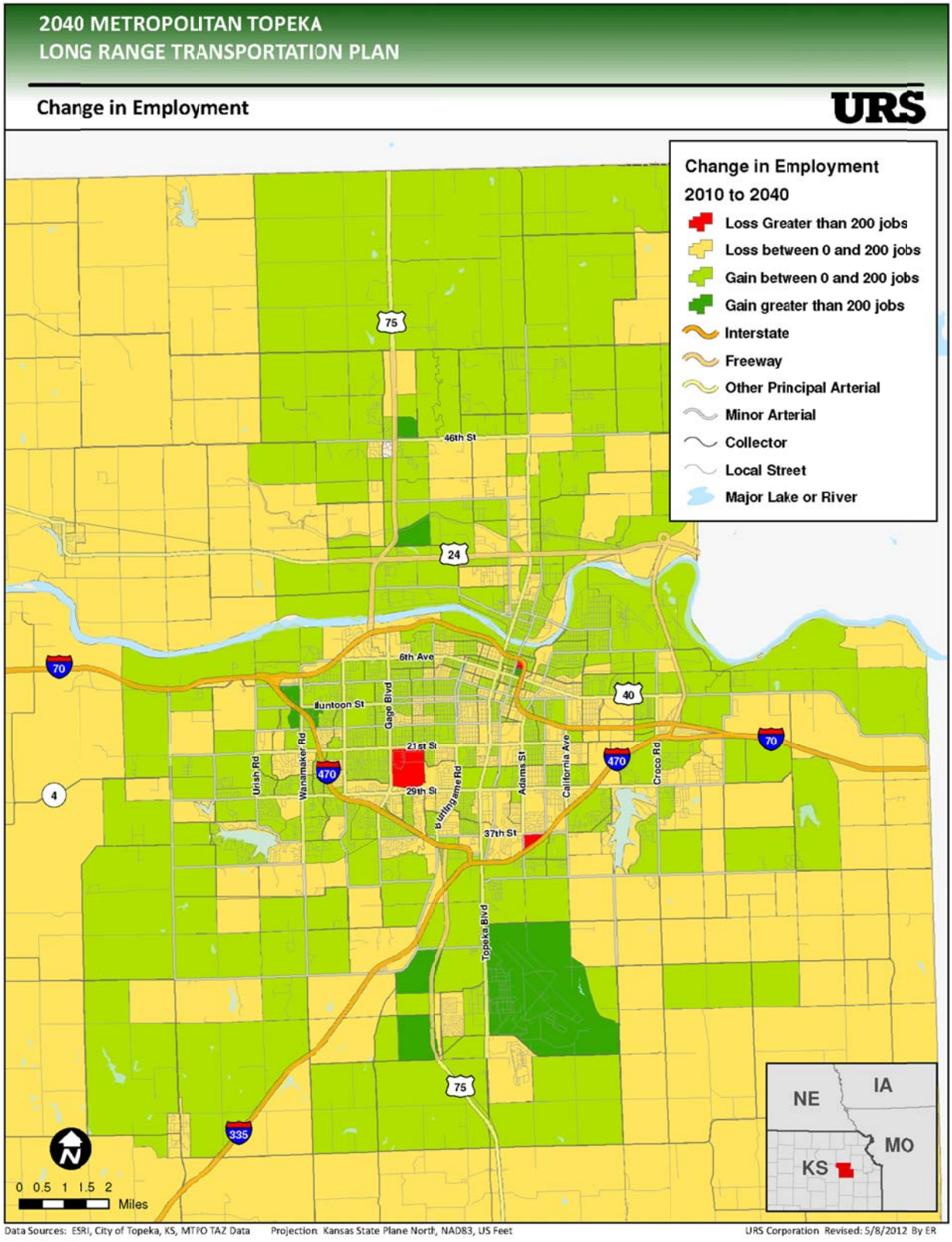


Figure 2-17. Change in Employment (2010 to 2040)



Land Use and Development Patterns

Understanding land use and development activity is an important element in identifying future year transportation infrastructure needs and services. How a region intends to grow has a direct impact on the type and level of transportation investments that will be required throughout the Topeka MPA.

In 2004, the City of Topeka approved the Topeka-Shawnee County 2025 Land Use and Growth Management Plan (LUGMP), which is now an element of the City's Comprehensive Plan. The LUGMP provides detailed planning recommendations and policies for the City of Topeka, the three-mile extraterritorial jurisdictional area for which the City of Topeka has subdivision approval authority, and the MPA. The LUGMP supports the principle that there should be a coordinated approach between the development of land and transportation needs. As stated in the plan introduction, the LUGMP is the major policy document used by the City of Topeka and other governing bodies to determine how land in the region should be used and developed, and how needed infrastructure should be extended to serve the region's expanding land use patterns to the year 2025. Ultimately, the LUGMP discourages urban density developments outside of the planned residential and commercial growth areas (previously displayed in **Figure 2-1**). Transportation is a critical piece of the regional infrastructure and as such it is important that the 2040 LRTP recommendations are consistent with the LUGMP goals and policies.

Figure 2-18 displays the current land use for the Topeka MPA. The land use plan demonstrates the area-wide relationships between different major land use categories and offers a large-scale view of how the various uses relate to the regional transportation system. The predominate land use within the City of Topeka is residential. Many traditional neighborhoods near Downtown Topeka have undergone drastic changes over the last fifty years. Some of the housing stock has been converted to small office uses or demolished. Other houses have been converted from single-family dwellings to multi-family dwellings with some blocks consisting of a mix. The age of these neighborhoods varies, but most of the housing was constructed pre-1950.

Suburban subdivisions are presently the dominant form of residential development in the broader Topeka area. This pattern has been facilitated by the existence of urban infrastructure (e.g., water, sewer, and roads), and land use policies that have supported fringe development. Residential subdivisions that were designed to suburban standards and located on the fringe of the urban area twenty years ago are now being engulfed by newer development. As a result, some of these residential developments lack non-motorized facilities (i.e., sidewalks and/or bicycle facilities) and are not constructed to urban standards (i.e., curb and gutter).

Today, nearly 50 percent of the 71,000 acres classified as agricultural in the MPA include a single family home. The steady influx of residential developments in outlying areas has changed the character of portions of the region from rural to suburban. A significant number of low-density and rural areas located on the fringe of the City of Topeka have experienced new residential developments. This development pattern has resulted in a number of changes that directly impact the multi-modal regional transportation system. These include:

- Increased traffic volumes on the fringe development areas.
- The change of the semi-rural character of these areas are putting demands on rural designed roadways and other infrastructure that were not originally designed for this type of suburban development.
- Sprawl development is more costly to serve and has a greater impact on the environment.

- Sprawl development makes the provision of public transportation more difficult (both from route design and bus stops which may not have been designed for).
- Lack of sidewalks makes non-motorized travel difficult.

Most employees in the area work in one of several zones in, or adjacent to, the City of Topeka. The largest concentrations of employment are found in Downtown Topeka, along the Wanamaker Road Corridor, along the South Topeka Boulevard/South Kansas Avenue Corridor, near Forbes Field Airport, along the US Highway 75 Corridor north of the Kansas River, and in the US Highway 24 Corridor on the north edge of Topeka.

Downtown Topeka remains the major employment center for office workers and is a government and financial center for the region. Some industrial uses in Downtown Topeka, especially along the north and east sides stretching along the Kansas River and the Burlington Northern Santa Fe Railroad, still remain. There are other concentrations of businesses at particular locations with significant employment. For example, the Payless Shoe Source World Headquarters located on East 6th Street is not located in a present or planned employment zone. The medical district in Central Topeka along Washburn Avenue also employs many workers.

Over the past 30 years, commercial employment has shifted from Downtown Topeka to South Topeka Boulevard and now to Wanamaker Road. The Wanamaker Road Corridor is now the region's primary retail center. While retail activity along South Topeka Boulevard has diminished, US Highway 24 has seen a renewed increase in commercial retail development. KDOT recently completed phase I of the Highway 24 Corridor study that focuses on access management, circulation, and land use. Phase II of study is expected to be complete by the end of 2012. Downtown Topeka is now a commercial center with smaller specialty stores that primarily cater to downtown employees.

Wanamaker Road has a large concentration of retail businesses, mixing large and small stores that attract customers from throughout Northeast Kansas. The Wanamaker Road Corridor is the primary commercial center for the City of Topeka with over 4 million square feet of commercial space. The secondary centers along Topeka Boulevard and US Highway 24 generally attract customers from approximately a ten mile radius.

Figure 2-19 illustrates the proposed future land use conditions within the MPA. The future land use is based on recently prepared plans including the LUGMP and Highway 24 Corridor Study. In general, the future land use plan is intended to indicate 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 a continued infill of residential development, expansion of industrial development near Forbes Field 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, as well as continued opportunities for mixed use developments along major roadways and at major intersections/interchanges in the Topeka Area.

Figure 2-18. Current Land Use

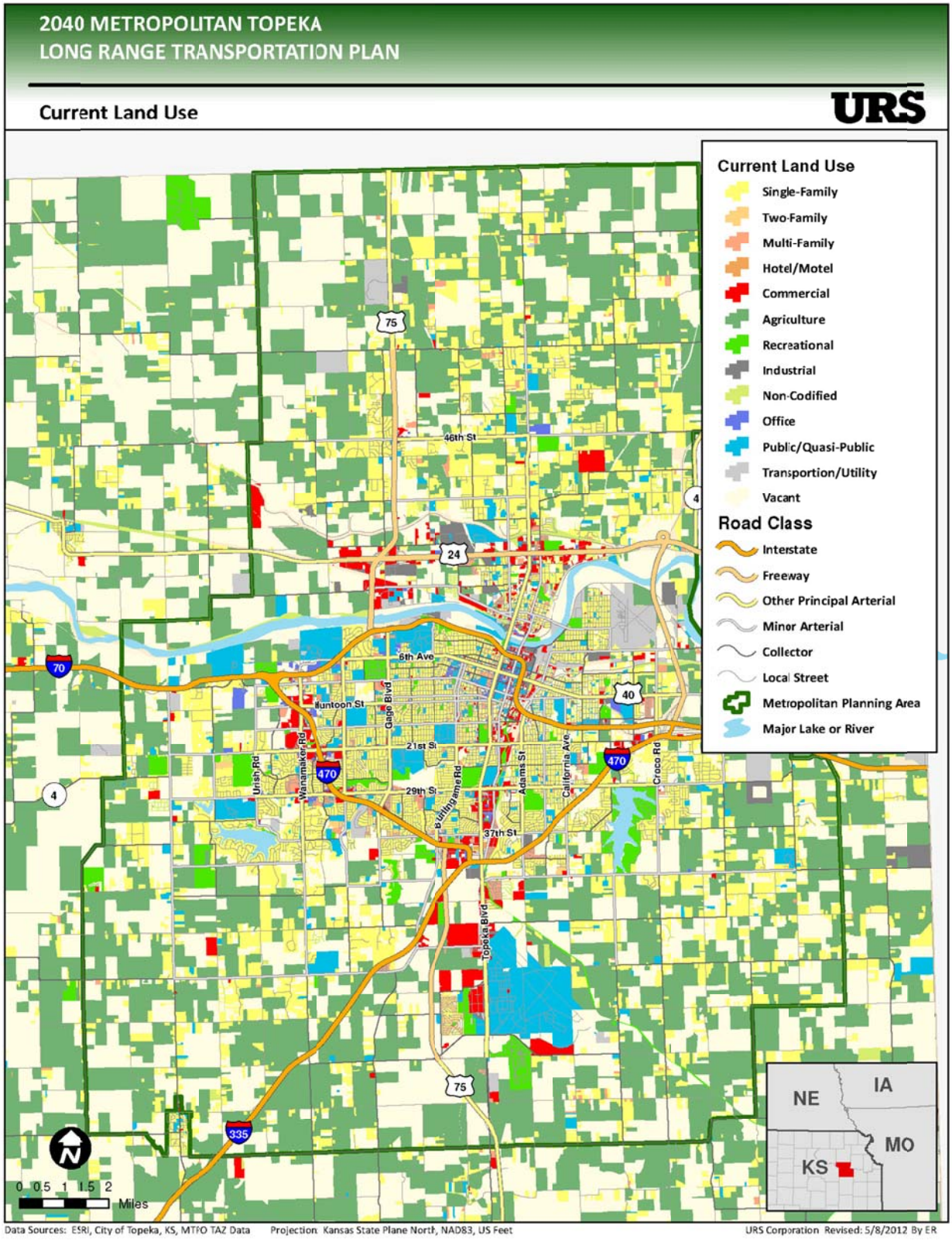
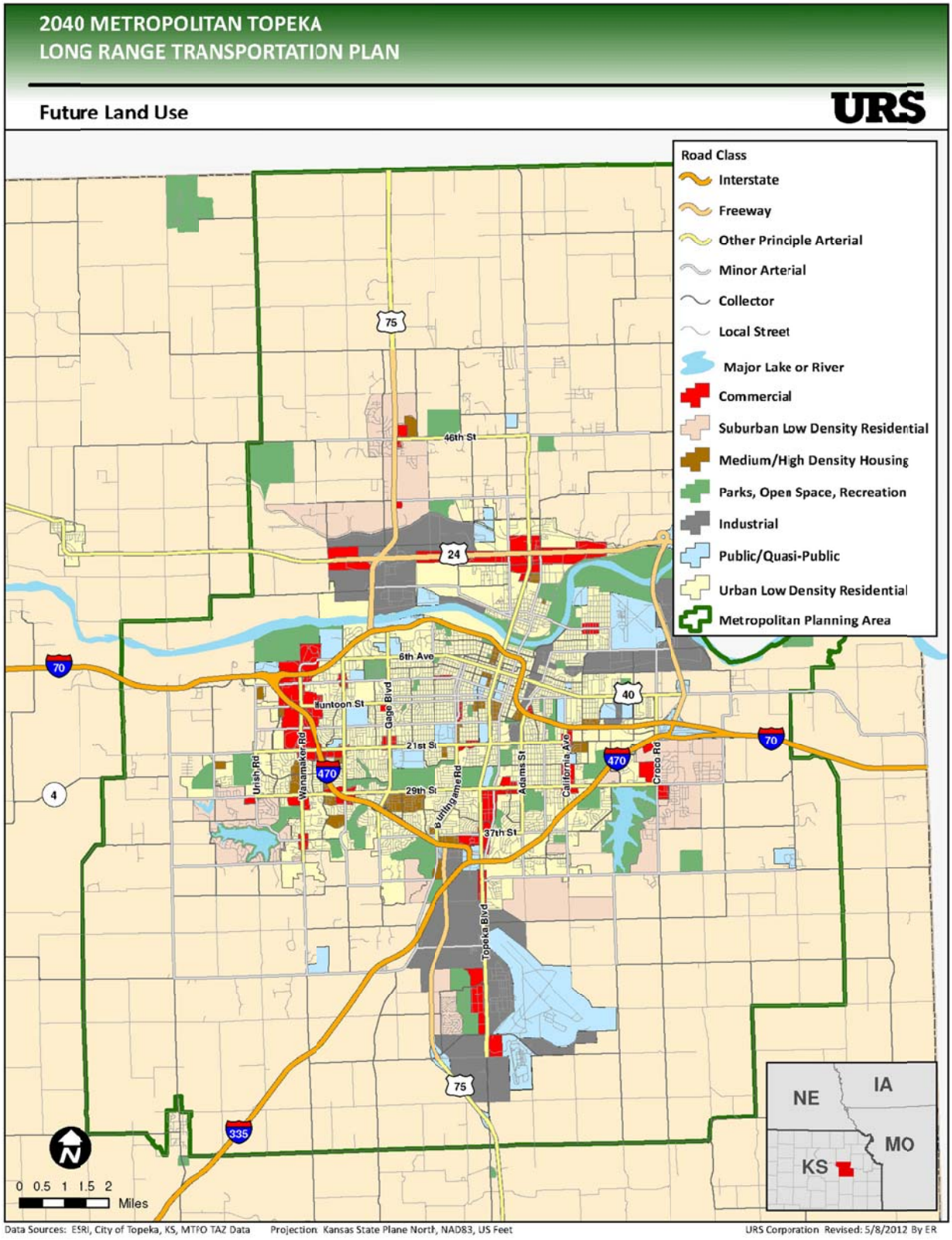


Figure 2-19. Future Land Use

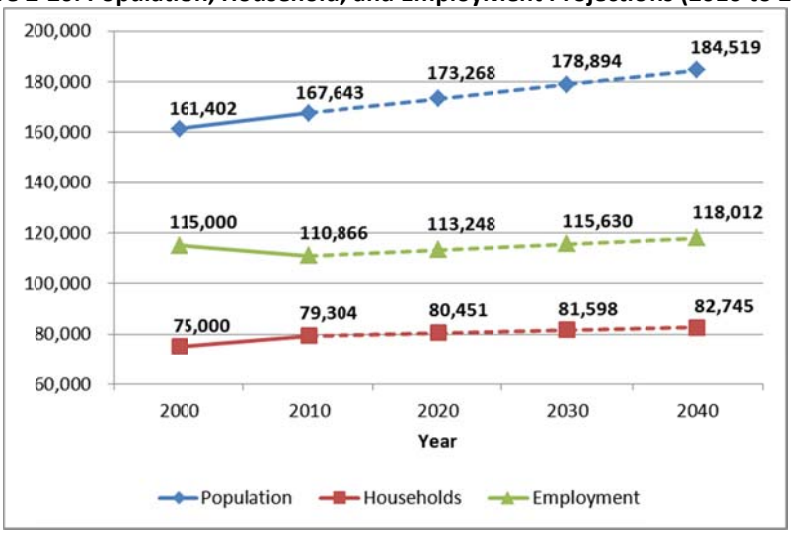


Summary

Since 1980, Shawnee County and the City of Topeka have experienced a steady population increase which is expected to continue to the year 2040. By 2040, the Topeka MPA is projected to have a population approaching nearly 185,000, an increase of nearly 17,000 (10.1%) from the 2010 population. Much of this growth is expected to occur on the fringe of the urbanized area. Areas to the west and south are expected to see a significant amount of this growth.

As for employment, current plans support continued employment growth in the region specifically to the north (US-24), east (the East Interchange/Oakland Expressway corridor), and south (Topeka Boulevard/US-75 corridor). Employment projections anticipate approximately 118,000 employees (a 6.4% increase) by the year 2040. **Figure 2-20** summarizes the MPA population, household, and employment projections to the year 2040.

Figure 2-20. Population, Household, and Employment Projections (2010 to 2040)



SOURCE: US Census; MTPO.

There are several challenges in meeting the transportation and mobility needs of the region over the next 30 years. Despite steady growth in population and employment, decentralization of housing and jobs, an increasing aging population and persons with limited mobility, and limited financial resources will require strategic investments in transportation and other infrastructure improvements within the MPA. Chapter 7 of the LRTP summarizes the transportation investments and strategies aimed at addressing the future mobility needs of the region.

Chapter 3
Public Participation

This chapter summarizes the public participation effort conducted as part of the MTPO 2040 Long Range Transportation Plan (LRTP) update. Public participation is a critical element in any planning effort. 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 and opinions related to the development of the 2040 LRTP.

A Public Participation Plan (PPP) was prepared at the onset of developing the 2040 LRTP to identify the outreach efforts and techniques that would be used to ensure officials, agencies, local government, the public and interested parties would have adequate opportunities to provide their input into the development of the LRTP. A copy of the PPP is available on the MTPO website and a hard copy is available from the MTPO upon request. The following summarizes the 2040 LRTP public outreach effort.

Outreach Efforts

The key components of the PPP have been followed in the development of the 2040 LRTP to keep officials, agencies, local governments, the public and interested parties informed of the planning effort and to allow them opportunities for input into the plan. Key components of this outreach included:

- Public Meetings (open houses)
- LRTP Project Website
- Media and Public Outreach
- Facebook Page
- Open House Presentation on City4 TV
- Stakeholder Interviews
- Survey #1 – Focus on General Transportation and Mobility Issues
- Survey #2 – Focus on Potential Transportation Improvements and Priorities
- Small Group Meetings
- Comment Forms

Public Meetings

Public meetings were conducted in August 2011 and November 2011. Each meeting consisted of presentation materials, visual aids, handouts, and an open-ended opportunity for attendees to interact directly with project representatives. Comment cards were provided for those that wished to express their opinions in writing. Locations, dates, and times of the public meetings were as follows:

- **Thursday, August 25, 2011**
  Holliday Building
  11:30 a.m. to 1:00 p.m. and 4:30 p.m. to 6:00 p.m.
- **Thursday, November 14, 2011**
  Topeka and Shawnee County Library
  1515 S.W. 10th Avenue
  11:30 a.m. to 1:00 p.m. and 4:30 p.m. to 6:00 p.m.

In total, nearly 60 members of the public and local officials attended these public meetings. This doubled the attendance from the 2034 LRTP public open houses which drew approximately 30 individuals for three public meetings.

August 2011 Open House

The August 2011 open house focused on identifying transportation and mobility issues that exist within the Topeka Metropolitan Planning Area (MPA). The primary purpose of the meeting was to listen to the public and identify important issues that should be addressed in developing the 2040 LRTP. At the August 2011 meeting, KDOT also setup a display regarding the US-24 Corridor Study and *The Topeka Bikeways Master Plan* draft documents were also available for review.

The majority of open house attendees expressed concern about recent public transportation cuts. Others indicated that in addition to restoring recent service cuts that the transit agency should be looking to expand service coverage to growing areas throughout the region. Some attendees noted that need to provide additional north-south transit routes which would better link area residents to employment opportunities within the region. Open house attendees had the option of providing written comments or completing an on-line survey which was setup in the open house room.

November 2011 Open House

The November 2011 open house had a turn-out of approximately 35 to 40 people attending between the two sessions. The meeting focused on future year issues and a preliminary discussion of potential multi-modal improvements. The project team setup boards throughout the room to display the issues and potential improvements for the various transportation modes. Jim Meyer, from URS Corporation, gave a presentation that summarized the roadway, transit, and non-motorized issues, needs, and potential improvements.

Open house attendees asked questions following the presentation. A majority of comments/questions focused on recent public transportation service cuts and what was being done to ensure that transit service would be addressed in the 2040 LRTP. City4 TV was also at the first open house session and recorded the presentation. The presentation was rebroadcast on City4 TV between mid-December 2011 and mid-January 2012. The presentation was replayed three times daily at noon, 4:00 p.m., and 10:00 p.m. This presentation video was also posted on the LRTP project website.

Media & Public Outreach

Local news media (newspaper and television) were approached to help disseminate information about the project and the upcoming meetings. A total of five press releases were distributed at key times during the project update. KDOT also used their KTOC website to advertise the public meetings. In addition, the information was posted on the City's website and the LRTP project website.

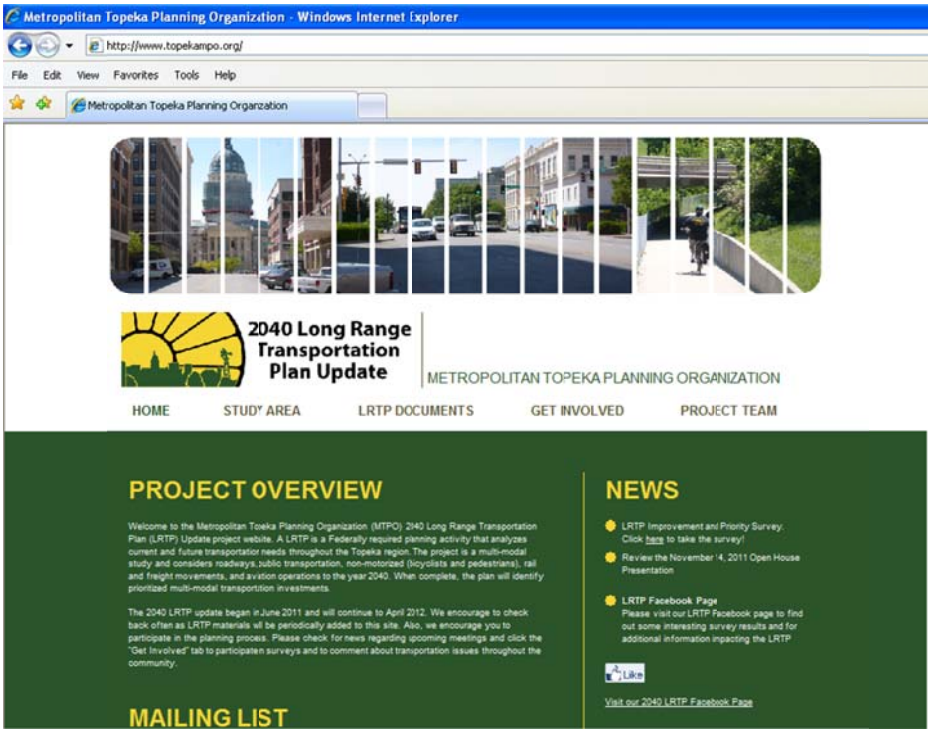
A project email list was established for the LRTP update. The initial list consisted of approximately 150 individuals. During the course of the LRTP, this list was expanded to over 200. Individuals were able to sign-up for the LRTP related emails through the project website and at open house meetings. Direct emails regarding the open houses, along with additional LRTP information, was distributed by direct email.

Local TV stations were in attendance for both the August and November open houses. The project team was interviewed regarding the importance of the LRTP and the open house activities. As previously mentioned, City4 TV recorded the November 14, 2011 open house presentation and rebroadcast the presentation beginning in mid-December 2011. A newspaper article covering the November 14, 2011 open house provided additional coverage of the LRTP activities.

LRTP Project Website

As part of the planning process, a LRTP project website was developed. The site included information such as the project overview, history and background, study area map, project schedule, LRTP mailing list, comment section, project memos, link to the LRTP Facebook page, link to the study partners websites, and a video of the November 2011 open house presentation. The website address is:

http://www.topekampo.org/



The site was developed in anticipation that the MTPO could eventually take over the project website domain and convert the website into a future standalone MPO website following completion of the LRTP update in April 2012.

Stakeholder Interviews

Stakeholder interviews conducted during September and October 2011. The MTPO staff and URS Corporation identified a total of 26 stakeholders. Stakeholder outreach included a combination of emails and phone calls. Multiple attempts were made to reach all 26 stakeholders. Fifteen stakeholder interviews were completed and one stakeholder indicated they were unable to respond.

An overview of the stakeholder interviews showed the following:

- Transportation improvements support economic development
- Roadway maintenance and safety are priorities
- Reverse recent public transportation service cuts
- Growing support for non-motorized improvements
- Limited funding is the primary obstacle to implementation

Stakeholder Questions

The stakeholder interviews consisted of the same five questions. The questions were intended to be general in nature to encourage a broad response. The five stakeholder questions are:

1. In terms of the business/agency/individuals that you represent, what are the major transportation and mobility concerns within the Topeka Metropolitan Planning Area? Of these concerns, what is the highest priority or number one concern?
2. How do these transportation and mobility concerns adversely impact your business/agency/individuals that you represent? Please describe the issues or problems. If appropriate, provide specific locations (i.e., intersections, roadway segments, safety concerns, limited mobility, etc.) and a description of the problem.
3. In your opinion, what is the most important improvement that should be made to enhance mobility and improve the overall Topeka area transportation system?
4. What, if any, obstacles do you see preventing this improvement, or other improvements, from occurring?
5. Please provide any additional comments you feel would help the project team better understand the mobility/transportation concerns and needs within the Topeka Metropolitan Planning Area.

Stakeholder Responses

The stakeholder responses were summarized in a memo that is 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 2040 LRTP update.

Public Survey #1

A public survey was conducted between September 2011 and early November 2011. The purpose of the survey was to gather public input regarding general transportation and mobility issues within the region. In total, 252 surveys were completed. The survey results were used by the project team to help identify existing transportation concerns within the Topeka MPA. Some of the survey results are presented throughout the remaining chapters of the LRTP. A summary of the survey results is included in the appendix. It should be noted that the survey was intended to gather information and was not a statistically valid survey.

Public Survey #2

A second public survey was conducted beginning in mid-December 2011 and ran through the end January 2012. The purpose of the second survey was to gather public input regarding potential transportation improvements and project priorities. The survey focused on potential roadway, public transportation, and non-motorized modes. Additional questions regarding aviation and rail services in the region were also included.

In total, 220 surveys were completed. The survey results were used by the project team to get a better understanding of the community regarding potential transportation improvements. Some of the survey results are presented throughout the remaining chapters of the LRTP. A summary of the survey results is included in the appendix. It should be noted that the survey was intended to gather information and was not a statistically valid survey.

Small Group Meetings

Small group meetings were held with KDOT, Human Service agencies who provide transportation services, and existing transit riders. A fourth small group meeting was planned to discuss non-motorized issues in the Topeka MPA but there was no interest among local bicycle groups to hold such a meeting. It should be noted that this is not related in a lack of interest by the public in non-motorized issues. Instead, the timing of the LRTP followed the development of *The Topeka Bikeways Master Plan,* which was recently completed, and included significant public participation. The small group meetings that were conducted as described below.

Human Service Agencies who Provide Transportation Services

LRTP planning guidelines encourage the coordination of public transportation services and human service agency providers. A small group meeting was held in November 2011 to discuss issues facing the various human service agency providers. A summary of this meeting is included in Chapter 4.

Transit Riders

A meeting of existing transit riders was conducted to obtain insight into current deficiencies and issues that existing transit riders face. The meeting was open ended and covered a broad range of issues including lack of sidewalks, curb cuts, and accessible ADA shelters. Other issues focused on recent transit cuts and the need to restore service. Findings from this meeting are referenced throughout the remaining chapters of the LRTP. This meeting was held in December 2011.

KDOT

The project team met with KDOT officials to discuss the issues identified in the LRTP development process and to obtain feedback on how the MTPO planning efforts fit with KDOT planning efforts. This meeting was held in November 2011.

30-Day Public Review of Draft LRTP

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. The draft LRTP was made available beginning on March 12, 2012 and was available for review until April 11, 2012. Electronic copies of the draft LRTP were available through the project website (www.topekampo.org) and were also included on the City of Topeka website. Hard copies of the plan were made available for review at the following locations:

- Shawnee County Public Library;
- The City Clerk's Office;
- The City of Topeka Planning Department; and,
- Quincy Street Station (Downtown Bus Depot)

In total, eleven public comments were received during the 30-day public review period. The general theme of the comments is summarized below. The eleven comments, along with all the comments received during the LRTP update, are included in Appendix A.

- Topeka Sustainability Advisory Board – Supports full integration of sustainable practices into all municipal infrastructure projects, complete streets principles, and smart growth (i.e., infill development). The Board has concerns regarding the long-term direction of Topeka Metro. In general, the Board supports the LRTP recommendations and would like to see the recent transit service cuts restored. In addition, would like to expand the public transportation education and marketing campaigns and would like the LRTP to place greater emphasis on this.

- Representative of Independent Living Resource Center – Supports the LRTP public transportation recommendations. Indicated that many of issues identified in the 2034 LRTP still exist today. Local funding and enhanced coordination with human service agencies is important. Restoring service cuts and meeting the transportation needs of the senior population are immediate concern. Would like to explore a countywide funding strategy to support public transportation. Specifically support the complete streets and transit oriented development principles.

- Additional comments received:
  - ✓ Support for new interchange at 29th or California (Southeast)
  - ✓ Support for commercial airline service
  - ✓ Support for regional public transportation services
  - ✓ Concerns regarding sidewalk conditions
  - ✓ Support for a comprehensive strategic plan
  - ✓ Support complete streets and endorsement of the bikeway master plan
  - ✓ Highway 24 should be limited access
  - ✓ Support for use of roundabouts to enhance traffic flow

Chapter 4
Existing and Future Year Conditions

This chapter summarizes the existing and future year (2040) transportation conditions for the Topeka Metropolitan Planning Area (MPA). The Topeka MPA refers to the geographic area in which the metropolitan transportation planning process must be carried out. The MPA covers the urbanized areas and the contiguous geographic areas likely to become urbanized within the forecasted period covered by the Long Range Transportation Plan (LRTP).

The Topeka MPA transportation system includes roadways, public transportation, non-motorized facilities, airports, and railroads. Together, these modes provide for the movement of people and goods within and through the region. The following sections describe each transportation mode relative to existing and future year conditions.

Roadways

The Kansas Department of Transportation (KDOT), Kansas Turnpike Authority (KTA), Shawnee County, and City of Topeka are responsible for maintaining portions of the Topeka MPA roadway network. The following sections highlight existing and future year roadway conditions.

Improvements Since the 2034 LRTP

The MTPO 2034 LRTP was adopted in April 2007. Since this time, the MTPO, along with the respective government agencies, has made significant progress in advancing roadway improvements. **Table 4-1** summarizes roadway projects completed since the completion of the 2034 LRTP (April 2007). Among the many improvements are several roundabouts which have been installed throughout the MPA – including intersections along Wanamaker Road, Croco Road, and 21st Street.

The area is fortunate to have passed a Countywide and City sales tax dedicated to roadway infrastructure improvements. The Countywide ½-cent sales tax was approved in August 2004 and generates approximately $3.4 million (in 2012 dollars) annually for transportation projects voted upon by county residents. The sales tax has been a valuable revenue source which has allowed a number of projects to be constructed throughout the County – including the reconstruction of the Topeka Boulevard bridge which opened in August 2008. The Countywide sales tax is set to expire in 2016.

The City ½-cent sales tax was approved by Topeka voters and authorized by the City Council for the purpose of paying for maintenance and improvements to existing city streets, curbs, gutters, sidewalks, alleys and street lighting. The tax became effective October 1, 2009 and expires in 2019. The sales tax generates approximately $13.5 million (in 2012 dollars) annually. According to the *2009 Half-Cent Sales Tax Citywide Street Maintenance Program – 10-Year Program*, the primary focus and major expenditures of the program are for street maintenance. The first six years of the program are focused on maintaining existing arterial and collector roadways. At this time, it is expected that the last four years of the program will focus on local (residential) streets.

Table 4-1. Recent Roadway Improvements (2007 to Current)

Project/Route	From/To	Improvement	Lane Change
Kansas Turnpike	Topeka MP 184 to Shawnee/Douglas County Line	Road Widening	4 to 6
NW 66th Street	Bridge over Halfday Creek	Bridge	
SE 6th Street	Golden Avenue to Market Street	Realignment with 6th/10th	
SE Croco Road	SE 21st Street to SE 45th Street	Road Widening	2 to 5
SE Croco Road	SE 6th Street to SE Sycamore Street	Road Widening	2 to 3
SE Croco Road	SE 45th Street	Intersection (Roundabout)	
S Kansas Avenue	SW 37th to SW Topeka Blvd/I-470 Ramp	New Road	5
SW 21st Street	Urish Road	Intersection (Roundabout)	
SW 29th Street	Bridge over S. Branch of Shunga Creek	Bridge	
SW 29th Street	Wanamaker Road to Urish Road	Road Widening	2 to 5
SW Auburn Road	Bridge over Six Mile Creek	Bridge	
SW MacVicar	I-70 to SW 6th Street	Road Widening	2 to 5
SW Urish Road	Bridge over Six Mile Creek	Bridge	
SW Wanamaker Road	SW 37th Street to SW 53rd Street	Road Widening (Roundabout at SW 37th and Wanamaker)	2 to 5
SW Wanamaker Road	SW 53rd Street to SW 61st Street	Road Widening	2 to 3
SW Wanamaker Road	SW 61st Street	Intersection (Roundabout)	
SW Wanamaker Road	SE 53rd Street	Grading, Resurfacing & Roundabout	
SW Willow Street	Bridge over Ward Creek	Bridge	
Topeka Blvd Bridge	1st Street to Gordon	Bridge	
SW Wanamaker Road	41st Street	Intersection (Roundabout)	
29th Street	SE Croco Road	Intersection	
SW 21st Street	Urish Road	Intersection	
Gage	10th to 12th	Road Widening	4 to 5
California	Left-turn lane at 28th Street	Intersection / TSM	
Fairlawn	29th	Intersection	
53rd	Wanamaker Road Intersection	Intersection (Single Lane Roundabout)	
29th	Croco Road Intersection / Croco Road: 29th to 31st	Road Widening / Traffic Signal	2 to 5
Wanamaker Road	47th to 53rd	Road Widening	2 to 5
Croco Road	21st to 29th	Road Widening	2 to 5
Wanamaker Road	41st to 47th	Road Widening	2 to 5
Croco Road	E. 6th to Sycamore	Road Widening	2 to 3
61st	Wanamaker Road Intersection	Intersection (Single Lane Roundabout)	
Croco Road	39th to 45th / Intersection Improvement @ 45th & Croco Road	Road Widening / Intersection Improvement (Single Lane Roundabout)	2 to 5
Croco Road	36th to 39th	Road Widening	2 to 5
Croco Road	31st to 36th	Road Widening	2 to 5
NW 46th	US Hwy 75 to NW Fielding Road	Road Widening / Intersection Improvement @ NW Oakley and NW Fielding Road – 2 lane / Single Lane Roundabouts	2 to 4
Wanamaker Road	53rd to 61st	Road Widening	2 to 3
NW 86th	over Trib to Cross Creek	New Bridge	
NE 62nd	over Indian Creek	New Bridge	
SE 21st	over Stinson Creek	New Bridge	
NW Hall Road	over Snake Creek	New Bridge	
SW Hodges	over Wakarusa River	New Bridge	
NE Kincaid Road	over Elm Creek	New Bridge	
NW 70th	over Walnut Creek	New Bridge	
SW Urish Road	over Six Mile Creek	New Bridge	
NW Nickell Road	over Trib to Halfday Creek	New Bridge	
SW Hodges Road	over Blacksmith Creek	New Bridge	
SW 21st	over Vassar Creek	New Bridge	
NE 43rd	over Indian Creek	New Bridge	
SW 103rd	over Trib to Wakarusa River	New Bridge	
NE 70th	over Muddy Creek	New Bridge	
Maple Hill Road	over Kansas River	Bridge Deck Rehabilitation: Deck Patching / Epoxy Concrete Overlay	
SE 85th	over Trib to Wakarusa River	New Bridge	
SW Auburn Road	over Wakarusa River	New Bridge	
SW Auburn Road	over North Branch of the Wakarusa River	New Bridge	
SE Croco Road	over Shunganunga Creek	New Bridge	
NE 78th	over Elm Creek	New Bridge	
SW Carlson Road	over Vassar Creek	New Bridge	
NW Arn Road	over Snake Creek	New Bridge	
SW 85th	over Six Mile Creek	New Bridge	
SE Shadden Road	over abandon MoPac RR	Bridge Deck Rehabilitation: Deck Patching / Silca Fume Concrete Overlay	
SE Shadden Road	over Wakarusa River	Bridge Deck Rehabilitation: Deck Patching / Silca Fume Concrete Overlay	
SE Shadden Road	over Camp Creek	Bridge Deck Rehabilitation: Deck Patching / Silca Fume Concrete Overlay	

SOURCE: City of Topeka; Shawnee County.

Recent Studies

The MTPO has been involved in a number of traffic and planning related studies since the adoption of the 2034 LRTP. The recommendations from the following studies are likely to impact the development of the regional roadway network through the year 2040. Recent studies include the following:

- **I-70 and Polk-Quincy Viaduct Study** – KDOT, the City of Topeka, and the MTPO completed a concept study on how to improve I-70 from the MacVicar Avenue interchange through downtown Topeka to the Adams Street interchange. The preferred alternative recommends reconstructing I-70 to meet current highway design criteria, improving the safety and efficiency of I-70 and its connections to the local street system, providing for future traffic demands, and balancing access to provide connections to Downtown, the Riverfront Area, North Topeka, and East Topeka. The preferred alternative includes improvements to the Polk-Quincy Viaduct which was constructed approximately 50 years ago. Final design planning has been approved by KDOT and should take three to four years to complete. Construction funds are not included in the current 10-year T-Works plan. It is expected that, with design work complete, this project should be highly competitive for funding in the next 10-year plan expected to start in 2021 and/or for major funding that might become available from another source.

- **US-24 Corridor Study** – The MTPO, in cooperation with the City of Topeka, Shawnee County and KDOT are conducting the US-24 Corridor Study. This study consists of two phases. Phase I was completed in July 2009 by MTPO in cooperation with the City of Topeka, Shawnee County and KDOT. The document is titled *US-24 Access Management, Circulation, and Land Use Plan.* Phase II is currently being completed by KDOT. The document is anticipated to be titled *US-24 Corridor Management Plan*. Phase II of the US-24 Corridor Study covers an east to west area of K-4 to Menoken Road and a north to south area of 25th St. to Lyman Road.

  The US-24 Corridor Study addresses the significant development potential along US-24 in North Topeka. As development occurs, a number of transportation challenges could eventually come about including safety concerns and traffic congestion. This study is intended to help the study partners understand the potential nature of future development along US-24 and what transportation improvements might be necessary to accommodate growth along this corridor, and, help US-24 fulfill its dual purpose of being both a major traffic mover and an important commercial/industrial corridor needing reasonable access to adjacent properties.

  The Phase II planning process will set forth a coordinated strategy to help create a good transportation environment that is safe, efficient and supportive of economic activity. Once complete it is anticipated the Plan will be brought before the local governing bodies for consideration and potentially adoption.

- **Downtown Circulation Study** – A Downtown Circulation Study was completed in September 2011. This study evaluated existing and future year (2030) intersection level of service within the Central Business District (CBD). The purpose was to identify potential traffic impacts associated with: (a) future land use and development changes in the CBD, (b) roadway changes associated with the Capital District Project, and (c) changes to CBD access from I-70 (as it relates to the I-70 and Polk Quincy Viaduct study).

Functional Classification

The Topeka MPA roadway network consists of several classifications of roadways. The majority of roadways within the MPA, as with most metropolitan areas, are classified as local roads. Local roads are typically low-volume roadways that provide direct frontage to residential developments. Based on the most recent MTPO GIS data, there is currently over 1,380 miles of local roads within the MPA (nearly 68% of classified roadways within the MPA). **Table 4-2** summarizes the total miles of classified roadways by facility type. **Figure 4-1** illustrates the roadway functional classification for the MPA, including collector roadways and higher classifications.

Table 4-2. Existing Miles of Classified Roadways (2010)

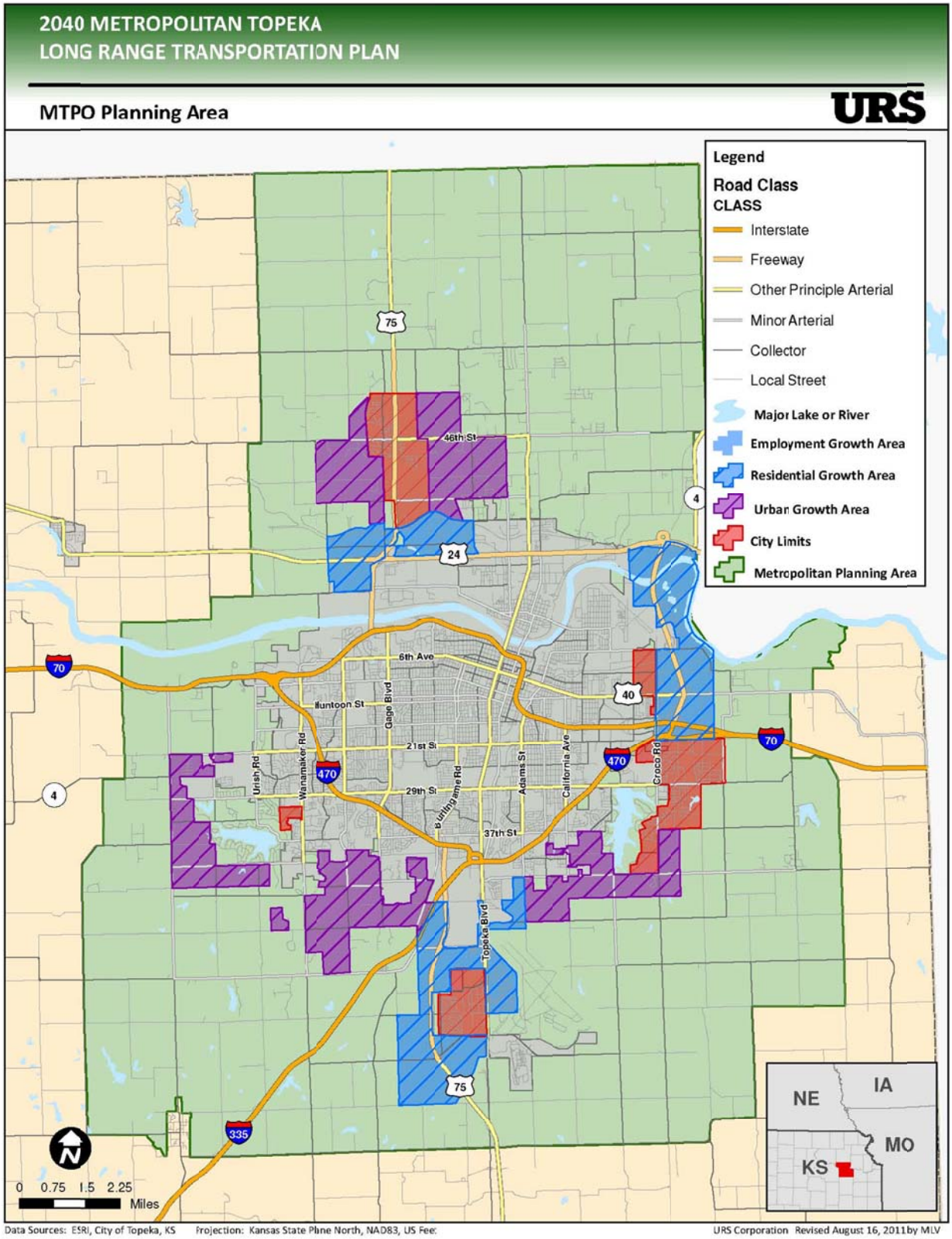
Facility Type	Total (miles)	Percentage
Local Roads	1,384	68.0
Collectors	356	17.4
Minor Arterials	122	6.0
Principal Arterials	95	4.7
Other Freeways & Expressways	24	1.2
Interstates	55	2.7
Total Miles	**2,035**	

SOURCE: MTPO Functional Classification System GIS File, 2010.

Interstates and freeways (access controlled roadways) account for less than 4% of all classified roadways but carry the majority of through-traffic volumes entering and exiting the Topeka MPA. Within the MPA I-70, I-470, and I-335 are classified as interstates and portions of US-75 and US-24 are classified as freeways and expressways. Principal arterials are roadways that serve major activity centers, such as Downtown Topeka or highly developed residential or commercial areas. Principal arterials generally carry high traffic volumes and accommodate longer trips within the region and facilitate the movement of people and goods beyond the urbanized area.

Examples of principal arterial roadways in the MPA include Wanamaker Road, Topeka Boulevard, Fairlawn, and 21st Street. Minor arterials connect with principal arterials and collectors and typically provide more frequent access to primarily commercial developments than principal arterials allow. Minor arterials typically do not accommodate traffic volumes as high as those experienced on principal arterials. Collector roadways provide both land access and circulation within residential neighborhoods and commercial or industrial areas. Collectors typically function to interconnect neighborhoods and local roads with the arterial roadway network. Collector roadways generally carry lower traffic volumes and accommodate shorter trip lengths than arterials.

Figure 4-1. Functional Classification



Daily Traffic Volumes

Daily traffic volumes within the MPA are heaviest along major roadways, such as I-70, I-470, and US 75. **Figure 4-2** illustrates the 2010 daily traffic volumes on major roadways within the MPA. The highest observed average daily traffic (ADT) volume is along I-70, just west of US 75, with 66,100 vehicles per day (vpd). Just east of US 75, the volume on I-70 is 54,500 vpd. The I-70 volume, near the eastern MPA boundary, is currently 35,800 vpd while the volume near the western MPA boundary, is 27,600 vpd. Daily traffic volumes along the Polk Quincy Viaduct, near 6th Street, reach 32,100 vpd.

Traffic volumes on I-470, between I-70 and Topeka Boulevard, range between 33,520 vpd near I-70 to 41,300 vpd just south of 21st Street. The I-470 volume, east of Topeka Boulevard and just south of 29th Street, is currently 12,870 vpd.

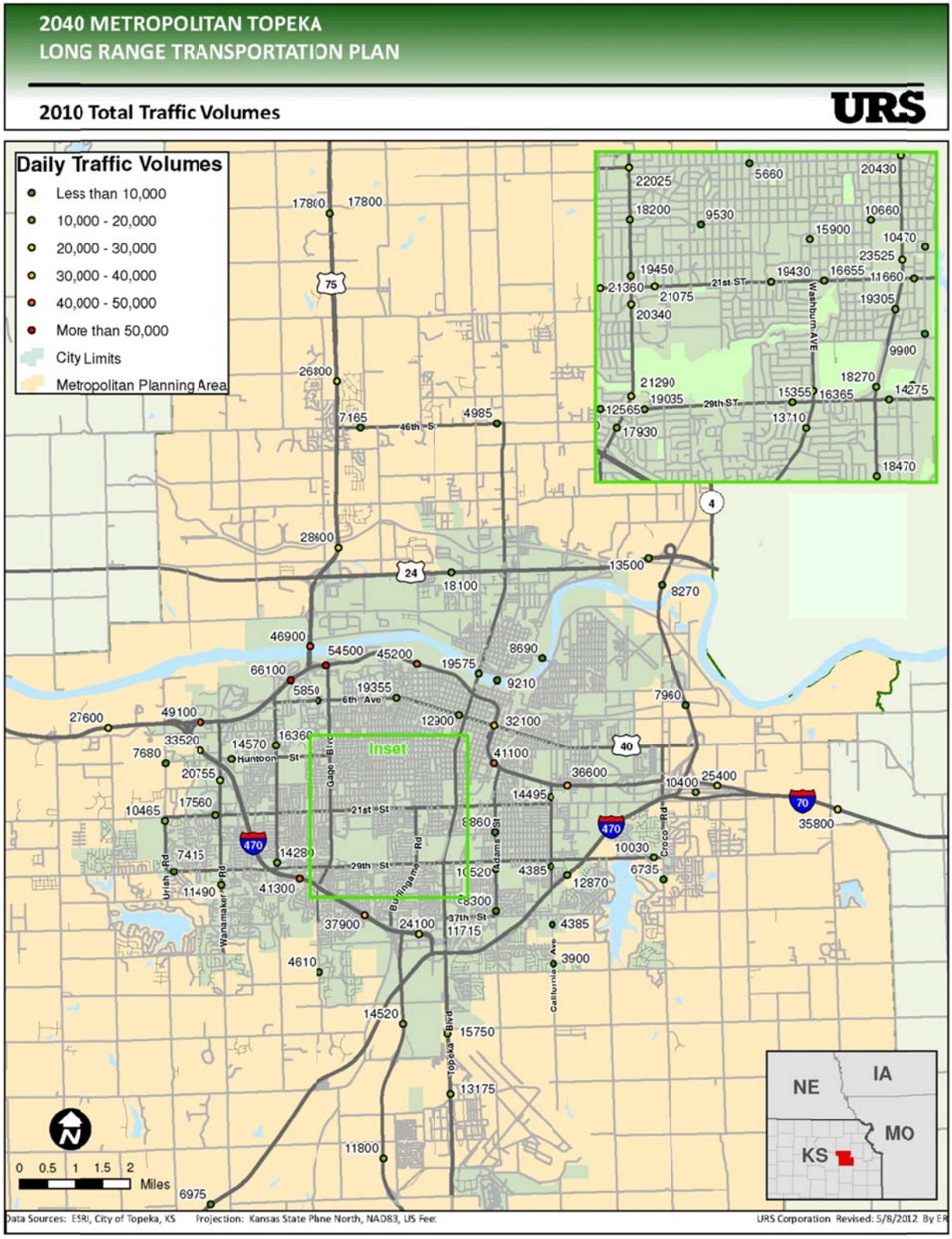
The MPA includes five river crossing locations – US 75 carries 46,900 vpd, Topeka Boulevard carries between 19,000 vpd and 23,000 vpd, Kansas Avenue carries 9,210 vpd, K4 carries 8,270 vpd, and Morse carries 7,900 vpd.

Major arterials such as Topeka Boulevard, Wanamaker Road, and 21st Street also carry heavy traffic volumes through the City of Topeka. Topeka Boulevard is a heavily traveled north-south corridor though the MPA. Just south of US 24, the current traffic volume is 18,815 vpd. Continuing south, Topeka Boulevard carries 23,120 vpd south of 4th Street, 23,525 vpd north of 21st Street, and 22,210 vpd south of I-470.

Wanamaker Road is a major north-south arterial that serves the major commercial area in Topeka. Wanamaker Road carries 21,735 vpd just north of I-470, 20,980 vpd just south of 17th Street, 17,560 vpd just south of 21st Street, and 9,210 vpd just north of 41st Street.

21st Street is an east-west corridor carrying 17,560 vpd west of Wanamaker Road, 21,655 vpd west of Fairlawn Road, 21,075 vpd east of Gage Boulevard, and 15,230 vpd west of Topeka Boulevard.

Figure 4-2. Average Daily Traffic Volumes (2010)



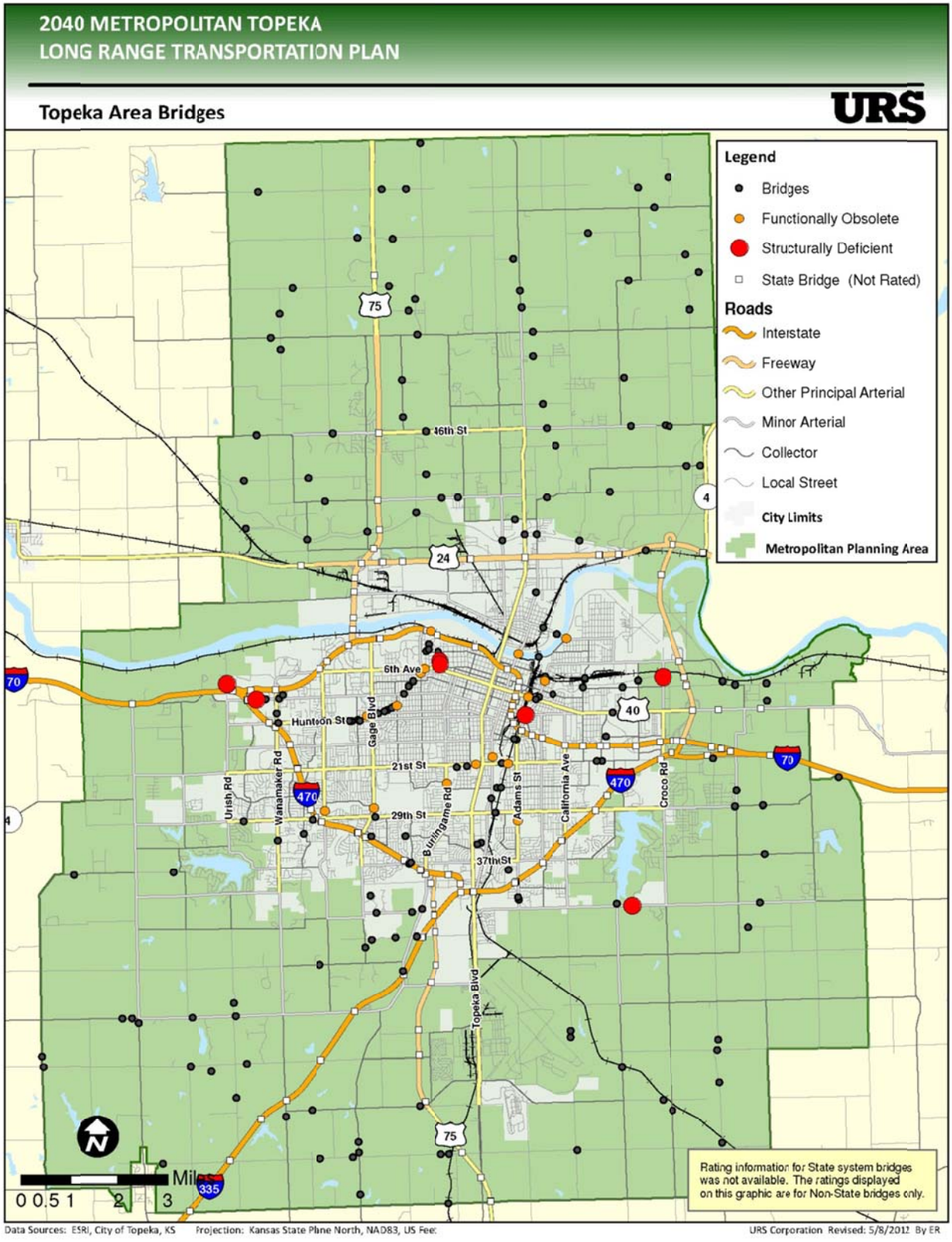
Bridges

Within the State of Kansas, there are nearly 26,000 bridges, overpasses, and large culverts – about 25 percent of these structures are located on the state highway system. A bridge is generally defined as any structure over water or roadway having a span of twenty feet or greater. Within Shawnee County, there are 542 such structures.

KDOT, Shawnee County, and the City of Topeka conduct biennial inspections of the bridge inventory for load capacity and maintenance needs, in accordance with state and federal requirements; and, development and administration of the capital improvement program for new bridge construction and major rehabilitation; and, evaluation of overweight permits for routing of industrial loads. Based on this evaluation, bridges are assigned an overall sufficiency rating.

For the 2040 LRTP update, ratings were available for non-state bridges. Of the 542 bridges in Shawnee County, 70 (12.9%) were functionally obsolete while 44 (8.1%) were structurally deficient. **Figure 4-3** displays the location of bridges, along with the structurally deficient and functionally obsolete bridges, within the MPA.

Figure 4-3. Structures within the MPA



Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) refers to the use of technological innovation to manage the existing transportation system more effectively, improve its efficiency, and to make the system more user friendly. Some of the objectives of ITS include, but are not limited to:

- Minimizing response time for incidents and accidents
- Reducing commercial vehicle safety violations
- Utilizing road-weather information systems to reduce weather-related incidents
- Improving emergency management communications by providing real-time information
- Implementing technological solutions to improve transportation management
- Improving highway and transit security
- Minimizing highway-rail grade crossing accidents
- Improving travel demand management

ITS have shown to be a very effective tool. An integrated transportation system managed and operated more efficiently through the use of ITS technology can enhance quality of life by supporting a safer, more efficient and sustainable transportation system. ITS improvements can also lower the amount of congestion experienced by users and preserve the existing capacity of the transportation system. The regional transportation system is modeled after, and compatible with, the National ITS Architecture. On April 8, 2001, the Federal Highway Administration (FHWA) issued Federal Rule 940 entitled "Intelligent Transportation Systems (ITS) Architecture and Standards" and the Federal Transit Administration (FTA) concurrently issued a policy entitled "National ITS Architecture Policy on Transit Projects." The intent of this Rule and Policy is to require procedures for implementing Section 5307(c) of SAFETEA-LU to conform to the National ITS Architecture and standards, as well as US Department of Transportation (USDOT) adopted ITS standards.

Regional ITS Architecture

The Topeka-Shawnee Regional ITS Architecture (November 2007) has been developed through cooperative efforts by the Region's transportation agencies and stakeholders covering all transportation modes. The Topeka-Shawnee Regional ITS Architecture is a road map for intelligent transportation systems deployment and integration within the MTPO region. The Regional ITS Architecture represents a shared vision of how all the agency systems will work together in the future, sharing information and resources to provide a safer, more efficient and more effective transportation system for travelers in the MTPO region.

ITS Communication Plan

The MTPO Communication Plan (November 2007) developed concurrently with the MTPO Regional Architecture identifies and documents an ITS communications network capable of connecting agencies' Transportation Management Centers (TMC) to the ITS field elements and sharing information between transportation agencies or other stakeholders in the Topeka region. The existing and planned communication inventory, the overall system needs, communications requirements and alternative analysis provide a framework for the ITS communications plan.

Existing and Programmed Intelligent Transportation Systems

The MTPO and Topeka Public Works Department staff have participated in ITS workshops to better familiarize themselves with the National ITS Architecture. The City of Topeka typically replaces four traffic signals per year. Approximately 120 of the 183 signals have cameras that can be reviewed from

the traffic operations shop. The city has 26 traffic signals that are equipped with real time adaptive signal systems. Though few corridor locations are at major congestion levels, the City of Topeka does have the capability of using these ITS elements in future transportation projects. **Table 4-3** provides an overview of existing local, regional and state ITS services in the Topeka MPA.

Table 4-3. Existing Local, Regional, State ITS Services

ITS Element	Stakeholder
Travel and Traffic Management Elements	
Traffic Detection Cameras	City of Topeka
Traffic Monitoring Cameras	City of Topeka, Kansas Turnpike Authority
Loop Detection	City of Topeka
Emergency Vehicle Preemption	City of Topeka
Emergency Signal Preemption	City of Topeka
Speed Monitoring Units	City of Topeka, Shawnee County, KDOT
Traffic Management System	City of Topeka
Parking Management System	City of Topeka
Portable Dynamic Message Signs (DMS)	Shawnee County, KDOT
Railroad Signal Preemption	Shawnee County
Railroad Crossings – Monitor Gate Up/Down	BNSF and UPRR
Highway Advisory Radio	Kansas Turnpike Authority
Directional Signs at Toll Booths	Kansas Turnpike Authority
Public Transportation Management Elements	
Demand Response Software	Topeka Metro
On-board Transit Security Cameras	Topeka Metro
Electronic Fare Boxes	Topeka Metro
Maintenance Software	Topeka Metro
Electronic Payment Elements	
Electronic Toll Collection	Kansas Turnpike Authority
Emergency Management Elements	
911 Dispatch Center	Shawnee County Emergency Communication Center
Automatic Vehicle Location (AVL)	Shawnee County Sheriff
Mobile Data Terminals (MDT)	Shawnee County Sheriff, Washburn University
Incident Management Response Plan	Shawnee County Emergency Communication Center
WebEOC	Shawnee County Emergency Communication Center
Motorist Assistance Service Patrol Vehicles	Kansas Turnpike Authority, KDOT
Patient Tracking	American Medical Response
KDEM State Emergency Operations Center	Kansas Department of Emergency Operations Center
Information Management Elements	
KSturnpike.com	Kansas Turnpike Authority
KANROAD/511	KDOT
Central Server – Automated Weather Stations	KDOT
AAA Dispatch Center (Members only)	American Automobile Association (AAA)
Maintenance and Construction Operations Elements	
Weather Sensors	City of Topeka, Kansas Turnpike Authority, KDOT
AVL for Maintenance Vehicles	City of Topeka, Shawnee County, KDOT
Maintenance Decision Support Software (MDSS)	City of Topeka, KDOT
Vehicle Weather Probes	City of Topeka
Weather Services	City of Topeka, Shawnee County ECC, Kansas Turnpike Authority, KDOT
Road Weather Information System (RWIS) Central Server	KDOT

SOURCE: Topeka-Shawnee Regional ITS Architecture, Nov. 2007. Kansas Statewide ITS Architecture Plan (Volume 1), Jan. 2008

It is anticipated development and implementation of ITS technology in the region will continue to move forward. As transportation system improvement projects enter the design stage, project sponsors will be encouraged to consider ITS opportunities in project design. The MTPO and local public works departments, along with KDOT ITS staff, will assist in this effort to educate the region's design and construction professionals on the importance of the Topeka-Shawnee County ITS Architecture Final Report (2007) and National ITS Architecture. **Table 4-4** provides an overview of planned local, regional and state ITS services in the MPA.

Table 4-4. Planned Local, Regional, and State ITS Services

ITS Element	Stakeholder
Travel and Traffic Management Elements	
Virtual Traffic Operations Center (VTOC)	KDOT
Public Transportation Management Elements	
Automated Vehicle Location (AVL)	Topeka Metro
Mobile Data Terminals (MDT)	Topeka Metro

SOURCE: Topeka-Shawnee Regional ITS Architecture, Nov. 2007. Kansas Statewide ITS Architecture Plan (Volume 1), Jan. 2008

On-going regional ITS objectives within the Topeka MPA include:

- Maintain an ITS architecture that all public works departments, law enforcement agencies, emergency response agencies, public transit providers, and government transportation agencies can use to design and implement a seamless ITS that operates throughout the region and is compatible with the National ITS Architecture.
- To educate public officials and interested parties in the region about what the ITS is and how it will impact the operation of the region's transportation and facilities.
- Regional ITS activities that have occurred since 2010 include:
    - In cooperation with local public works departments, KDOT and regional stakeholders have developed revisions and updates to the MTPO ITS architecture as determined necessary.
    - In cooperation with local governments distribute information pertaining to the Topeka-Shawnee County ITS Architecture Final Report (2007).
    - Review of all projects for possible ITS coordination.

Roadway Capacity Analysis

To assess future year (2040) transportation conditions, committed roadway improvements were coded in the MTPO's travel demand forecasting model. The addition of the committed projects to the existing transportation network is termed the "existing plus committed" (E+C) network. The E+C network establishes the future year baseline roadway network and allows for the assessment of travel impact, today and in the future, under a "no build, or limited build" scenario. This analysis helps identify potential future year capacity issues that might arise over the next 28 years.

Table 4-5, and **Figure 4-4,** display projects that are considered committed projects (e.g. projects are under construction, in the development process, or programmed within the MTPO's Transportation Improvement Program).

Table 4-5. Committed Roadway Improvements (2012 – 2016)

Year	ID	Roadway	Location	Type of Improvement	Future Number of Lanes	Lead Agency	Estimated Cost
2012	1	17th Street	Arvonia to Urish	New Road / Roundabout at Urish	3	City	$2,900,000
	2	Kansas Avenue	4th to 11th	Roadway Improvements	3	City	$5,000,000
	3	SW 49th Street	Bridge over S. Branch of Shunga Creek	Bridge Replacement	-	City	$1,100,000
	4	Wanamaker Road	28th to 37th	Road widening	4	City	$5,599,999
2013	5	US 24	Topeka Blvd	Reconstruct - Intersection / Interchange	-	KDOT	$6,961,500
	6	10th Avenue	Gage to Westchester	Road widening	5	City	$2,775,000
	7	21st Street	City Limits to Urish	Road Widening	5	City	$5,120,600
	8	SE 45th Street	Topeka Blvd to Adams St	Road Widening	5	County	$7,132,000
	9	Urish Road	29th to 33rd	Road Widening	3	County	$1,630,600
	10	SE 10th Street	Bridge over Shunga Creek	Bridge Replacement	-	City	$2,133,999
	11	US-24	at Menoken Road	New Interchange/Replace UP RR Bridge	4	KDOT	$39,581,000
2014	12	10th Avenue	Westchester to Fairlawn	Road Widening	5	City	$2,775,000
	13	46th Street	Topeka Blvd to Rochester Road	Roadway/Intersection Improvements	3	County	$5,355,000
	14	SE 45th Street	Adams St to California Ave	Road Widening	5	County	$6,007,000
	15	K-4	over Blacksmith Creek	Bridge Replacement	2	KDOT	$1,215,000
2015	16	21st Street	Urish to Indian Hills	Road Widening	5	City	$10,036,500
	17	29th Street	Urish to Indian Hills	Road Widening	5	County	$3,234,000
	18	I-70	over Deer Creek	Bridge Rehabilitation	-	KDOT	$4,349,400
2016	19	California Avenue	33rd to 37th	Road Widening	3	City	$3,750,000
	20	Cherokee Street	Bridge over Ward Creek	Bridge Replacement	-	City	$850,000

SOURCE: City and County CIP; MTPO TIP.

Travel Demand Forecasting Model

Traffic volume data derived from the MTPO travel demand model, along with roadway characteristics, such as number of lanes, roadway functional classification helps identify existing and future year (2040) level of service (LOS). The transportation industry categorizes LOS into one of six traffic operation conditions, as described in **Table 4-6**.

Figure 4-4. Committed Roadway Improvements (2012 – 2016)

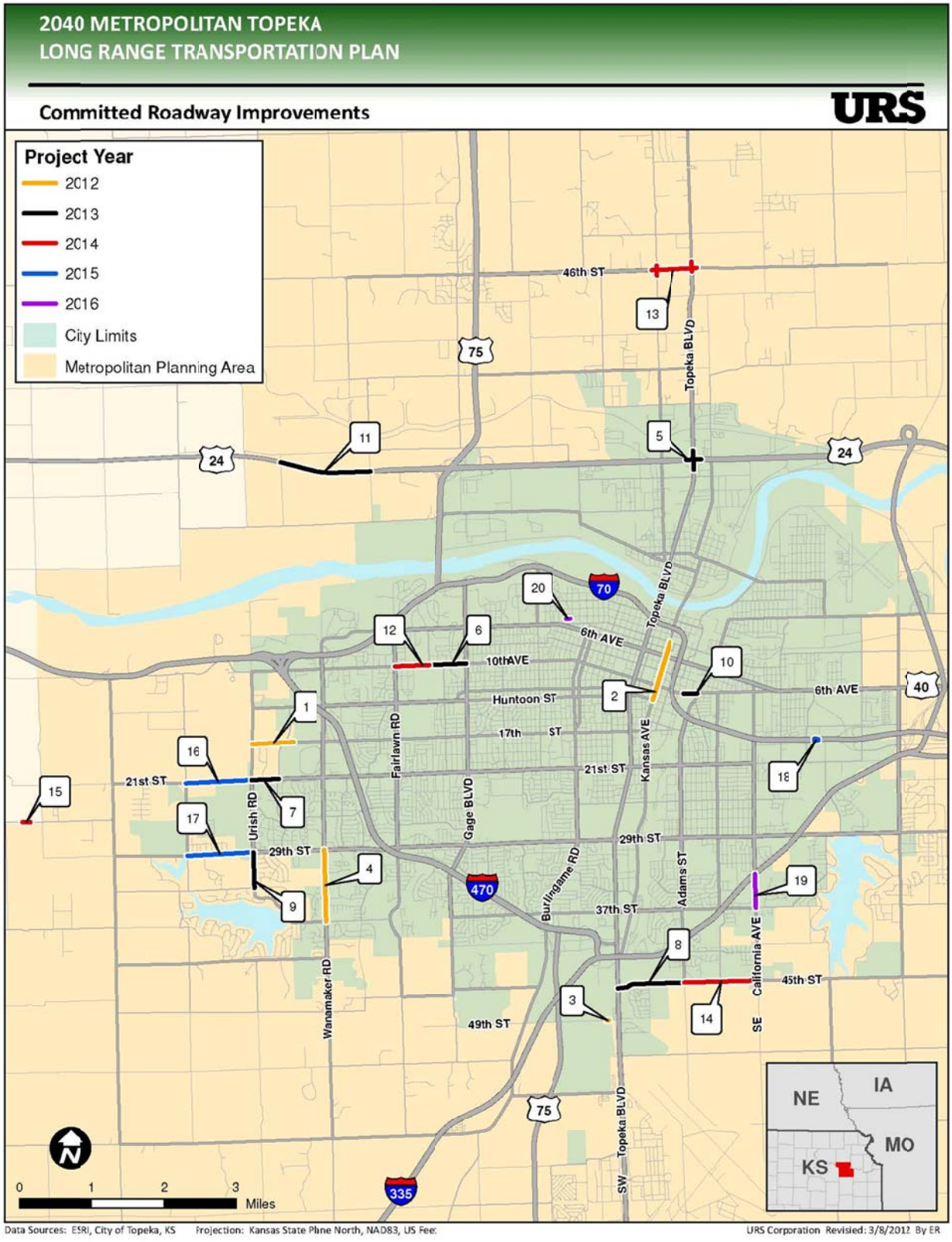


Table 4-6. General Level of Service Descriptions

Level of Service	Description
A	Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high.
B	Within the range of stable flow, but the presence of others in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A.
C	Within the range of stable flow, but LOS C marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
D	LOS D represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
E	LOS E represents operating conditions at or near capacity levels. Freedom to maneuver within the traffic stream is extremely difficult. Comfort and convenience levels are extremely poor and driver frustration is generally high.
F	LOS F is used to define forced or breakdown flow. This condition exists when the amount of traffic approaching a point exceeds the amount that can traverse the point.

SOURCE: Highway Capacity Manual.

Figure 4-5 displays year 2040 traffic volume projections. The 2040 volumes were compared to a volume-to-capacity (V/C) range (see **Table 4-7**) which corresponds to various LOS categories. Roadway segments performing at a LOS C- or LOS D are generally considered to be operating at an acceptable level during peak travel periods. LOS E segments likely experience some congestion while LOS F segments are generally considered to be operating over-capacity.

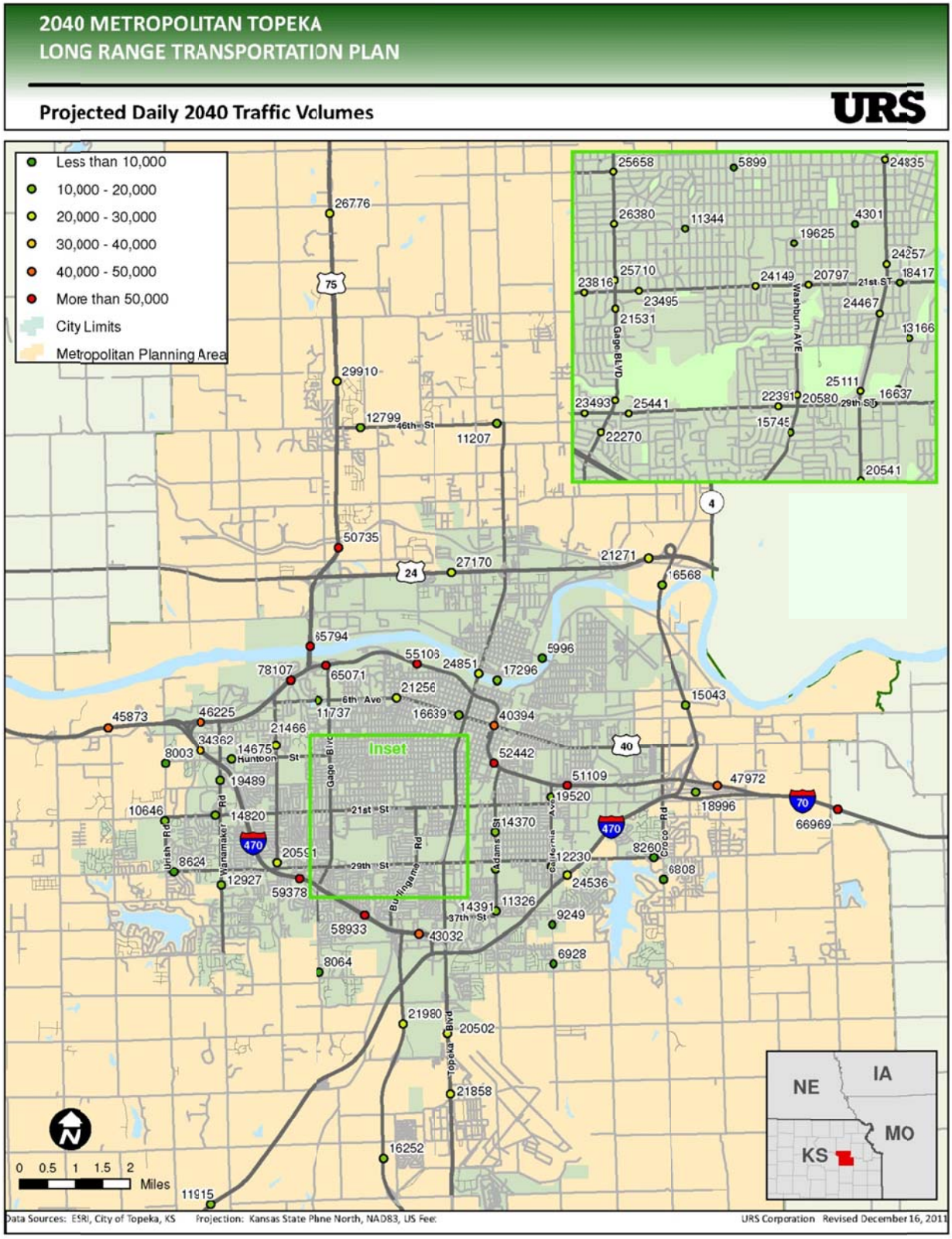
Table 4-7. Volume-to-Capacity Thresholds

Level of Service	Volume-to-Capacity Ratio	Description
C-	0.74 – 0.79	Segments operating at LOS C- are operating at an acceptable level during the peak hour. These segments are highlighted as they are approaching a reduced LOS.
D	0.80 – 0.89	Segments operating at LOS D are generally operating at an acceptable level during the peak hour. These segments are highlighted as they are approaching a reduced LOS.
E	0.90 – 1.00	Segments operating at LOS E will likely experience some traffic congestion during peak travel periods.
F	> 1.00	Segments operating at LOS F will experience some traffic congestion during the peak period. LOS F segments are also likely to see a longer duration of traffic congestion.

SOURCE: KDOT; URS.

It is worth noting that the V/C thresholds in **Table 4-7** are different from the V/C thresholds used in the 2034 LRTP. This was done as part of a travel forecasting model update and calibration process completed by KDOT in the Fall 2011. It is suggested that the V/C thresholds used for the 2040 LRTP update be used for future LRTP updates. This will allow the level of service results to be compared to previous LRTP planning efforts. By doing so, the MTPO will be able to evaluate changes in the level of service over time and will be better prepared to respond to changing infrastructure priorities.

Figure 4-5. 2040 Daily Traffic Volumes (E+C Network)



Capacity Analysis Results

Figure 4-6 illustrates the current (2010) level of service while **Figure 4-7** illustrates the future year (2040) level of service for Topeka MPA roadways. Again, the 2040 roadway network included no major improvements beyond the committed projects previously summarized in **Table 4-5**.

The capacity analysis shows that traffic congestion throughout the region is not currently a significant issue – and is not anticipated to be one in the year 2040. The future year analysis shows an increase in the frequency of LOS C- and LOS D segments; however, these roadway segments are generally expected to operate at acceptable levels during peak travel periods. The model results indicate that isolated peak period capacity concerns could be present at interchange locations along I-470, in particular at Wanamaker Road and 21st Street.

One area that should be monitored is the I-70/US 75 interchange area. The existing year capacity analysis identifies a small segment of I-70, immediately at the US 75 interchange, as operating at LOS F. LOS E and LOS D conditions are also present on segments of I-70 extending east and west of the interchange. The I-70/US 75 interchange area is known to have weaving/merging issues which likely contribute to a reduced level of service during peak travel periods. The future year (2040) capacity analysis shows increased traffic congestion in the I-70/US 75 interchange area. LOS F and LOS E conditions extend further west along I-70 and increased volumes also impact the US-75 bridge level of service. Year 2040 traffic volumes along I-70, just west of US 75, are projected to reach 78,100 vpd (an increase of 12,000 vpd compared to 2010). The US 75 bridge is expected to carry 65,800 vpd by the year 2040 (an increase of 18,900 vpd compared to 2010). A discussion of the I-70/US 75 interchange area is included in Chapter 6.

Table 4-8 illustrates the base year (2010) model results compared to the 2040 E+C network. The model indicates that daily vehicle hours of travel (VHT) in the region are expected to increase 33.3% while vehicle miles (VMT) of travel are expected to increase 33.7%. The average network wide travel speed is expected to remain approximately the same – increasing slightly from 41.9 mph in 2010 to 42.0 mph in 2040. Generally speaking, the model results suggest that the increase in VMT and VHT is likely related to projected residential and employment growth in the region – and is not a result of increasing or significant future year traffic congestion.

The capacity analysis is also supported by input received from the public. A LRTP survey conducted in the Fall 2011, found that 48 percent of survey respondents described the Topeka region as having "very little" or "no traffic congestion." Approximately ten percent indicated traffic was "high" while approximately two percent indicated that traffic congestion was "severe."

Table 4-8. Travel Forecasting Model Results (2010 to 2040)

	Network		Percent
	2010	2040 E+C	Change
Vehicle Miles of Travel	3,992,356	5,336,450	33.7%
Vehicle Hours of Travel	95,322	127,106	33.3%
Average Travel Speed	41.9	42.0	0.2%

SOURCE: KDOT.

ModelResults

Figure 4-6. Existing Conditions (2010) Level of Service

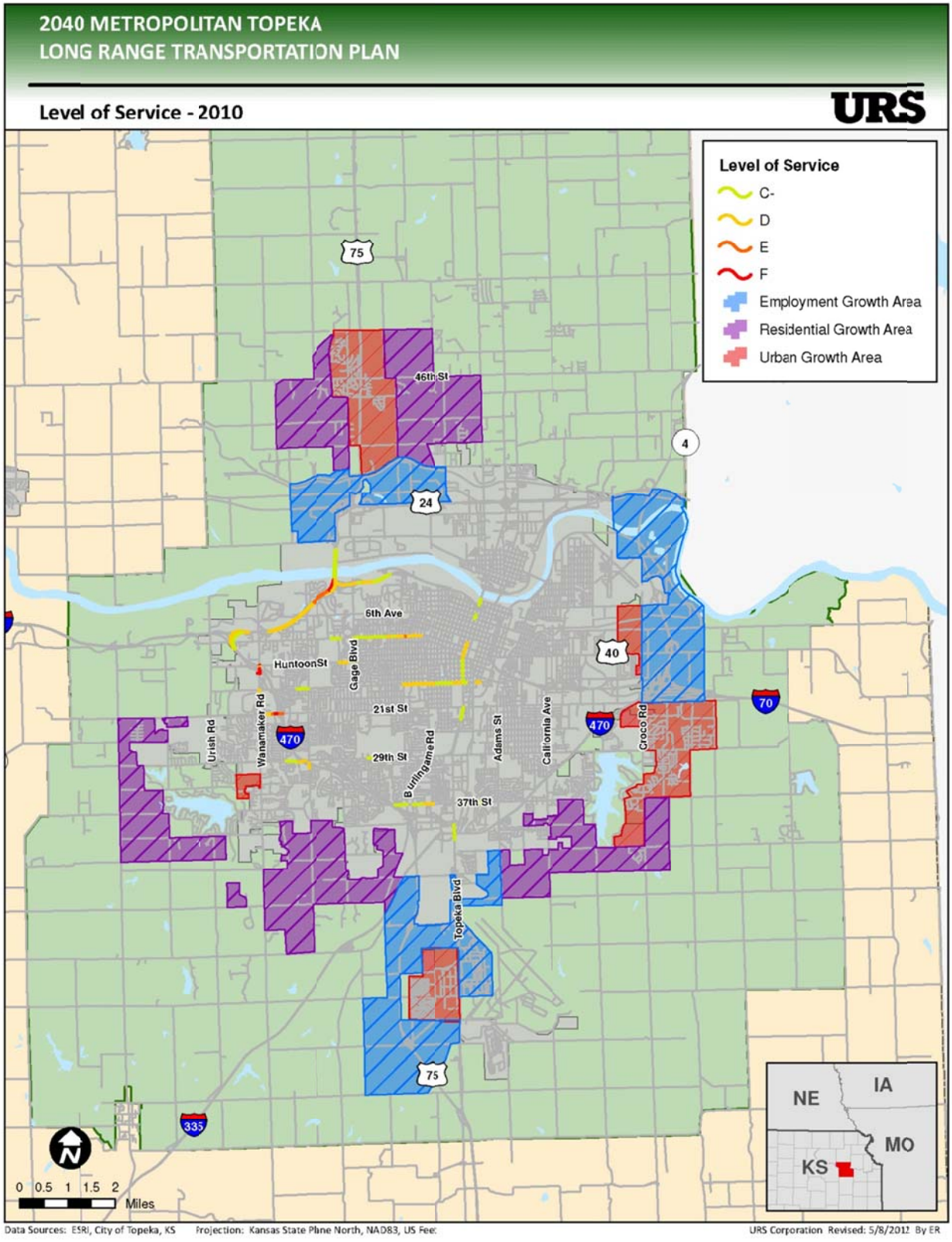
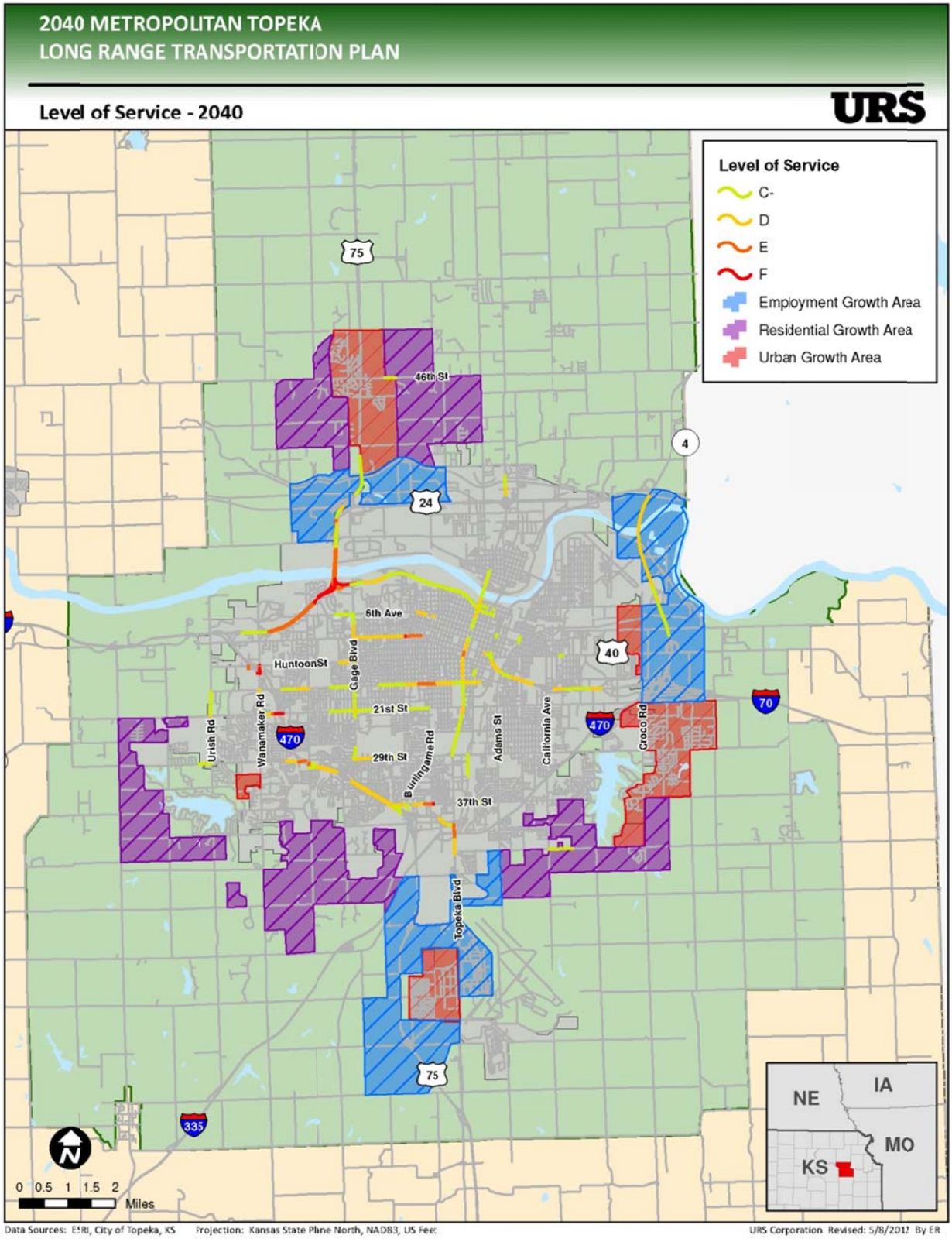


Figure 4-7. Future Year (2040) Level of Service



Roadway Safety

As motor vehicle travel within our nation continues to rise on a miles traveled basis, there is a growing importance placed on the need to continually study and improve roadway safety for vehicle and non-vehicle occupants. Potential safety enhancements often include vehicle mechanical and technological improvements, roadway geometric improvements, intersection control improvements, reduction in motorist distractions, and efforts to increase driver awareness. The desired end result of these improvements is to reduce the number of motor vehicle related crashes – and more importantly vehicle related deaths.

Motor vehicle crashes remains among the top ten causes of death in America amongst all age groups and motor vehicle crashes ranks third (behind cancer and heart disease respectively) in terms of years of life lost. Through the advancements already implemented, the number of fatal accidents (motor vehicle occupants and non-occupants) nationally has shown a steady decrease between 2005 and 2007 from 43,510 to 41,259. In 2008, the number of fatalities dropped significantly to 37,261.

Injury Crashes

National data regarding injury accidents has also continued to decline on an annual basis. From 2005 to 2008, the total number of injury accidents decreased from 2,669,000 to 2,346,000.

Reviewing the past five years (2006-2010) within the City of Topeka, the City has averaged approximately 785 injury crashes annually while Shawnee County has averaged 200. Between 2007 and 2010, the total number of injury crashes in the City decreased by nearly 90 to 758 injury crashes in 2010. The County's injury crash data shows a steady decline over the five year period with a reduction of 79 injury crashes from 2006 to 2010. **Table 4-9** summarizes the injury crash data for the City and County.

In comparing the 2006-2010 data with the 2034 LRTP data (2001-2005), the City of Topeka realized a reduction in total injury crashes by 16% (3,926 vs. 4,678) and the County realized a reduction of 83% (1,002 vs. 5,976). Both reductions in injury crashes are significant and demonstrate the effectiveness of the tools and approaches being utilized in the MPA to increase traffic safety.

Table 4-9. Injury Crashes (2006-2010)

	2006	2007	2008	2009	2010	Five-Year Average	Percent Change (2006-2010)
City of Topeka	744	847	804	773	758	785	1.9%
Shawnee County	247	220	178	189	168	200	-32.0%
TOTAL	**991**	**1,067**	**982**	**962**	**926**	**986**	**-6.6%**

Report Tables and Figures - Safety

SOURCE: Kansas Department of Transportation, 2011.
NOTE: Shawnee County includes County maintained, Township maintained and KDOT maintained roadways.

Fatal Crashes

Within the past five years, the City has exceeded the national trend in reduction of fatal crashes while the County has remained fairly consistent. The City experienced a greater than 50% reduction in fatal crashes between 2006 and 2007 (12 to 5) and leveled off to average 5 fatal crashes annually over the next three years (2008-2010). The number of fatal crashes in Shawnee County decreased by 50% between 2006 and 2007 (8 to 4), but reverted to an average of 8 fatal crashes over the following 3 years (2008-2010). **Table 4-10** summarizes the fatal crash data in the City and County.

Table 4-10. Fatal Crashes (2006-2010)

	2006	2007	2008	2009	2010	Five-Year Average	Percent Change (2006-2010)
City of Topeka	12	5	6	5	4	6	-66.7%
Shawnee County	8	4	8	7	9	7	12.5%
TOTAL	**20**	**9**	**14**	**12**	**13**	**14**	**-35.0%**

Report Tables and Figures - Safety

SOURCE: Kansas Department of Transportation, 2011.

NOTE: Shawnee County includes County maintained, Township maintained and KDOT maintained roadways.

Property Damage Only Crashes

The previous sections – injury related crashes and fatalities – have focused on crashes that affect human life and health. A third form of crashes is the property damage only (PDO) – meaning no one is injured or killed in the crash. PDO crashes account for the largest percentage of crash data and **Table 4-11** summarized the MPA PDO crashes between 2006-2010. During this time, the City has averaged 2,266 PDO crashes while the County has averaged 724 PDO crashes.

Table 4-11. Property Damage Only Crashes (2006-2010)

	2006	2007	2008	2009	2010	Five-Year Average	Percent Change (2006-2010)
City of Topeka	1,927	2,259	2,515	2,384	2,246	2,266	16.6%
Shawnee County	667	870	723	719	643	724	-3.6%
TOTAL	**2,594**	**3,129**	**3,238**	**3,103**	**2,889**	**2,991**	**11.4%**

Report Tables and Figures - Safety

SOURCE: Kansas Department of Transportation, 2011.

NOTE: Shawnee County includes County maintained, Township maintained and KDOT maintained roadways.

Alcohol Related Crashes

Alcohol is frequently a contributing factor to the three crash types previously described. Driving while impaired drastically reduces driver's motor skills, judgment and physical ability to react. Law enforcement agencies, alcoholic distributors and manufacturing companies, departments of transportation and others have increased efforts to curb this cause over the past several years through increased advertisement, increased penalties, and educational efforts. In 2008 alone, there were 11,773 fatalities in the United States and 145 fatalities in the State of Kansas that involved alcohol impaired drivers (blood alcohol concentration ≥ 0.08). **Table 4-12** summarizes alcohol related crashes within the MPA – including those that resulted in a fatality.

Table 4-12. Alcohol Related Crashes (2006-2010)

	2006	2007	2008	2009	2010	Five-Year Average	Percent Change (2006-2010)
City of Topeka	118	130	161	181	121	142	2.5%
Fatalities	*4*	*0*	*2*	*5*	*0*	*2.2*	*-100.0%*
Shawnee County	59	57	64	43	29	50	-50.8%
Fatalities	*3*	*1*	*4*	*1*	*2*	*2.2*	*-33.3%*
TOTAL	**177**	**187**	**225**	**224**	**150**	**193**	**-15.3%**
Fatalities	***7***	***1***	***6***	***6***	***2***	***4.4***	***-71.4%***

Report Tables and Figures - Safety

SOURCE: Kansas Department of Transportation, 2011.

NOTE: Fatalities are also included in the total crashes.

NOTE: Shawnee County includes County maintained, Township maintained and KDOT maintained roadways.

Intersection Crash Data

In terms of roadway crashes, some locations, such as intersections, are more prone to crashes than others. The more conflict points there are for motorists to come into contact with each other, the greater the chance of a crash occurring. Typically, intersections provide the most potential conflict points as motorists enter from multiple directions and also process the highest volume of traffic (on aggregate). Traffic control measures, such as yield signs, stop signs, signalization or roundabouts, are used to help facilitate the safe and effective flow of traffic through intersections. However, traffic controls can only relay to the motorist what should happen; ultimately, it is up to the motorist to respond appropriately to traffic controls. Inattentive driving, driving while impaired, weather conditions, and excessive travel speeds often contribute to intersection crashes.

Within the MPA, intersection and intersection related crashes generally account for 37% of the annual crash total. Since 2007, the City of Topeka has seen a decline in the number of intersection related crashes to 1,291 in 2010 (which is slightly higher than the five-year low in 2006). In 2010, Shawnee County witnessed a five-year low of 147 intersection related crashes. **Table 4-13** summarizes intersection, and intersection related, crashes between 2006-2010.

Table 4-13. Intersection Related Crashes (2006-2010)

	2006	2007	2008	2009	2010	Five-Year Average	Percent Change (2006-2010)
City of Topeka	1,162	1,415	1,411	1,335	1,291	1,323	11.1%
Shawnee County	179	213	150	159	147	170	-17.9%
TOTAL	**1,341**	**1,628**	**1,561**	**1,494**	**1,438**	**1,492**	**7.2%**

Report Tables and Figures - Safety

SOURCE: Kansas Department of Transportation, 2011.

NOTE: Shawnee County includes County maintained, Township maintained and KDOT maintained roadways.

The intersection and intersection related crashes also account for an average of 45% of annual injury crashes and an average of 36% of annual fatal crashes throughout the MPA over the past five years. A summary of the injury and fatal crash data is provided in **Table 4-14**.

Table 4-14. Intersection Related Crashes – Injuries and Fatalities (2006-2010)

	2006	2007	2008	2009	2010	Five-Year Average	Percent Change (2006-2010)
City of Topeka	368	443	402	391	383	397	2.5%
Fatalities	*5*	*2*	*2*	*2*	*3*	*2.8*	*-40.0%*
Shawnee County	55	61	35	50	46	49	-16.4%
Fatalities	*2*	*2*	*2*	*2*	*2*	*2.0*	*0.0%*
TOTAL	**423**	**504**	**437**	**441**	**429**	**447**	**1.4%**
Fatalities	***7***	***4***	***4***	***4***	***5***	***4.8***	***-28.6%***

Report Tables and Figures - Safety

SOURCE: Kansas Department of Transportation, 2011.

NOTE: Fatalities are also included in the total crashes.

NOTE: Shawnee County includes County maintained, Township maintained and KDOT maintained roadways.

Figure 4-8 graphically displays intersection crash data at all intersections having ten (10) or more crashes reported between 2006 and 2010. In total, there are 118 intersections within the City limits and 12 intersections within the County that meet this threshold. **Table 4-15** summaries the intersection crash data.

Table 4-15. Intersection Crash Range (2006-2010)

	10-19	20-29	30-39	40-49	50-59	60+
City of Topeka	61	26	21	6	2	2
Shawnee County	10	2	0	0	0	0
TOTAL	**71**	**28**	**21**	**6**	**2**	**2**

SOURCE: Kansas Department of Transportation, 2011.

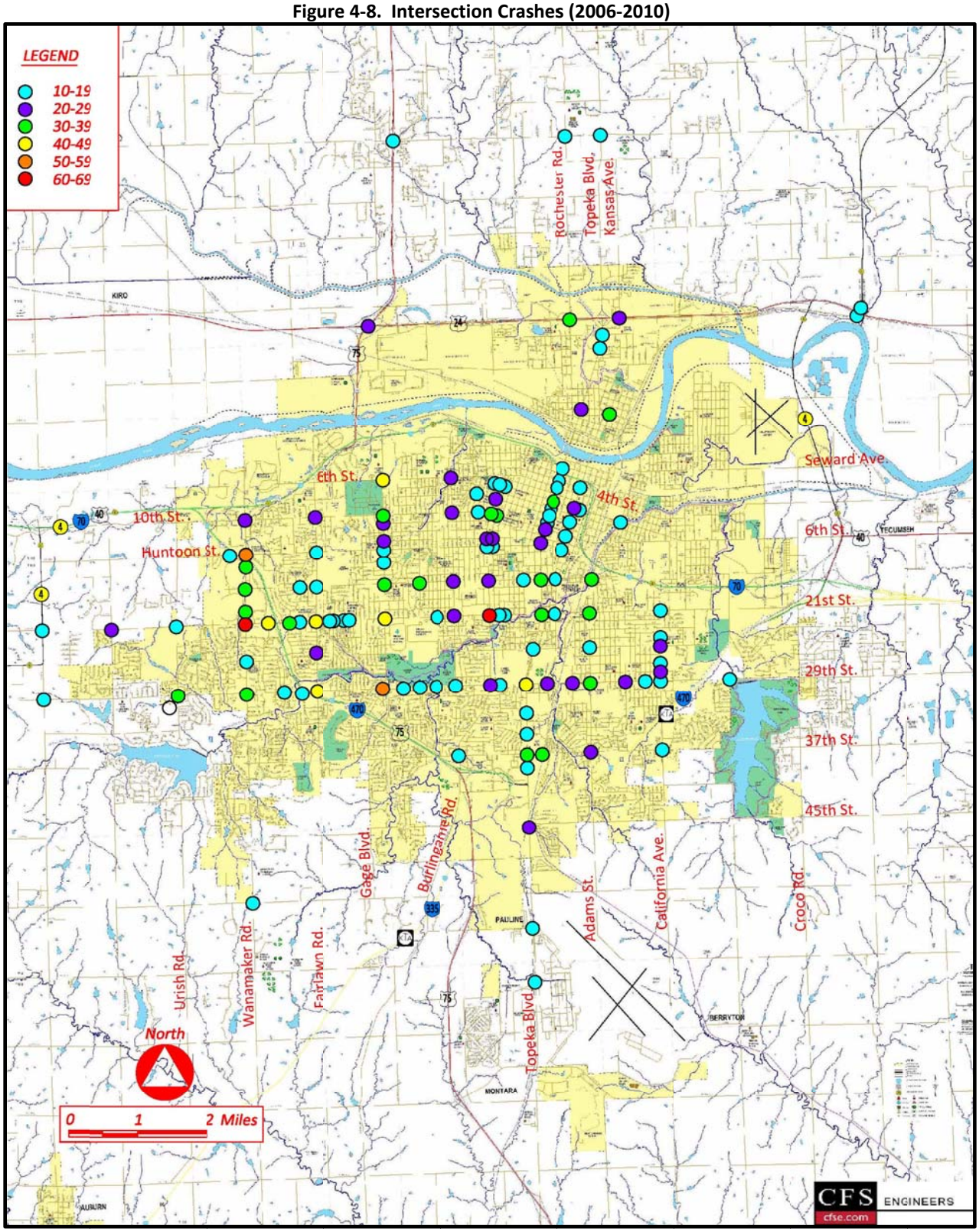
Report Tables and Figures - Safety

The top ten intersections based on the number of crashes incurred between 2006 and 2010 include the following (number of crashes are in parenthesis):

- SW 21st St. & Wanamaker Rd. (64)
- SW 21st St. & Washburn Ave. (60)
- SW Huntoon St. & Wanamaker Rd. (58)
- SW 29th St. & Gage Blvd. (50)
- SW 21st St. & Westport Dr. (49)
- SW 21st St. & Gage Blvd. (46)
- SW 29th & Fairlawn Rd. (46)
- SW 21st St. and Fairlawn Rd. (45)
- SW 29th St. & Topeka Blvd. (44)
- SW 6th & SW Gage Blvd. (40)

Additional information, including possible Transportation System Management (TSM) improvements, regarding these intersections is presented in Chapter 7.

Figure 4-8. Intersection Crashes (2006-2010)



Recent Roadway Safety Improvements

The improvement of highway and traffic safety relies on engineering, enforcement, emergency services and education (commonly referred to as the 4Es). Over the past five years, the MTPO has made significant enhancement in the engineering area. Both the City and County have completed, began construction on, or planned for the improvement of the following intersections:

City Projects

- SW 29th St. & Fairlawn Rd. (intersection re-construction, completed in 2011)
- SW Huntoon Rd. & SW Wanamaker Rd. (upgraded signalization, completed in 2011)
- SW 29th St. & Gage Blvd. (upgraded signalization, replaced pavement, completed in 2011)
- SE California Ave & SE 28th St. (Adding left turn lanes on California, not completed to date)

County Projects

- SW 53rd St. & SW Wanamaker Rd. (4-way stop intersection re-constructed with roundabout, completed in 2007)
- SW 61st St. & SW Wanamaker Rd. (4-way stop intersection re-constructed with roundabout, completed in 2011)
- SE 29th St. & SE Croco Rd. (re-construct intersection to 5-lane section on Croco with signal upgrades, completed in 2007)
- SE 45th St. & SE Croco Rd. (2-way stop intersection re-constructed with roundabout, completed in 2009)
- NW 46th St. & N. Topeka Blvd. (Convert to 2-lane roundabout, under design for 2014 construction)
- NW 46th St. & NW Rochester Rd. (Convert to 1-lane roundabout, under design for 2014 construction)
- SW 29th & SW Indian Hills Rd. (Convert to 1-lane roundabout, under design for 2014 or 2015 construction)

Several other projects, throughout the City and County, provide capacity improvements. These improvements also frequently enhance the safety of the roadway by providing improved sight distance, enhanced access management, and improved intersection geometry.

Improvements have been made at the State level as well that affect the enforcement portion of the 4Es. In 2009, the State modified the graduated driver license rules, affecting Kansas teen drivers seeking licenses and permits beginning on January 1, 2010. The main changes affect new drivers including: the unrestricted driving license age increased to 17, learner's permit length, passenger limitations, late-night limitations and cell phone limitations. In 2010, three new laws were passed by the State legislature that impact motorists in Kansas. The State passed tougher seatbelt laws that make driving without a seatbelt a primary offense, allowing officers to stop a motorist and fine the motorist for not wearing a seatbelt. The second law banned texting while driving (except for voice activated devices and messages to emergency personnel). The third law requires that anyone convicted of a second offense of driving under the influence will have an interlock device placed on a vehicle's ignition.

The State and MTPO have also continued efforts in improving emergency services and education. The emergency services methods are continually being reviewed and updated throughout the state and nation. Several of the programs that were in effect during the previous update have continued during the 2006-2010 time period.

Public Transportation

Public transportation in the City of Topeka is provided by the Topeka Metropolitan Transit Authority (TMTA, also known as Topeka Metro). Topeka Metro with assistance from the City of Topeka and the KDOT, initiated service in 1973 as an independent public entity under the authority of the Kansas Statutes (K.S.A. 12-2801 through 12-2840) and Topeka Municipal code (A9-1 through A9-2C) following a vote by city residents. Topeka Metro has the legislative authority to operate within the City of Topeka and, until 2010, the unincorporated area within three miles of the city. In 2010, in anticipation of potential future regional bus service, state legislation was passed allowing Topeka Metro to provide service within 90 miles of the city.

The mission of Topeka Metro (as defined by its Board of Directors) is to provide safe, reliable, courteous, and efficient public transportation service to all residents and guests of the Topeka community. Topeka Metro receives most of its funding from the Federal Transit Administration (FTA), the State of Kansas, and a local mill levy. **Figure 4-9** displays the existing fixed-route bus service coverage.

Topeka Metro currently operates six lines with two local routes per line, and two "special" local routes that service specific destinations at specific times. All routes operate through the downtown Quincy Street Station, which serves as a transfer point and, with the exception of the Blue and Yellow lines, bus routes are oriented in east-west loops.

Figure 4-10 displays a zoomed in view of the current transit routes including a ½-mile service area buffer. **Table 4-16** estimates the existing and future year (2040) population and employment totals that fall within a ½-mile buffer of the current fixed-route transit service. Currently, approximately 65% of the MPA population falls within a ½-mile buffer of existing fixed-route transit. By the year 2040, this percentage drops to just below 62%. If the current fixed-route service remained unchanged through the year 2040, 76% of the projected population increase between 2010 and 2040 will occur beyond the current transit service area. In terms of employment, it is estimated that nearly 87% of employees are currently within the transit service area. By 2040, this percentage declines slightly to just under 85%. Approximately 44% of the projected employment growth, 2010 to 2040, is anticipated to occur beyond the current fixed-route service area.

Table 4-16. Topeka Metro Service Area Estimates (2010 and 2040)

	2010	2040
MPA Population	167,643	184,519
Estimated Population within 1/2-mile Service Area	110,000	114,000
Population Beyond Service Area	57,643	70,519
Percent Coverage	65.6%	61.8%
MPA Employment	110,866	118,012
Estimated Employment within 1/2-mile Service Area	96,000	100,000
Employment Beyond Service Area	14,866	18,012
Percent Coverage	86.6%	84.7%

SOURCE: URS; MTPO Population and Employment Forecast.

Figure 4-9. Fixed-Route Service

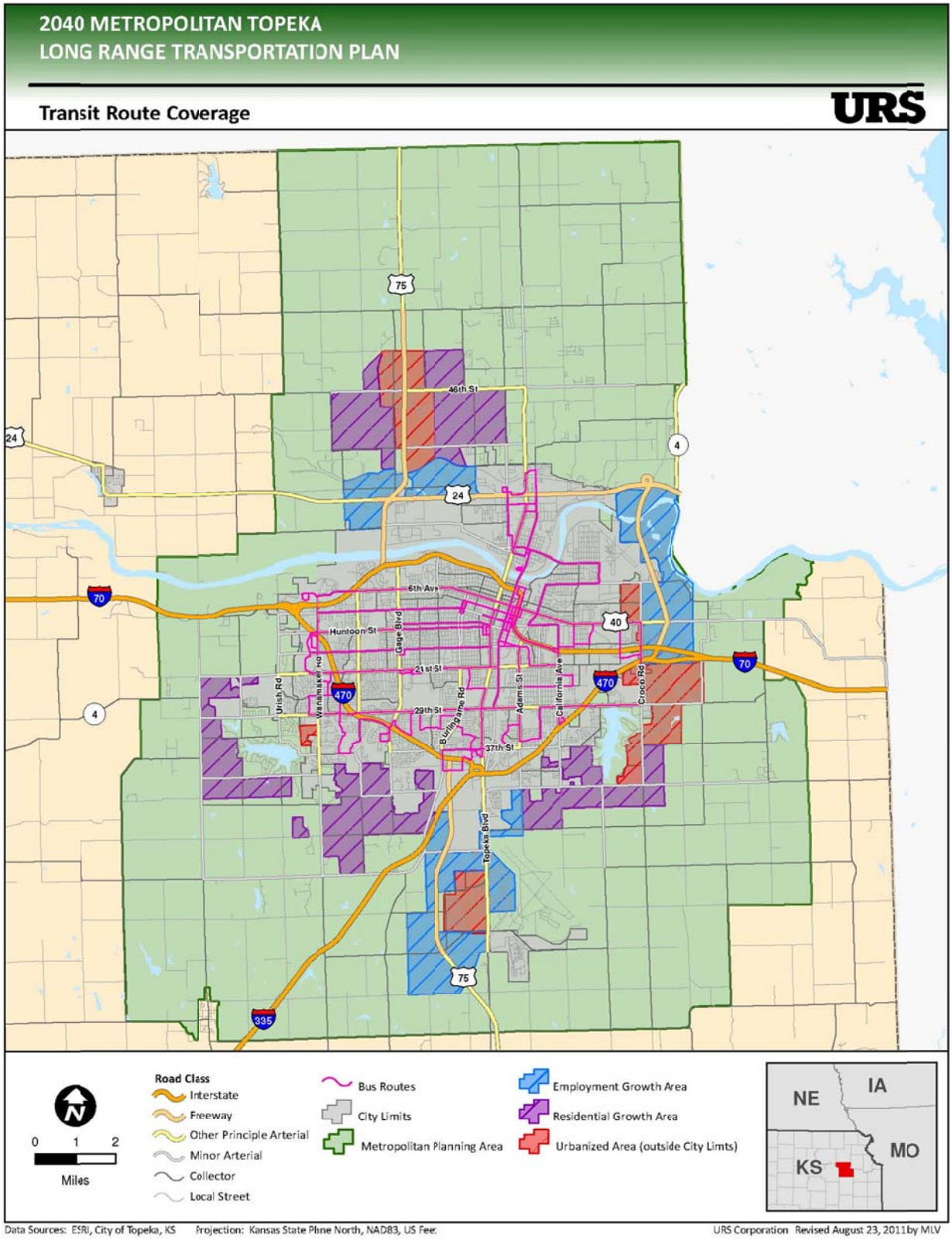


Figure 4-10. Fixed-Route Service (with ½-mile buffer)

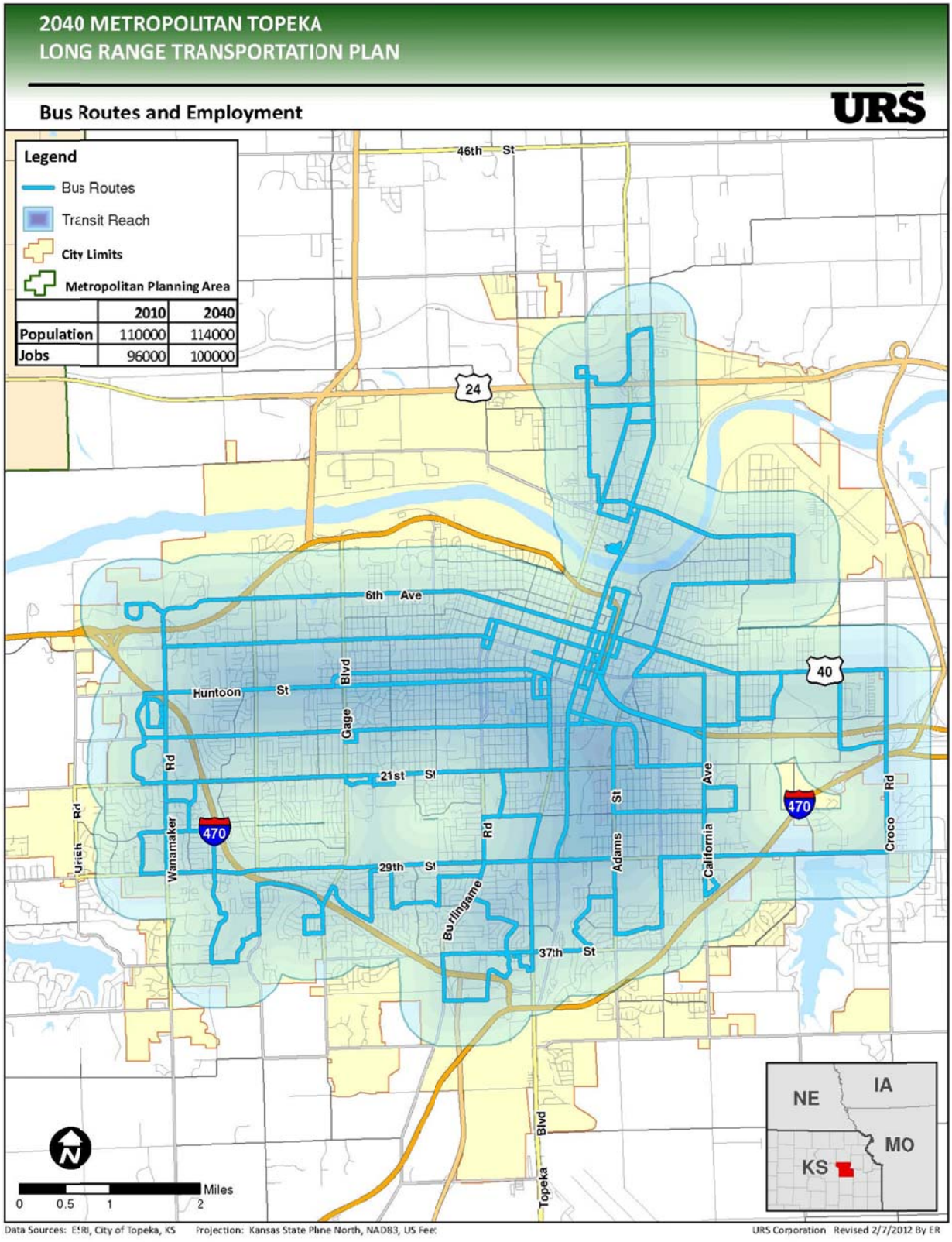
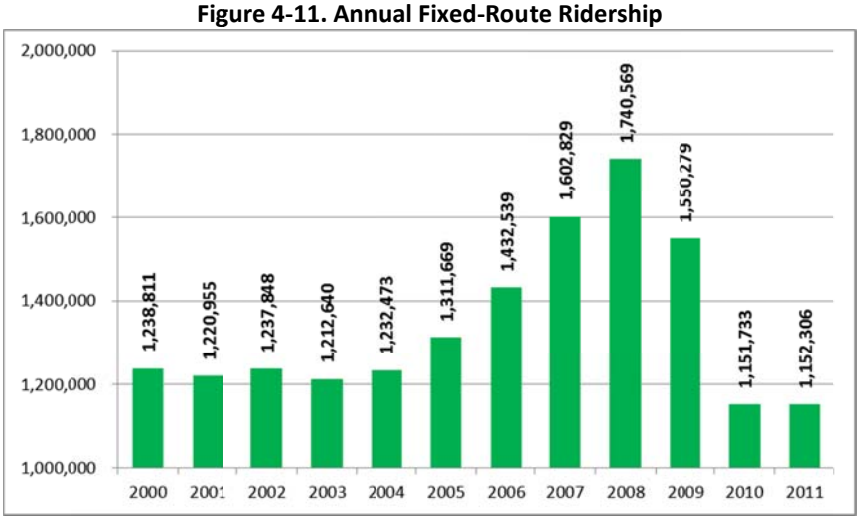


Figure 4-11 illustrates Topeka Metro's National Transit Database (NTD)-reported ridership for 2000 through 2011. Fixed-route ridership peaked in 2008 at 1,740,569 riders. In 2011, fixed-route ridership declined to 1,152,306. The decline in ridership between 2009 and 2011 corresponds to the first of four recent service reductions that occurred in February 2009, January 2010, January 2011 and September 2011. The cause and effect of these service reductions is discussed in detail later in this section.

Figure 4-11. Annual Fixed-Route Ridership



SOURCE: National Transit Database; Topeka Metro.

Fixed-route service operates Monday through Friday between 5:45 a.m. and 6:15 p.m. and on Saturdays between 7:15 a.m. and 6:15 p.m. As shown in **Table 4-17**, fixed-route bus headways range from 30 minutes during peak hours on seven routes to 60 minutes on all routes during the off-peak and five routes during the peak period.

Table 4-17. Fixed-Route Headways

Route	Headway (Minutes)		Special Route
	Peak	Off-Peak	
Blue #1	60	60	
Orange #2	60	60	
Blue #3	60	60	
Green #4	60	60	
Green #4S	--	--	One departure from Topeka High School at 3:05 p.m.
Purple #5	30	60	
Red #6	30	60	
Purple #7	30	60	
Yellow #8	30	60	
Red #9	30	60	
Green #10	30	60	
Orange #11	60	60	
Yellow #12	30	60	
Red #12S	--	--	One peak-direction departure: 6:00 a.m. and 3:36 p.m.

SOURCE: Topeka Metro.

While there are some marked bus benches and bus shelters, passengers on the fixed-route system can board or exit at any corner along a route. Once on-board, passengers pay the fares listed in **Table 4-18**. These fares reflect a recent fare increase that became effective in Fall 2011. Free transfers are available

to fixed-route riders on one-way trips. These transfers are good for 90 minutes from the time that bus was last at Quincy Street Station.

Table 4-18. Fare Schedule (2012)

Fares	Regular	Reduced	Lift
One-Way	$2.00	$1.00	$4.00
Strip of 10 Tickets	$18.00	$9.00	$40.00
Monthly Pass	$55.00	$35.00	--
Children (under Five Years Old)	Free	--	--

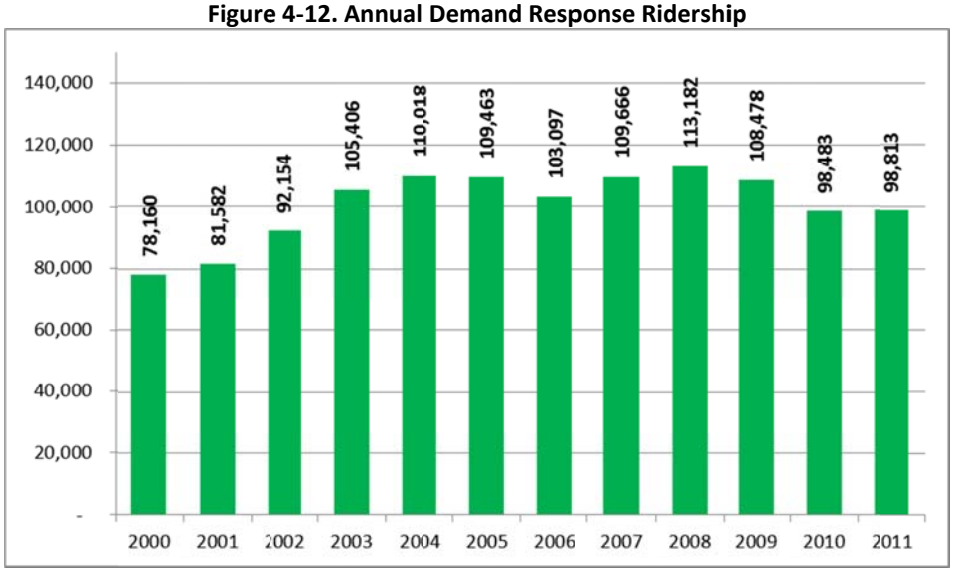
SOURCE: Topeka Metro.

Paratransit Service

Topeka Metro also operates a paratransit system known as The Lift. The Lift service was established in 1976 and was one of the first paratransit services in the country. The Lift provides door-to-door service for persons that are functionally unable to use the wheelchair-accessible fixed-route service due to disability. Riders must be certified as eligible according to guidelines set forth in the Americans with Disabilities Act (ADA) in conjunction with accessibility regulations for public transit services. Lift service operates during the same hours as fixed route service, and operates within ¾-mile of any fixed-route bus stop. Topeka Metro previously operated paratransit services that extended beyond the required ¾-mile service area. However, in Fall 2011, as a cost saving measure, Topeka Metro reduced their paratransit service area to the minimum ADA required ¾-mile service area as opposed to the previous City-wide service coverage.

Reservations must be made by 5:00 p.m. on the day before travel, or up to a week in advance. The Lift does not accept fixed-route passes or transfers; Lift fares are shown in **Table 4-18**. As shown in **Figure 4-12**, demand response ridership declined approximately 13% between 2009 and 2011 as a result of budget-induced service reductions.

Figure 4-12. Annual Demand Response Ridership

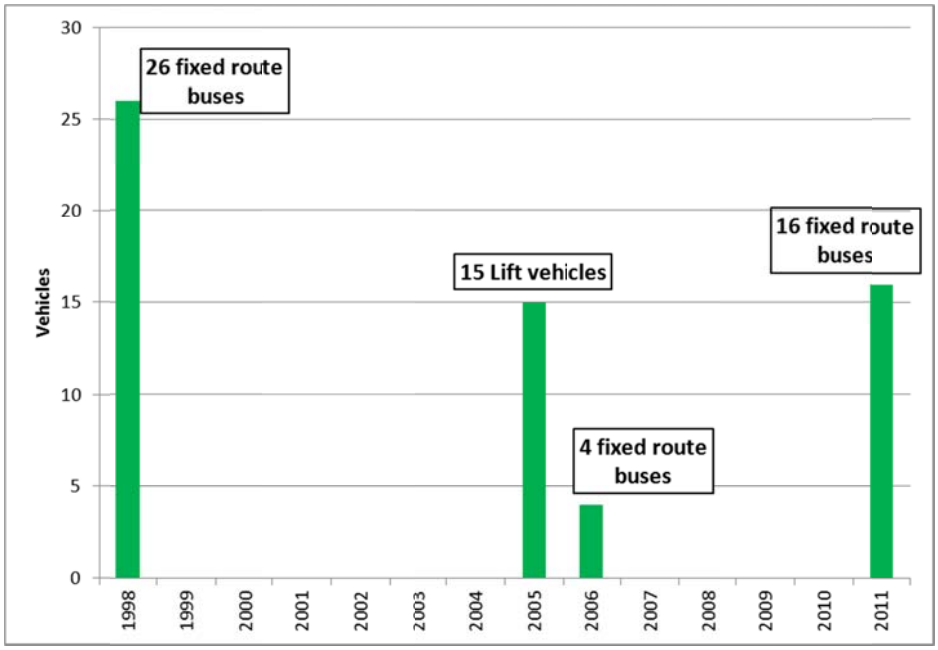


SOURCE: National Transit Database; Topeka Metro.

Transit Fleet

Topeka Metro maintains a fleet of 45 fixed-route buses (30 are currently in service; 15 are either contingency fleet or waiting to be sold) and 15 paratransit vehicles. All vehicles on-site between 2006 and 2011 were purchased between 1998 and 2006, as shown in **Figure 4-13**.

Figure 4-13. Vehicle Purchase History (2006 to 2011)



SOURCE: Topeka Metro.

The 2005 purchase of Lift vehicles and 2006 purchase of fixed-route buses reduced the average age of Topeka Transit's fleet from 6.7 years in 2005 to 2.3 years in 2006. In 2009, the average age increased to 5.1 years. Sixteen (16) new fixed-route buses were purchased in March 2011 using federal American Recovery and Reinvestment Act (ARRA) funding. While more recent data is not available, the March 2011 purchase of 16 fixed-route buses will likely reduce the average age of Topeka Metro's fleet. With the exception of these 16 buses, Topeka Metro's entire fleet is eligible for replacement beginning in 2012. It is anticipated that federal capital funding will not be available to assist in updating Topeka Metro's fleet, so buses scheduled for replacement between 2012 and 2023 will likely be purchased entirely with local funding. Additional information regarding a fleet replacement schedule is discussed in Chapter 6.

Recent Transit System Analyses

The *Topeka Community Transit Survey* consisted of a random sampling of over 400 Topeka residents to gather input regarding issues and opportunities related to public transportation in Topeka. The surveys, conducted in early April 2010, found overall satisfaction with transit service in Topeka as 47 percent of respondents rated transit service in Topeka as either "excellent" or "good." Seventy-four (74) percent of respondents believe that transit in Topeka is "very important" and 17 percent indicated it is "important." Only two percent believe transit is not important. This survey was conducted in a manner that the results are considered to be statically valid and therefore representative of the community.

Survey respondents identified the top three factors that would encourage more transit usage, including:

- Gasoline prices above $4 per gallon;
- Employer-provided incentives; and
- More frequent transit service.

Forty-three (43) percent of respondents indicated that a sales tax is the best way to fund transit, followed by a gasoline tax (20 percent) or vehicle registration fees (19 percent). The responses to this question are particularly relevant as Topeka Metro evaluates ways to compensate for declining tax revenue and external assistance without further reducing service levels. A discussion of the projected transit financial situation through the year 2040 is discussed in Chapter 6.

A Comprehensive Operational Analysis (COA) was also completed in 2010 which found that Topeka Metro was efficiently providing transit service. Based on a process involving stakeholder input, peer system analysis and internal review, the COA found that:

- Topeka Metro does an excellent job in providing public transportation;
- Topeka taxpayers support public transportation; and
- There is significant demand for additional services.

The COA also found the agency's financial situation is acute: decreased federal funding levels and the elimination of the temporary 2010 millage increase were anticipated to have severe negative financial impacts. The COA recommended a service reduction plan for implementation should the temporary 2010 millage expire without extension into 2011. Subsequent to the COA's release, the millage was not extended and the resulting service reductions (discussed below) were based on the COA recommendations.

Service Reductions and Ridership Declines

Due to reductions in recent federal funding levels and declining local contributions due to the recession, Topeka Metro has reduced service levels four times in the past three years (February 2009, January 2010, January 2011 and September 2011). As previously discussed, a temporary millage increase was passed in 2010 to immediately fill a budget deficit while longer-term solutions were evaluated; the increased millage was not extended into 2011. Service was reduced by approximately 21 percent between 2009 and 2011; these reductions resulted in a ridership decline over 33 percent over the same period. A contributing factor to the ridership decline during this period was the expansion of the Topeka public school system's busing area, which resulted in fewer students riding Topeka Metro buses. Topeka Metro anticipates stable ridership in the near term, assuming no further service reductions.

The January 2011 service reductions are summarized in **Tables 4-19** and **4-20**. Lift service and evening and Sunday service remained unchanged in January 2011.

Table 4-19. January 2011 Service Changes

Route	Service Change
Oakland	Add the Rescue Mission and Great Overland Station
	Add the Wal-Mart North
	Add the Woodland Apartments
North Topeka	Add the Rescue Mission and Great Overland Station
	Add Dillon's North
	Add a loop on Topeka Boulevard by all the fast food restaurants and businesses
Highland Park	Add Turnpike Road loop back in
	Add Croco to 6th
	Runs hourly only
East 6th	Add Lake Shawnee and service to area businesses/apartments/doctor's offices
	Runs hourly only
West 10th	Remove from West Ridge Mall
West 21st	Remove from Wal-Mart West
West 6th	Remove going down Oakley by Valeo
Huntoon	Remove going down Oakley by Valeo
West 17th	Remove going directly into HyVee parking lot
	Remove school run at French Middle School (West 29th Special will continue to serve the school)
	Remove Westport Loop (added it to the West 29th)
West 29th	Add Westport Loop
South Cal	Remove Tyler Tower Loop
	Add Buchanan back in between 21st and 27th
White Lakes	Go in different entrance at Wal-Mart South
	Add 29th back in to go by 29th/Topeka
Lunchtime Express/Downtown Circulator	Route completely eliminated

SOURCE: Topeka Metro.

Table 4-20. January 2011 Service Reductions: Trips Eliminated per the COA

Route	Trips Eliminated
Highland Park	5:45 a.m.
	5:15 p.m.
North Topeka	None
West 10th	5:15 p.m.
West 6th	5:45 p.m.
West 17th	None
Huntoon	5:45 p.m.
South Cal	5:45 p.m.
West 29th	5:45 p.m.
West 21st	5:45 a.m.
	5:45 p.m.
East 6th	5:45 a.m.
	5:45 p.m.
White Lakes	5:45 a.m.
	5:45 p.m.
West 29th Special	All but one in the a.m. and one in the p.m.
Lunchtime Express/Downtown Circulator	All

SOURCE: Topeka Metro.

A further round of service reductions and a fare increase were approved by the Topeka Transit Board in September 2011. These changes took effect in October 2011 and are summarized in **Tables 4-21** and **4-22**. Service reductions were designed to impact the fewest number of riders (the paratransit service) and the highest-cost service (general public taxi evening and Sunday service).

Table 4-21. October 2011 Service Changes

Service	Change
Evening and Sunday Service	Discontinued, effective October 1, 2011.
	Includes elimination of both general taxi service and evening/Sunday paratransit service.
Reduction of Paratransit Service Area	The paratransit service area was reduced to within ¾-miles of the Topeka Metro fixed route service, effective November 1, 2011.

SOURCE: Topeka Metro.

Table 4-22. October 2011 Fare Increases

	Regular		Reduced		Lift	
Fare Type	**Fare**	**Percent Increase**	**Fare**	**Percent Increase**	**Fare**	**Percent Increase**
One-Way	$2.00	60%	$1.00	67%	$4.00	60%
Strip of 10 Tickets	$18.00	64%	$9.00	50%	$40.00	60%
Monthly Pass	$55.00	52%	$35.00	59%	--	--
Children (under Five Years Old)	Free	--	--	--	--	--

SOURCE: Topeka Metro.

Future Year Transit Issues

Topeka Metro will continue to face challenges in providing a level of service that will retain its existing rider base without identifying new or expanding existing funding sources. In addition to pursuing a permanent mill levy cap of at least 5.0, Topeka Metro has considered the possibility of a transit sales tax, combined with a roll back in the mill levy, as a way to generate additional public transportation funds.

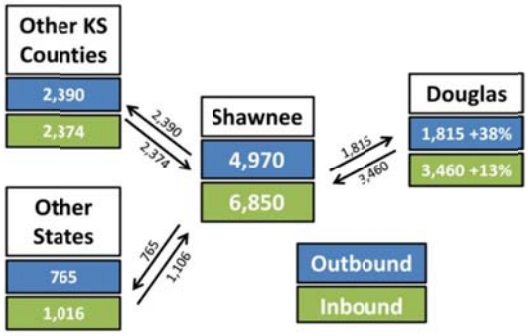
State funding levels have remained stable for over a decade. Beginning in FY 2013, however, the new State Transportation Formula will redistribute funds based on population, ridership and mileage. Current KDOT estimates are that Topeka Metro will receive at least the same level of funding that they have been receiving in recent years.

Based on historical trends, further reductions in service levels would likely result in an additional decline in ridership. Any further declines could have significant impacts on the transit-dependent, persons with disabilities, and individuals who choose to ride public transportation. Without adequate financial support, the cycle of contracting service levels and declining ridership could eventually alter the system to a point that it is no longer an attractive transportation alternative.

Despite acute financial challenges, Topeka Metro continues to plan for the future. Regional bus service planning is in the feasibility stage and is being coordinated with other MPOs. KDOT will conduct a study along with the MTPO, Lawrence Douglas County MPO, Mid-America Regional Council (MARC), and other partners to examine the potential for and feasibility of a transit service operating in the I-70-West corridor from Kansas City, MO to Lawrence and Topeka, KS. This study will examine the existing markets along this corridor, the ridership potential generated by these markets, and develop an operating plan that will include operating strategies and capital costs, funding alternatives, and marketing strategies.

Currently there is no transit service operated in the I-70 corridor west of downtown Kansas City serving this expansive commuter market. According to trip data over 130,000 trips (approximately 200,000 people) enter the region every day. Of those trips, nearly 11,000 of those trips originating outside of the region used I-70 (KS) and of these trips, over 40% originated in Shawnee County and 30% originated in Douglas County. A strong commuter connection similarly exists between Lawrence and Topeka. **Figure 4-14** illustrates commute flows between counties based on 2006-2008 American Community Survey (ACS) data. It is important to note that, unlike decennial U.S. Census data, not all Kansas counties are included in the ACS data that was used to create these flows; approximately 74 percent of Kansas counties did not meet the minimum size requirement for inclusion in the ACS survey.

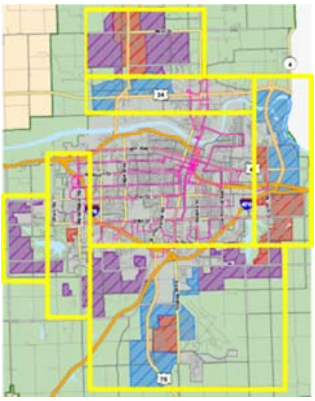
Figure 4-14. Commute Flows: 2006-2008 American Community Survey Data



Note: This data is drawn from the 2006 – 2008 US Census American Community Survey (ACS); this data set does not include the approximately 74 percent of Kansas counties that did not meet the minimum size requirements for 3-year ACS data; data for all counties was collected in the 2010 US Census but is not yet available. As a result, only Douglas and Shawnee Counties flows were eligible for full update from the 2034 LRTP.

Douglas and Shawnee Counties did meet the ACS size requirement, however, and a comparison of 2006-2008 ACS data and 2000 U.S. Census data reflects an increased flow in commuters between the counties: 13 percent (from Douglas to Shawnee) and 38 percent (from Shawnee to Douglas). When 2010 U.S. Census data becomes available for analysis, it is anticipated that the increased commuting volume between Shawnee and Douglas Counties is predictive of increases in commuting volume between Shawnee and other counties.

In addition to planning for regional bus service, Topeka Metro may consider restructuring existing routes to be responsive to changing residential and employment trip patterns. As mentioned in the COA, several existing routes run east-west from Topeka's central business district (CBD) west to Wannamaker Road, but no single route travels the length of Wannamaker, nor are there any north-south routes on parallel roadways. Once the immediate financial situation is resolved, Topeka Metro may consider evaluating the feasibility of a north-south route on one of the main arterials west of the CBD.



Expanding service to the growing areas of Topeka is another concern. As discussed in Chapter 2, older adults and persons with disabilities are living on the fringe of the urbanized area at an increasingly higher rate compared to previous decades. The graphic to the right highlights the current transit service routes in relationship to planned residential and commercial growth areas (the yellow boxes highlight growth areas that currently have limited, or no transit service).

Coordinated Public Transit-Human Services Plan

The *Coordinated Public Transit-Human Service Plan,* was completed for Topeka/Shawnee County Paratransit Council, Inc. in November 2007. The goal of this plan was to improve coordination of transportation and human services in Coordinated Transit District 2. The plan also fulfilled the federal planning requirements of SAFETEA-LU and included:

- A unified, comprehensive strategy for public transportation service delivery;
- Identifies transportation needs of individuals with disabilities, older adults, and individuals with limited incomes;
- Lays out strategies for meeting those needs; and
- Prioritizes services.

As part of the LRTP process, the project team conducted a small group meeting in November 2011 with human service agencies that provide some form of transportation services to their members. This meeting highlighted significant challenges – primarily that these agencies are facing increased demand and reduced funding. The following summarizes the issues and comments discussed at the meeting.

- There was consensus that the members at the meeting have a good group that have been working well together on a regular basis particularly over the last year on transportation issues critical to their organizations and the community at large.
- A major issue that has to be dealt with is increasing population of senior citizens. The members indicated that this issue needs to be addressed now while there is still time to prepare.
- Most of the organizations have aging vehicle fleets but limited funding for maintenance and/or replacement.
- A number of seniors have indicated that they don't need lift vehicles, but KDOT 5310 grants, which cover 80% of a vehicles cost, won't allow for the purchase of non-ADA compliant vehicles. Further, funding for vehicle maintenance is only $4,000/year from KDOT regardless of how many vehicles an agency has to maintain.
- Need to look at decentralizing things at the State level with regards to services for the aging and pushing things down to local organizations so they can provide better door-to-door service.
- Transportation services are almost provided for free with no contribution from clients required, although there is a suggested donation, most clients can't afford it. Majority of clients are low income.
- There is a perception by many in the community that the City has not embraced public transportation.
- There has recently been a lot of discussion about the recent success Lawrence has had in supporting public transportation and how could that be replicated in Topeka.
- When developers develop a tract there needs to be coordination with transportation to make transit more accessible to people.
- There is a real dividing line between East and West Topeka as well as on either side of the Kansas River. Public transportation is critical because a lot of East Topeka residents comprise the work force for West Topeka where the majority of economic development is occurring.
- The Housing Authority is using a new model to make subsidized housing more appealing and accessible by transit.
- A study is currently being completed by the group to answer the question of fixed DCA, study routes to improve efficiency, their largest purpose for transportation is for centralized Meals on

Wheels at the Senior Center, and the second largest purpose for transportation is for medical appointments.

- Coordination between the 3 senior centers has been good – especially after recent funding cuts.
- Sooner or later there will be a senior center in West Topeka.
- Many providers are living on borrowed funding. Will have to start thinking outside the box on funding since static government sources are disappearing. Maybe private businesses/industry could be a source given the amount of lost time industry suffers due to impacts on caregivers.
- Advocacy for public transportation seems to be really weak it's as if a marketing campaign to educate individuals should be instituted. Most people don't care until they need it. We all have to do a better job of changing the mindset of the population including a lot of senior citizens.
- The group would like to see more collaboration between the City and the County on transportation issues. It's not just the City government either, but the Chamber of Commerce and some of the larger businesses in the community as well.
- Moving forward, it will be important to work closely with KDOT and other State agencies such as Aging and SRS to provide the services that are needed throughout the community.

It is anticipated that an update to the *Coordinated Public Transit-Human Service Plan* will take place in the near future. The issues identified as part of the 2040 LRTP update should be revisited and further analyzed as part of the *Coordinated Public Transit-Human Service Plan* update.

Non-Motorized Travel

In recent years, the MTPO has undertaken several initiatives and studies to ensure that infrastructure for non-motorized travel is provided and that such travel becomes an integral component of the overall transportation system. Building upon a recommendation from the 2034 LRTP, the MTPO is in the process of adopting *The Topeka Bikeways Master Plan* (adoption of the final plan is anticipated in March 2012) which includes evaluation of current non-motorized conditions, opportunities to expand non-motorized facilities, and recommendations for implementation.

The following subsections provide an assessment of current non-motorized conditions (sidewalks, bikeways, and greenways) within the MPA, a review of bicycle and pedestrian crash data, a review of current regulations pertaining to non-motorized travel (state and local), and an assessment of sidewalk, bikeway, and greenway needs.

Bicycle and Pedestrian Facilities

The following provides a general definition of the types of bicycle and pedestrian facilities, a listing of existing facilities within the region, and a general level of interest in the provision of bicycle and pedestrian facilities.

There are numerous types of bicycle and pedestrian facilities that have been built throughout the country to provide adequate accommodations for non-motorized travel needs. The following is a general description of typical non-motorized facilities:

- **Shared Streets** – Shared streets are streets in which bicyclists and motor vehicles operate in common right-of-way. These streets usually have relatively low volumes and adequate continuity to be useful parts of the system. In most cases, they have on-street parking and are not wide enough to provide dedicated space for bicyclists.
- **Bicycle Boulevards** – Bicycle boulevards are a type of shared streets that uses distinctive signage and design features to distinguish them as facilities that give special attention and even priority to bicyclists.
- **Bike Lanes** – Bike lanes provide a painted lane intended only for the use of cyclists within the roadway. Bicyclists riding in bike lanes are subject to all vehicle regulations. As of 2011, Topeka does not currently have bike lanes. However, it has begun to stripe parking lanes along certain streets that can function as bike lanes for users uncomfortable with operating in a regular travel lane.
- **Complete Streets** – Complete Streets are streets that are now too narrow for their current or projected traffic load and will require major widening and reconstruction. Reconstruction projects should include bicycle and pedestrian accommodations as part of their basic design.
- **Sidepaths** – Sidepaths are pathways that run along streets, separating cyclists and pedestrians from motor vehicles. They cross streets and driveways at the surface, requiring cyclists to be especially careful to watch for turning or crossing traffic. The terms sidepath and cycle track can be used interchangeably. However, in contemporary bicycle planning, cycle track is often used to describe a reserved right-of-way for bicycles within the street channel but buffered from motor vehicle travel lanes, sometimes by parked cars.
- **Multi-Use Trails** – Multi-use trails, for the exclusive use of non-motorized users, are separated from streets, and run along waterways (Shunga and Soldier Creek Trails), abandoned railroads

(Landon Trail), and greenways, or through parks. When these trails run along streets, they are widely separated from the roadway. Trails only encounter cars and trucks at surface intersections. Because they also accommodate pedestrians and skaters, they also require special care and courtesy by cyclists.

Existing Non-Motorized Conditions

While the number of bicycle and pedestrian facilities within the MPA is currently limited, an extensive system of trails and greenways is proposed in the Topeka-Shawnee County Regional Trails and Greenways Plan (adopted in March 2001). This proposed trail network is complemented by the proposed network of bikeways through Topeka, as identified in *The Topeka Bikeways Master Plan*. The facilities that currently exist serve many area residents and visitors well, especially in Downtown Topeka and along other corridors within the region such as the Shunga Trail.

Sidewalks

The MPA has a mix of old, new and missing pedestrian facilities. In many older historic neighborhoods in Topeka, brick sidewalks are commonplace. In some locations, these older sidewalks have been retrofitted with Americans with Disabilities Act (ADA) accessible ramps. Newer residential subdivisions typically have modern concrete sidewalks and ramps. In some of the older subdivisions, sidewalks were not required and thus, never installed. The sidewalk network in the region is a hodgepodge of facilities that in some places are well connected, while in other places are lacking facilities entirely. The absence of an overall regional plan for pedestrian facilities and lack of public insistence that all urban area neighborhoods have sidewalks has resulted in a disjointed pedestrian system.

The lack of a continuous sidewalk network is an obstacle to multi-modal connections throughout the region – especially to transit riders. Through the LRTP public outreach effort, transit riders expressed concerns regarding the poor condition of sidewalks, and in many cases the complete lack of sidewalks. Focus group participants, and survey respondents, indicated the need for accessible curb cuts and shelters. Other comments focused on the need to better accommodate public transportation and non-motorized facilities by incorporating transit accommodations into developing areas. **Figure 4-15** highlights the bus stop and non-motorized connection at the Wal-Mart located in north Topeka.

Figure 4-15. Example of Existing Transit/Non-Motorized Connection

Photo 1

Photo 2

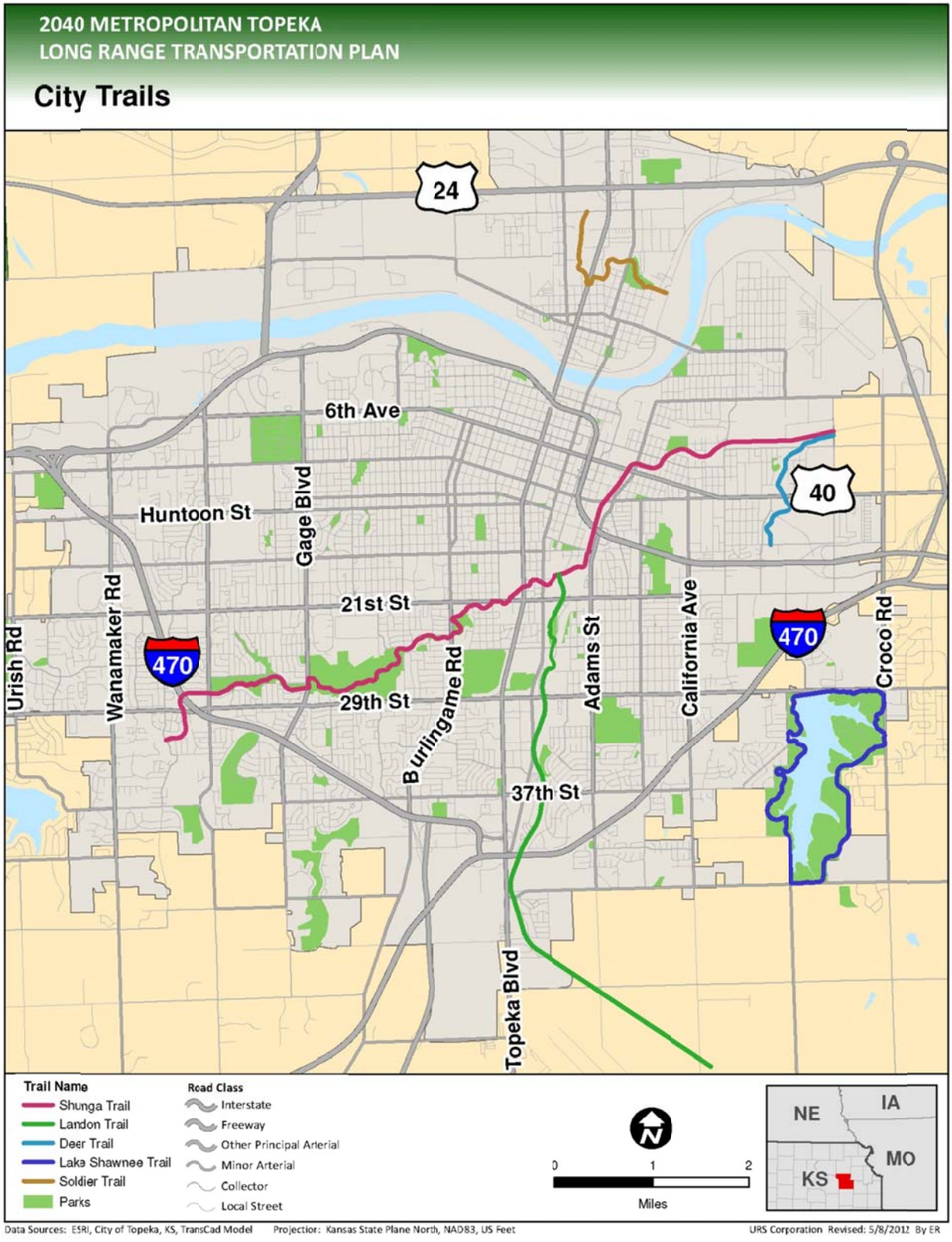
Photo 3

Topeka Metro serves the Wal-Mart located in north Topeka – just off US 24. Photos 1 and 2 show the location and conditions at the existing bus stop. Photo 3 is taken from the bus stop, as a person exits the bus, looking toward the Wal-Mart entrance. For the transit rider, who becomes a pedestrian after exiting the bus, the person must navigate the parking lot and parked cars to enter the Wal-Mart.

Greenways and Trails

The Topeka MPA features multi-use trails that serve both recreational and transportation functions. **Figure 4-16** displays the location of existing trail facilities within the region. A description of the existing trails is also provided.

Figure 4-16. Existing Trail Facilities



- **Shunga Trail** – The spine of the Topeka trail system extends about 8.25 miles along Shunganunga Creek from Fairlawn Avenue to the Deer Creek confluence on the east side of town. The recently extended trail connects five major parks along the Shunga Greenway and provides access to Downtown along several routes, including Van Buren Street and 10th Street. A planned extension to the west will continue under I-470 and use both trail and on-street routes to reach French Middle School.
- **Landon Trail** – This regional rail-trail begins at 17th Street east of Kansas Avenue, and currently continues about 12.5 miles to SE 89th Street and Ratner Road near Shawnee. An urban gap between 25th and 45th Street in Topeka was filled in 2011, using funding through the American Reconstruction and Recovery Act (ARRA). The Landon Trail is paved to the city line and intersects the Shunga Trail near its north terminus. Eventually, the Landon will extend over 38 miles into the scenic Flint Hills.
- **Deer Creek Trail** – Extends south from the eastern terminus of the Shunga Trail. Although, currently a short facility, less than one-mile in length, when complete it will provide a vital link between the Shunga Trail and Lake Shawnee Trail.
- **Lake Shawnee Trail** – This popular 7.5 mile recreational trail surrounds Lake Shawnee but does not connect to the rest of the city system.
- **Oakland Park Trail** – This short park trail begins at River Road north of Division Street and continues around the edge of Oakland Park, linking to Oakland Community Center.
- **Soldier Creek Trail** – This one-mile long North Topeka trail connect Garfield Park with Lyman Road east of Rochester Road.

On-Street Facilities

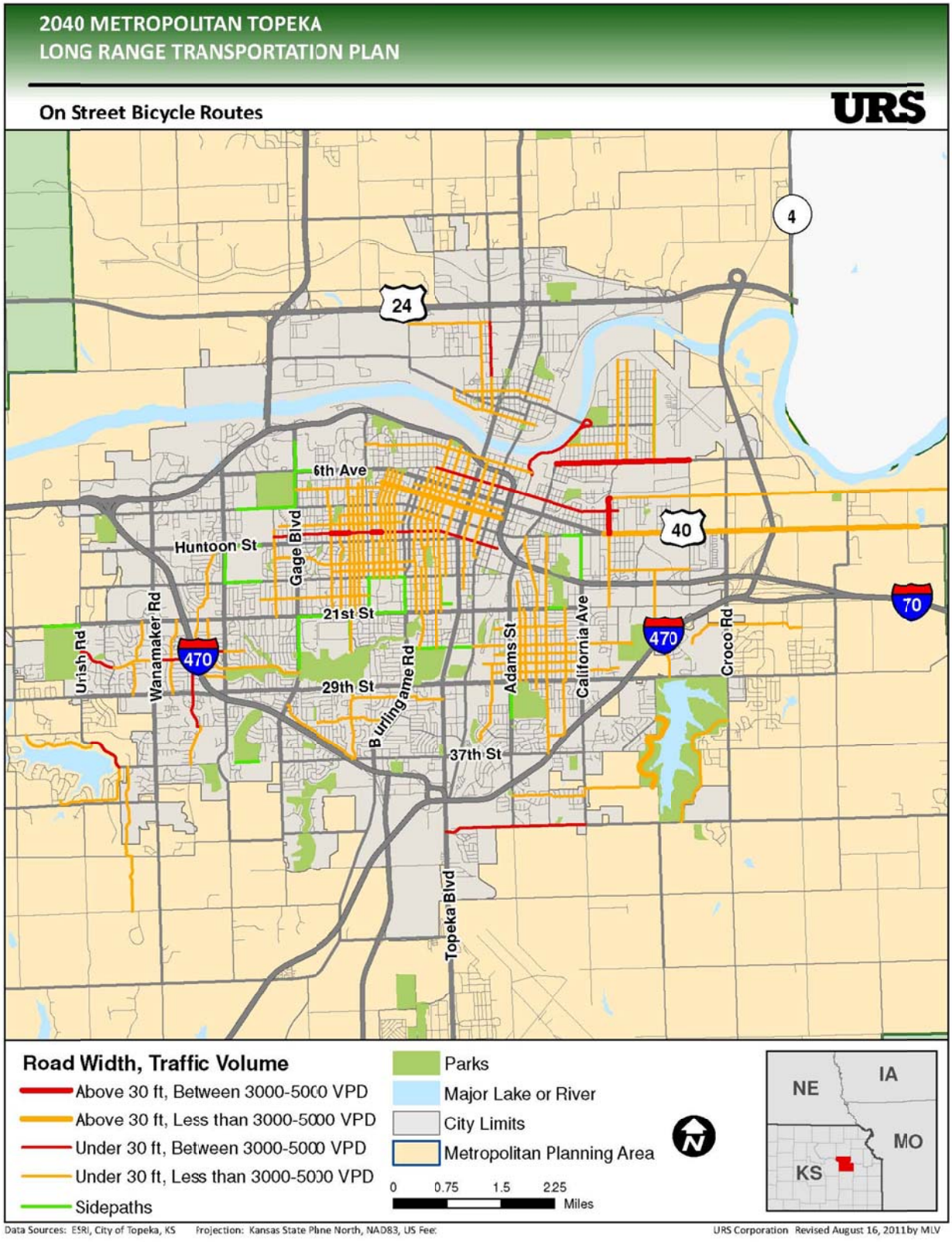
In 2011 the City of Topeka implemented its first bicycle sharrows, bicycle symbols painted on the road to indicate that motorists should share the road with bicyclists. Sharrows were installed along SW 28th Street and SW Belle Avenue, between SW Fairlawn Road and SW 10th Avenue. This improvement was identified in the *Bikeways Master Plan*. In addition, the Bikeways Plan provided an inventory of the bicycling conditions on the roadways of Topeka, see **Figure 4-17**. The following categories were used to evaluate the roadways and trails in the region.

- **Multi-Use Trails** – These trails, for the exclusive use of non-motorized users, are separated from streets, and run along waterways (Shunga and Soldier Creek Trails), abandoned railroads (Landon Trail), and greenways, or through parks. When these trails run along streets, they are widely separated from the roadway. Trails only encounter cars and trucks at surface intersections. Because they also accommodate pedestrians and skaters, they also require special care and courtesy by cyclists. Multi-use trails currently planned for completion are displayed the map, but may not yet available for use.
- **Sidepaths** – Sidepaths are pathways that run along streets, separating cyclists and pedestrians from motor vehicles. They cross streets and driveways at the surface, requiring cyclists to be especially careful to watch for turning or crossing traffic. The terms sidepath and cycle track can be used interchangeably. However, in contemporary bicycle planning, cycle track is often used to describe a reserved right-of-way for bicycles within the street channel but buffered from motor vehicle travel lanes, sometimes by parked cars.
- **Continuous Streets** – These streets have relatively low volumes (usually below 3,000 vehicles per day) and good continuity, connecting with other similar streets in neighborhoods. These characteristics allow users to assemble long routes by following these continuous streets, which form the building blocks of a future on-street bicycle system. Many cyclists find these streets to

be relatively comfortable cycling environments, but they still require caution and safe cycling technique.

- **Cautionary Streets** – These streets are used by many cyclists, but their higher traffic volumes (usually between 3,000 and 7,500 vehicle per day) require more experience and comfort riding in mixed traffic than the Continuous Streets category.
- **Survivable Arterials** – These are major streets that sometimes must be used to fill gaps and get cyclists to their destinations. Their medium to high traffic volumes (usually above 7,500 vehicles per day) and sometimes high speeds requires a high level of experience, and require special care and skill of cyclists. Riders who are not comfortable with these streets but who must use them should consider walking or riding carefully along sidewalks for short distances.

Figure 4-17. Existing Bicycle Conditions



Bicycle and Pedestrian Safety

The following sections present bicycle and pedestrian crash data for the State of Kansas, Shawnee County, and the City of Topeka for the most recent five-years of available data (2006 – 2010).

Bicycle (Pedal Cycle) Crashes

Table 4-23 summarizes reported bicycle (pedal cycle) crashes that occurred between 2006 and 2010. In 2009, there were 630 bicyclists killed and another 51,000 injured nationwide. Bicycle crashes account for approximately 2% of all motor vehicle traffic deaths[1]. Alcohol impairment was identified as a contributing factor in approximately 40% of the bicycle crashes that resulted in a fatality[2].

In Kansas, the total number of bicycle injury crashes reported between 2006 and 2010 declined by 60 (18%). Over this same time period, the Topeka MPA has seen a steady rate of approximately 20 injury related bicycle crashes per year. Shawnee County had only two reported injury related bicycle crashes between 2006 and 2010. Both the City of Topeka, and Shawnee County, had one bicycle related fatality between 2006 and 2010. During this same five-year period, there was a total of 20 bicycle related fatalities in the State of Kansas.

Table 4-23. Bicycle (Pedal Cycle) Crash Summary (2006 – 2010)

	2006	2007	2008	2009	2010	Five-Year Average	Percent Change (2006-2010)
State of Kansas							
Injuries	330	279	269	283	270	286	-18.2%
Fatalities	6	2	5	6	1	4.0	-83.3%
City of Topeka							
Injuries	22	18	20	24	16	20	-27.3%
Fatalities	0	0	0	1	0	0.2	-
Shawnee County							
Injuries	2	0	0	0	0	0	-100.0%
Fatalities	0	0	0	0	1	0.2	-

SOURCE: Kansas Department of Transportation "2010 Kansas Traffic Accident Facts", 2011.

Report Tables and Figures - Bike Safety

Pedestrian Crashes

Table 4-24 summarizes reported pedestrian crashes that occurred between 2006 and 2010. On a national level, pedestrian fatality crashes accounted for approximately 12% of the total traffic related deaths in 2009[3]. Approximately 72% of the fatalities occurred in an urban area with a large percentage (69%) occurring at night and at a non-intersection location (76%)[4]. Nearly 50% of the pedestrian fatalities involved the use of alcohol by either the pedestrian or the motorist.

Statewide, the number of pedestrian injury and fatality crashes has been steadily decreasing since 2006. In 2006, the total pedestrian injury crashes were 442 and the total pedestrian fatality crashes numbered 23. In 2010, the number of pedestrian injury crashes decreased to 389 while fatalities decreased to 17. Within the City of Topeka, the five-year average for pedestrian crashes, which resulted in injury, was 36 per year. In 2010, this total reached a high of 47 pedestrian related crashes. However, a year prior in

[1] http://www-nrd.nhtsa.dot.gov/Pubs/811386.pdf
[2] *ibid*
[3] http://www-nrd.nhtsa.dot.gov/Pubs/811394.pdf
[4] *ibid*

2009, the number of injury related pedestrian crashes was at a low of 27. Pedestrian related injuries and fatalities are much lower in Shawnee County with a five-year average of two crashes per year and no fatalities. This is not unexpected given the higher number of pedestrians in an urban setting.

Table 4-24. Pedestrian Crash Summary (2006 – 2010)

	2006	2007	2008	2009	2010	Five-Year Average	Percent Change (2006-2010)
State of Kansas							
Injuries	442	472	399	382	389	417	-12.0%
Fatalities	23	20	19	21	17	20.0	-26.1%
City of Topeka							
Injuries	30	35	39	27	47	36	56.7%
Fatalities	2	1	0	0	2	1.0	-
Shawnee County							
Injuries	1	4	1	1	3	2	200.0%
Fatalities	0	0	0	0	0	0.0	-

SOURCE: Kansas Department of Transportation "2010 Kansas Traffic Accident Facts", 2011.

Report Tables and Figures - Bike Safety

Recent Non-Motorized Improvements

There are several factors that can lead to pedestrian and bicycle crashes. Such factors can include narrow traffic lanes, narrow shoulder widths, poor pavement condition, poor visibility, motorist distraction, motorist impairment, and roadway law disobedience (motorists, pedestrians and bicyclists alike). Improvements in the four E's of pedestrian and bicycle safety (Engineering, Education, Enforcement, and Emergency services) can all assist in reducing the number of crashes and potentially reduce the number of non-motorized related fatalities.

Over the past several years, the City and County have completed improvements to the trail systems throughout the MPA that should enhance non-motorized travel in the region. The City has continued to lengthen the Shunga Trail which now extends from SW 28th & Fairlawn Road in SW Topeka to NE 6th Street and Deer Creek Road in northeast Topeka and provides access to the downtown. In addition to the Shunga Trail, the City has begun paving sections of the Landon Trail in the south central portion of Topeka which will serve as the primary north-south route for the trail system when completed. In 2009, Shawnee County completed the last segment of the Lake Shawnee Trail, which now provides a multipurpose trail around the entire Lake Shawnee park, allowing bicyclists and pedestrians to enjoy the park without being intermixed with motorists.

In 2010, the MTPO contracted with RDG Planning and Design to complete *The Topeka Bikeways Master Plan* for the region. The plan evaluated the potential for on-road bicycle facilities and how these facilities could ultimately connect to the existing trail system. The final product, which is currently begin considered for adoption by the MTPO Policy Committee (March 2012) includes a network of on-road and off-road facilities for bicycle transportation with detailed descriptions of proposed facilities, cost estimates for upgrades and a proposed chronological order to construct the improvements.

In addition to the Bikeway Plan, the City of Topeka adopted a Complete Streets Resolution in 2009 that directs City staff to implement measures that will provide improvements for all modes of transportation, including pedestrians and bicyclists. Complete Streets, by definition, are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities.

State and Local Regulations

Numerous laws have been established at the federal, state, and local levels to promote and enhance the movement of non-motorized travel. The bicycle and pedestrian related laws from the City of Topeka Code and Shawnee County Code are summarized in **Table 4-25**.

Table 4-25. Non-Motorized Related Laws – City of Topeka & Shawnee County Code

Topic	General Description	Legal Citation
Sidewalk Regulations; Private walks and landings in street parkings	Any entrance walk from the curb of any street to the sidewalk or lot line, any landing walk at the curb or any structure located in the street parkings shall not interfere with any utilities, curb, gutter, or other structure in the street.All sidewalks in the public streets and thoroughfares, which may be out of repair, shall be repaired by the owners of the lots or pieces of land abutting thereon.	Sec. 130-356
Procedure for developer project	All proposed street, sanitary sewer, storm sewer and sidewalk improvements to be installed by a subdivider or developer must first be approved by the city engineer. Upon approval of such work and payment of fees, the city engineer shall accept the improvement for maintenance by the city.	Sec. 134-167
Sidewalks and Subdivision Regulations	In all subdivisions, the subdivider shall construct sidewalks on both sides of all streets which are contained entirely within the boundary of the subdivision. Where the boundary of a subdivision is an existing street or a proposed street, sidewalks shall then be installed on the nearest adjacent side or sides. All sidewalks shall be installed and constructed in accordance with the applicable uniform standards. Sidewalks shall be provided on all street improvement projects which are initiated by the council or contracted for by any federal, state or public body.	Sec. 134-173
Dedication, reservation and acquisition of public sites and open spaces. (Trail Dedication)	Where the Topeka-Shawnee County Trails and Greenways Plan identifies a trail planned for an area within a proposed subdivision, the property owner or developer shall be required to dedicate that portion of land for a public trail easement or trail right-of-way. Any such dedication shall receive a credit as specified for parkland dedications.	Sec. 134-143 (f)
Sidewalk Resolution	The City of Topeka may by resolution determine the necessity for construction, reconstruction and repair of sidewalks, curbs, gutters, and driveways having become in bad repair, dangerous or abandoned on each and any of the streets and other public ways.Such resolution shall order and direct the city engineer to prepare and submit plans and specifications for construction, reconstruction or repair of such sidewalks, curbs, gutters, curb cuts and driveways.	Sec. A12-16
Bicycle Trail	The areas described in this section shall be reserved for exclusive use by bicycles and/or pedestrians: The top of the levee system known as the Oakland Unit of the Topeka Flood Protection Project, in designated areas The Shunga Bicycle/Pedestrian Trial in designated areas	Sec. 142-1 82
Pedestrians and Bicycles restricted on interstate highway system	It shall be unlawful for pedestrians, persons operating or using bicycles or other non-motorized traffic to use the controlled access facilities and the interstate highway system within the corporate limits of the city.	Sec. 142-183
Complete Streets	To the extent financially feasible, future construction or reconstruction of City rights-of-way or any parts there of shall be in conformity with the policies set forth herein. The City shall integrate and implement Complete Streets, defined as a design principle to promote a safe network of access for pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Nonmotorized network plans shall include, at a minimum, reasonable accommodations for accessibility, sidewalks, curb ramps and cuts, signage and bike lanes and shall incorporate principles of Complete Streets and maximize walkable and bikeable streets within the City.	City Council Resolution

Proposed Facilities

In recent years the City of Topeka and Shawnee County have developed multiple complementary plans to address non-motorized planning needs within the region. The first of these was the Topeka-Shawnee County Regional Trails and Greenways Plan, which focused primarily on the development of a system of off-road facilities for non-motorized users. The second is the Bikeways Master Plan which focuses more on how the non-motorized facilities can be incorporated into the regional roadway network.

The Bikeways Master Plan should be referenced for details regarding the planned implementation of bikeways within the Topeka area. The Bikeways Plan recommends developing a network of bikeways that link various destinations throughout the City. It evaluated existing street width, available right-of-way and traffic volumes to identify potential on-street or parallel street opportunities. In addition to low-volume continuous streets, Topeka provides other opportunities that can help to build a system. These features can accommodate facilities physically separated from travel lanes such as separated pathways adjacent to streets (sidepaths) or multi-use trails. These include:

- Major open spaces or institutional uses with continuous street frontage of at least ½ mile. These include parks, cemeteries, the Washburn University campus, golf courses, the VA/KNI (Kansas Neurological Institute) campuses, and large public uses like the ExpoCentre and airports. Off-street paths parallel to streets can be located along these relatively uninterrupted frontages.
- Street retrofits, where streets are unnecessarily wide or have more lane capacity than required to manage their traffic load. On these streets, bicycle lanes may be introduced without affecting capacity or traffic movement. Examples include 6th Avenue east of Branner.
- Parks and campuses capable of accommodating trails. These uses and site plans enable trails to cross through their interiors without compromising their use. Examples are the Hummer Sports Park, and major parks like Gage Park.
- Linear corridors that accommodate significant new trail facilities that serve transportation purposes and/or fill gaps in the existing system. Examples are:
    - Drainageways and watercourses, often tributaries to the city's major water corridors, with banks and sufficient adjacent public or common land to accommodate pathways.
    - Levees along rivers and drainageways.
    - Railroads and railroad structures such as bridges that have either ceased operations or have a reasonable probability of becoming unnecessary in the foreseeable future.

Aviation

There are two publicly owned, public use airports located within Shawnee County: Forbes Field and Philip Billard Municipal Airport. The Metropolitan Topeka Airport Authority (MTAA) owns both airports. Planning for the development and improvement of Forbes Field and Philip Billard Municipal Airport is the responsibility of the MTAA.

There are 57 aircraft based at Forbes Field, including units of Kansas Air and Army National Guard. Forbes Field supports over 24,000 annual operations, including air carrier contract flights, air taxi, general aviation and military. The MTAA maintains two runways, an industrial park, a terminal and is home to a fixed based operator that provides fuel and maintenance services.

Forbes was gifted from the Department of Defense to the MTAA in 1976. At the time, scheduled airline service shifted from Billard to Forbes. In 1985, the terminal at Forbes Field was built. At its peak, Forbes Field enplaned 180,000 passengers per year. The Airline Deregulation Act passed in 1978. An unforeseen consequence of the act included the bankruptcy of over 100 airlines and the consolidation of dozens more, including the transformation of several airlines that served Forbes: Frontier, United, Midway, TWA, and Air Midwest. In addition, Topeka is approximately 90 miles (roadway miles) from the Kansas City International Airport (KCI) and many airlines consider the Topeka Area to be part of the KCI airport market. The availability of shuttle van services from Topeka to KCI reinforces this view of Topeka as a part of the Kansas City air travel market. Although Forbes is not currently served by scheduled airline service, the MTAA is negotiating with several airlines to return airline service to Topeka. Major airlines continue to use Forbes Field for contract air charter service enplaning over 10,000 passengers in 2011.

The Topeka Phillip Billard Municipal Airport is home to 70-based aircraft, including the Kansas Highway Patrol's aviation operation. There are over 57,000 annual operations at Phillip Billard, including air taxi, general aviation and military. The MTAA maintains three runways (only two of which are federally funded), several hangars, business space, a terminal and several fixed based operators specializing in fuel sales, aviation maintenance, avionics, and flight training. The terminal building also contains a restaurant that is the destination of itinerant aircraft (a popular place for pilots to fly-in to eat).

Forbes Field and Phillip Billard airport are both funded by the Federal Aviation Administration Airport Improvement Program. Phillip Billard is also eligible for funds from the Kansas Airport Improvement Program. The airspace of both airports is controlled by control towers at the respective fields to enhance the safety of operations. Each airport also has multiple instrument approach procedures, which afford aircraft an opportunity to land while flying under instrument flight rules (in inclement weather conditions).

Airport Facilities

Forbes Field, which was formerly the Topeka Army Airfield and later Forbes Air Force Base is located south of Topeka and just east of South Topeka Boulevard (former U.S. Highway 75). Forbes Field has two runways, identified by the magnetic bearing of the runways. Runway 13/31 (magnetic bearing 130 degrees and 310 degrees) is 12,802 feet in length, 200 feet wide and has full depth concrete. The runway is equipped for Category I Precision instrument approach procedures, and it is capable of accommodating virtually any U.S. military or civilian aircraft. Runway 03/21 is the crosswind runway 7,000 feet in length, 150 feet wide equipped for non-precision instrument approaches. A state-of-the-art air traffic control tower was constructed in 2003.

Forbes Field is certified under Federal Aviation Administration (FAA) Regulations Part 139 which governs land-based airport operations. This FAA certification serves to ensure safety in air transportation. To obtain a certificate, an airport must agree to certain operational and safety standards and provide for such things as firefighting and rescue equipment. These requirements vary depending on the size of the airport and the type of flights available. Operations at Forbes Field meet these requirements.

Forbes Field continues to play a role as a military aviation facility. It is the location of the 190th Air Refueling Group, Kansas Air National Guard that operates 12 Boeing KC-135 tanker aircraft. Forbes Field is also the location of facilities of the Army Aviation Support Group - Kansas National Guard. In addition to Kansas Air National Guard and National Guard operations, Forbes Field also is the primary major airport serving the U.S. Army 1st Infantry Division at Ft. Riley, Kansas. If this infantry division is mobilized it will use Forbes Field as an air shipment point for troops and equipment. Because of the military activity present and potential increase in military activity at this airport it is important to keep the facilities here well maintained, especially the runways and taxiways.

Ground transportation to and from Forbes Field is provided by way of South Topeka Boulevard and the nearby Kansas Turnpike and U.S. Highway 75. Topeka Boulevard, which was until 1998 designated as US Highway 75-Alternate, is the road that provides direct access to the airport. This road in the airport vicinity is a four-lane divided highway with turn lanes and is classified as a principal urban arterial in the regional transportation plan. Topeka Boulevard provides direct access to the Air National Guard base, the terminal and civilian aviation area, and the industrial areas located at Forbes Field by way of intersections with the airport local street network. KDOT maintained Topeka Boulevard until 1998, when this road was removed from the State Highway System and all of the US 75 designations in the vicinity were moved to the new US Highway 75 segment located about a mile and a half to the west. Since then, the segment of Topeka Boulevard serving the airport has been maintained by Shawnee County.

The Philip Billard Municipal Airport is located within the limits of the City of Topeka, south of the Kansas River at the east edge of the City. Prior to the closing of Forbes Air Force Base in 1974, Billard Airport provided commercial airline service. Since the closure of the Air Force Base and its transfer to the MTAA as a civilian airport, scheduled airline service has not been provided at Philip Billard Airport. This airport is classified as a Basic Transport Class General Aviation Airport.

Philip Billard Airport has three operational runways. Runway 13/31 is 5,100 feet in length and 150 feet wide, equipped for Category I Precision Instrument approaches. Runway 18/36 is 4,330 feet in length and 75 feet wide and runway 04/22 is 3,000 feet in length and 100 feet wide. Both of these runways are equipped for non-precision instrument approaches. Ground transportation to and from Billard airport is provided by way of several City streets primarily Sardou Avenue that is classified as a Minor Arterial Street and by Seward Avenue that is classified as a Collector Street.

Airport Operations

Forbes Field operates 24 hours a day, 7 days a week. Forbes Field is classified as a Commercial Service-Secondary Airport, defined as an airport that enplanes more than 2,500 airline passengers annually, but less than 0.01 percent of total U.S. airline enplanements. This airport is suitable and planned to provide medium haul airline service that is scheduled airline service with non-stop trip lengths from 500 to 1,500 miles. However, at the present time the available commercial airline service is classified as short haul airline service defined by non-stop trip lengths of less than 500 miles.

As shown in **Table 4-26**, Forbes Field currently has approximately 27 permanently based aircraft and approximately 27,643 annual operations (take-offs and/or landings). A full range of Fixed Base Operator (FBO) services and other services including fuel, maintenance, charter, flight instruction, air ambulance, and freight services are available at Forbes Field. **Table 4-27** provides a summary of enplanements by carrier type at Forbes Field.

Table 4-26. Annual Airport Operations and Based Aircraft

Year	Total Enplanements (Boardings)	Aircraft Operations (Landings & Takeoffs)	Based Aircraft
2005	7,254	42,599	37
2006	17,920	43,856	-
2007	24,754	38,255	-
2008	15,304	30,797	-
2009	11,985	30,437	-
2010	15,115	27,643	27

Source: KDOT, Division of Aviation, from FAA Terminal Area Forecast and Airport Enplanement Activity Report and FAA Form 5010 Records.

Table 4-27. Annual Airport Enplanements and Type of Carrier

Year	Large Certified	Small & Commuter	Air Taxi	Total
2005	7,254	-	-	7,254
2006	17,920	-	-	17,920
2007	24,754	-	-	24,754
2008	15,304	-	-	15,304
2009	11,985	-	-	11,778
2010	15,115	-	-	15,212

SOURCE: FAA DOT/VNTSC ACAIS Database.

Philip Billard Airport offers 76 T-hangers available for rental through the FBO services. Aviation facilities including aircraft avionics shop, maintenance and painting are also located at Philip Billard. The Philip Billard Airport Restaurant is located in the terminal and is open seven days a week. The Billard Tower operates from 7:00 a.m. to 7:00 p.m. local time. CTAF/Pilot-controlled lighting is available on frequency 118.7 after tower hours. A full range of FBO services, including fuel, maintenance, charter, and flight instruction services are available at Philip Billard Municipal Airport. Enplanement data is not available for Philip Billard airport.

Kansas Airport Improvement Program

The Kansas Airport Improvement Program provides state aid to general aviation airports. Many improvements, which have allowed rural airports to continue to provide service, have been funded through this program. Airports in medium- and small-sized communities and in rural areas provide service such as agriculture application, air taxi, private air transportation, and access to both emergency and specialized medical services. Also, the system of airports makes the fast and efficient mode of air

travel available to companies that are considering locating in these areas to take advantage of the high quality, reasonably priced workforce available in the small communities of Kansas. **Table 4-28** shows the Federal Airport Improvement Grants to Philip Billard and Forbes Field from FY 2006 through FY 2011.

Table 4-28. Federal Airport Improvement Grants to Philip Billard and Forbes Field

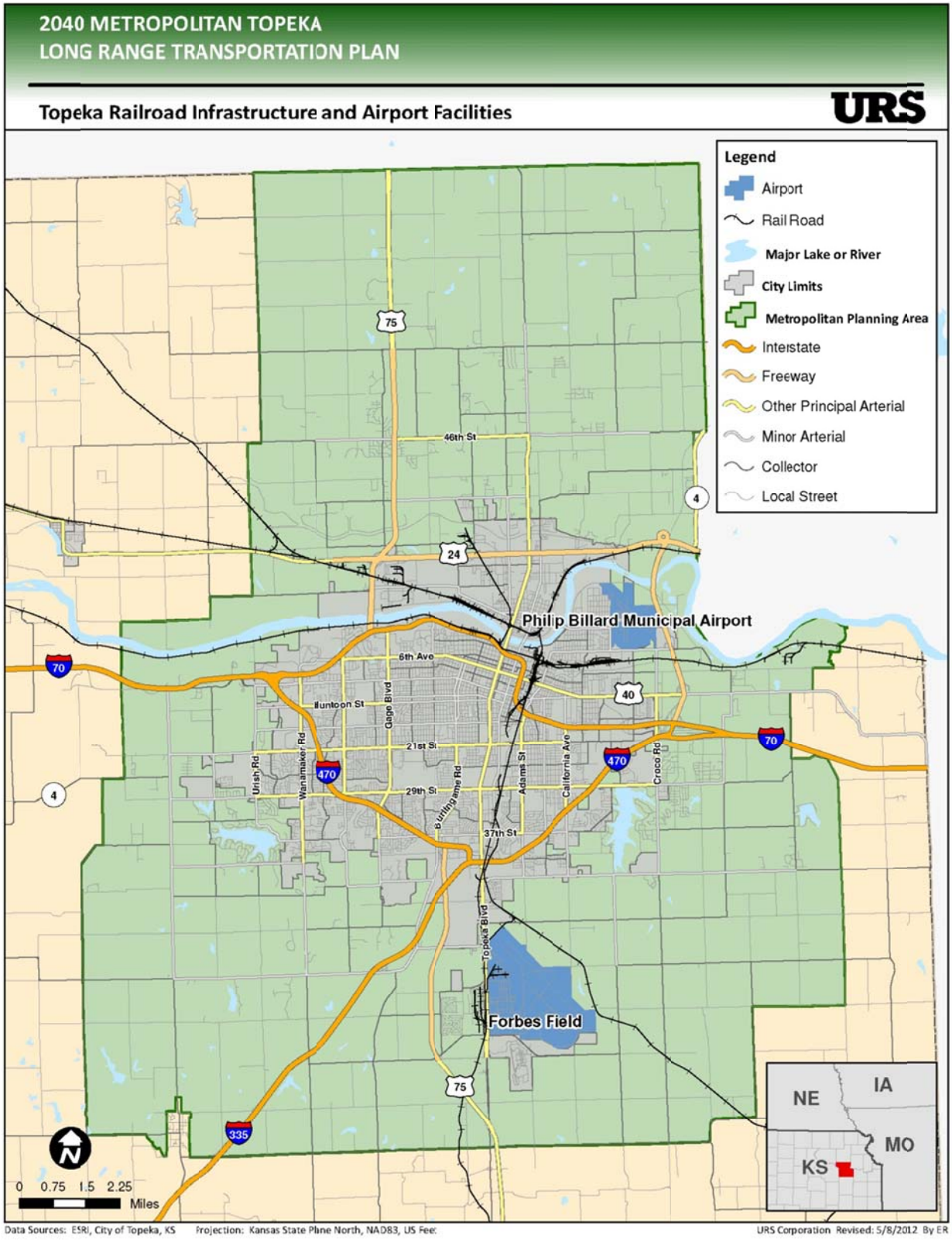
Fiscal Year	Grant	Amount ($)
FOE - FEDERAL GRANT AWARDS		
FY2006	GRANT - 21	**$66,332**
FY2007	GRANT - 22	**$996,645**
FY2008	GRANT - 23	$1,010,204
	GRANT - 24	$374,778
		$1,384,982
FY2009	GRANT - 25	$388,031
	GRANT - 26	$532,854
		$920,885
FY2010	GRANT - 27	**$1,435,564**
	TOTAL FEDERAL GRANTS - FOE	**$4,804,408**
KAIP CONSTRUCTION GRANT AWARDS - FOE		
FY2011	AV-2011-46	**$161,039**
TOP - FEDERAL GRANT AWARDS		
FY2006	GRANT - 12	**$740,752**
FY2007		**$0**
FY2008	GRANT - 13	**$531,611**
		$214,313
FY2009	GRANT - 14	$20,672
	GRANT - 15	$149,214
		$169,886
FY2010		**$0**
	TOTAL FEDERAL GRANTS - TOP	**$1,656,652**
KAIP CONSTRUCTION GRANT AWARDS - TOP		
FY2011	AV-2011-45	**$112,477**

Rail

The Surface Transportation Board (STB) separates commercial railroad companies into three classes based on adjusted annual operating revenues for three consecutive years. The largest railroad systems are classified as Class I railroads which are the major, main and branch line carriers that have revenues of $250 million or more per year. Class II railroads average between $20 and $250 million in revenue per year. Class III railroads, also known as short-line railroads, have average revenues of less than $20 million per year. Kansas ranks in the top ten in the United States in railroad mileage, despite the loss of track miles due to abandonments each year. The state's line-haul railroad mileage totaled 4,776 miles. This total excludes double trackage, spur and business tracks, sidings and yards, and privately owned "not-for-hire" railroads. Railroad miles owned and operated by Class I carriers totaled 2,790 miles, while Class III carriers own and operate 1,986 rail miles in Kansas.

The region has long been a railroad center and at one time had four different railroad stations in Topeka (Union Pacific, Santa Fe, Missouri-Pacific, and Rock Island). Currently, the region is crisscrossed with mainline track belonging to the Union Pacific (UP) and the Burlington Northern-Santa Fe (BNSF) Systems. UP operates a transcontinental corridor through the northeastern corner of the state with as many as 60 trains per day between Topeka and Kansas City. Rail freight services are provided by both railroads operating in the region and service is provided to most industrial sites in the area including the grain elevators in North Topeka and the industrial sites near Forbes Field Airport. The active railroad lines in the region are displayed in **Figure 4-18**. The BNSF rail yard is located adjacent to the passenger station. The UP rail yard is located in North Topeka along Gordon Street.

Figure 4-18. Railroad Infrastructure and Airport Facilities



Passenger Rail

Passenger rail service in Kansas is provided by the National Railroad Passenger Corporation, commonly known as Amtrak. The Amtrak train serving Kansas, the Southwest Chief, operates between Los Angeles and Chicago with daily service in each direction. The region has one passenger station located along the, BNSF line at 500 SE Holliday Place (East 5th & Holliday). In addition to serving Topeka, the Southwest Chief also stops in Lawrence, Newton, Hutchinson, Dodge City, and Garden City. **Table 4-29** summarizes the ridership figures for these locations between 2004 and 2010. **Figure 4-19** also displays the ridership totals between 2004 and 2010.

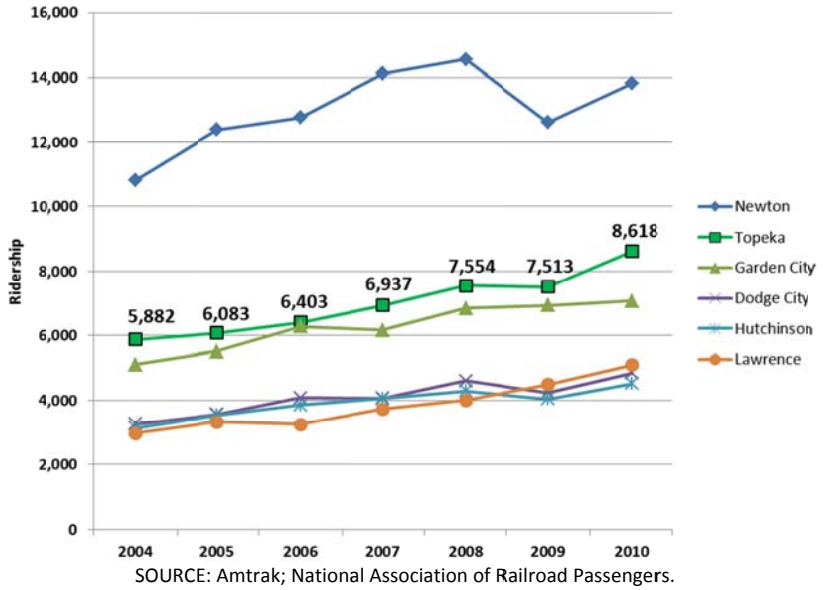
Table 4-29. Amtrak Ridership in Kansas (2004 to 2010)

	Year							Seven Year Totals	
	2004	2005	2006	2007	2008	2009	2010	Total Ridership	Yearly Average
Topeka	**5,882**	**6,083**	**6,403**	**6,937**	**7,554**	**7,513**	**8,618**	**91,097**	**13,014**
Newton	10,806	12,387	12,772	14,126	14,563	12,617	13,826	48,990	6,999
Garden City	5,115	5,516	6,278	6,166	6,840	6,930	7,075	43,920	6,274
Dodge City	3,264	3,559	4,084	4,063	4,612	4,248	4,847	28,677	4,097
Hutchinson	3,140	3,538	3,858	4,056	4,289	4,045	4,519	27,445	3,921
Lawrence	2,978	3,324	3,244	3,732	4,008	4,500	5,096	26,882	3,840
Kansas	**25,303**	**28,324**	**30,236**	**32,143**	**34,312**	**32,340**	**35,363**	**218,021**	**31,146**

SOURCE: Amtrak; National Association of Railroad Passengers.

Amtrak Ridership

Figure 4-19. Amtrak Ridership in Kansas (2004 to 2010)



SOURCE: Amtrak; National Association of Railroad Passengers.

Table 4-30 shows that between 2004 and 2010, Amtrak ridership in Kansas increased by nearly 40 percent. During this same time, ridership in Topeka increased nearly 47 percent. In terms of ridership, Topeka saw an increase of 2,736 riders when comparing 2004 and 2010 data. Of all of the cities in Kansas with Amtrak service, only Newton saw a greater increase in riders (3,020) during this time.

Table 4-30. Amtrak Ridership Change (2004 to 2010)

	Ridership		Change (2004 to 2010)	
	2004	2010	Increase	Percent Increase
Topeka	**5,882**	**8,618**	**2,736**	**46.5%**
Lawrence	2,978	5,096	2,118	71.1%
Dodge City	3,264	4,847	1,583	48.5%
Hutchinson	3,140	4,519	1,379	43.9%
Garden City	5,115	7,075	1,960	38.3%
Newton	10,806	13,826	3,020	27.9%
Kansas	**25,303**	**35,363**	**10,060**	**39.8%**

SOURCE: Amtrak; National Association of Railroad Passengers.

Amtrak Ridership

Railroad Planning Issues

Although most railroad facility planning is done at the corporate headquarters of the large railroad companies, the operations of railroads certainly impact the local and regional transportation systems and land use planning efforts. In the MPA, the railroads have long been established and developments in the region have grown around the railroads. Many of the region's major roads have grade separated crossings of the railroads, but a few locations with significant amounts of both train and vehicular traffic still have at-grade crossings. As the population of the region grows and more land developments occur, the issue of railroad crossings will need to be addressed and the region's land use and transportation plans will need to be coordinated with the plans developed by the railroad companies with interests in the region.

The current Amtrak service running in the State is not useable for commuter traffic since it runs through most of Kansas in the middle of the night and is designed for long-distance vacation travel. Continuation or future expansion of Amtrak service in Kansas will depend on developments at the national level, as well as, on any state or local initiative to support the cost of passenger rail service to Kansas communities. As discussed in the public transportation section, the State of Kansas and local transit agencies are planning to study the feasibility of regional bus service. Regional bus service from Topeka could include possible connections to Lawrence, Kansas City, Manhattan, and Emporia. The success of regional bus service could dictate the potential for enhanced passenger rail service in Topeka. Unless passenger rail funding increases dramatically over the next 30 years, it is not anticipated that commuter rail service will play a significant role as part of the overall Topeka transportation system.

Freight Transportation and Intermodal Connectivity

The increasing economic competitiveness among regions within the US, and the globalization of the economy has increased the importance of a metropolitan area's freight transportation infrastructure. The deregulation of freight transportation dramatically changed business practices and created new competitive opportunities across modes. The changing nature of business practices, with an emphasis on reliable, just-in-time delivery, places a premium on the efficient operation of the freight transportation system. At the same time, the safe and efficient movement of goods increases the burden on the regional infrastructure making maintenance and safety a priority.

As part of the 2040 LRTP public outreach, local businesses were contacted. Comments from local businesses suggest their primary concern is in maintaining the existing transportation infrastructure to ensure the safe and efficient movement of goods within and through the region.

Globalization of the economy has also changed the transportation and service requirements of shippers and receivers. Manufacturers can serve markets globally, but this requires a greater reliance on, and greater efficiencies in, the transportation system. The following subsections highlight the current freight transportation environment within the region.

Waterways

Topeka is located in the Kansas-Lower Republican Basin on the banks of the Kansas River. While the flow from the Kansas-Lower Republican Basin discharges into the Missouri River Basin, only the Missouri River is navigable for freight transport in Kansas.

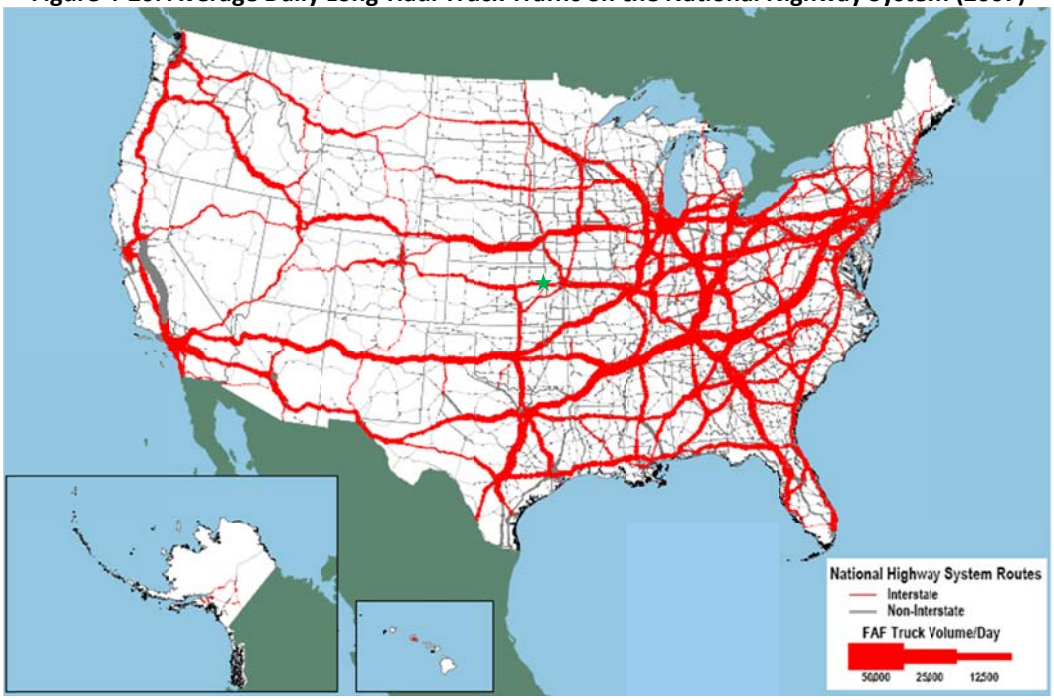
Truck Flows

Figure 4-20 and **Figure 4-21** illustrate the most recent (2007) and future year (2040) average daily long-haul truck traffic on the National Highway System. Long-haul freight trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movement by multiple modes and mail. While I-70 plays a major role in moving freight across the country, generally speaking the truck traffic volumes on I-70 are significantly lower compared to parallel interstate facilities located in Nebraska (I-80) and Oklahoma (I-40). The 2040 projections also show anticipated growth in the I-80 and I-40 corridors while I-70 is projected to see a slightly lower growth. Furthermore, I-70 west of Topeka toward Denver is not anticipated to see is significant increase in truck volumes as most of the east-west movement is accommodated in the I-80 corridor.

Within the Topeka MPA, I-70 will continue to carry the heaviest truck volumes. **Figure 4-22** illustrates the 2010 daily truck volumes on major MPA roadways. Currently, the highest observed truck volume is along I-70, just west of US 75, with 5,920 (9.0% of the total daily traffic) heavy commercial vehicles (HCV). Just east of US 75, the truck volume on I-70 is 5,140 (9.4%) HCV. The I-70 truck volume, near the eastern MPA boundary, is 4,310 (12.0%) HCV while the western MPA boundary, is 4,150 (15.0%) HCV. Truck volumes along the Polk Quincy Viaduct, near 6th Street, reach 4,370 (13.6%) HCV. Truck volumes on I-470, between I-70 and Topeka Boulevard, range between 2,500 and 2,700 (6.3% to 8.1%). The I-470 truck volume, east of Topeka Boulevard and just south of 29th Street, is currently 1,405 (10.9%) HCV.

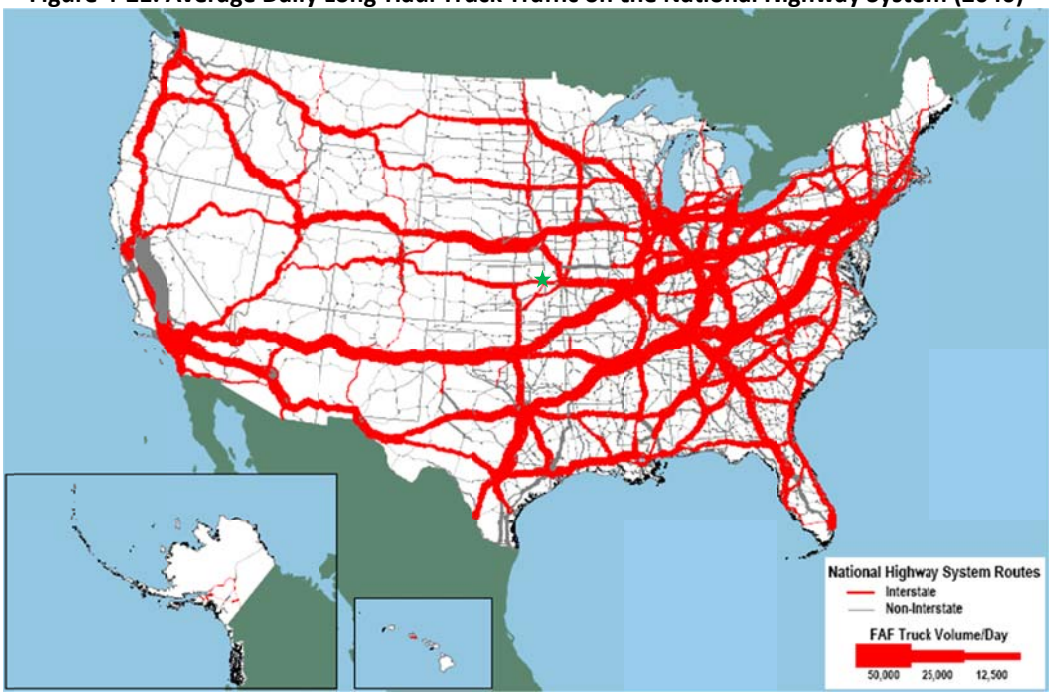
Figure 4-22 illustrates current and planned industrial land uses within the Topeka MPA. This graphic highlights the important link between current and future freight movement patterns in relationship to industrial employment. As the region grows, achieving greater efficiency in freight movement will support both existing and future economic activity within the region.

Figure 4-20. Average Daily Long-Haul Truck Traffic on the National Highway System (2007)



SOURCE: U.S. Department of Transportation, FHWA, Office of Freight Management and Operations, Freight Analysis Framework
http://ops.fhwa.dot.gov/freight/freight_analysis/nat_freight_stats/docs/11factsfigures/figure3_9.htm

Figure 4-21. Average Daily Long-Haul Truck Traffic on the National Highway System (2040)



SOURCE: U.S. Department of Transportation, FHWA, Office of Freight Management and Operations, Freight Analysis Framework
http://ops.fhwa.dot.gov/freight/freight_analysis/nat_freight_stats/docs/11factsfigures/figure3_10.htm

Figure 4-22. 2010 Daily Truck Volumes

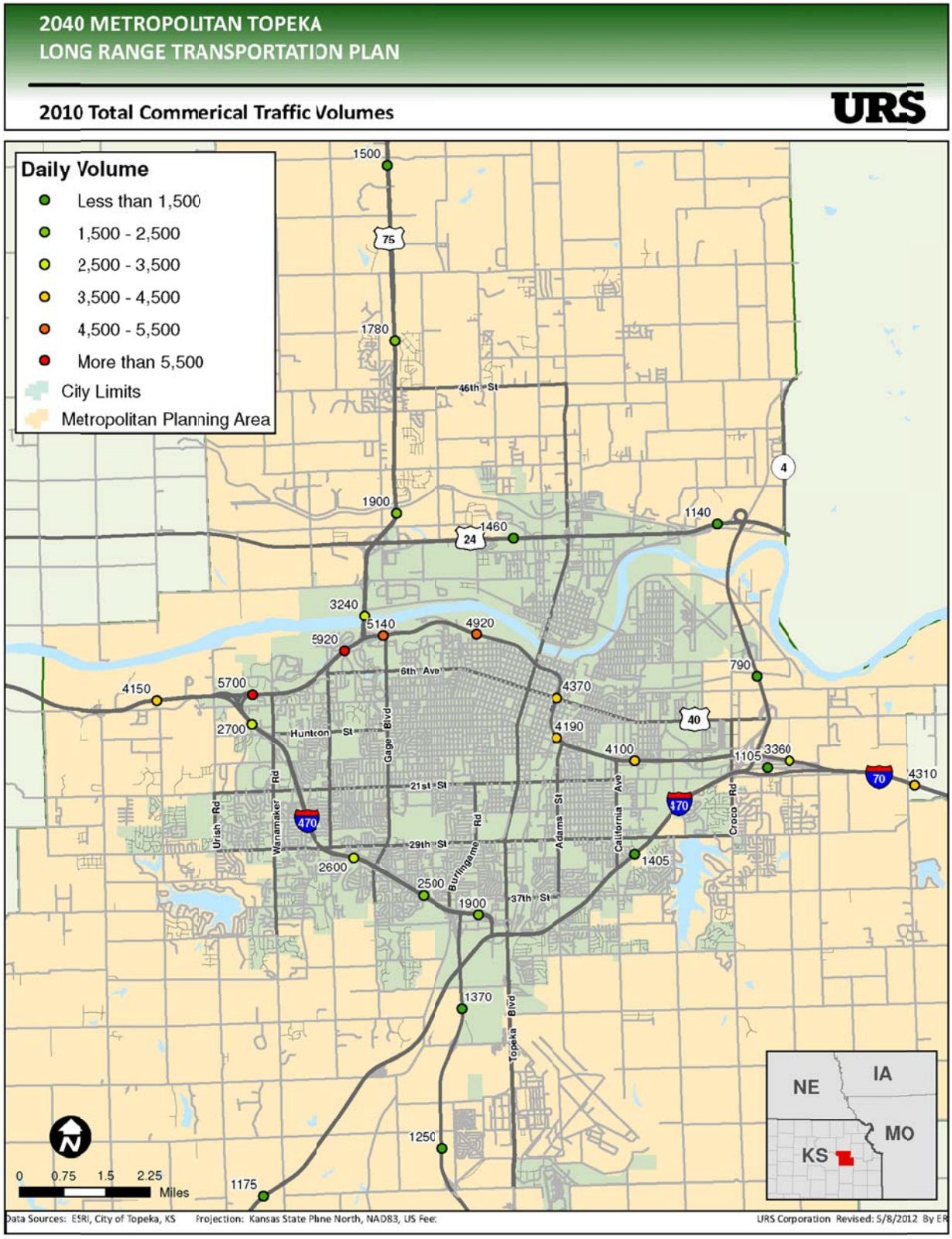
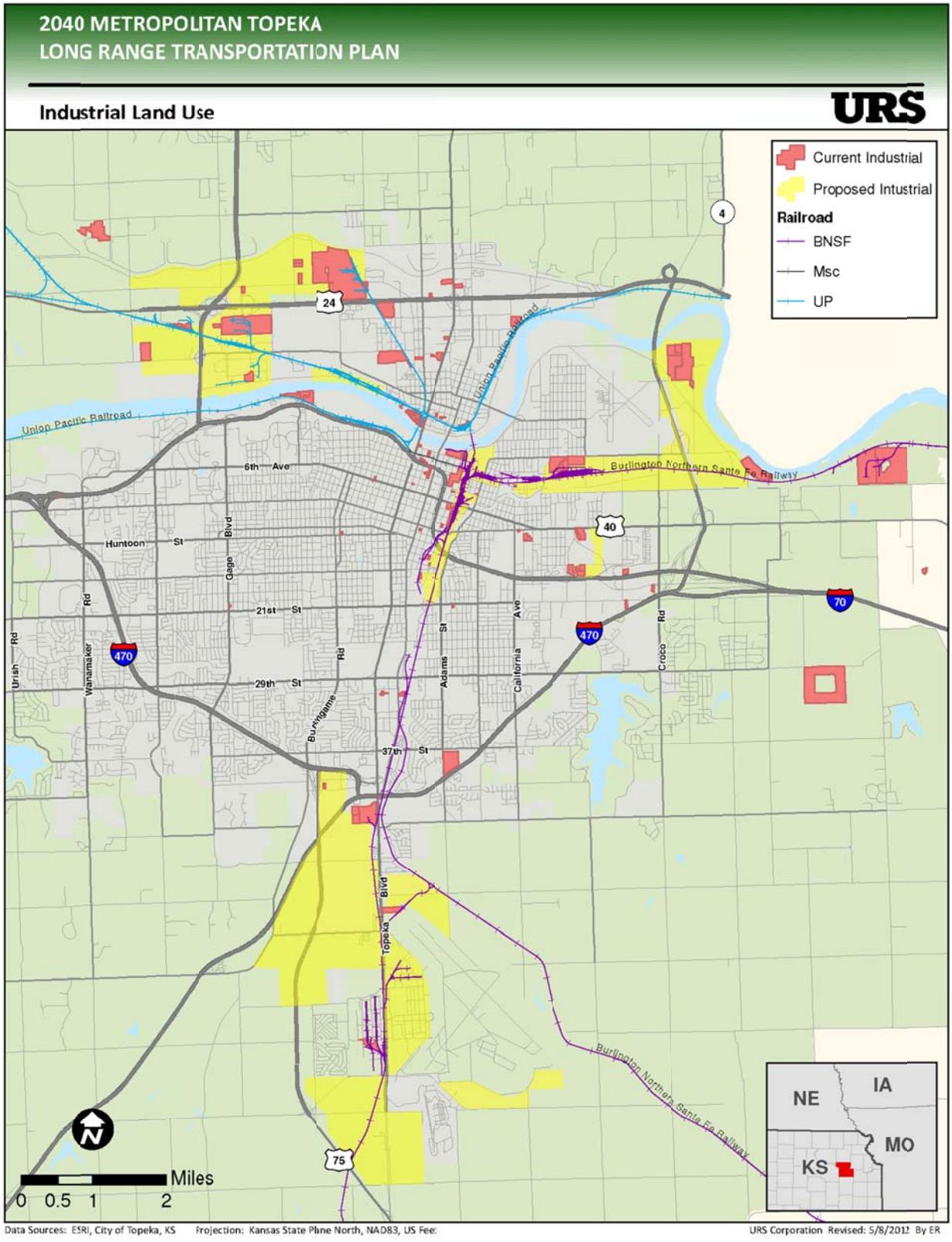


Figure 4-23. Current and Proposed Industrial Land Use (in Relation to Regional Transportation Facilities)



Security

SAFETEA-LU created a separate and distinct "security" planning factor that must be addressed as part of the LRTP process. Effective coordination and communication among local government agencies is paramount in an emergency response situation. Proper planning, training, and preparation between law enforcement and other local agencies provides the best opportunity to safely and effectively respond to an incident and provide the public with clear and concise information about the situation and any actions that should be taken.

Transportation Security Issues

From a transportation security standpoint, the most likely emergency involves a hazardous materials incident. These incidents could include responses to overturned trucks, orphan drums, fuel spills, farm chemicals, train derailments, chemical fires, chlorine leaks, and unknown substances. While the cause of an incident could potentially be terrorist related, a more likely scenario involves a roadway accident or train derailment.

The State of Kansas has established Haz-Mat teams through contracts between individual local fire departments and the State Fire Marshal's Office.[5] The fire departments provide team members and regional response outside their local jurisdiction and the State Fire Marshal's Office provides training and equipment at no cost to the department. The State Fire Marshal's Office also reimburses all costs associated with actual haz-mat responses.

Twelve regional response teams, consisting of nationally accredited hazardous materials technicians, are fully equipped to enter the area immediately surrounding the hazardous material in order to monitor the environment and mitigate the incident. The regional response teams comprise a network and are able to support each other with personnel and or equipment when needed. These teams can respond to most areas in Kansas within an hour or less in order to address haz-mat incidents and accidents as well as terrorist events involving chemical, biological, radiological, or nuclear (CBRN) products.

A regional response team is located in Topeka. Other response teams are located in the following areas: Coffeyville, Colby, Emporia, Ford County, Hays, Manhattan, Overland Park, Salina, Sedgwick County, Seward County, and Wellington.

In some emergency response situations, public transportation (buses) can be used to support evacuations or provide temporary shelter until other transportation means can be identified. Currently, there is no formal/coordinated plan in place between Topeka Metro and local law enforcement officials to accommodate this type of situation.

Another potential security risk involves a potential incident occurring on a Topeka Metro bus. Some transit agencies across the county are using technology to help reduce the potential risk of an incident. On-board cameras can be used to record incidents and in an emergency situation the video from the bus can be used by law enforcement to monitor the situation. Global Positioning System (GPS) technology, which can be used to quickly locate a transit vehicle, is another feature that could be used in an emergency situation. Currently, Topeka Metro does not have on-board cameras or GPS technology on their transit vehicles.

[5] http://www.ksfm.ks.gov/hazmat/

Chapter 5
Goals and Objectives

This chapter summarizes the MTPO 2040 Long Range Transportation Plan (LRTP) goals and objectives. The goals and objectives were developed based on:

- A review of the 2034 LRTP goals and objectives;
- A comparison of goals and objectives to other planning efforts in the region;
- A comparison of goals and objectives to address emerging transportation planning issues; and,
- Citizen and stakeholder input received during the development of the 2040 LRTP update.

Developing the Goals and Objectives

The MTPO 2040 LRTP goals and objectives were developed with full consideration of SAFETEA-LU planning factors. **Table 5-1** summarizes how the 2040 LRTP goals, which are further described in the following sections and referenced throughout this document, address each of these planning factors. The goals are intended to guide future transportation decisions in the region. For each of the goals, a corresponding set of objectives has been established to help the region move closer to the intended goal.

Prior to developing the MTPO 2040 LRTP goals and objectives, the 2034 LRTP goals and objectives were reviewed. The review of the 2034 LRTP goals and objectives focused on the following:

1. Do the goals address the eight planning factors in SAFETEA-LU?
2. Are there opportunities to strengthen the current goals/objectives?
3. Are there new goals/objectives that should be included to address emerging planning/engineering trends?

After reviewing the 2034 LRTP goals, the MTPO Technical Advisory Committee (TAC) determined that the goals address the eight SAFETEA-LU planning factors and no changes were recommended as part of the 2040 LRTP update. **Table 5-1** correlates the LRTP goals with the SAFETEA-LU planning factors.

Table 5-1. 2040 LRTP Goals and SAFETEA-LU Planning Factors

SAFETEA-LU Planning Factor	Correlates With Plan Goal
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	**1**
2. Increase the safety of the transportation system for all motorized and non-motorized users.	**2**
3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.	**2**
4. Increase accessibility and mobility of people and freight.	**3**
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.	**4**
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	**6**
7. Promote efficient system management and operation.	**5**
8. Emphasize the preservation of the existing transportation system.	**7**

SOURCE: MTPO.

Having determined that the goals were appropriate for the 2040 LRTP update, the project team reviewed the 2034 LRTP objectives to determine if they addressed emerging transportation planning and engineering trends. As previously stated, SAFETEA-LU outlines current Federal transportation planning requirements and is the primary funding source for transportation projects across the nation. SAFETEA-LU expired on September 30, 2009 but has since received a series of extensions. The most recent extension continues transportation funding through March 31, 2012. Preliminary discussions regarding a new transportation bill suggest increased emphasis on reducing greenhouse gases, promoting livable and sustainable communities, promoting healthy communities, and promoting alternative transportation modes. New and revised objectives to address these issues were incorporated in the development of the 2040 LRTP and objectives and are summarized in the following:

1) Included discussion of the growth management areas referenced in the Topeka Land Use and Growth Management Plan (LUGMP) to strengthen the land use-transportation connection.
2) Reviewed the Topeka-Shawnee County Regional Trails and Greenways Plan, the Draft Topeka Bikeways Master Plan, and the Topeka Sustainability Advisory Board Energy Efficiency & Conservation Strategy Report for consistency with the 2040 LRTP objectives.
3) Included references to utilize lower cost transportation improvements (i.e., Transportation System Management) and advanced technologies (i.e. Intelligent Transportation Systems) to make better use of existing transportation resources.
4) Included the application of Complete Streets principles to enhance mobility options for all transportation users. This is consistent with the City of Topeka's resolution adopting a Complete Streets planning approach which was adopted in 2009.
5) Included reference to Transit Oriented Development (TOD) which should be considered in transportation planning efforts within the region (on an appropriate design basis for a MPA the size of Topeka).
6) Included references to ridesharing and regional commuting options in an effort to reduce single occupancy vehicle trips and help reduce greenhouse gases and other emissions.
7) Included references to transportation improvements that support sustainable development, enhance quality of life, and promote healthy communities.

MTPO 2040 LRTP Goals and Objectives

GOAL #1: Cultivate, Maintain, and Enhance the Region's Economic Vitality

Objectives:

1. Encourage the coordination of land use and transportation planning to ensure that developments are adequately connected by the region's transportation system and appropriately located to preserve the quality of life in surrounding areas.

2. Encourage transportation investments and policies that facilitate sustainable business growth and tourism growth in the region which are consistent with local and regional comprehensive plans and the Topeka-Shawnee County Economic Development Plan.

3. Encourage investment and reinvestment of transportation resources into the City of Topeka's existing neighborhoods and defined growth management areas as a critical component to the overall economic health of the region.

GOAL #2: Increase the Safety and Security of the Region's Transportation System

Objectives:

1. Reduce transportation related crashes, injuries, and fatalities using current design standards, advanced technologies, and education.

2. Collaborate with local and state law enforcement agencies, first responders, and health agencies to develop appropriate emergency and disaster plans and other security related plans for the region.

3. Encourage transportation investments and policies that result in a higher level of personal security for pedestrians, cyclists, motorists, and users of transit.

GOAL #3: Increase Accessibility and Mobility Choices in the Region

Objectives:

1. Improve transit route coverage and service hours so that people can reach job sites and return home conveniently, and so that employers can hire workers to work when needed (e.g., for weekend and evening work).

2. Support a complete streets policy that promotes the use of alternative transportation modes including pedestrians, bicyclists, and transit users. Improvements could include new or improved sidewalks, bicycle routes or other accommodations, bus pullouts, and other facilities/improvements) as part of future roadway construction/reconstruction and private development projects.

3. Improve access to transit for senior citizens and those with disabilities.

4. Support local incentives to encourage employers to allow transit operations on their property, to encourage employees to consider transit as a commuting option, and to encourage Transit Oriented Development (TOD).

5. Encourage public transportation services – such as commuter services, park and ride lots, ridesharing, and carpooling programs – which help reduce the number of single occupancy vehicle trips within the region.

GOAL #4: Protect, Preserve, and Enhance the Social, Historical, and Natural Environments of the Region

Objectives:

1. Coordinate roadway and infrastructure projects with guidelines established by federal, state, and local historic preservation planning agencies and the principles of context sensitive solutions (CSS) treatments.

2. Pursue public transportation projects and other transportation related technologies that result in positive benefits to improved air quality and energy efficiency. Encourage transportation investments that reduce greenhouse gases, and other emissions, and support the reduction of single occupancy vehicle trips.

3. Encourage land use policies and transportation investments that are consistent with the City of Topeka Downtown Redevelopment Plan and Land Use & Growth Management Plan as a means of promoting in-fill, redevelopment, and the utilization of existing urban land and its infrastructure capacity over low-density sprawl or density levels in locations where appropriate urban services are not planned or available.

4. Ensure that transportation decisions in the region are made with full consideration of the requirements of Title VI and Environmental Justice provisions.

5. Encourage transportation investments that support sustainable development, enhance quality of life, and promote healthy communities.

GOAL #5: Promote Efficient System Management and Operation

Objectives:

1. Encourage the use of Transportation System Management (TSM) principles to mitigate capacity deficiencies on congested roadways and at intersections.

2. Encourage greater use and acceptance of access management policies and devices (e.g. medians, turn restrictions, combined entrances) to maintain adequate transportation system capacity and to enhance safety for the traveling public.

3. Support the deployment of appropriate Intelligent Transportation Systems (ITS) investments according to the Regional ITS Architecture as a means of achieving better management and operations of the existing transportation system.

GOAL #6: Enhance Integration and Connectivity of the Transportation System Across and Between Modes

Objectives:

1. Integrate land use planning and transportation project planning – utilize the Land Use & Growth Management Plan and neighborhood plans to ensure greater consideration of land use changes and new development relative to existing transportation infrastructure and/or the need for new transportation infrastructure. The planning process for new development and redevelopment must consider walkability, bicyclist, and transit access issues in the design of each project.

2. Consistent with complete streets principles, retrofit existing transportation facilities, where possible, to accommodate pedestrians, bicyclists, and transit users to enhance connectivity between modes.

3. Improve capacity, pavement maintenance, and design of roadways and bridges that connect Forbes Field, Philip Billard Airport, and other significant industrial park sites throughout the Metropolitan Planning Area with key corridors in the region to accommodate higher traffic flows, especially for shippers and haulers.

4. Encourage the City and County Planning Commissions to require that appropriate transportation infrastructure is in place prior to approving proposed development.

GOAL #7: Emphasize Maintenance and Preservation of the Existing Transportation System

Objectives:

1. Invest resources so that preservation of existing system assets (roads, bridges, transit vehicles, etc.) in all modes receives the highest priority in annual and multi-year budgeting and programming processes.

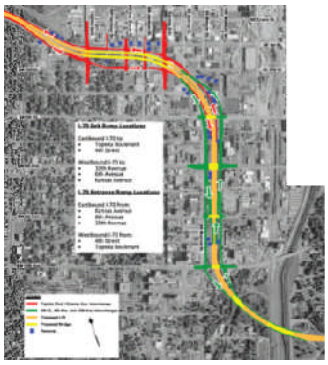
2. Implement funding mechanisms capable of providing ample funds for the preservation of existing transportation facilities and services throughout the region at current quality and service levels, and to improve the facilities and services in the regional transportation system in accordance with the recommendations of this Plan.

Chapter 6
Evaluation of Future Year Improvements

This chapter evaluatespotential future year (2040) improvements for the regional transportation system. The evaluation process includes identifying potential multi-modal projects to address mobility needs through the year 2040. As part of this process, Federal law requires "a financial plan that demonstrates how the adopted long-range transportation plan can be implemented" (23 U.S.C. 134).The following sections discuss the respective transportation modes, potential improvements considered, and financial analysis.Based upon the evaluation in Chapter 6, the recommend plan, and fiscally constrained projects, are then summarized in Chapter 7.

Roadway Improvements

Roadway improvements were divided into two categories – committed and potential projects. For the purpose of the LRTP, committed projects are transportation improvements for which funding has been identified and are scheduled for construction. The MTPO, along with the respective local agencies, identified committed projects through the year 2016. These projectswere identified in Chapter 4.



The Polk Quincy Viaduct Planned Improvement

Potential roadway projects consist of improvements that address transportation deficiencies, or mobility needs, through the year 2040. Based on the 2040 No-Build model results, the MTPO staff, along with representatives from the City of Topeka and Shawnee County, met in Fall 2011 to identify projects that would be evaluated in the regional travel demand forecasting model (KDOT was responsible for coding and running the travel forecasting model). The travel demand forecasting model projects/scenarios are listed in **Table 6-1**.

Table 6-1.MTPO 2040 LRTP – Travel Forecasting Model Projects

ID	Agency	Roadway	Location	Description
1	City	SE 37th Street	Kansas Avenue east to Adams Street	Widen to 4/5-Lanes
2	City	SW 37th Street	W. Walmart Entrance west to Burlingame	Widen to 4/5-Lanes
3	City	SW 6th Street	Gage west to Roundabout	Widen to 4/5-Lanes
4	County	NW 46th Street	Button Rd. east to K-4	Widen to 3-Lanes
5	County	NW Topeka Blvd.	US-24 north to Meninger Road	Widen to 4/5-Lanes
6	City	Kansas Avenue	1st Street to 8th Street	Reduce to 3-Lanes
7a	City	SW Elevation Parkway	Connecting SW Wanamaker to SW Gage	New 2-Lane Road (Minor Arterial)
7b	City	Elevation Parkway and 37th St.	From Wanamaker to Adams	New 2-L Road and Widen 37th 4-5 Lanes
8	City	NW Reo Street	Connecting NW Topeka to Rochester	New 2-Lane Road (Local)
9a	KDOT	I-70 Polk/Quincy Viaduct & Alignment	Polk Street to Quincy Street Approach Rdwy.	New Viaduct and Alignment, 6-L on I-70
9b	KDOT	PQ Viaduct/I-70 & US-75 Bridge	From Wanamaker to Adams and US-75 Bridge	Widen to 6 lanes
10	Various	All Alternatives (1-9)	All Alternatives (1-9)	All Alternatives (1-9)
11	Various	Extension of K-4 or County Rd. North of I-70	New River Crossing across KS River	Extend K-4/Co. Rd from I-70 to US-24 as 2-Lane

SOURCE: KDOT.

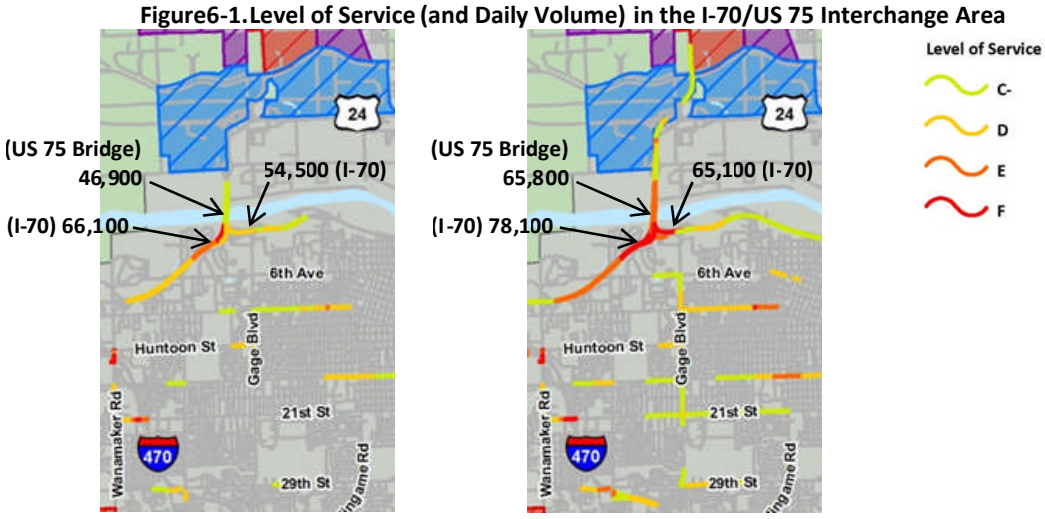
NOTE: Elevation Parkway (in project 7b) is now referred to as Southwest Parkway.

Future Year Capacity Analysis

The travel forecasting model projects, identified in **Table 6-1,** were coded in the 2040 Existing plus Committed (E+C) network to identify potential future year roadway impacts. The E+C network represents the base year conditions (2010) along with committed roadway improvements (2011 – 2016). The model projects were first coded as individual projects which resulted in relatively little impact in relieving traffic congestion within the Topeka MPA. Secondary model runs, including a combination of individual projects, were then evaluated. The secondary model runs focused on addressing projected capacity issues in theI-70/US 75 interchange area – which was identified as the only significant future year capacity issue within the Topeka MPA.

Figure 6-1 displays the projected increase in traffic congestion (year 2010 to 2040)within the immediate vicinity of the I-70/US 75 interchange.I-70, just west of US 75, is expected to see volumes increase from 66,100 vehicles per day (vpd) in 2010 to 78,100 vpdin 2040. Just east of US 75, I-70 volumes are expected to increase from 54,500 vpd to 65,100 vpd. The US 75 bridge is expected to increase from 46,900 vpd to 65,800 vpd. As a result, level of service within the interchange area, and the US 75 bridge, are anticipated to decline to LOS E and LOS F conditions through the year 2040.

Figure6-1.Level of Service (and Daily Volume) in the I-70/US 75 Interchange Area



Year 2010 **Year 2040**

The project team identified three potential improvement scenarios (two of which involved additional model runs) to address theI-70/US 75 interchange traffic congestion. The first project involved widening I-70 (model scenario #9b) from Wanamaker Road east to where the Polk Quincy Viaduct roadway modernization projectwould end (MacVicar Avenue). This model scenario also included widening the US 75 bridge over the Kansas River and improvements to address weaving and ramp issues in the interchange area. The model results show that widening I-70, and the US 75 bridge, would eliminate the projected 2040 traffic congestion. However, these projects would have significant construction costs which would far exceed the $200 million cost associated with the Polk Quincy Viaduct roadway modernization project.

A second project (model scenario #11)explored the development of a new river crossing located west of US 75. The purpose of this analysis was to determine if a new north-south river crossing would divert traffic off US 75 thus reducing the projected future year traffic volume and improving the level of

service.For the purpose of the modeling scenario, a new river crossing was coded in at Auburn Road. The scenario included a new river crossing, and a new roadway, that would extend Auburn Road from I-70 to US 24. The model results indicated that a new river crossing could attract 10,400 vpd. This improvement would also relieve traffic volumes, and reduce congestion, on the US 75 bridge. The US 75 bridge would have a 2040 volume of 58,100 vpd (compared to 65,800 vpd for the E+C network) suggesting that a new river crossing would skim off approximately 7,700 vpd. In addition, a new crossing would enhance the overall roadway connectivity in the developing area along the western MPA boundary. However, this improvement would likely have high construction costs – potentially $40 million to $50 million (in 2012 dollars) depending on the final roadway/bridge design.

A third potential project involves the replacement of an existing river crossing which is located within Shawnee County but outside the Topeka MPA boundary. This project would reconstruct an existing old, narrowtwo-lane bridge along NW Carlson Road. This bridge islocated near Willard, KS which is approximately ten miles west of the Topeka MPA. In discussions with the Shawnee County Public Works Department, this project is currently in the design phase and would construct a new bridge; however, a funding source has not yet been identified for construction. Similar to the new river crossing scenario, it is possible that a reconstructed NW Carlson Road bridge could skim traffic off the US 75 river crossing. Because this project falls beyond the Topeka MPA boundary, it is not possible to evaluate this improvement in the regional travel forecasting model.

The MTPO Technical and Policy committees considered the three potential improvements. Given the extensive costs associated with the first two projects, and that the NW Carlson Road (Willard, KS) bridge is currently in the design phase, it was determined at this point in time that traffic operations in I-70/US 75 interchange area should be reevaluated as part of the next LRTP update. When the NW Carlson Road bridgeis constructed, traffic patterns/volumeson I-70, and the US 75 bridge,should be revaluated to determine if the NW Carlson Road bridge improves the I-70/US 75 interchange area traffic operations.

Potential Roadway Improvement Projects

In addition to monitoring the I-70/US 75 interchange area, the 2040 LRTP includes projects that address access management, interchange access, new roadways, roadway modernization, capacity improvements, and roadway preservation projects. The following sections discuss these potential projects which are summarized in **Table 6-2** and displayed in **Figure 6-2**.

Access Management

The Wanamaker access management effort is a continuation of implementing the recommendations included in the *Wanamaker Road Corridor Study*. Within the past couple of years, exiting left-turn movements have been eliminated at three commercial property accesses between SW 17th & I-470 through the installation of raised medians. The on-going review and application of access management techniques within the corridor would continue as part of the future year transportation improvements.

New Interchange

The US 75 and SW 49th Street interchange is a project that has been previously identified by local officials, including the Chamber of Commerce, as a way to improve accessibility in South Topeka and ultimately support economic development opportunities. A break-in access study was completed at this location and raised potential concerns regarding the close spacing to existing interchanges. A new interchange is also closely related to planned improvements to SW 49th Street. In 2012, the SW 49th Street bridge, over the South Branch of Shunga Creek, will be replaced as a committed project. A

potential roadway projectinvolves improving/wideningSW 49th Street, between Wenger Street and Topeka Boulevard. Together, these improvements could improve accessibility to industrial land uses in South Topeka.

Table 6-2. Potential Roadway Improvement Projects

ID	Roadway	Location	Type of Improvement	Future Number of Lanes	Lead Agency	2012 Estimated Project Cost
1	Topeka Boulevard	Bridge over Soldier Cut-off Channel	Bridge	-	City	$1,800,000
2	Southwest Parkway	Wanamaker Road to Gage Blvd.	New Roadway	5	City	$22,530,900
3	Fairlawn Road	Southwest Parkway to SW 37th Street	New Roadway	5	City	$5,718,000
4	SW 37th Street	Gage Blvd to Topeka Blvd	Widen	5	City	$22,530,900
5	US 75	SW 49th Street	New Interchange	-	City	$11,265,500
6	SW 49th Street	Wenger St. to Topeka Blvd	Widen (Bridge is a committed project)	2 & 3	City	$5,364,800
7	SW 10th Street	Wanamaker Road to Fairlawn Road	Widen	5	City	$7,920,000
8	SW 10th Street	Gage Blvd to Washburn Ave	Widen	5	City	$25,125,300
9	SW 6th Street	Gage Blvd to SW Fairlawn Road	Widen	5	City	$11,265,500
10	SW 6th Street	SW Fairlawn Rd to Wanamaker Road	Widen	5	City	$8,864,700
11	Menninger Road	Rochester Rd to Topeka Blvd	Widen	5	City	$5,735,100
12	NW Topeka Blvd	US 24 to Menninger Rd	Widen	5	City	$9,217,200
13	Wanamaker Road	SW 21st Street to SW 10th Street	Access Management	-	City	$17,410,200
14	Urish Road	SW 21st Street to 10th	Widen	5	County	$15,819,400
15	Reo Street	Topeka Blvd to Rochester Road	New Roadway	-	City	$1,906,000
16	I-70 (Polk Quincy Viaduct)	MacVicar Avenue to the Adams Street	Roadway Modernization	-	KDOT	$211,950,900
17	SW 37th Street	Kansas Ave to Adams Street	Widen	5	City	$4,500,000
18	NW 46th Street	Fielding Rd to Rochester Rd.	Widen	3	County	$6,000,000
19	Lower Silver Lake Road	Hwy 75 ramps to east of Gage Blvd.	Widen	3	City	$1,500,000
20	NW 46th Street	N. Topeka Blvd. to K-4 Hwy.	Widen	3	County	$17,000,000
21	SW 29th Street	Indian Hills out to Auburn Road	Widen	3	County	$6,200,000
22	SW 21st Street	Indian Hills out to Auburn Road	Widen	3	County	$6,200,000
23	SE 29th Street	City Limits to Croco Road	Widen	5	County	$9,382,000
24	SE 45th Street	California to Croco Road	Widen	3 or 5	County	$14,140,400
25	California Avenue	29th to 33rd	Widen	3 or 5	City	$3,775,000
26	California Avenue	37th to 45th	Widen	3	City	$6,800,000
27	SW Urish Road	21st to 29th Street	Widen	3	City	$5,670,700
*	I-70	Western MPA Limits to Eastern MPA Limits	Preservation **	-	KDOT	$21,125,000
*	I-70	Western MPA Limits to Eastern MPA Limits	Preservation ***	-	KDOT	$26,585,000
*	I-470	I-70/I-470 interchange to Topeka Blvd	Preservation	-	KDOT	$10,625,000

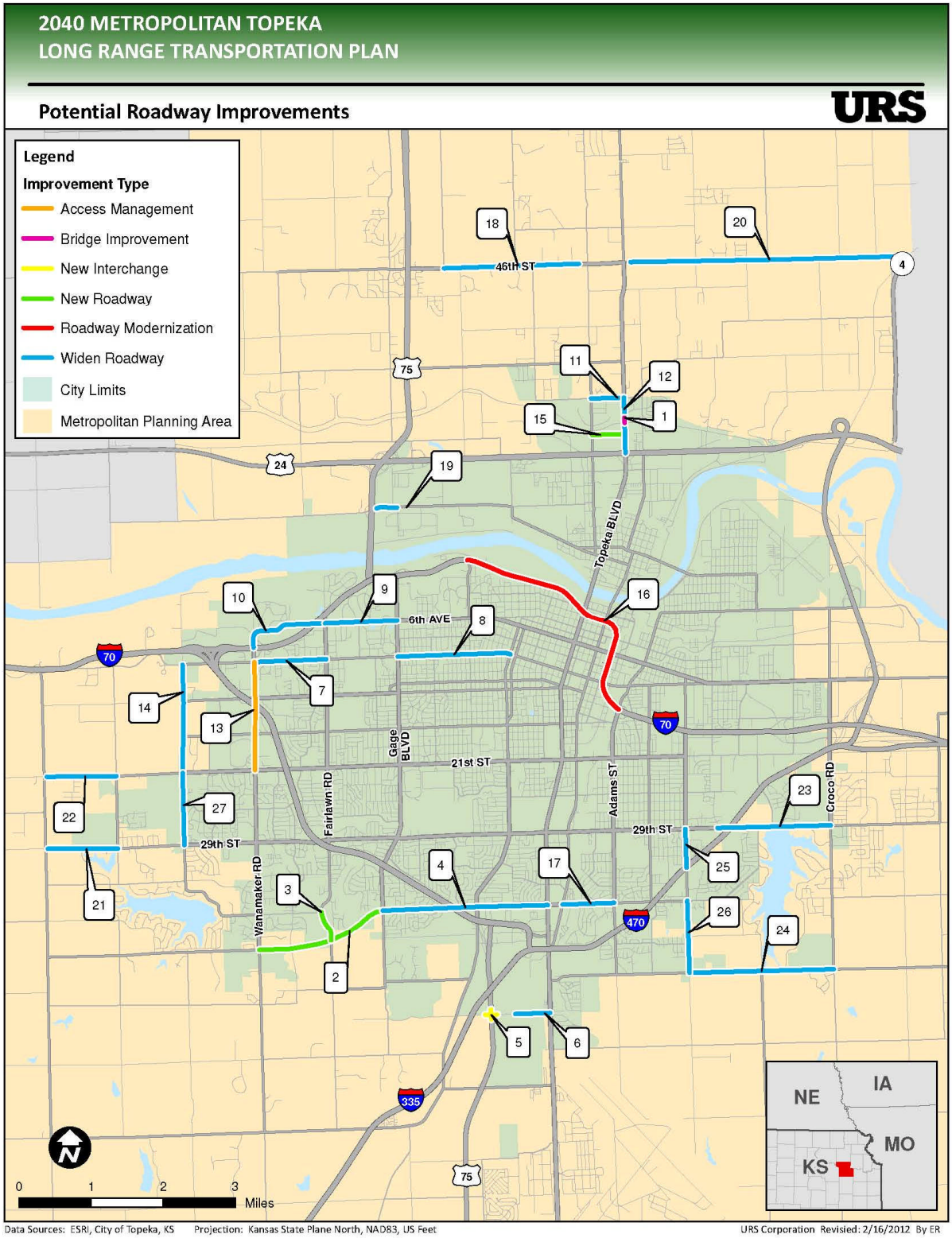
SOURCE: City, County, KDOT, URS.

* Potential preservation project is not displayed on the corresponding figure but is considered as part of the financial analysis.

** Potential overlay excluding Polk-Quincy Viaduct project Limits (project #16).

*** Potential overlay including Polk Quincy Viaduct project - less extended bridge section. (project #16)

Figure 6-2. Potential Roadway Improvement Projects



Roadway Modernization

KDOT, the City of Topeka, and the MTPO recently completed a concept study on how to improve I-70 from the MacVicar Avenue interchange through downtown Topeka to the Adams Street interchange. The preferred alternative recommends reconstructing I-70 to meet current highway design criteria, improving the safety and efficiency of I-70 and its connections to the local street system, providing for future traffic demands, and balancing access to provide connections to Downtown, the Riverfront Area, North Topeka, and East Topeka.

The preferred alternative includes improvements to the Polk-Quincy Viaduct which was constructed approximately 50 years ago. Final design planning should take approximately three to four years to complete. Construction funds are not included in the current ten-year T-WORKS plan but this roadway improvement would have significant impacts on regional freight movements, safety, local access, and economic development.

New Roadways

Three new roadways were identified as part of the potential improvements. Southwest Parkway, previously referred to as Elevation Parkway, would extend 37th Street from Gage Boulevard west to Wanamaker Road. Heading west from Gage Boulevard, Southwest Parkway would turn slightly to the south and eventually connect to Wanamaker Road at SW 41st Street. This improvement would provide a continuous east-west connection in the developing area of South Topeka and could help improve traffic flow along parallel east-west roadways including 29th Street and 21st Street.

A Fairlawn Road extension is closely related to the Southwest Parkway project. This project would extend Fairlawn Road south from SW 37th Street to connect with the proposed Southwest Parkway. Together, these projects would strengthen the overall roadway connectivity in the Southwest portion of the Topeka MPA and support planned residential and commercial growth.

Reo Street is a potential new roadway located in North Topeka. This roadway would provide a local connection between Topeka Boulevard and Rochester Road which would support commercial developmentin the area.

Capacity Improvements to Existing Roadways

With the exception of the I-70/US 75 interchange area, which was previously discussed, the Topeka MPA is not projected to have significant traffic congestion issues in the future. As such, the capacity improvements identified for the Topeka MPA consist of improvements to existing roadways and are intended to accommodate future year development. In many cases, the capacity improvements are located on of the developing fringe of the urbanized area and include both the City of Topeka and Shawnee County improvements. The projects often consist of upgrading an existing rural cross section to an urban cross section. A discussion of future year residential, commercial, and industrial growth within the Topeka MPA was previously discussed in Chapter 2. Potential capacity improvements to existing roadways are identified as "widen roadway" projects in **Table 6-2**.

Roadway Preservation

Roadway preservation projects refer to large scale effortsto rehabilitate the existing roadway infrastructure. Roadway preservation projects go beyond typical, or routine, maintenance which all MTPO member agencies perform. Roadway preservation projects identified as part of the 2040 LRTP focus primarily on the interstate system within the Topeka MPA. KDOT, and the Kansas Turnpike

Authority (KTA), are responsible for the system preservation of the interstates within the MPA. A schedule of roadway preservation projects for the interstate system is provided in Chapter 7.

On the local level, the City of Topeka has a ½-cent sales tax that generates approximately $13.5 million (in 2012 dollars) annually dedicated to infrastructure improvements. The revenue generated from the sales tax must be used for the repair/reconstruction of existing infrastructure. The majority of this revenue is used to reconstruct city streets; however, some funds are set aside annually for improvements to curb and gutter, sidewalks, and alleys. **Table 6-3** provides a summary of costs included in the 2012 – 2016 Capital Improvement Program (CIP). It is important to note that the $13.5 million generated from the ½-cent sales tax is in addition to $6.0 million annually the City spends on routine maintenance of local streets and bridges.

Table 6-3. Allocation of the City ½-Cent Sales Tax Revenue (2012 CIP Budget)

Preservation Activity	2012 Budget	Percent of Total
Maintain & Improve Existing Streets	$12,390,000	91.8%
ADA Street Curb Repair	$300,000	2.2%
Curbs, Gutters and Street Repair	$500,000	3.7%
Alley Repair	$250,000	1.9%
Sidewalk Repair 50-50	$60,000	0.4%
Total Half-Cent Sales Tax	$13,500,000	

SOURCE: City of Topeka - Capital Improvement Program (2012 - 2016)

Roadway Funding

The ability to maintain and improve roadway infrastructure in the Topeka MPA depends on adequate financial resourcesbeing available through the year 2040. This section describes the various revenue sources that have historically been available to the MTPO (through its member jurisdictions) for roadway related preservation and improvements.

Future yearfinancial projections, through the year 2040, were also developed in consultation with the City of Topeka, Shawnee County, and KDOT. Revenue forecasts were developed based on historical funding levels and anticipated inflationary rates. Based on this data, the projected revenue available to the member jurisdictions is provided.SAFETEA-LU requires a fiscally constrained plan which ultimately demonstrates that the respective MTPO members are able to fund transportation operations, maintenance, and capital investments through the year 2040. The fiscally constrained roadway projects are identified in Chapter 7.**Table 6-4** summarizes the 2040 LRTP revenue projections.

Table 6-4. Projected Roadway Revenue – KDOT, City of Topeka, and Shawnee County

		Projected Revenue (Million Dollars)													
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 - 2025	2026 - 2030	2031 - 2035	2036 - 2040	Total
	KDOT														
	Operating & Maintenance	1.64	1.66	1.68	1.71	1.74	1.77	1.80	1.83	1.86	9.75	10.50	11.25	12.10	59.29
	Road and Bridge Construction *	1.50	1.52	1.54	1.56	1.58	212.77	1.62	1.64	1.66	8.70	9.45	10.20	10.95	264.69
	Total	3.14	3.18	3.22	3.27	3.32	214.54	3.42	3.47	3.52	18.45	19.95	21.45	23.05	323.98
	Shawnee County														
Scenario 1	Operating & Maintenance	3.48	3.53	3.58	3.63	3.68	3.74	3.80	3.86	3.92	20.50	22.06	23.80	25.61	125.19
	Road Construction	3.85	3.91	3.97	4.03	4.09	4.15	4.21	4.27	4.33	22.65	24.40	26.30	28.31	138.47
	Bridge (and Culvert) Construction	2.78	2.82	2.86	2.90	2.94	2.98	3.02	3.07	3.12	16.35	17.60	18.95	20.45	99.84
	Total	10.11	10.26	10.41	10.56	10.71	10.87	11.03	11.20	11.37	59.50	64.06	69.05	74.37	363.50
Scenario 2	Operating & Maintenance	3.48	3.53	3.58	3.63	3.68	3.74	3.80	3.86	3.92	20.50	22.06	23.80	25.61	125.19
	Road Construction	3.85	3.91	3.97	4.03	4.09	4.15	4.21	4.27	4.33	22.65	18.98	11.96	12.95	103.35
	Bridge (and Culvert) Construction	2.78	2.82	2.86	2.90	2.94	2.98	3.02	3.07	3.12	16.35	12.06	4.30	4.55	63.75
	Total	10.11	10.26	10.41	10.56	10.71	10.87	11.03	11.20	11.37	59.50	53.10	40.06	43.11	292.29
Scenario 3	Operating & Maintenance	3.48	3.53	3.58	3.63	3.68	3.74	3.80	3.86	3.92	20.50	22.06	23.80	25.61	125.19
	Road Construction	3.85	3.91	3.97	4.03	4.09	1.90	1.93	1.96	1.99	10.40	11.15	11.96	12.95	74.09
	Bridge (and Culvert) Construction	2.78	2.82	2.86	2.90	2.94	0.70	0.71	0.72	0.73	3.80	4.05	4.30	4.55	33.86
	Total	10.11	10.26	10.41	10.56	10.71	6.34	6.44	6.54	6.64	34.70	37.26	40.06	43.11	233.14
	City of Topeka														
Scenario 1	Operating & Maintenance	6.00	6.09	6.18	6.27	6.36	6.46	6.56	6.66	6.76	35.33	38.06	41.00	44.15	215.88
	Road Construction	17.73	18.00	18.27	18.54	18.82	19.10	19.39	19.68	19.98	104.47	112.53	121.22	130.57	638.30
	Bridge Construction	0.30	0.31	0.31	0.32	0.32	0.33	0.33	0.34	0.34	1.78	1.91	2.06	2.22	10.84
	Total	24.03	24.40	24.76	25.13	25.50	25.89	26.28	26.68	27.08	141.58	152.50	164.28	176.94	865.02
Scenario 2	Operating & Maintenance	6.00	6.09	6.18	6.27	6.36	6.46	6.56	6.66	6.76	35.33	38.06	41.00	44.15	215.88
	Road Construction	17.73	18.00	18.27	18.54	18.82	19.10	19.39	19.68	19.98	104.47	94.89	28.96	31.20	429.03
	Bridge Construction	0.30	0.31	0.31	0.32	0.32	0.33	0.33	0.34	0.34	1.78	1.91	2.06	2.22	10.84
	Total	24.03	24.40	24.76	25.13	25.50	25.89	26.28	26.68	27.08	141.58	134.86	72.02	77.57	655.75
Scenario 3	Operating & Maintenance	6.00	6.09	6.18	6.27	6.36	6.46	6.56	6.66	6.76	35.33	38.06	41.00	44.15	215.88
	Road Construction	17.73	18.00	18.27	18.54	18.82	19.10	19.39	19.68	4.78	24.96	26.90	28.96	31.20	266.33
	Bridge Construction	0.30	0.31	0.31	0.32	0.32	0.33	0.33	0.34	0.34	1.78	1.91	2.06	2.22	10.84
	Total	24.03	24.40	24.76	25.13	25.50	25.89	26.28	26.68	11.88	62.07	66.87	72.02	77.57	493.05

SOURCE: KDOT; City of Topeka; Shawnee County.

NOTES:

Shawnee County Revenue Scenarios

Scenario 1 – Assumes Continuation of ½-Cent Countywide Sales Tax Through 2040 (Renewal of the tax 2 times after original tax expires in 2016)
Scenario 2 – Assumes Continuation of ½-Cent Countywide Sales Tax Through 2028 (Renewal of the tax 1 time after original tax expires in 2016)
Scenario 3 – Assumes ½-Cent Countywide Sales Tax is not renewed after original tax expires in 2016

City of Topeka Revenue Scenarios

Scenario 1 – Assumes Continuation of ½-Cent City Sales Tax through 2040 (Renewal of the tax 2 times after original tax expires in 2019)
Scenario 2 – Assumes Continuation of ½-Cent City Sales Tax through 2029(Renewal of the tax 1 time after original tax expires in 2019)
Scenario 3 – Assumes ½-Cent City Sales Tax is not renewed after original tax expires in 2019

**** These scenarios are described in additional detail in the following sections ****

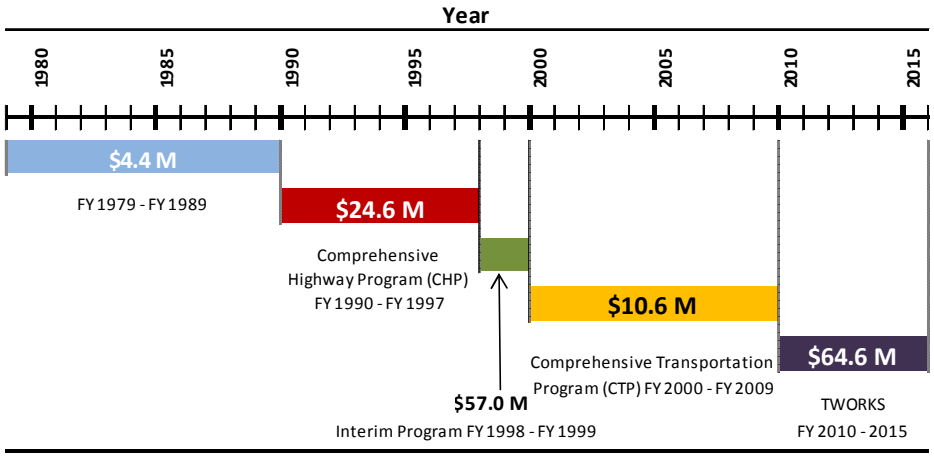
State Revenue Projections

The state revenue projections are based on historical data which was developed in conjunction with KDOT. **Figure 6-3** displays the total dollars spent on the state highway system in Shawnee County dating back to 1979. As the data shows, funding for state highway projects fluctuates between programs and years.For example, the Interim Program (FY 98-99) had a total of $57.0 million available for projects within Shawnee County and T-WORKS (FY 10-15)will spend nearly $65.0 million. By comparison, the Comprehensive Transportation Program (FY 2000 to FY 2009) totaled $10.6 million.

This fluctuation in total dollars spent onthe state highway system can be attributed to KDOT funding large scale projects on an as needed basis. In the case of the 2040 LRTP projects,both I-70 and I-470 will likely require pavement preservation projects around the year 2025 and again around the year 2035.

These are projects that KDOT will take into consideration as part of future transportation programs, and based on historical data, are projects that are highly likely to be funded. Furthermore, KDOT, through the T-WORKS program, has placed an increased emphasis on system preservation – which these projects fall under.

Figure 6-3. State Highway System Dollars Spent in Shawnee County (Total Dollars by Program)



SOURCE: KDOT.

For the purpose of the LRTP projections, the annual revenue spent on the state highway system in Shawnee County was determined. This projection was based on funding included the Comprehensive Transportation Plan (CTP), between FY 2000 and FY 2009. The CTPshowed that KDOT spent approximately $1.0 million annually on road/bridge construction for thestate highway systemin Shawnee County. Based on the current T-WORKS program, it is estimated KDOT will spend approximately $2.0 million annually (not including the US 24 committed project) between FY 2010 and FY 2015. It was determined that the average of the CTP and T-WORKS programs ($1.5 million) would serve as the baseline funding estimate for roadway/bridge construction within the Topeka MPA.

KDOT also provided historical operating and maintenance (O&M) costs which were used to determine the annual revenue projection for the 2040 LRTP. **Table 6-5** shows that KDOT spends approximately $1.64 million annually on O&M activities.This includespavement work, shoulder work, drainage improvements, roadside maintenance, bridge maintenance, snow and ice removal, and traffic guidance. These activities, and costs, will continue to be covered by KDOT as part of future year preservation work.

Table 6-5.Recent Operating and Maintenance Expenses (State Highway System in Shawnee County)

Activity	2009	2010	2011	Three Year Average
Pavement	$146,020	$166,286	$242,532	$184,946
Shoulders	$95,981	$55,499	$48,391	$66,624
Drainage	$144,871	$10,064	$75,812	$76,916
Roadside	$499,994	$415,433	$424,917	$446,781
Bridge	$47,134	$61,045	$16,952	$41,710
Snow & Ice	$361,029	$648,200	$625,622	$544,950
Traffic Guidance	$296,265	$283,552	$252,412	$277,410
Total	**$1,591,294**	**$1,640,079**	**$1,686,638**	**$1,639,337**

SOURCE: KDOT.

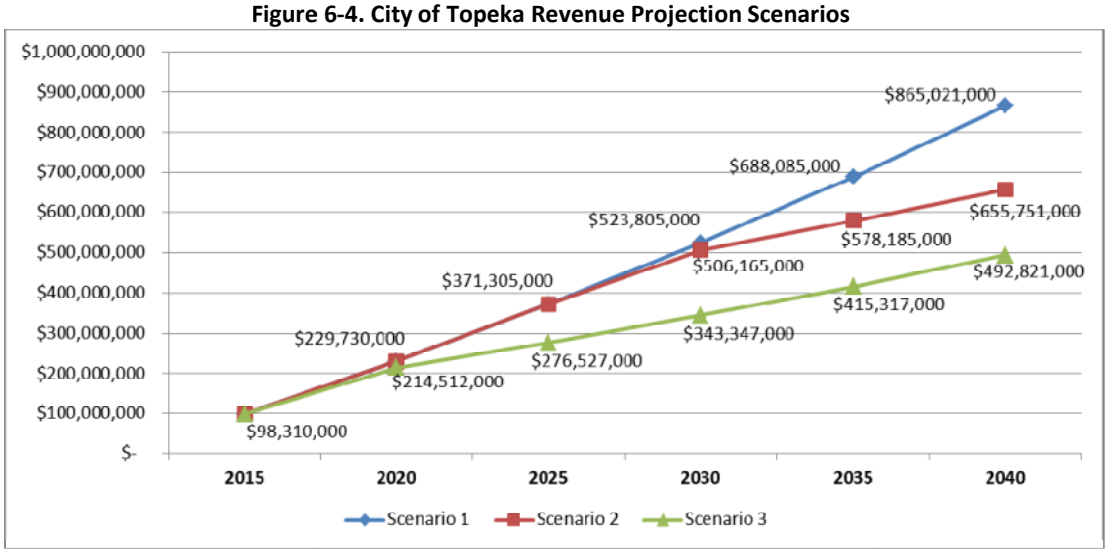
City of Topeka Revenue Projections

The City of Topeka revenue projections are based on recent data which was developed in conjunction with City engineering staff. The City revenue projections were divided into operating and maintenance, road construction, and bridge construction costs. Based on recent data, the City averages approximately $6.0 million annually on O&M activities – which includes routine or typical work performed on the existing transportation infrastructure including roadways and bridges. In terms of road construction, or funds available for roadway expansion, the City typically averages $4.23 million annually which comes from federal funds and general obligation bonds. The City also funds bridge repair/construction at approximately $300,000 annually which also comes from federal funds and general obligation bonds.

In addition to these revenue sources, the City of Topeka receives approximately $13.5 million (in 2012 dollars) annually from a city ½-cent sales tax.The ½-cent city sale tax is a significant revenue source which allows the City to improve, or replace, aging infrastructure. Without this revenue source, preservation and expansion projects would be delayed for several years. As such, the LRTP considered three scenarios to address future year revenues when the ½-cent city sales tax expires in 2019. These scenarios are listed below and displayed in **Figure 6-4**.

- Scenario 1 – Assumes Continuation of ½-Cent City Sales Tax through 2040 (Renewal of the tax two times after original tax expires in 2019)
- Scenario 2 – Assumes Continuation of ½-Cent City Sales Tax through 2029 (Renewal of the tax one time after original tax expires in 2019)
- Scenario 3 – Assumes ½-Cent City Sales Tax is not renewed after original tax expires in 2019

Figure 6-4. City of Topeka Revenue Projection Scenarios



SOURCE: City of Topeka; URS.

NOTE: Includes O&M costs, road construction, bridge construction, and ½-cent sales tax revenue.

Figure 6-4 shows a wide range of potential revenue for the City – between $492 million and $865 million depending on what happens to the ½-cent city sales tax after it expires in 2019. While the extension of a ½-cent city sales tax would generate additional funds to continue to improve the existing City infrastructure (as demonstrated in Scenarios #1 and #2), it is too early to tell if a renewal of the tax will be needed, or supported by the public, after it expires in 2019. As such, for the purpose of identifying the fiscally constrained roadway improvements, funding Scenario #1, which assumes the tax is not

renewed after it expires in 2019, was used for the future year financial analysis. The fiscally constrained City roadway projects, which are based on this financial projection, are discussed in Chapter 7.**Table 6-6** summarizes the City of Topeka projected revenue through the year 2040.

Table 6-6. Projected City of Topeka Revenue (2012 – 2040)

	Projected Revenue (Million Dollars)													
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 - 2025	2026 - 2030	2031 - 2035	2036 - 2040	Total
Operating & Maintenance	$6.00	$6.09	$6.18	$6.27	$6.36	$6.46	$6.56	$6.66	$6.76	$35.33	$38.06	$41.00	$44.15	$215.88
Road Construction	$4.23	$4.29	$4.35	$4.42	$4.49	$4.56	$4.63	$4.70	$4.77	$24.91	$26.85	$28.91	$31.15	$152.26
1/2-Cent Sales Tax Revenue	$13.50	$13.70	$13.91	$14.12	$14.33	$14.54	$14.76	$14.98	$0.00	$0.00	$0.00	$0.00	$0.00	$113.84
Bridge Construction	$0.30	$0.31	$0.31	$0.32	$0.32	$0.33	$0.33	$0.34	$0.34	$1.78	$1.91	$2.06	$2.22	$10.84
Total	$24.03	$24.39	$24.75	$25.13	$25.50	$25.89	$26.28	$26.68	$11.87	$62.02	$66.82	$71.97	$77.52	$492.82

SOURCE: City of Topeka; URS.

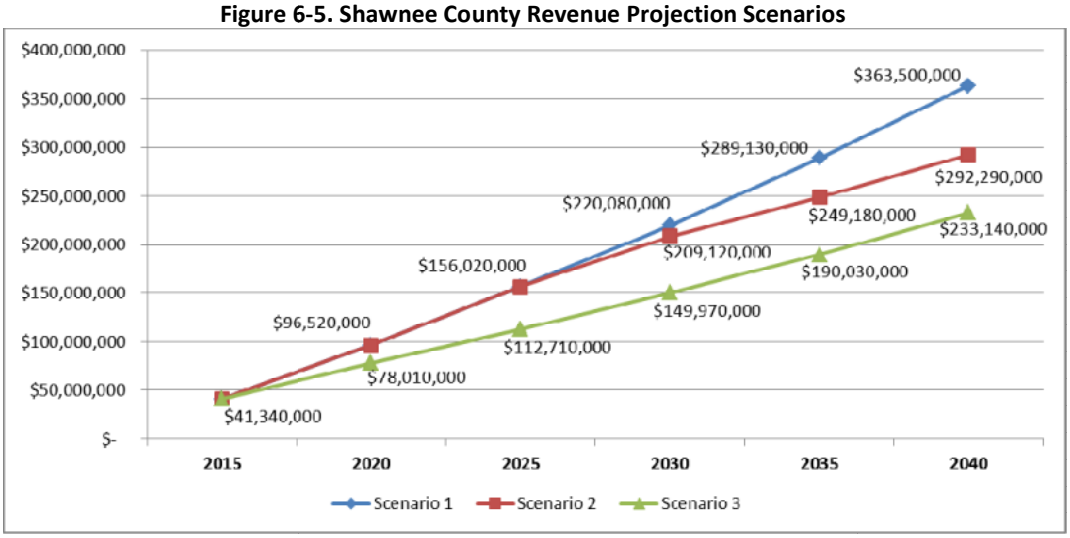
Shawnee County Revenue Projections

The Shawnee County revenue projections are based on recent data which was developed in conjunction with the Shawnee County Public Works Department. The County revenue projections were divided into operating and maintenance, road construction, and bridge/culvert construction costs. Based on recent data, the County averages approximately $3.48 million annually on O&M activities – which includes routine maintenance performed on the existing transportation infrastructure including roadways, bridges, culverts, pavement, and snow and ice removal. In terms of road construction, or funds available for roadway expansion, the County has been averaging $3.85 million annually which comes for a combination of Motor Fuel Tax, local property taxes, and a countywide ½-cent sales tax. The County also funds bridge/culvert repair/construction at approximately $2.78 million annually which comes from these same revenue sources.

The½-cent countywide sales tax is set to expire in 2016 and if this occurs the County would loss over $4.0 million annually that is currently being used for roadway and bridge improvements. In addition, the tax has also generated funds to support economic development and covered the reconstruction of the Topeka Boulevard bridge.For the purpose of the LRTP financial projections, three scenarios were developed to address the ½-cent countywide sales tax expiring after 2016. The scenarios are listed below and displayed in **Figure 6-5**.

- Scenario 1 – Assumes Continuation of ½-Cent Countywide Sales Tax Through 2040 (Renewal of the tax 2 times after original tax expires in 2016)
- Scenario 2 – Assumes Continuation of ½-Cent Countywide Sales Tax Through 2028 (Renewal of the tax 1 time after original tax expires in 2016)
- Scenario 3 – Assumes ½-Cent Countywide Sales Tax is not renewed after original tax expires in 2016

Figure 6-5. Shawnee County Revenue Projection Scenarios



SOURCE: Shawnee County; URS.

NOTE: Includes O&M costs, road construction, bridge/culvert construction, and ½-cent sales tax revenue.

Figure 6-5 shows a wide range of potential revenue for the County – between $233 million and $366 million depending on what happens to the ½-cent countywide sales tax after it expires in 2016. The County has expressed interest inexploring a possible renewal of the sales tax for another 12 to 15 years. While there are indications that the business community may support an extension, it is by no means a given that the County sales tax would be supported, and approved, by the general public. As such, for the purpose of identifying the fiscally constrained County roadway improvements, funding scenario #1, which assumes the tax is not renewed after it expires in 2016, was used for the future year financial analysis. The fiscally constrained County roadway projects, which are based on this financial projection, are discussed in Chapter 7. **Table 6-7** summarizes the Shawnee County projected revenue through the year 2040.

Table 6-7. Projected Shawnee County Revenue (2012 – 2040)

	Projected Revenue (Million Dollars)													
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 - 2025	2026 - 2030	2031 - 2035	2036 - 2040	Total
Operating & Maintenance	$3.48	$3.53	$3.58	$3.63	$3.68	$3.74	$3.80	$3.86	$3.92	$20.50	$22.06	$23.80	$25.61	$125.19
Road Construction	$3.85	$3.91	$3.97	$4.03	$4.09	$1.90	$1.93	$1.96	$1.99	$10.40	$11.15	$11.96	$12.95	$74.09
Bridge/Culvert Construction	$2.78	$2.82	$2.86	$2.90	$2.94	$0.70	$0.71	$0.72	$0.73	$3.80	$4.05	$4.30	$4.55	$33.86
Total	$10.11	$10.26	$10.41	$10.56	$10.71	$6.34	$6.44	$6.54	$6.64	$34.70	$37.26	$40.06	$43.11	$233.14

SOURCE: Shawnee County; URS.

NOTE: ½-cent sales tax revenue is included in the road construction and bridge/culvert construction. This revenue is not included after 2016.

Year of Expenditure

One of the requirements of the LRTP is that the projects that become part of the fiscally constrained plan must include year of expenditure (YOE) costs. Based on data provided by KDOT, it was determined that a 4% annual inflation rate is consistent with YOE costs that KDOT has developed through the year 2020. In the outer years of the LRTP (2020 – 2040), which are grouped into five-year increments, the average project cost in years three and four, is used as the YOE cost estimate. For example, in the 2021 -2025 planning time frame, the YOE cost was determined by averaging the project cost projected for the years 2023 and 2024. **Table 6-8** summarizes the YOE cost estimates through the year 2040. These YOE cost estimates were used in identifying the fiscally constrained projects in Chapter 7.

Table 6-8. Year of Expenditure Cost Estimates

ID	Roadway	Location	2012 Project Cost Estimate	Year of Expenditure (Million Dollars) 2017	2018	2019	2020	2021 - 2025	2026 - 2030	2031 - 2035	2036 - 2040
1	Topeka Boulevard	Bridge over Soldier Cut-off Channel	$1.80	$2.18	$2.27	$2.36	$2.45	$2.82	$3.42	$4.15	$5.05
2	Southwest Parkway	Wanamaker Road to Gage Blvd.	$22.53	$27.40	$28.50	$29.64	$30.83	$35.37	$43.03	$52.34	$63.67
3	Fairlawn Road	Southwest Parkway to SW 37th Street	$5.72	$6.97	$7.25	$7.54	$7.84	$9.00	$10.95	$13.31	$16.19
4	SW 37th Street	Gage Blvd to Topeka Blvd	$22.53	$27.40	$28.50	$29.64	$30.83	$35.37	$43.03	$52.34	$63.67
5	US 75	SW 49th Street	$11.27	$13.72	$14.27	$14.84	$15.43	$17.71	$21.53	$26.20	$31.88
6	SW 49th Street	Wenger St. to Topeka Blvd	$5.36	$6.52	$6.78	$7.05	$7.33	$8.41	$10.23	$12.45	$15.15
7	SW 10th Street	Wanamaker Road to Fairlawn Road	$7.92	$9.64	$10.03	$10.43	$10.85	$12.45	$15.15	$18.42	$22.40
8	SW 10th Street	Gage Blvd to Washburn Ave	$25.13	$30.58	$31.80	$33.07	$34.39	$39.47	$48.01	$58.42	$71.08
9	SW 6th Street	Gage Blvd to SW Fairlawn Road	$11.27	$13.72	$14.27	$14.84	$15.43	$17.71	$21.53	$26.20	$31.88
10	SW 6th Street	SW Fairlawn Rd to Wanamaker Road	$8.86	$10.78	$11.21	$11.66	$12.13	$13.92	$16.93	$20.61	$25.07
11	Menninger Road	Rochester Rd to Topeka Blvd	$5.74	$6.98	$7.26	$7.55	$7.85	$9.01	$10.96	$13.32	$16.20
12	NW Topeka Blvd	US 24 to Menninger Rd	$9.22	$11.21	$11.66	$12.13	$12.62	$14.48	$17.61	$21.43	$26.07
13	Wanamaker Road	SW 21st Street to SW 10th Street	$17.41	$21.17	$22.02	$22.90	$23.82	$27.33	$33.24	$40.46	$49.23
14	Urish Road	SW 21st Street to 10th	$15.82	$19.24	$20.01	$20.81	$21.64	$24.84	$30.21	$36.75	$44.72
15	Reo Street	Topeka Blvd to Rochester Road	$1.91	$2.32	$2.41	$2.51	$2.61	$2.99	$3.64	$4.43	$5.39
16	I-70 (Polk Quincy Viaduct)	MacVicar Avenue to the Adams Street	$211.95	$257.88	$268.20	$278.93	$290.09	$332.84	$404.94	$492.68	$599.42
17	SW 37th Street	Kansas Ave to Adams Street	$4.50	$5.47	$5.69	$5.92	$6.16	$7.08	$8.61	$10.49	$12.75
18	NW 46th Street	Fielding Rd to Rochester Rd.	$6.00	$7.30	$7.59	$7.89	$8.21	$9.43	$11.47	$13.97	$17.00
19	Lower Silver Lake Road	Hwy 75 ramps to east of Gage Blvd.	$1.50	$1.82	$1.89	$1.97	$2.05	$2.36	$2.87	$3.49	$4.25
20	NW 46th Street	N. Topeka Blvd. to K-4 Hwy.	$17.00	$20.70	$21.53	$22.39	$23.29	$26.73	$32.52	$39.57	$48.15
21	SW 29th Street	Indian Hills out to Auburn Road	$6.20	$7.55	$7.85	$8.16	$8.49	$9.74	$11.85	$14.40	$17.53
22	SW 21st Street	Indian Hills out to Auburn Road	$6.20	$7.55	$7.85	$8.16	$8.49	$9.74	$11.85	$14.40	$17.53
23	SE 29th Street	City Limits to Croco Road	$9.38	$11.42	$11.88	$12.36	$12.85	$14.74	$17.94	$21.82	$26.55
24	SE 45th Street	California to Croco Road	$14.14	$17.21	$17.90	$18.62	$19.36	$22.22	$27.03	$32.89	$40.01
25	California Avenue	29th to 33rd	$3.78	$4.60	$4.78	$4.97	$5.17	$5.94	$7.21	$8.77	$10.67
26	California Avenue	37th to 45th	$6.80	$8.27	$8.60	$8.94	$9.30	$10.67	$12.99	$15.80	$19.22
27	SW Urish Road	21st to 29th Street	$5.67	$6.92	$7.20	$7.49	$7.79	$8.94	$10.87	$13.22	$16.09
*	I-70	Western MPA Limits to Eastern MPA Limits	$21.13	$25.70	$26.73	$27.80	$28.91	$33.17	$40.35	$49.10	$59.73
*	I-70	Western MPA Limits to Eastern MPA Limits	$26.59	$32.35	$33.64	$34.99	$36.39	$41.75	$50.80	$61.79	$75.18
*	I-470	I-70/I-470 interchange to Topeka Blvd	$10.63	$12.93	$13.45	$13.99	$14.55	$16.70	$20.32	$24.73	$30.08
		Inflation Rate (2012 Base year - assumes 4% annual rate)		21.7%	26.6%	31.7%	36.9%	57.1%	91.2%	132.7%	183.1%
		KDOT Inflation Rate Table for Construction Costs		21.1%	26.5%	32.2%	38.2%	n/a	n/a	n/a	n/a

SOURCE: URS; CFS; KDOT.

Federal Funding Sources

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) is the federal government's funding and authorization bill that governs federal surface transportation spending. Originally signed into law by President George W. Bush in 2005, its original 2009 expiration date has been subsequently extended into early 2012 by a series of short-term measures. It is set to expire on March 31, 2012. Congress is currently working on a new authorization bill, but does not anticipate significant progress before the end of the first quarter in 2012.

In the meantime, the House of Representatives and Senate have both begun work on drafting potential legislation. Both the House's (the American Energy and Infrastructure Jobs Act) and Senate's (Moving Ahead for Progress in the 21st Century (MAP-21)) draft bills would streamline the review and permitting process, consolidate federal transportation programs, encourage greater private participation in transportation finance, and enhance safety programs. Consolidation of transportation programs is likely to allow states and local municipalities to invest flexible dollars in a broad array of transportation projects, rather than designating specific dollars for a specific type of investment (highways, transit, rail, bicycle/pedestrian).

Preliminary discussions regarding a new bill also suggest increased emphasis on reducing greenhouse gases, promoting livable and sustainable communities, promoting healthy communities, and promoting alternative transportation modes. A final assessment of the new bill and implications for MPO and municipal planning activities should be undertaken as the draft legislation is refined early in 2012.

It is assumed for the purpose of the 2040 LRTP that federal funding levels in the MTPO region will continue at current levels. It is also assumed that the major programs of federal funding available to local governments for roadway and bridge projects will continue in their current form or something similar. It is assumed that all Interstate Maintenance funds, and similar federal funds for KDOT road maintenance, will be used in the Topeka MPA as deemed appropriate by KDOT, but will not be used for any capacity improvements. It is assumed that the new Surface Transportation Program or similar federal program will continue to be the chief federal funding source for locally sponsored roadway capacity improvements.

Table 6-9 provides a brief description of the funding sources available for transportation expenditures within the MTPO area.

Table 6-9. Federal Funding Programs

Federal Program	Description	Funding Ratio
Surface Transportation Program - Bridge (STP Bridge)	Provides funding for on-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings.	80% Federal, 20% Non-Federal
Surface Transportation Program – Highway (STP Highway)	Provides funding for roads functionally classified as rural major collector and above. Funds may be utilized on projects in Rural Areas, Urbanized Areas, Small Urban Areas, Enhancement, Safety and Rail-Highway Crossings.	80% Federal, 20% Non-Federal
Transportation Enhancement– Set Aside of STP (TE)	Provides funding for 12 exclusive activities such as bicycle and pedestrian facilities, rehabilitation and restoration of historic transportation related structures, and environmental mitigation to address water pollution due to highway runoff.	80% Federal, 20% Non-Federal
National Highway System (NHS)	Provides funding for major roads including the Interstate System, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors.	80% Federal, 20% Non-Federal
Interstate Maintenance (IM)	Provides funding to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add new capacity, with the exception of High-Occupancy-Vehicle (HOV) lanes or auxiliary lanes in non-attainment areas, which can be added.	90% Federal, 10% Non-Federal

State and Local Funding Sources

The revenues to maintain and improve the State Highway System are obtained from several sources. In addition to Federal transportation funds, the major State sources of revenues to the State Highway Fund are motor fuel taxes, motor vehicle registration fees, sales and compensating use tax, and driver's license fees. The State provides direct funding to cities and counties for highway and road construction and maintenance through the Special City and County Highway Fund and the County Equalization and Adjustment Fund.

In May 2010, the Kansas legislature passed Transportation Works for Kansas (T-WORKS), an $8 billion ten-year transportation investment program. Projects are funded through a 4/10-cent sales tax; the program and total levels of funding for the ten-year program include Highway preservation projects - $4.4 billion (55%) and modernization and expansion projects total $1.7 billion (21%). Special City County Highway Fund (Local Roads) totals $1.6 billion (20%). In total, roadway projects account for over 95% of the total program. **Table 6-10** summarizes the State and local funding sources.

Table 6-10. State and Local Funding Sources

State Funding Sources	
Motor Fuels Tax	The ten-year average of motor fuels tax receipts: 64.4% to the State Highway Fund and 35.6% to the Special City & County Highway Fund. Interstate Motor Fuel (Diesel) – taxed at $0.26 per gallon. Gasoline – taxed at $0.24 per gallon. Liquefied Petroleum – taxed at $0.23 per gallon.
Various State Funds	In addition to the Motor Fuels Tax, the following state revenues provide funding for transportation improvements. These revenue sources include: Vehicle Registration Fees, Sales Tax Direct Deposit, Sales Tax Transfers, Driver License Fees, and Bond Proceeds.
Federal Funds	Federal funds are made up of: 19.3% KDOT FHWA Obligation Authority, 4.6% Local FHWA Obligation Authority, 1% FHWA, FTA, NHSTSA.
Local Funding Sources	
Special City and County Highway Fund	This fund receives a portion of the motor fuel tax revenues, subsequent to refunds and a deposit of $3.5 million to the Kansas Qualified Agricultural Ethyl Alcohol Producers Incentive Fund, and all motor carrier property tax revenues. These revenues are distributed to the various cities and counties in the state for the financing of county roads and city street construction and maintenance.
County Equalization and Adjustment Fund	The purpose of this fund is to assure that after distribution of the receipts of the Special City and County Highway Fund, each county receives in total at least the amount received from that fund and this fund in fiscal year 1999.
County Sales Tax	A portion of the County sales tax is used to pay for capital improvements and operations and maintenance.
County General Fund	A portion of Shawnee County's General Fund revenue is set aside to pay the 20% local match needed for STP Highway and STP Bridge funds allocated to the County by KDOT.
City General Obligation	The amount of General Obligation Bond funding for roadway and bridge projects is an amount set by the Topeka City Council after review by the City Budget Director. This funding is used to match federal aid projects and to fund other projects as determined by the Council.
City Half Cent Sales Tax	The City's half cent sales tax fund can be used for maintenance and improvements of existing city streets, curbs, gutters, sidewalks, alleys, and street lighting.

Public Transportation Improvements

The public transportation conditions highlight significant challenges for Topeka Metro in the coming years. While the *Topeka Transit Comprehensive Operational Analysis* report (May 2010) peer analysis found Topeka Metro to be operating well compared to similar sized transit agencies, service cuts over the past two years have significantly impacted the level of public transportation services provided within the Topeka MPA. Expenses, which have outpaced revenues, have necessitated service cuts which have resulted in reduced ridership. This trend is likely to continue unless a long-term sustainable funding source is identified to 1) avoid further service cuts, and 2) to provide the flexibility to restore and/or expand services through the year 2040.

As part of MTPO 2040 LRTP update, the project team worked with Topeka Metro to identify existing and future year issues, conducted public surveys to identify needs and priorities, spoke with area stakeholders, received comments and input from the general public, and conducted small group meetings with area transit riders and with local human service agencies who provide transportation services. Through this process, several issues were identified including:

1. Public transportation service cuts over recent years have been needed to address a funding gap. These cuts have caused significant hardship for individuals who depend on public transportation, and paratransit service, as their primary mode of transportation.
2. An aging population, and persons with disabilities, is a growing segment of the overall regional population. Some of these individuals rely on public transportation as the primary, or only, travel mode. Additional service cuts, if required in the future, could limit the mobility options of these individuals.
3. The majority of development with the region has been and is projected to continue on the fringe of the urbanized area. As development expands outward, there will be an increasing demand to provide public transportation services to future growth areas. In addition, many older adults and persons with disabilities who rely on transit services are choosing to live in these fringe areas.
4. Several transit dependent riders have indicated throughout the LRTP update that recent evening and weekend service cuts not only limit mobility options but equally important prohibit some individuals from obtaining employment.
5. Topeka area residents recognize the importance of public transportation services within the region. In a statistically valid survey conducted by Topeka Metro in April 2010, 74% of respondents indicated that they feel it is “very important” for the City of Topeka to support and fund public transportation. An additional 17% indicated they feel it is “somewhat important.”
6. Topeka area residents also indicated in the April 2010 survey that would be supportive of the development of regional/commuter bus service. Recent changes in the defined Topeka Metro service area make the development of regional service possible.

Future Year Financial Analysis

SAFETEA-LU requires the regional LRTP demonstrate a fiscally constrained planthrough the year 2040. In other words, the anticipated costs of improvements and operating and maintaining the transit system cannot exceed anticipated revenues. All scenarios account for the on-going maintenance, operations,

and planned replacement of transit vehicles through the year 2040. A transit vehicle replacement schedule is included in Chapter 7.

Table 6-11 summarizes the annual inflation rates that were used in the financial analysis. The inflation rates were identified in consultation with Topeka Metro and are consistent with rates Topeka Metro uses for planning purposes. The annual inflation rate for expenses is based on actual Topeka Metro expenses between 2001 and 2011 which averaged 2.92%. The annual inflation rate for revenues is broken down by the following:

1) The 1.5% annual increase in funds generated from the local property tax is the 38 year average based on data between 1973 and 2011. The 1.5% annual inflation rate, from 1973 to date, takes in account business and residential growth that has occurred since 1973.
2) Other revenues/funding are anticipated to grow at a rate of 1.0% annually. This is based on actual revenues Topeka Metro received between 2001 and 2011.
3) The 1.0% increase in State funds is consistent with other revenue sources. A new State funding formula will go in effect in 2013 and it is currently not known what impact this will have on Topeka Metro. However, current indications are that Topeka Metro will continue to receive at least as much as they have in recent years.

Table 6-11. Baseline Annual Inflation Rates

Projected Expenses	
Administration	2.9%
Maintenance	2.9%
Operational	2.9%
Other	2.9%
Projected Revenues	
Mill Levy	1.5%
Federal Operating Funding	1.0%
State Funding	1.0%
Planning Funds	1.0%
Fares / Tickets / Passes	1.0%
Advertising / Miscellaneous	1.0%
Other Funds	1.0%

SOURCE: Topeka Metro; URS.

Future Year Baseline Scenario

A future year baseline scenario (Scenario #0) was evaluated to determine the potential funding needs for public transportation services through the year 2040. This scenario assumes the current level of transit service/coverage (as of January 2012) and the mill levy remaining the primary local funding source. Currently, the transit mill levy rate is 4.2 which generates approximately $4.4 million (in 2012 dollars). This scenario assumes a 1.5% annual increase in the mill levy rate through the year 2040. Under this scenario, service cuts that occurred between 2009 and 2012 would not be restored and no service expansion, or major facility-based capital improvements, would occur. **Figure 6-6** and **Table 6-12** summarize the future year baseline scenario.

Figure 6-6. Topeka Metro Projected Revenue and Expenditures (2015 – 2040)

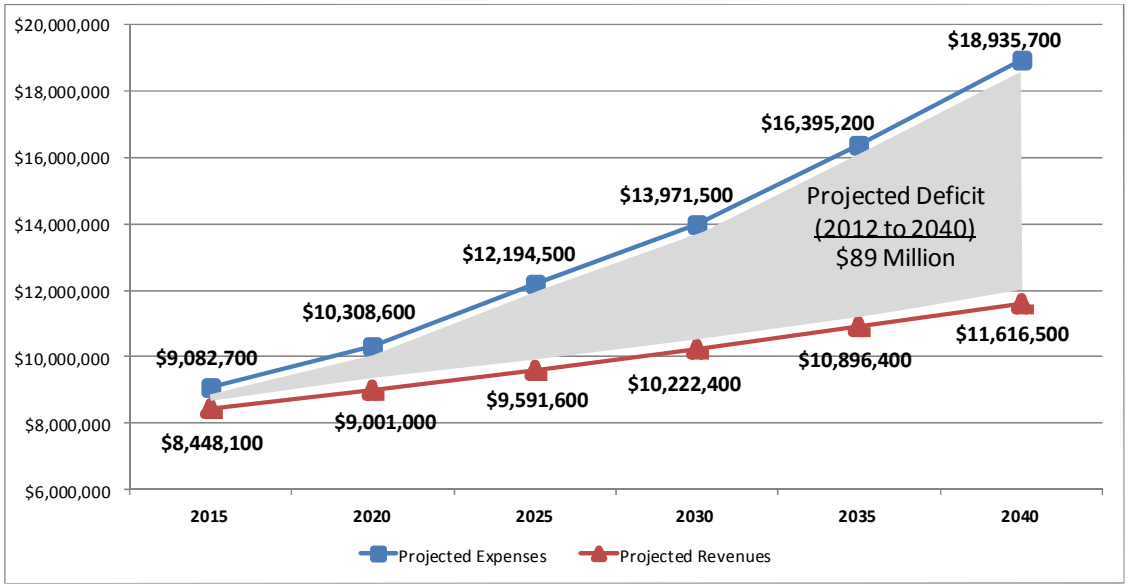


Table 6-12. Financial Analysis for Scenario #0 (2012 to 2040)

	2012 - 2020	2021 to 2025	2026 to 2030	2031 to 2035	2036 to 2040	Total
Projected Expenses						
Administration	$7,447,200	$5,051,100	$5,832,900	$6,735,700	$7,778,200	$32,845,100
Maintenance	$14,917,400	$10,117,700	$11,683,700	$13,492,100	$15,580,400	$65,791,300
Operational	$49,679,100	$33,694,700	$38,909,900	$44,932,300	$51,886,900	$219,102,900
Other	$10,315,600	$6,996,500	$8,079,400	$9,329,900	$10,774,000	$45,495,400
Capital Match	$1,325,600	$2,051,600	$1,266,000	$1,129,300	$3,560,600	$9,333,100
Total	$83,684,900	$57,911,600	$65,771,900	$75,619,300	$89,580,100	$372,567,800
Projected Revenues						
Mill Lew	$42,439,500	$26,153,900	$28,175,100	$30,352,600	$32,698,400	$159,819,500
Federal Operating Funding	$18,268,600	$10,878,800	$11,433,800	$12,017,000	$12,630,000	$65,228,200
State Funding	$4,313,900	$2,568,900	$2,699,900	$2,837,600	$2,982,400	$15,402,700
Planning Funds	$327,900	$195,300	$205,200	$215,700	$226,700	$1,170,800
Fares / Tickets / Passes	$11,217,500	$6,680,000	$7,020,700	$7,378,800	$7,755,200	$40,052,200
Advertising / Miscellaneous	$477,800	$284,500	$299,000	$314,300	$330,300	$1,705,900
Other Funds	$0	$0	$0	$0	$0	$0
Total	$77,045,200	$46,761,400	$49,833,700	$53,116,000	$56,623,000	$283,379,300
Fund Balance						
*Projected Fund Balance**	($6,639,800)	($17,790,000)	($33,728,100)	($56,231,400)	($89,188,500)	($89,188,500)

SOURCE: Topeka Metro; URS Corporation.

* Projected Fund Balance is for the last year of the time period (i.e., 2020, 2025, 2030, 2035, and 2040).

The future year baseline financial analysis demonstrates that Topeka Metro faces significant challenges to keep public transportation a viable mobility option through the year 2040. The baseline analysis shows that under the current funding structure Topeka Metro would see a deficit of approximately $89 million through the year 2040. Realistically, the deficit would never reach this level as Topeka Metro would need to make additional service cuts, and/or identify an alternative revenue source, to balance the budget well before the year 2040. To further demonstrate the urgency of this funding shortfall, the deficit by 2020 is projected to reach approximately $6.6 million. The budget concerns identified in

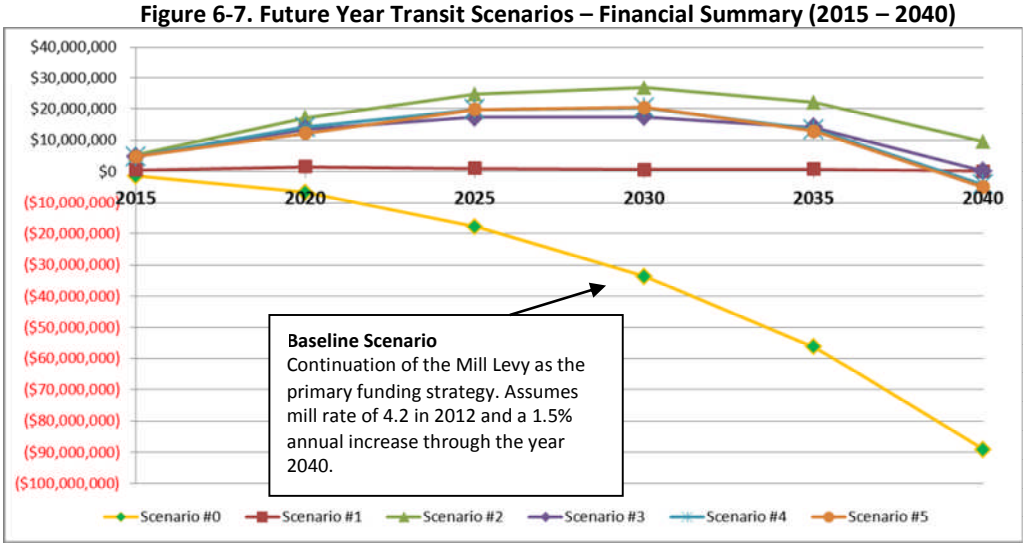
thisLRTP analysis are consistent with the *Topeka Transit Comprehensive Operational Analysis* report (May 2010) which projected overall deficits reaching approximately $1.8 million in FY 2014.Even if the plan assumes more favorable projections (such as lower expenditures and/or increased revenues), a significant long-term deficitis still projected.

Future Year Transit Enhancement Scenarios

Five potential transit improvement scenarios were developed to address the future year transit needs, and projected funding shortfall, through the year 2040. The scenarios range from a continuation of the current level of service to varying degrees of service enhancements/expansion. All of the following scenarios include funding strategies that make the scenario financially feasible through the year 2040 (see **Figure 6-7**). The transit improvement scenarios are summarized below.

- Scenario 1 – Increase Mill Levy; Maintain the Current Level of Transit Service.
- Scenario 2 – Identify Alternative Funding; and, Maintain Current Level of Transit Service.
- Scenario 3 – Identify Alternative Funding; and, Restore service cuts made between 2009 and 2012 beginning in 2015.
- Scenario 4 – Identify Alternative Funding; Restore service cuts made between 2009 and 2012 beginning in 2015; and, Expand Service with two New Fixed Routes in 2020.
- Scenario 5 – Identify Alternative Funding; Restore service cuts made between 2009 and 2012 beginning in 2015; Expand Service with two New Fixed Routes in 2020; and, Begin Regional Bus Service including Development of a Multi-Modal Center.

Figure 6-7. Future Year Transit Scenarios – Financial Summary (2015 – 2040)

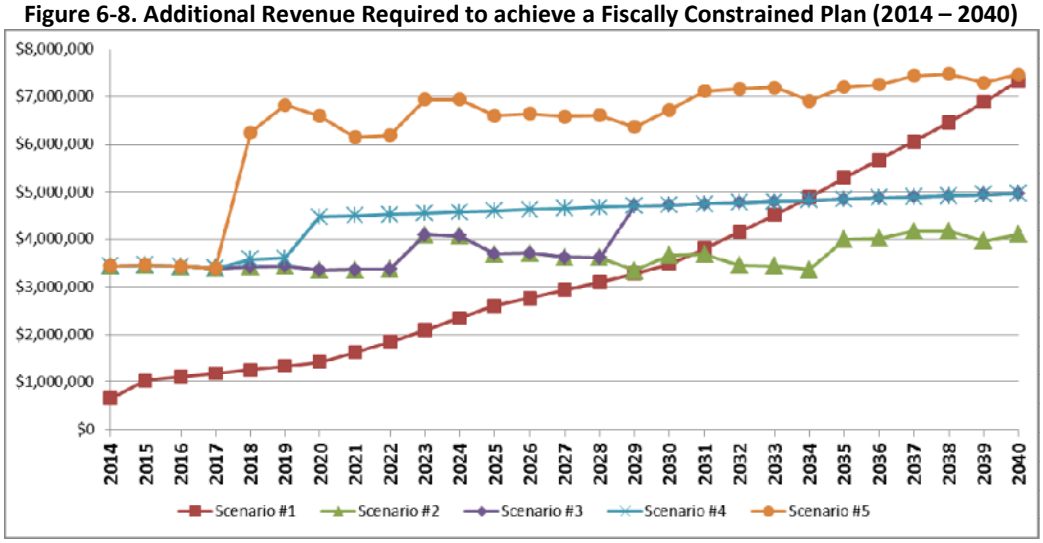


SOURCE: URS Corporation.

The financial analysis, and assumptions, in this section are for planning purposes only. The assumptions for each scenario are intended to demonstrate the ability to achieve a fiscally constrained transit plan through the year 2040 – which is required of the LRTP. The years used for introducing potential improvements (i.e., restore recent service cuts by 2015, add two new fixed-routes in 2020, add regional bus service beginning in 2020, and construct a multi-modal center in 2020) are not intended to be actual years for implementationbut are used to demonstrate how future year transit concepts could be funded through the year 2040. Ultimately, a transit feasibility study would be needed to identify an appropriate long-term funding strategy, specific improvements, and animplementation schedule.

Figure 6-8 displays the estimated annual revenue that would berequired to achieve a fiscally constrained transit plan for each scenario through the year 2040. Additional details/assumptions for each scenario follow this section.

Figure 6-8. Additional Revenue Required to achieve a Fiscally Constrained Plan (2014 – 2040)



SOURCE: URS Corporation.

Generally speaking, Scenario #1 (increased mill levy) would require a consistent annual increase in the mill levy through the year 2040 in order to be sustainable. In the short-term, an annual increase in the mill levy is a potentially viable funding strategy. However, as the gap between expenses and revenues grows larger in the outer years, the mill levy would need to double by the year 2030 to be a feasible funding strategy. In 2040, the mill levy would need to generate approximately $14 million to be viable. By comparison, the 2012 mill levy generated $4.2 million.

Scenario #2 (maintain current level of service) assumes additional revenue beginning in the year 2014. Scenario #2 would need to generate an additional $3 million to $4 million annually beginning in the year 2014 to be sustainable through the year 2040.

Scenarios #3 (restore recent service cuts) and #4 (restore recent service cuts and expand fixed-route service) would require an additional $3 million to $5 million annually beginning in 2014 to be sustainable through the year 2040.

Scenario #5 (restore service cuts, expand fixed-route service, implement regional service, and construct a multi-modal facility) would require an additional $6 million to $7 million annually between 2018 and 2030 and $7 million to $7.5 million annually between 2031 and 2040 to be sustainable through the year 2040.

Scenario #1: Increase Mill Levy; Maintain the Current Level of Transit Service

This scenario assumes the mill levy will remain the primary transit funding source through the year 2040. This evaluation was completed by balancing the transit budget in five-year increments beginning in 2016 (it also included the evaluation of the three-year period between 2013 and 2015). The financial summary of this scenario is summarized in **Table 6-13**.**Table 6-14** summarizes what the approximate annual mill levy rate would need to be to continue to operate transit services through the year 2040.

Table 6-13. Financial Analysis for Scenario #1 (2012 to 2040)

	2012 - 2020	2021 to 2025	2026 to 2030	2031 to 2035	2036 to 2040	Total
Projected Expenses						
Administration	$7,447,200	$5,051,100	$5,832,900	$6,735,700	$7,778,200	$32,845,100
Maintenance	$14,917,400	$10,117,700	$11,683,700	$13,492,100	$15,580,400	$65,791,300
Operational	$49,679,100	$33,694,700	$38,909,900	$44,932,300	$51,886,900	$219,102,900
Other	$10,315,600	$6,996,500	$8,079,400	$9,329,900	$10,774,000	$45,495,400
Capital Match	$1,325,600	$2,051,600	$1,266,000	$1,129,300	$3,560,600	$9,333,100
Total	$83,684,900	$57,911,600	$65,771,900	$75,619,300	$89,580,100	$372,567,800
Projected Revenues						
Mill Levy	$50,705,500	$36,678,500	$43,721,400	$52,988,200	$65,063,700	$249,157,300
Federal Operating Funding	$18,268,600	$10,878,800	$11,433,800	$12,017,000	$12,630,000	$65,228,200
State Funding	$4,313,900	$2,568,900	$2,699,900	$2,837,600	$2,982,400	$15,402,700
Planning Funds	$327,900	$195,300	$205,200	$215,700	$226,700	$1,170,800
Fares / Tickets / Passes	$11,217,500	$6,680,000	$7,020,700	$7,378,800	$7,755,200	$40,052,200
Advertising / Miscellaneous	$477,800	$284,500	$299,000	$314,300	$330,300	$1,705,900
Other Funds	$0	$0	$0	$0	$0	$0
Total	$85,311,200	$57,286,000	$65,380,000	$75,751,600	$88,988,300	$372,717,100
Fund Balance						
*Projected Fund Balance**	$1,626,200	$1,000,600	$608,800	$741,100	$149,200	$149,200

SOURCE: Topeka Metro; URS Corporation.

* Projected Fund Balance is for the last year of the time period (i.e., 2020, 2025, 2030, 2035, and 2040).

If the mill levy remains the primary funding source through the year 2040, then beginning in 2013 (between 2013 to 2015) the mill levy rate would need to increase to approximately 5.4 mills (this was previously summarized in Table 2) annually to generate sufficient funding to cover operating, maintenance, and capital expenditures in the short-term. The mill levy rate would continue to increase during the outer years and would eventually need to generate nearly $14 million in the year 2040, or the equivalent of a 13.4 mill rate. While an increase in the mill levy could be a viable short-term funding strategy, the mill levy alone does not appear to be a viable long-term option to fund public transportation through the year 2040. Furthermore, this scenario only assumes the current level of service (as of January 2012) would be covered by the mill levy increase. Under this scenario, Topeka Metro would not be able to restore recent service cuts and would be unable to expand services to the growing areas within the region.

Table 6-14. Mill Levy Increase Scenario

		Comparison to Previous 5-Year Period *		Comparison to Year 2012		
Year	Estimated Funding Required from Mill Levy	Increase	% Increase	Increase	% Increase	Estimated Mill Rate **
2012	$4,439,592	-	-	-	-	4.2
2015	$5,670,600	$1,231,100	27.7%	$1,231,100	27.7%	5.4
2020	$6,415,800	$745,200	13.1%	$1,976,200	44.5%	6.1
2025	$7,995,300	$1,579,500	24.6%	$3,555,700	80.1%	7.6
2030	$9,268,700	$1,273,400	15.9%	$4,829,100	108.8%	8.8
2035	$11,550,500	$2,281,800	24.6%	$7,110,900	160.2%	11.0
2040	$14,052,900	$2,502,400	21.7%	$9,613,400	216.5%	13.4

* The year 2015 is compared to the year 2012. All other years are compared to the pervious 5-year period (i.e., 2020 compared to 2015).

** Estimated mill rate base on current year estimate.

SOURCE: URS Corporation.

Scenario #2: Identify Alternative Funding; and, Maintain Current Level of Transit Service.
This scenario assumes the same level of service as the baseline scenario (service as of January 2012) but includes an alternative funding source that would be dedicated for public transportation. Under this scenario, a static level of funding from existing revenue sources is assumed through 2013. In 2013/2014 the existing public transportation funding formula is expected to change, and state assistance is assumed to increase from zero to one percent annually.

As demonstrated by Scenarios #0 and #1, additional funding is necessary to continue operate the current level of transit service over both the short-term and long-term. One option that Topeka Metro has explored is a dedicated sales tax, combined with a reduction in property taxes, for public transportation services. For the purpose of this financial analysis, a 3/10-cent sales tax is assumed to begin in 2014. At the same time, the mill levy would no longer be used for operating expenses and would be reduced to a maximum of 1.0. Funding received from mill levy would be reserved for capital expenses only and would be used primarily as the source of local match funds to cover future year transit vehicle replacement costs. Finally, this scenario assumes no service expansion or major facility-based capital improvements to the year 2040. The financial analysis of this scenario is summarized in **Table 6-15**.

Table 6-15. Financial Analysis for Scenario #2 (2012 to 2040)

	2012 - 2020	2021 to 2025	2026 to 2030	2031 to 2035	2036 to 2040	Total
Projected Expenses						
Administration	$7,447,200	$5,051,100	$5,832,900	$6,735,700	$7,778,200	$32,845,100
Maintenance	$14,917,400	$10,117,700	$11,683,700	$13,492,100	$15,580,400	$65,791,300
Operational	$49,679,100	$33,694,700	$38,909,900	$44,932,300	$51,886,900	$219,102,900
Other	$10,315,600	$6,996,500	$8,079,400	$9,329,900	$10,774,000	$45,495,400
Capital Match	$1,325,600	$2,051,600	$1,266,000	$1,129,300	$3,560,600	$9,333,100
Total	$83,684,900	$57,911,600	$65,771,900	$75,619,300	$89,580,100	$372,567,800
Projected Revenues						
Mill Levy	$10,068,000	$2,051,600	$1,266,000	$1,129,300	$3,560,600	$18,075,500
Federal Operating Funding	$18,268,600	$10,878,800	$11,433,800	$12,017,000	$12,630,000	$65,228,200
State Funding	$4,313,900	$2,568,900	$2,699,900	$2,837,600	$2,982,400	$15,402,700
Planning Funds	$327,900	$195,300	$205,200	$215,700	$226,700	$1,170,800
Fares / Tickets / Passes	$11,217,500	$6,680,000	$7,020,700	$7,378,800	$7,755,200	$40,052,200
Advertising / Miscellaneous	$477,800	$284,500	$299,000	$314,300	$330,300	$1,705,900
Other Funds	$56,265,600	$42,657,900	$44,833,900	$47,120,900	$49,524,600	$240,402,900
Total	$100,939,300	$65,317,000	$67,758,500	$71,013,600	$77,009,800	$382,038,200
Fund Balance						
*Projected Fund Balance**	$17,254,200	$24,659,700	$26,646,400	$22,040,800	$9,470,500	$9,470,500

SOURCE: Topeka Metro; URS Corporation.

* Projected Fund Balance is for the last year of the time period (i.e., 2020, 2025, 2030, 2035, and 2040).

The financial analysis for this scenario shows that a 3/10-cent sales tax would generate sufficient funds to continue the current level of transit service (service as of January 2012) through the year 2040. Under this scenario, Topeka Metro would have a surplus of approximately $9.4 million in year 2040. The additional revenue generated from a sales tax is projected to cover all anticipated operating, maintenance, and capital expenses over the next 28 years.

Scenario #3: Identify Alternative Funding; and, Restore service cuts made between 2009 and 2012 beginning in 2015.

This scenario builds off Scenario #2 and includes the restoration of service cuts made between 2009 and 2012 beginning in 2015. Under this scenario, the existing formula for state assistance is expected to change and assumes an annual increase of one percent. Local capital match funds are also included in the projections. This scenario includes a 3/10-cent sales tax and reduced mill levy which would be dedicated to the local match funds for transit vehicle replacement. The mill levy would be capped at 1.0, and, starting in 2029, would be used to cover capital and operating expenses. No service expansion or major facility-based capital improvements would occur for this scenario. A financial summary of this scenario is summarized in **Table 6-16**.

Table 6-16. Financial Analysis for Scenario #3 (2012 to 2040)

	2012 - 2020	2021 to 2025	2026 to 2030	2031 to 2035	2036 to 2040	Total
Projected Expenses						
Administration	$7,758,500	$5,354,800	$6,183,700	$7,140,800	$8,246,000	$34,683,800
Maintenance	$15,427,200	$10,615,200	$12,258,200	$14,155,500	$16,346,500	$68,802,600
Operational	$52,593,700	$36,538,900	$42,194,400	$48,725,200	$56,266,800	$236,319,000
Other	$10,315,600	$6,996,500	$8,079,400	$9,329,900	$10,774,000	$45,495,400
Capital Match	$1,325,600	$2,051,600	$1,266,000	$1,129,300	$3,560,600	$9,333,100
Total	$87,420,600	$61,557,000	$69,981,700	$80,480,700	$95,193,900	$394,633,900
Projected Revenues						
Mill Levy	$10,068,000	$2,051,600	$3,692,200	$7,226,800	$7,785,400	$30,824,000
Federal Operating Funding	$18,268,600	$10,878,800	$11,433,800	$12,017,000	$12,630,000	$65,228,200
State Funding	$4,313,900	$2,568,900	$2,699,900	$2,837,600	$2,982,400	$15,402,700
Planning Funds	$327,900	$195,300	$205,200	$215,700	$226,700	$1,170,800
Fares / Tickets / Passes	$11,217,500	$6,680,000	$7,020,700	$7,378,800	$7,755,200	$40,052,200
Advertising / Miscellaneous	$477,800	$284,500	$299,000	$314,300	$330,300	$1,705,900
Other Funds	$56,265,600	$42,657,900	$44,833,900	$47,120,900	$49,524,600	$240,402,900
Total	$100,939,300	$65,317,000	$70,184,700	$77,111,100	$81,234,600	$394,786,700
Fund Balance						
*Projected Fund Balance**	$13,518,600	$17,278,600	$17,481,700	$14,112,100	$152,600	$152,600

SOURCE: Topeka Metro; URS Corporation.

* Projected Fund Balance is for the last year of the time period (i.e., 2020, 2025, 2030, 2035, and 2040).

The financial analysis for this scenario shows that a 3/10-cent sales tax would generate sufficient funds to continue the current level of transit service (service as of January 2012) and would also allow Topeka Metro to restore the service cuts made between 2009 and 2012, beginning in 2015. Under this scenario, Topeka Metro would have a surplus of approximately $152,000 by the year 2040. The revenue generated is projected to cover anticipated operating, maintenance, and capital expenses through the year 2040.

Scenario #4: Identify Alternative Funding; Restore service cuts made between 2009 and 2012 beginning in 2015; and, Expand Service with Two New Fixed-Routes in 2020.

This scenario builds upon the assumptions in Scenario #3. In addition to restoring recent service cuts in 2015, this scenario assumes that beginning in 2020 that two new fixed-routes would be added to the existing service. While specific route alignments are not identified as part of this concept, it is assumed that these new routes would be introduced to extend service to developing areas within the Topeka MPA. It is possible that the two new routes could potentially operate in a north-south orientation to supplement the predominately east-west oriented fixed-route service that currently exists.

Under this scenario, beginning in 2020, the mill levy would be capped at 1.0, and would be used for both capital and operating expenses. This scenario assumes no major facility-based capital improvements will occur between 2012 and 2040. A financial summary of this scenario is summarized in **Table 6-17**.

Table 6-17. Financial Analysis for Scenario #4 (2012 to 2040)

	2012 - 2020	2021 to 2025	2026 to 2030	2031 to 2035	2036 to 2040	Total
Projected Expenses						
Administration	$7,777,000	$5,455,400	$6,299,800	$7,274,900	$8,400,900	$35,208,000
Maintenance	$15,481,400	$10,910,900	$12,599,600	$14,549,800	$16,801,800	$70,343,500
Operational	$52,945,900	$38,460,800	$44,413,700	$51,288,000	$59,226,300	$246,334,700
Other	$10,315,600	$6,996,500	$8,079,400	$9,329,900	$10,774,000	$45,495,400
Capital Match	$1,644,700	$2,051,600	$1,266,000	$1,612,000	$3,560,600	$10,134,900
Total	$88,164,600	$63,875,200	$72,658,500	$84,054,600	$98,763,600	$407,516,500
Projected Revenues						
Mill Levy	$11,508,600	$6,227,100	$6,708,400	$7,226,800	$7,785,300	$39,456,200
Federal Operating Funding	$18,268,600	$10,878,800	$11,433,800	$12,017,000	$12,630,000	$65,228,200
State Funding	$4,313,900	$2,568,900	$2,699,900	$2,837,600	$2,982,400	$15,402,700
Planning Funds	$327,900	$195,300	$205,200	$215,700	$226,700	$1,170,800
Fares / Tickets / Passes	$11,217,500	$6,680,000	$7,020,700	$7,378,800	$7,755,200	$40,052,200
Advertising / Miscellaneous	$477,800	$284,500	$299,000	$314,300	$330,300	$1,705,900
Other Funds	$56,265,600	$42,657,900	$44,833,900	$47,120,900	$49,524,600	$240,402,900
Total	$102,379,900	$69,492,500	$73,200,900	$77,111,100	$81,234,500	$403,418,900
Fund Balance						
*Projected Fund Balance**	$14,215,200	$19,832,500	$20,374,900	$13,431,400	($4,097,800)	($4,097,800)

SOURCE: Topeka Metro; URS Corporation.

* Projected Fund Balance is for the last year of the time period (i.e., 2020, 2025, 2030, 2035, and 2040).

The financial analysis for this scenario shows there would be sufficient funding to cover two additional fixed-routes through to the year 2040. In the year 2040, there is a potential deficit of approximately $4.1 million which would need to be addressed (the year 2040 is the first year that shows a potential deficit). However, it should be noted that the financial projections that have been presented assume very conservative assumptions and have not included potential increases in revenue that might be expected from fares for additional routes, advertising, or grants that could be used to cover potential capital and/or operating expenses. For the purpose of the 2040 LRTP, this scenario appears to be a financially feasible long-term funding strategy.

Scenario #5: Identify Alternative Funding; Restore service cuts made between 2009 and 2012 beginning in 2015; Expand Service with Two New Fixed-Routes in 2020; and, Begin Regional Bus Service including Development of a Multi-Modal Center.

This scenario builds upon scenario #4 and provides the highest level of service expansion through the year 2040. Under this scenario, a static level of funding from existing revenue sources is assumed through 2013. Beginning in 2013/2014, the existing formula is assumed to change and state assistance is assumed to increase from zero to one percent annually. Also in 2013, the local match to federal funding for bus replacement costs are included. Beginning in 2014, the mill levy would no longer be used for operating expenses and it would be replaced with a 3/10-cent sales tax. The mill levy revenue would be used as the source of local match funds for the vehicle replacement costs. In 2015, the restoration of service cuts made between 2009 and 2012 would occur and in 2020 two additional fixed-routes would be added to the existing fixed-route service.

This scenario also introduces regional transit service that would extend beyond the current service area boundary. This could include service to Kansas City, Lawrence, and/or Manhattan. This scenario also includes the construction of a Multi-Modal Center (MMC) in Topeka. The estimated MMC cost is anticipated to be $40 million of which FTA funding ($32 million) is assumed, for this scenario, for approval in 2018. The local match, anticipated to be approximately $8 million, would be accrued through the mill levy ($2.67 million annually between 2018 and 2020). Construction of the MMC is assumed to be completed in 2020 and operating costs for the MMC are accounted for beginning in 2021. Under this scenario, regional/commuter bus service is also anticipated to begin in 2020.

To accommodate these additional capital improvements would require an increase in the local sales tax from 3/10-cent to 4/10-cent in 2021. The 4/10-cent tax would continue to the year 2040. This increase is included in the financial analysis which is summarized in **Table 6-18**.

Table 6-18. Financial Analysis for Scenario #5 (2012 to 2040)

	2012 - 2020	2021 to 2025	2026 to 2030	2031 to 2035	2036 to 2040	Total
Projected Expenses						
Administration	$7,877,000	$7,155,900	$8,263,500	$9,542,500	$11,019,400	$43,858,300
Maintenance	$15,681,400	$14,311,800	$16,526,900	$19,084,900	$22,038,900	$87,643,900
Operational	$53,495,900	$41,461,300	$47,878,600	$55,289,200	$63,846,800	$261,971,800
Other	$10,315,600	$6,996,500	$8,079,400	$9,329,900	$10,774,000	$45,495,400
Capital Match	$10,771,300	$2,051,600	$1,266,000	$3,069,700	$3,560,600	$20,719,200
Total	$98,141,200	$71,977,100	$82,014,400	$96,316,200	$111,239,700	$459,688,600
Projected Revenues						
Mill Levy	$19,513,700	$2,051,600	$1,266,000	$3,069,700	$3,560,600	$29,461,600
Federal Operating Funding	$18,268,600	$10,878,800	$11,433,800	$12,017,000	$12,630,000	$65,228,200
State Funding	$4,313,900	$2,568,900	$2,699,900	$2,837,600	$2,982,400	$15,402,700
Planning Funds	$327,900	$195,300	$205,200	$215,700	$226,700	$1,170,800
Fares / Tickets / Passes	$11,217,500	$6,680,000	$7,020,700	$7,378,800	$7,755,200	$40,052,200
Advertising / Miscellaneous	$477,800	$284,500	$299,000	$314,300	$330,300	$1,705,900
Other Funds	$56,265,600	$56,877,300	$59,778,600	$62,827,900	$66,032,700	$301,782,100
Total	$110,385,000	$79,536,400	$82,703,200	$88,661,000	$93,517,900	$454,803,500
Fund Balance						
*Projected Fund Balance**	$12,243,700	$19,803,000	$20,491,800	$12,836,600	($4,885,200)	($4,885,200)

SOURCE: Topeka Metro; URS Corporation.

* Projected Fund Balance is for the last year of the time period (i.e., 2020, 2025, 2030, 2035, and 2040).

The financial analysis for this scenario shows that the combination of 3/10-cent sales tax, and increase to 4/10-cent sales tax beginning in 2021, would generate sufficient funds to allow Topeka Metro to considerably expand services (i.e., restore recent service cuts by 2015, add two new fixed-routes in 2020, add regional bus service beginning in 2020, and construct a multi-modal center in 2020). Under this scenario, Topeka Metro could potentially see a deficit of approximately $443,000 beginning in the year 2039 and a deficit of $4.8 million in the year 2040. However, it should be noted that the financial projections assume very conservative assumptions and have not included potential increases in revenue that might be expected from fares for additional routes, advertising, or grants that could be used to offset potential capital and/or operating expenses. For the purpose of the 2040 LRTP, this scenario appears to be a financially feasible long-term funding strategy to address both the short-term and long-term public transportation needs of the region. However, as previously demonstrated in Figure 3, this scenario would require an additional $6.0 million to $7.0 million annually between 2018 and 2030, and $7.0 million to $7.5 million annually between 2031 and 2040, to be sustainable through the year 2040.

Transit Funding Sources

The mix of funding for Topeka Metro includes farebox revenue, advertising, local property tax levies, KDOT operating assistance, federal formula operating assistance, federal formula capital assistance and federal discretionary capital assistance. Recently, the amount of farebox revenue has declined, due in part to a series of service reductions over the last three years. It is assumed that farebox revenue will continue at current levels, pending any further service reductions. Other operating revenues from advertising fees are a small portion of the revenue mix and are also assumed to remain at current levels.

Federal formula funds for both operating and capital assistance are expected to continue throughout the term of this plan at current levels. While details of the next federal surface transportation bill have not yet been finalized, it is assumed that funding will continue to flow to the region by the enactment of continuing resolutions similar to those passed by Congress in recent years. The current levels of formula funds from the FTA are assumed to remain the same in the future. Discretionary capital funds from the FTA (Section 5309), such as those used to build the Quincy Street Station, are much less predictable and uncertain. **Table 6-19** summarizes the available revenue sources for public transportation.

Table 6-19. Transit Funding Sources

Federal Program	Description	Funding Ratio
Federal Transit Administration (FTA-5307)	Funds for public transit operations in urbanized areas are provided through the Section 5307 program. The Topeka region receives these funds thought the State. Section 5307 funds can be used for capital and operating assistance.	80% Federal, 20% Non-Federal (Capital) 50% Federal, 50% Non-Federal (Operating)
Federal Transit Administration (FTA-5309)	The funds in this program are for discretionary capital investment grants to public bodies and agencies. Funds from this program are awarded through Congressional earmarks. This assistance is available for the purchase of vehicles and vehicle-related equipment and facility construction or renovation.	80% Federal, 20% Non-Federal
Federal Transit Administration (FTA-5310)	The Section 5310 program provides capital assistance to transport the elderly and persons with disabilities. The funds are apportioned by statutory formula to the State and are then programmed to the private non-profit organizations which provide the services.	80% Federal, 20% Non-Federal
Federal Transit Administration (FTA-5311)	Capital and operating assistance for transportation services in non-urbanized areas is provided through the Section 5311 program. The funds are apportioned by statutory formula to the states for allocation to local units of government and private, non-profit organizations in rural and small urban areas of less than 50,000 population, which provide transportation services to the general public.	80% Federal, 20% Non-Federal

State Transit Funding Assumptions

The total amount of KDOT transit funding assistance increased substantially with the passage of T-WORKS. The T-WORKS Transit Program includes an increase in previous annual funding levels (statewide, from $6 million to $11 million beginning in July 2013, or state fiscal year 2014), a more regional approach to rural transit service provision, and a revision to the urban funding formula that places an increased emphasis on ridership, revenue miles and population. Details of the $11 million annual funding stream are included in **Table 6-20**.

Table 6-20. T-WORKS Transit Program Annual Funding (beginning in 2013)

Program	Annual Funding	Additional Information
Urban Transit	$5,491,200	The distribution will be based on the following formula: 40 percent ridership, 40 percent population and 20 percent mileage. Funding formulas will be recalculated annually, using a three-year rolling average with a 24-month delay.
Rural Transit	$2,956,800	The rural funding formula will be revisited after the regional pilot projects are completed.
Elderly and Disabled	$352,000	T-WORKS will create a separate fund for the elderly and disabled transportation. Four percent of the formula funds will be used for specialized transportation. Distribution of funding has not been determined.
Commuter	$825,000	Funding will be distributed annually through a discretionary program that enhances or promotes innovative and sustainable commuter services. Project application/selection criteria pending. Projects will be selected for FY 2014 in late 2012.
Regional Transit Approach	$1,375,000	Funding will be utilized for: • Operations • Administration • Technology • Vehicle Purchase • Maintenance Facility Construction • Stops/Shelter/Signage
TOTAL	**$11,000,000**	

SOURCE: Kansas Department of Transportation

Formula funds for operations and maintenance are received annually by the Topeka Metro in the form of FTA 49 U.S.C. 5307 funds. $977,181 has been apportioned to the governor of Kansas by the FTA for the Topeka urbanized area in State FY 2012.

FTA 49 U.S.C. 5310 provides federal funds to private non-profit corporations and associations or public bodies approved by the state to purchase vehicles and related equipment to meet the special transportation needs of elderly persons and persons with disabilities. Urbanized areas and non-urban areas (with a population of less than 50,000) are eligible. The State of Kansas will receive approximately $670,000 through this program in State FY 2012.

49 U.S.C. 5309 is a competitive, discretionary transit capital investment program that is administered by the FTA to fund new fixed guideway systems, new and replacement buses and bus facilities, and modernization of existing rail facilities. The MTPO area has historically received approximately $3 million through this program every four years for the purchase of vehicles and vehicle-related equipment and/or facility construction and/or renovation..

Local Transit Funding Assumptions

The City of Topeka provides a local match for formula capital and discretionary capital funds, as well as operating assistance to Topeka Metro. These funds are provided through a local property tax levy.

Non-Motorized Improvements

The 2034 LRTP, completed in April 2007, recommended that the MTPO conduct a detailed bikeways study to identify specific improvements within the region. Since this time, the MTPO has completed *The Topeka Bikeways Master Plan* (being considered for adoption by the MTPO Policy Committee in March 2012) which details very specific bikeway improvements. *The Topeka Bikeways Master Plan* should be referenced for specific projects and project phasing.

Non-Motorized Funding Sources

There are numerous federal and state funding programs that can be utilized to implement non-motorized transportation improvements in the Topeka MPA.**Table 6-21** presents a list of federal programs that could be utilized to improve non-motorized transportation.Based upon historic data, the estimated annual allocations for trails (non-motorized transportation projects) within the Topeka region is approximately $1.3 million. This funding is mainly in the form of Transportation Enhancement (TE) grants.

Table 6-21. Federal Transportation Programs Eligible for Non-Motorized Transportation Projects

Program	Primary Purpose	Eligible Pedestrian and Bicycle Activities
National Highway System (NHS) (23 USC 103)	Improvements to rural and urban roads that are part of the NHS or that are NHS Intermodal connectors.	Construction of pedestrian walkways and bicycle transportation facilities on land adjacent to any highway on the NHS.
Surface Transportation Program (STP) (23 USC 133)	Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges including construction or reconstruction necessary to accommodate other transportation modes.	Construction of pedestrian walkways and bicycle transportation facilities; non-construction projects for safe bicycle use; modify public sidewalks to comply with the Americans with Disabilities Act. Projects do not have to be within the right-of-way of a Federal-aid highway.
Surface Transportation Program Transportation Enhancements Set-aside (TE) (23 USC 133(d)(2)) NOTE: This is a statewide competitive program through KDOT.	12 specific activities included in the definition of Transportation Enhancement Activities in 23 USC 101(a)(35).	3 of the 12 eligible categories are pedestrian and bicycle facilities, safety and education for pedestrians and bicyclists, and rail-trails.
Highway Bridge Replacement and Rehabilitation (HBRRP) (23 USC 144)	Replace and rehabilitate deficient highway bridges and to seismically retrofit bridges located on any public road.	Pedestrian walkways and bicycle transportation facilities on highway bridges. If a highway bridge deck is replaced or rehabilitated, and bicycles are permitted at each end, then the bridge project must include safe bicycle accommodations (within reasonable cost). (23 USC 217(e))
Recreational Trails Program (23 USC 206) NOTE: Administered entirely by Kansas Department of Wildlife Parks and Tourism.	Develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.	Non-motorized or mixed use (motorized and non-motorized) trails. Eligible categories are trail maintenance and rehabilitation, trailside or trailhead facilities, construction and maintenance equipment, trail construction, trail assessments, and trail safety and environmental protection education.

Table 6-21 (continued). Federal Transportation Programs Eligible for Non-Motorized Transportation Projects

Program	Primary Purpose	Eligible Pedestrian and Bicycle Activities
Safe Routes to School (SRTS) (S-LU Sec. 1404) NOTE: This is a statewide competitive program through KDOT. Additional information is available at: Additional information is available at: http://kdwpt.state.ks.us/news/KDWPT-Info/Grants/Grant-Applications	1.To enable and encourage children, including those with disabilities, to walk and bicycle to school; 2.To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and 3. To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools	Eligible Infrastructure Projects are planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools. Eligible Non-infrastructure activities to encourage walking & bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
Urbanized Area Formula Grants (49 USC 5307) - Federal Transit Administration	Transit capital and planning assistance to urbanized areas with populations over 50,000 and operating assistance to areas with populations of 50,000 - 200,000.	Improve bicycle and pedestrian access to transit facilities and vehicles, including bike stations.

SOURCE: FHWA.

For several of the programs identified in **Table 6-21,** the Topeka region receives an annual allotment of funds which are currently being used to fund other transportation related activities in the Topeka region, e.g. Urbanized Area Formula Grants (49 USC 5307) is the primary source of capital funds for buses for Topeka Metro.If a portion of these funds were diverted to non-motorized facilities it would reduce funds Topeka Metro has available to purchase buses.While other programs, such as the Recreational Trails Program (23 USC 206), are grant programs administered by the state of Kansas, in this case Department of Wildlife and Parks.As a result, Topeka would be competing with other portions of the state for limited funds to improve non-motorized facilities.

Aviation Improvements

There are two publicly owned, public use airports located within Shawnee County: Forbes Field and Philip Billard Municipal Airport. Both airports are owned and operated by the Metropolitan Topeka Airport Authority (MTAA). Planning for the development and improvement of Forbes Field and Philip Billard Municipal Airport is the responsibility of the MTAA in cooperation with the KDOT Aviation Division and the U.S. Department of Transportation-Federal Aviation Administration (FAA).

As discussed in Chapter 4, each of the public airports is currently well maintained; however, the airline services offered in the region are minimal. Many airlines consider the Topeka Area to be part of the Kansas City International Airport (KCI) airport market. All of the aircraft that land at larger metropolitan area airports are also able to land at Forbes Field and most general aviation, as well as some commercial aircraft, can land at Philip Billard Airport. From an operational perspective, both of these airports can handle much more air traffic than they are currently handling.

With a growing emphasis on regional airline service, the Topeka area should continue to explore the possibility of adding commercial airline service. The airports are also potential economic development assets for the region's economy. The land around airports is often used for industrial and/or commercial operations that can add jobs to the local economy. The availability of local airports with relatively uncongested airspace can be used as a tool to attract new businesses that require airport services to an area.

Funding

There are approximately 138 public-use airports in the state of Kansas; of which four are classified as "primary" by the Federal Aviation Administration (FAA), including Forbes Field. Nearly 80 airports are considered a part of the National Plan of Integrated Airports System (NPIAS). Non-primary NPIAS airports receive $150,000 in annual federal Airport Improvement Program (AIP) funds, while primary NPIAS airports receive $1 million per year from the FAA's AIP. Non-primary public-use airports in Kansas are eligible for state grants through the Kansas Airport Improvement Program (KAIP).

The KAIP is a reimbursable grant program and the percentage of state and local share is mainly driven by population. Forbes Field airport is a primary airport and consequently ineligible for KAIP funds, as stipulated in state statute. However, Phillip Billard Airport is a non-primary public-use airport and is eligible for funding through the KAIP. The MTAA received KAIP funds for projects at Phillip Billard, including the installation of new airport signage (completed in 2012).

Originally created with the Comprehensive Transportation Plan in 1999, the KAIP is funded at a rate of $3 million annually. That funding level is scheduled to increase to $5 million annually in FY2014, as prescribed though T-Works. The objective of the program is to maintain and improve non-primary public-use airports across the state to increase the efficiency of the Kansas airport system. Funding guidelines for the Kansas Airport Improvement Program were revised during the creation of the T-WORKS program to include:

- A 95/5 percent (state/local) match requirement for all planning projects;
- Additional items in the eligible equipment category, including mowers, snow plows and other equipment critical to the operation of an airport; and
- Funding for airport infrastructure that was previously ineligible, including restrooms.

Project sponsors are typically required to pay a minimum of 10 percent of the total project cost, up to a maximum of 50 percent (based on population). State participation is limited to $800,000 for most projects; exceptions can be made for runway construction/re-construction.

A performance measure of the Kansas aviation system is to maintain an air ambulance capable airport within 30 minutes of all Kansas communities. In addition, well-maintained transportation infrastructure links Kansans with jobs. Airports are recognized as economic facilitators and drivers in communities across the state. Kansas airports afford passenger traffic through scheduled commercial airline service and charter aircraft operations. It is important to note that Forbes Field regularly exceeds more than 10,000 enplanements (passengers) annually.

A limited number of airports across the state are eligible for U.S. DOT funds for airline service, either through the Small Community Air Service Development Program (SCASD) or through the Essential Air Service (EAS) program. SCASD is a grant program to assist airports in attracting and developing air service into their community and EAS is a direct federal assistance program to airlines that maintain commercial service into rural communities. The MTAA has been active in their conversations with the U.S. DOT regarding both of these programs for Forbes Field airport.

Rail Improvements

The majority of rail maintenance and improvements within the Topeka MPA are the responsibility of the individual rail companies. Typical improvements consist of track maintenance at at-grade rail crossings. More significant improvements could include the construction of grade separated facilities to separate rail and vehicular traffic; however, no such projects are currently planned.

The Rail Service Improvement Fund component of the T-WORKS program will annually receive $5 million to improve rail access for businesses and preserve the conditions of the state's short line rail network. Eligible projects will improve the condition or expand the capacity of the state's short line railroads and/or could be used to recruit or expand business in the state by providing better access to the state's rail network. Typical projects include rail rehabilitation and reconstruction projects, rail spurs, sidings and extensions.

Major rehabilitation and capacity improvement projects will be selected annually by a competitive application process; economic development projects will be selected year-round. A local match of 30 percent will typically be required, and projects must demonstrate a cost-benefit ratio of one or more.

Chapter 7
Recommended Plan

This chaptersets forththe plan recommendations that support the on-going development of the multi-modal transportationsystem within the Topeka MPA. The 2040 LRTP recommendations were identifiedbyreviewing the 2034 LRTP projects, reviewing recent planning studies, analyzing existing and future year transportation needs, considering agency input, and considering citizen and stakeholder input. The future year multi-modal transportation needswere then balanced against projected revenues through the year 2040. The result of this process is the recommendations set forth in this chapter.

The 2040 LRTP recommendations are categorized by primary modes – roadways, public transportation, non-motorized, rail, and aviation. However, many of the recommendations, and projects, benefit multiple transportation modes and enhance connectivity between modes. For example, while non-motorized improvements directly benefit pedestrians and bicyclists, these improvements indirectly benefit transit riders by enhancing connections to/from bus stops and major trip destinations.The following sections summarize the 2040 LRTP recommendations.

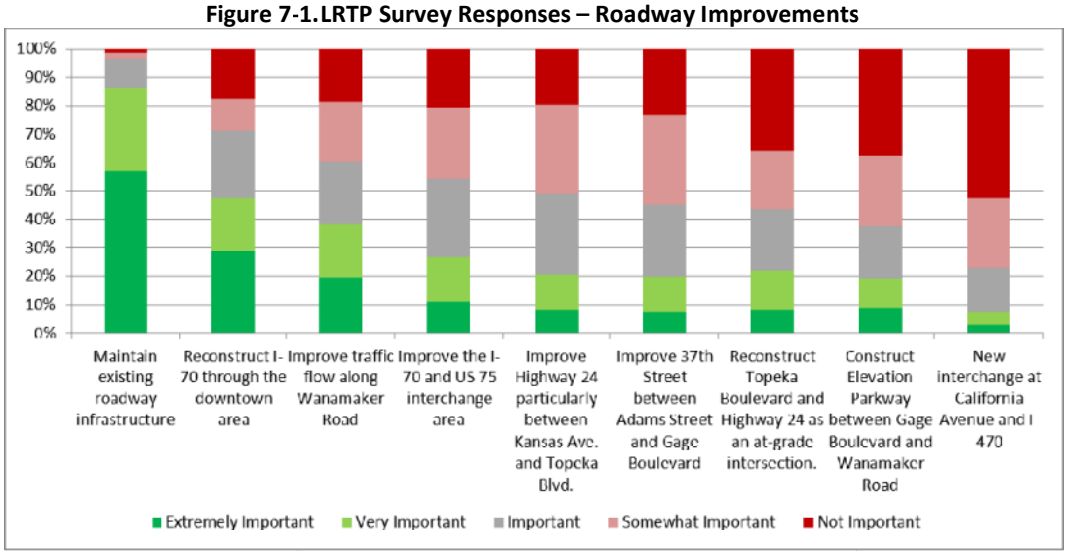
Roadways

The recommended roadway plan focuses on preservation of the existing transportation infrastructure, roadway expansion to accommodate continued development throughout the region, and a continued focus on providing a safe and efficient roadway network to meet the current and future year needs of area residents and regional economy.

Throughout the development of the 2040 LRTP, there has been a focus on preserving the existing transportation infrastructure in the Topeka MPA. Early in the issues identification and data collection phase, the project team heard from area stakeholders who indicated a desire to repair, and maintain,aging infrastructure in the region. Some area business representatives indicated that improving the roadway network was critical to the region's continued economic growth and development. Survey respondents – who completed two public surveys as part of the LRTP – also expressed an interest in maintaining the existing roadway infrastructure. In fact, the second public survey, which focused on potential transportation improvements,showed that 74% felt that maintaining the current roadway infrastructureshould bethe number one roadway priority.**Figure 7-1**further shows that 57% of respondents indicated that is "extremely important," and 29% indicated it is "very important," to maintain the current roadway infrastructure.

The existence of two local sales taxes – a ½-cent City sales tax, and a ½-cent Countywide sales tax – demonstratesthat local government agencies, and the public, understand the importance of continuing to improve the current roadway infrastructure within the region. The City sales tax revenue is being used, and will continue to be used through 2019, to improve City infrastructure including roadways, sidewalks, and alleys. The Countywide sales tax will continue to fund regional roadway and bridge improvements through the year 2016. The new Topeka Boulevard bridge is an example ofa significant regional project which was funded through the current½-cent Countywide sales tax.

Figure 7-1. LRTP Survey Responses – Roadway Improvements



SOURCE: Second LRTP Public Survey (December 2011/January 2012); URS.
NOTE: The LRTP was not a statistically valid survey; the results are presented for information purposes only.

The MTPO focus on system preservation is also consistent with the State planning efforts. T-WORKS, the comprehensive transportation program passed by the Kansas legislature in 2010, includes $4.4 billion for system preservation throughout the State of Kansas. This system preservation accounts for approximately 55% of the total T-WORKS program.

The 2040 LRTP also recognizes the importance of roadway expansion/improvements to accommodate continued development throughout the region. One very important finding from this study has been that overall the region does not experience significant traffic congestion. Future year projections also suggest that generally speaking the regional roadway network is expected to operate at a high level of service.Given no significant capacity issues, the MTPO member agencies can focus roadway improvement/expansion efforts on accommodating projected future year growth and development. In many cases, the planned roadway improvements are targeted at upgrading existing rural cross sections to urban cross sections to better accommodate the on-going residential and commercial development.

One important regional improvement is the Polk-Quincy Viaduct roadway modernization project. With an estimated project cost of approximately $211 million (in 2012 dollars), the Polk-Quincy Viaduct is not currently scheduled for construction 2017. This roadway modernization project offers several benefits including additional mainline capacity, improved geometrics, improved traffic flow, enhanced safety, enhanced access to downtown Topeka, and enhanced aesthetics. The project would also support local and regional economic development as I-70 is a main artery for transporting goods and freight through the region. LRTP survey responses also suggest that area residents recognize the potential impact of modernizing the Polk-Quincy Viaduct as 29% indicated it was an “extremely important” project and 19% indicated it was “very important.” Outside of maintaining the existing infrastructure, the Polk-Quincy was the second most frequently identified priority within the region. In total, 29% of respondents identified this project as the number one roadway priority and another 43% identified it as the second priority.

The 2040 LRTP also supports the on-going efforts of local agencies to continue to improve the overall safety and efficiency of traffic operations within the MPA. The City and County havebeen proactive in

upgrading traffic signals and improving intersections to promote traffic safety throughout the region. Recent examples include the construction of numerous roundabouts, which studies have shown improve traffic safety, throughout the MPA (NCHRP Report 272: Roundabouts in the United States, 2007, Transportation Research Board states, "In general, roundabouts have improved both overall crash rates and, particularly, injury crash rates in a wide range of settings (urban, suburban, and rural)."). The City of Topeka has also been utilizing access management and ITS applications (signal timing/coordination programs) to enhance traffic flow which can also have safety benefits.

Fiscally Constrained Projects

Chapter 6 outlined projected revenues that are anticipated to be available to the MTPO member agencies through the year 2040. These revenues were compared to the potential roadway projects and, in working with the respective MTPO member agencies, fiscally constrained projects were identified. The term "fiscally constrained projects" simply means that based upon the revenue projections, and the anticipated year of expenditure project cost, that these projects are likely to have funding available to be constructed by the year 2040. Projects not in the fiscally constrained plan are unfunded needs – or, also referred to as projects that are part of the "fiscally unconstrained vision."

Figure 7-2 displays the fiscally constrained roadway projects included in the MTPO 2040 LRTP. **Table 7-1**provides additional details regarding the fiscally constrained roadway projects. The fiscally constrained projects include committed roadway improvements (constructed between 2012 and 2016) and future year projects that would be constructed between 2017 and 2040.**Figure 7-3** displays projects that are included as part of the fiscally unconstrained vision. **Table 7-2** includes additional details regarding projects that are part of the fiscally unconstrained vision.

The fiscally constrained projects, and planned implementation schedule, reflects that best effort on the part of the MTPO member agencies to identify,and plan, for roadway improvements through the year 2040. The LRTP also recognizes that several factors – such as the economy, federal funding, state and local funding, and development activity – could delay the planned construction of the fiscally constrained projects. Some factors could also result in a change in the implementation schedule – for example, the MTPO member agencies could determine that it is necessary to move a project ahead of other projects to address development that is occurring in the region.

It is also important to note that projects that are currently part of the fiscally unconstrained vision, or even projects not currently in the 2040 LRTP, could still potentially be constructed by the year 2040. Should priorities change, or development activity dictate, the MTPO can amend the LRTP. In this situation, the project that is currently part of the fiscally unconstrained vision, or new project, would be added to the fiscally constrained LRTP projects and ultimately would be included in MPO TIP. If this situation were to occur, the MTPO would need to ensure that the LRTP remains fiscally constrained through the year 2040. Furthermore, by law, the LRTP must be updated every five years. Future updates of the LRTP should be used to revisit the 2040 LRTP projects and changes in the plan should reflect the current and future year mobility needs at that time. Based on current requirements, this LRTP will need to be updated by April 2017.

Figure 7-2. Fiscally Constrained Roadway Projects

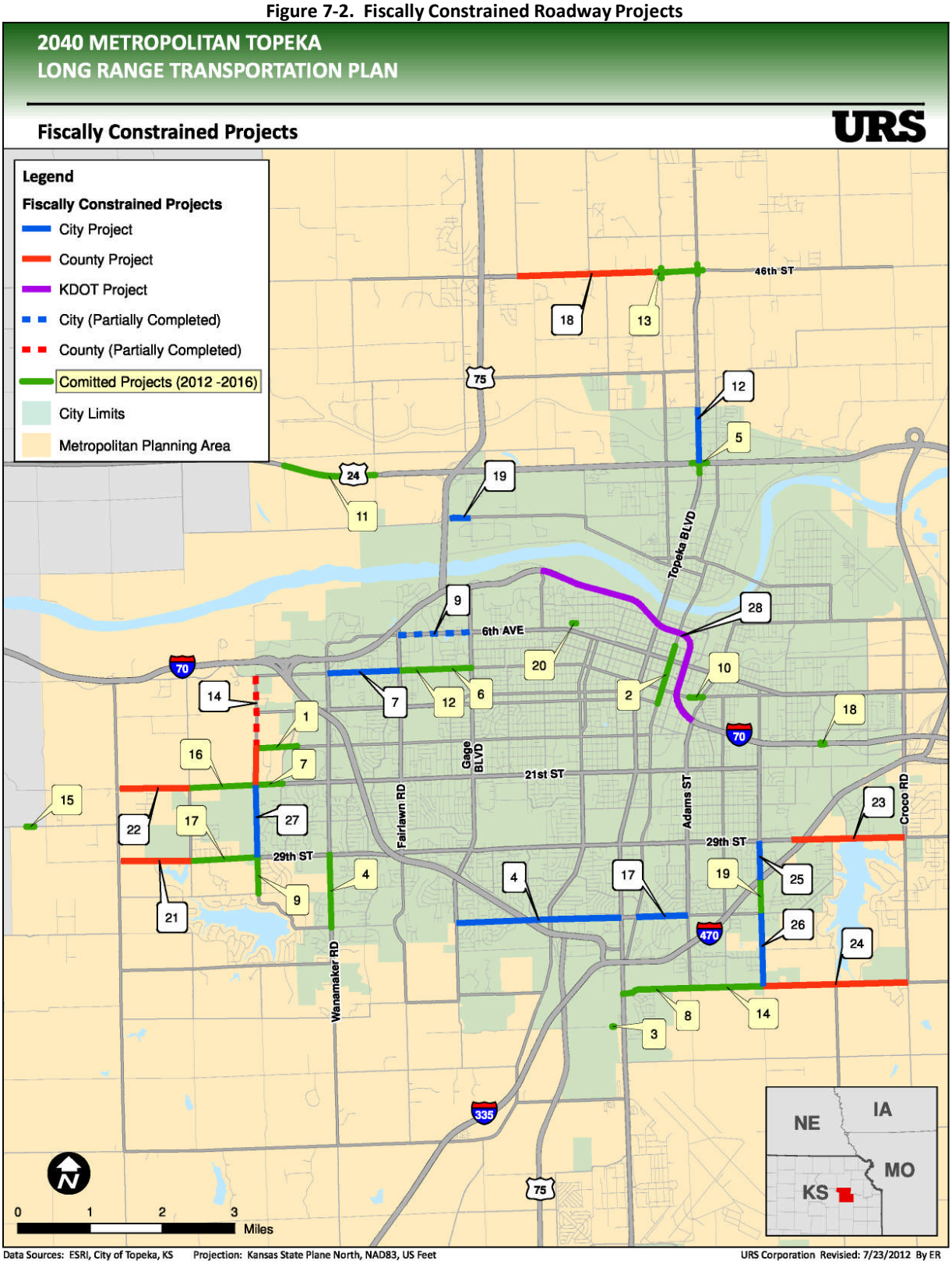


Figure 7-3. Fiscally Unconstrained Roadway Vision

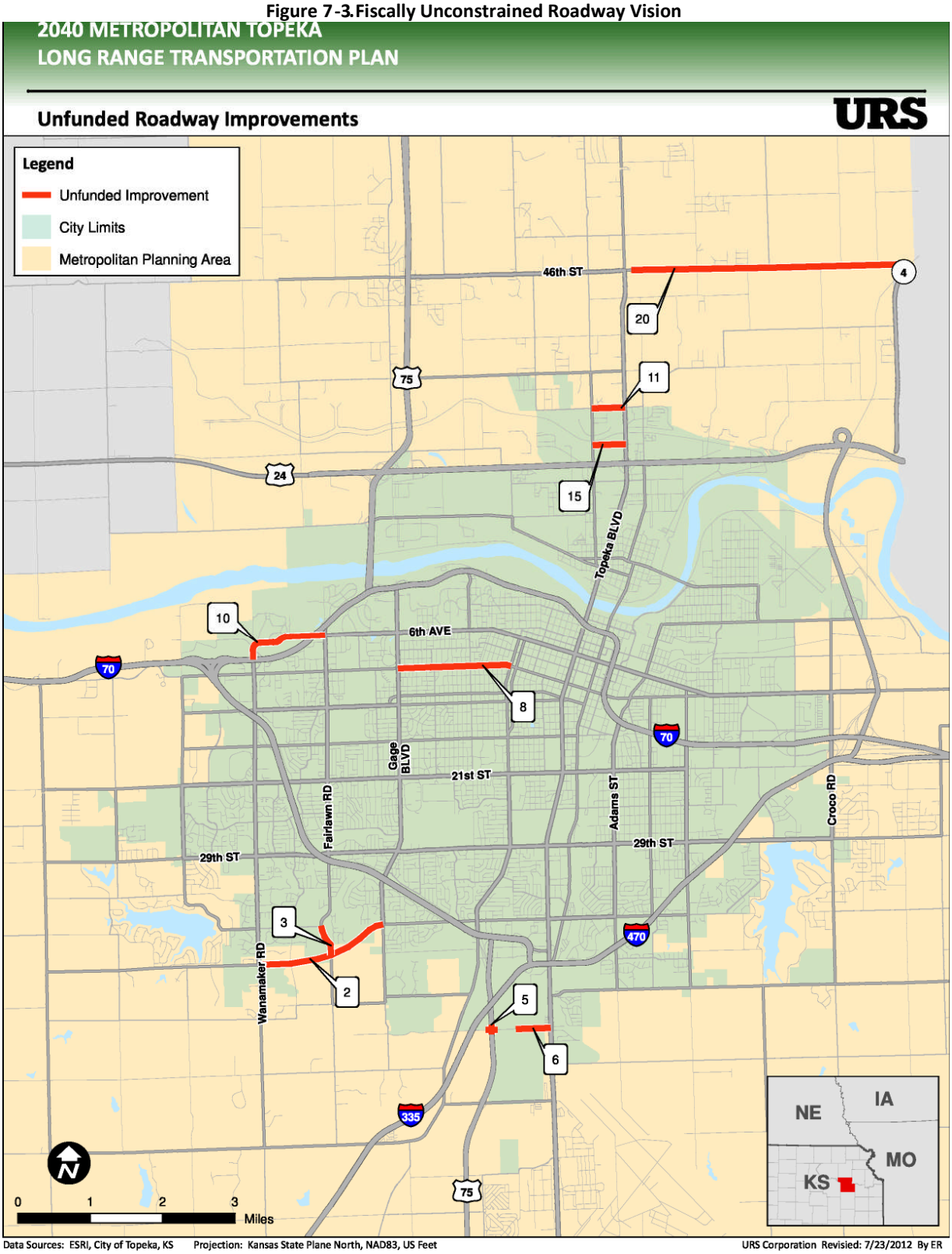


Table 7-1. Fiscally Constrained Roadway Projects

		ID	Roadway	Location	Type of Improvement	Future Number of Lanes	Lead Agency	2012 Estimated Project Cost
Committed Projects (2012 - 2016)	2012	1	17th Street	Arvonia to Urish	New Road / Roundabout at Urish	3	City	$2,900,000
		2	Kansas Avenue	4th to 11th	Roadway Improvements	3	City	$5,000,000
		3	SW 49th Street	Bridge over S. Branch of Shunga Creek	Bridge Replacement	-	City	$1,100,000
		4	Wanamaker Road	28th to 37th	Road widening	4	City	$5,599,999
	2013	5	US 24	Topeka Blvd	Reconstruct - Intersection / Interchange	-	KDOT	$6,961,500
		6	10th Avenue	Gage to Westchester	Road widening	5	City	$2,775,000
		7	21st Street	City Limits to Urish	Road Widening	5	City	$5,120,600
		8	SE 45th Street	Topeka Blvd to Adams St	Road Widening	5	County	$7,132,000
		9	Urish Road	29th to 33rd	Road Widening	3	County	$1,630,600
		10	SE 10th Street	Bridge over Shunga Creek	Bridge Replacement	-	City	$2,133,999
		11	US-24	at Menoken Road	New Interchange/Replace UP RR Bridge	4	KDOT	$47,691,000
	2014	12	10th Avenue	Westchester to Fairlawn	Road Widening	5	City	$2,775,000
		13	46th Street	Topeka Blvd to Rochester Road	Roadway/Intersection Improvements	3	County	$5,355,000
		14	SE 45th Street	Adams St to California Ave	Road Widening	5	County	$6,007,000
		15	K-4	over Blacksmith Creek	Bridge Replacement	2	KDOT	$1,215,000
	2015	16	21st Street	Urish to Indian Hills	Road Widening	5	City	$10,036,500
		17	29th Street	Urish to Indian Hills	Road Widening	5	County	$3,234,000
		18	I-70	over Deer Creek	Bridge Rehabilitation	-	KDOT	$4,349,400
	2016	19	California Avenue	33rd to 37th	Road Widening	3	City	$3,750,000
		20	Cherokee Street	Bridge over Ward Creek	Bridge Replacement	-	City	$850,000
Fiscally Constrained Projects (2017 - 2040)		1	Topeka Boulevard	Bridge over Soldier Cut-off Channel	Bridge	-	City	$1,800,000
		4	SW 37th Street	Gage Blvd to Topeka Blvd	Widen	5	City	$22,530,900
		7	SW 10th Street	Wanamaker Road to Fairlawn Road	Widen	5	City	$7,920,000
		9	SW 6th Street	Gage Blvd to SW Fairlawn Road	Widen	5	City	$11,265,500
		12	NW Topeka Blvd	US 24 to Menninger Rd	Widen	5	City	$9,217,200
		13	Wanamaker Road	SW 21st Street to SW 10th Street	Access Management	-	City	$17,410,200
		14	Urish Road	SW 21st Street to 10th	Widen	5	County	$15,819,400
		17	SW 37th Street	Kansas Ave to Adams Street	Widen	5	City	$4,500,000
		18	NW 46th Street	Fielding Rd to Rochester Rd.	Widen	3	County	$6,000,000
		19	Lower Silver Lake Road	Hwy 75 ramps to east of Gage Blvd.	Widen	3	City	$1,500,000
		21	SW 29th Street	Indian Hills out to Auburn Road	Widen	3	County	$6,200,000
		22	SW 21st Street	Indian Hills out to Auburn Road	Widen	3	County	$6,200,000
		23	SE 29th Street	City Limits to Croco Road	Widen	5	County	$9,382,000
		24	SE 45th Street	California to Croco Road	Widen	3 or 5	County	$14,140,400
		25	California Avenue	29th to 33rd	Widen	3 or 5	City	$3,775,000
		26	California Avenue	37th to 45th	Widen	3	City	$6,800,000
		27	SW Urish Road	21st to 29th Street	Widen	3	City	$5,670,700
		28	I-70 (Polk Quincy Viaduct)	MacVicar Avenue to Adams Street	Roadway Modernization	3	KDOT	$270,090,000
							TOTAL (Committed Projects - 2012 to 2016)	**$125,616,598**
							TOTAL (Planned Projects - 2017 to 2040)	**$420,221,300**
							TOTAL (Fiscally Constrained Projects)	**$545,837,898**

SOURCE: City, County, KDOT, URS.

NOTE: All project cost estimates are shown in 2012 dollars.

Table 7-2. Fiscally Unconstrained Roadway Vision

ID	Roadway	Location	Type of Improvement	Future Number of Lanes	Lead Agency	2012 Estimated Project Cost
2	Southwest Parkway	Wanamaker Road to Gage Blvd.	New Roadway	5	City	$22,530,900
3	Fairlawn Road	Southwest Parkway to SW 37th Street	New Roadway	5	City	$5,718,000
5	US 75	SW 49th Street	New Interchange	-	City	$11,265,500
6	SW 49th Street	Wenger St. to Topeka Blvd	Widen (Bridge is a committed project)	2 & 3	City	$5,364,800
8	SW 10th Street	Gage Blvd to Washburn Ave	Widen	5	City	$25,125,300
10	SW 6th Street	SW Fairlawn Rd to Wanamaker Road	Widen	5	City	$8,864,700
11	Menninger Road	Rochester Rd to Topeka Blvd	Widen	5	City	$5,735,100
15	Reo Street	Topeka Blvd to Rochester Road	New Roadway	-	City	$1,906,000
20	NW 46th Street	N. Topeka Blvd. to K-4 Hwy.	Widen	3	County	$17,000,000
					TOTAL	**$103,510,300**

SOURCE: City, County, KDOT, URS.

Preservation of the System

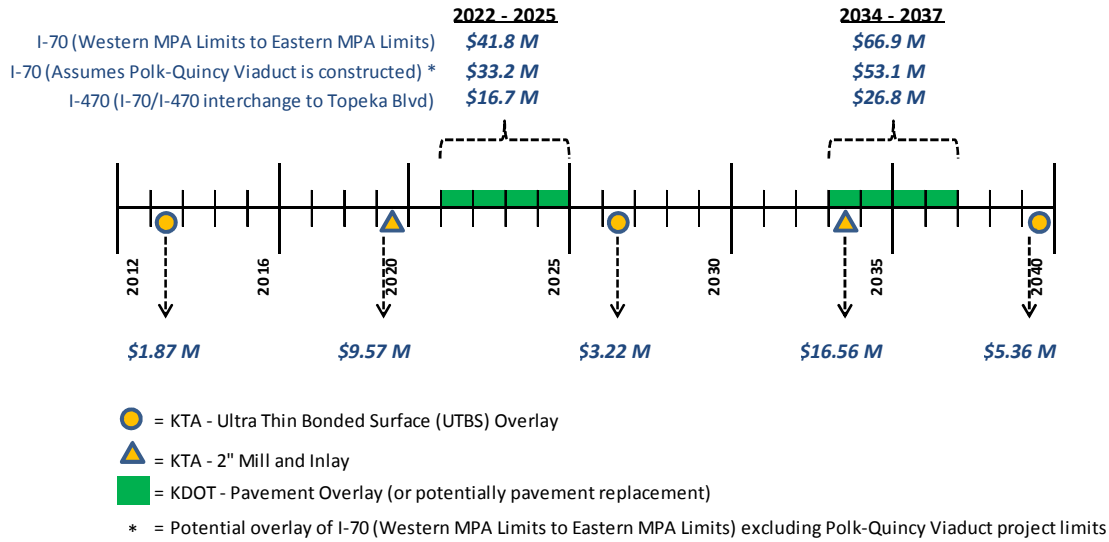
The on-going preservation of the existing transportation infrastructure accounts for a significant amount of transportation funding spent within the Topeka MPA. In addition to routine annual maintenance, which the MTPO member agencies will continue to prioritize and fund, the 2040 LRTP update identified the need to plan for more significant roadway improvements to the interstate facilities.

KDOT has indicated that thecurrent I-70 and I-470 pavement in the Topeka area is approximately 20 years old. The previous I-70 and I-470 pavement was approximately 30-35 years old when it was completely replaced. It is anticipated that these interstate facilities will once again require some form of rehabilitation/repair (i.e., overlay or pavement replacement)by the year 2025. It is further anticipated that additional preservation activities will be needed around the year 2035. KDOT has historically funded these types of preservation projects which are programmed on an as needed basis and therefore these projects are included as part of the fiscally constrained plan,. Furthermore, with the emphasis that KDOT is placing on system preservation, it is anticipated that the I-70 and I-470 preservation projects will be funded through the year 2040.

One factor that should be considered in programing the I-70 system preservation is the status of the Polk-Quincy Viaduct roadway modernization project. The Polk-Quincy Viaduct project is currently an unfunded project and is not scheduled for construction. As part of the LRTP evaluation, it was estimated that it would cost approximately $5.5 million (in 2012 dollars) to repair/replace the existing I-70 pavement that is located within the Polk-Quincy project limits. If possible, efforts to avoid duplicate work on this segment of I-70 should be explored.

The Kansas Turnpike Authority (KTA) is also responsible for maintaining the turnpike segments through the Topeka MPA. This includes sections of I-335, I-470, and I-70 (KTA mile marker 167 to mile marker 184) within the MPA. As part of the 2040 LRTP update, the KTA identified planned preservation projects through the year 2040. **Figure 7-4** displays the planned KDOT and KTA interstate preservation projects through the year 2040.

Figure 7-4. Interstate Preservation Projects



Local Infrastructure Improvements

The City of Topeka is currently receiving approximately $13.5 million (in 2012 dollars) annually from a ½-cent sales tax to repair/rehabilitatethe existing transportation infrastructure. The purpose of these funds is to make dollars available for addressing and targeting neighborhood streets that are substandard (relative to design of curb and gutter and/or lack of sidewalks or other geometric deficiencies). The majority of this money is used for the reconstruction of existing roadways; however, other uses include curb and gutter repair, ADA compliant sidewalk repair, alley repair and bridge deck repair. This local funding source will continue to provide significant benefits in improving existing infrastructure throughout the City of Topeka.

The ½-cent City sales tax will expire in 2019. At this time, it is uncertain if this tax would be renewed – or, if it will even be needed beyond 2019. Given that the expiration of the current tax will not occur until 2019, this issue should be revisited as part of the next LRTP update in 2017.

Roadway Improvement/Expansion Projects

Roadway improvement/expansion projectsare intended to accommodate future growth and economic development within the Topeka MPA. As previously discussed, the LRTP requires that these roadway improvements be part of a comprehensive, fiscally constrained plan.

Shawnee County

In recent years, Shawnee County has benefited from a ½-cent Countywidesales tax which has generated over $4 million annually for county road and bridge improvements. The ½-cent Countywide sales tax revenue is also the primary funding source that allowed the City of Topeka to reconstruct the Topeka Boulevard bridge. This sales tax has been an importantrevenue source which has allowed the County and City to construct projects that would otherwise likely have been delayed for several years.

The ½-cent Countywide sales tax is set to expire in 2016. While a formal discussion regarding the possible renewal of the Countywide sales tax has not taken place, the financial analysis included as part of the 2040 LRTP shows that several county projects would be delayed, or not constructed, if the sales tax is not renewed. **Figures 7-5** and **7-6** compare the project implementation schedule for a scenario that assumes the ½-cent sales tax is not renewed and a scenario that assumes that the ½-cent sales tax is renewed between 2017 and 2028. As the figures show, if the ½-cent sales tax is not renewed, projects would take longer time to complete and fewer projects would be constructed by the year 2040. A comparison of the projects is also summarized in **Table 7-3**.

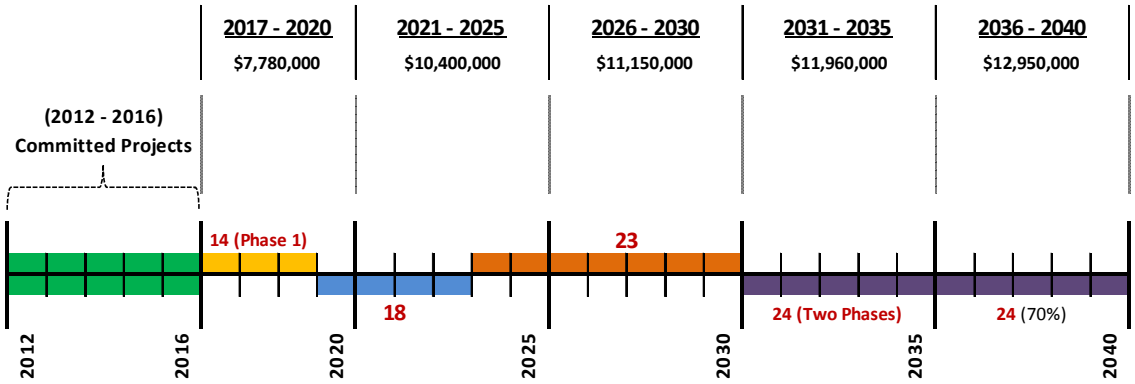
Table 7-3. Comparison of County Projects Completed by the Year 2040

			Projects Completed by Year 2040	
ID	Roadway	Location	Without Renewal of 1/2-cent sales tax	With Renewal of 1/2-cent sales tax
14	Urish Road	21st to 17th - Phase 1	●	●
14	Urish Road	17th to 10th - Phase 2		40% complete
18	NW 46th Street	Fielding Rd to Rochester Rd.	●	●
21	SW 29th Street	Indian Hills out to Auburn Road		●
22	SW 21st Street	Indian Hills out to Auburn Road		●
23	SE 29th Street	City Limits to Croco Road	●	●
24	SE 45th Street	California to Croco Road	70% complete	●

See Figure 7-5 and Figure 7-6 for additional details.

Figure 7-5.County Roadway Projects – Fiscally Constrained (no ½-cent sales tax)

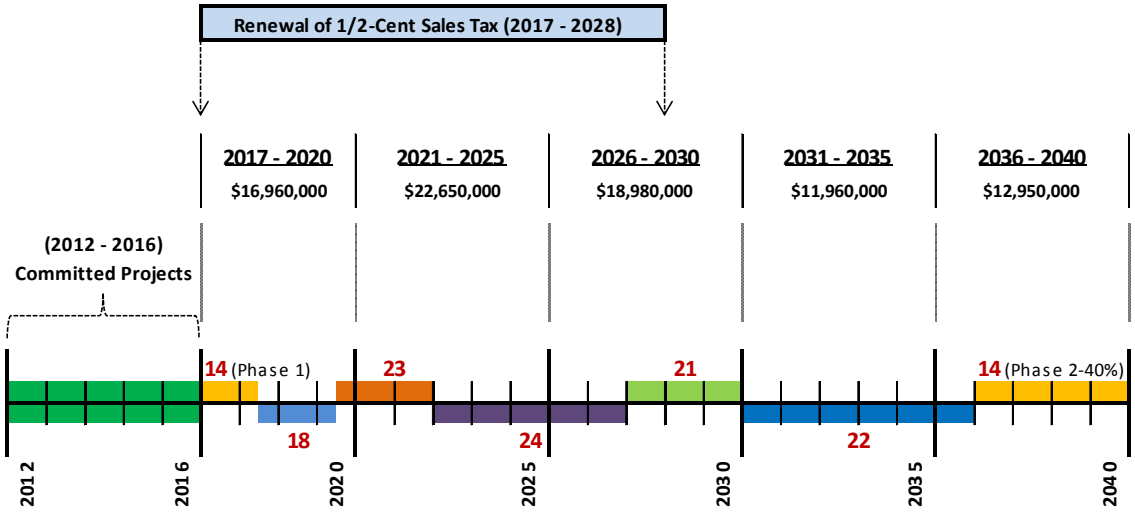
No Renewal of 1/2-Cent Countywide Sales Tax (Current Sales Tax Expires in 2016)



xx = Roadway Project ID (see corresponding Table and Figure)
Unfunded Needs = Projects #21, 22, 20, and 14 (phase 2)

Figure 7-6. County Roadway Projects – Fiscally Constrained (½-cent sales tax is renewed)

Renewal of 1/2-Cent Countywide Sales Tax (2017 - 2028)



xx = Roadway Project ID (see corresponding Table and Figure)
Unfunded Needs = Projects #20 and 60% of Project #14 (Urish Road - Phase 2)

Shawnee County roadway projects are located within existing right-of-way and are intended to accommodate development that is generally occurring on the urbanized fringe. Urish Road (Project #14) is planned to be constructed in two phases. Phase 1 would include the construction between 21st to 17th, including a roundabout at 17th and Urish. Phase 2, between 17th and 10th, is planned for the outer years of the planning horizon.

NW 46th Street, between Fielding Road and Rochester Road (project #18), would provide an important connectionbetween Topeka Blvd. and US 75. It is possible that the construction of this project would occur in two phases.

SW 29th Street, between Urish Roadand Auburn Road, 29th Street (Project #21), is considered a potentially high priority project. The Topeka Area School District has purchased 50 acres in the NE corner of 29th and Auburn and plans are to construct a new high school and middle school at this location. The Topeka School District has indicated that that a new high school facility would likely be needed in five (5) to ten (10) years. Original projections suggested that a new school would probably not be needed for ten (10) to 15 years but recent increases in new students (last school year there were 168 new students and this school year there were 100 new students). The Topeka School District estimates that they can accommodate approximately another 200 to 250 students in the current high school; however,if the new student growth rate continues, a new school will be needed much sooner.The timing of a new school should be coordinated with potential roadway improvements to SW 29th Street.

NE 46th Street, between Topeka Boulevard and K-4 (project #20), is an unfunded project as part of the 2040 LRTP. However, it is worth noting that if KDOT were to construct an interchange at NE 46th that this project could potentially move up on the list of projects.

City of Topeka

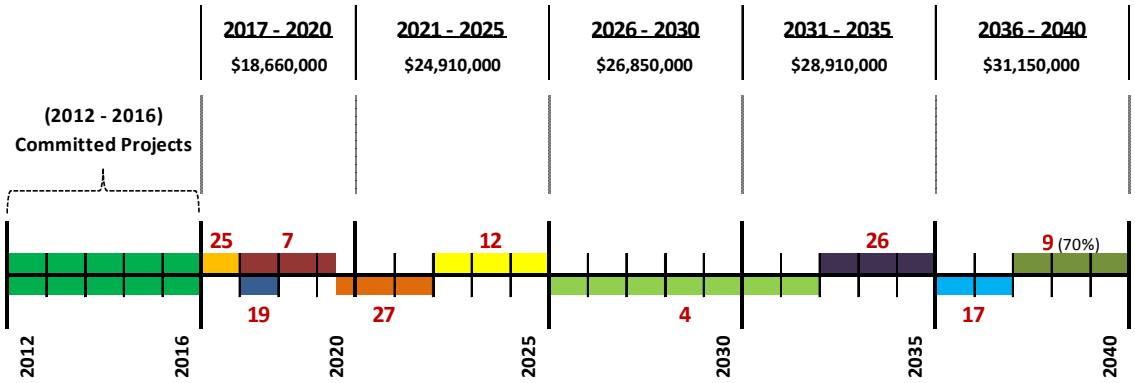
The City of Topeka planned roadway projects are identified in **Figure 7-7**and summarized in **Table 7-4**. The projects identified are generally intended to accommodate planned growth and continued development within the City. The 37th Street improvements (projects #4 and #17) would enhance east-west travel in the southern portion of the City. These projects could be coordinated with the construction of the Southwest Parkway (currently an unfunded project) which would provide a continuous connection to Wanamaker Road.Lower Silver Lake Road (project #19) would be constructed to better accommodate truck traffic in the vicinity of the US 75 interchange.

Table 7-4. City Projects Completed by the Year 2040

ID	Roadway	Location	Number of Lanes
4	SW 37th Street	Gage Blvd to Topeka Blvd	5
7	SW 10th Street	Wanamaker Road to Fairlawn Road	5
9	SW 6th Street	Gage Blvd to SW Fairlawn Road	5
12	NW Topeka Blvd	US 24 to Menninger Rd	5
17	SW 37th Street	Kansas Ave to Adams Street	5
19	Lower Silver Lake Road	Hwy 75 ramps to east of Gage Blvd.	3
25	California Avenue	29th to 33rd	3 or 5
26	California Avenue	37th to 45th	3
27	SW Urish Road	21st to 29th Street	3

See Figure 7-7 for additional details.

Figure 7-7.City Roadway Projects – Fiscally Constrained



xx = Roadway Project ID (see corresponding Table and Figure)

Bridges

Bridges are a critical piece of the overall transportation infrastructure. The MTPO member agencies understand the importance of maintaining and reconstructing bridges within the Topeka MPA. As part of the LRTP financial analysis, the continued investmentinbridge rehabilitation, bridge maintenance, and bridge replacement has been factored into the planning analysis. The MTPO member agencies will continueto identify bridge maintenance, and replacement, based on an on-going monitoring and bridge inspection process. The following bridge projects were identified as committed projects (between 2012 and 2016). Topeka Boulevard, bridge over Soldier Cut-off Channel, is a planned bridge project that the City has not yet identified funding for.

- SW 49th Street - Bridge over S. Branch of Shunga Creek (2012)
- SE 10th Street - Bridge over Shunga Creek (2013)
- Cherokee Street - Bridge over Ward Creek (2016)

Transportation System Management/Safety

Transportation System Management (TSM) refers to generally lower cost, short-term improvements aimed at improving traffic operations and/or traffic safety. Typical TSM improvements often include intersection and signal improvements, minor ramp improvements, roadway geometric improvements, and other potential safety improvements.

As part of the 2040 LRTP analysis, the top ten crash locationswithin the MPA, as identified in the existing conditions analysis,were reviewed for possible TSM improvements. An intersection crash rate was calculated for each intersection using the formula below (a crash rate of 1.0-1.2 is considered average). The five-year total number of crashes is also listed for each location.

Intersection Crash Rate (per million entering vehicles)= $\frac{(Number\ of\ Accidents)(1{,}000{,}000)}{(number\ of\ years\ of\ data)(ADT\ Entering)(365)}$

SW 21st St. & Wanamaker Road (64 Crashes)

SW 21st Street and Wanamaker is a large intersection consisting of 5-lanes on west leg, 5-lanes on south leg, 6-lanes on north leg (including dual southbound left-turns), and 6-lanes on east leg (including a westbound right-turn lane). This intersection had the highest number of reported crashes (64) between 2006 and 2010. West Ridge Mall is located in the northwest quadrant of this intersection and commercial property entrances are closely spaced to the intersection in the southwest quadrant. There are approximately 37,600 vehicles per day (vpd) entering this intersection, leading to an intersection crash rate of 0.93. A majority of crashes observed at this intersection involve angle-side impact and rear-end. Sight distance does not appear to be an issue. In recent years, an adaptive traffic system along portions of Wanamaker Road and SW 21st Street was installed which should improve corridor congestion and safety.

- The Wanamaker Road Corridor study discusses potential access management techniques including the possible elimination or relocation of some entrances located near the intersection. Increased capacity (additional lanes) has also been discussed at this location.

SW 21st St. & Washburn Ave. (60 Crashes)

SW 21st St. and Washburn Avenue consists of 5-lanes in each direction and is located at the southeast corner of the Washburn University Campus. The intersection ADT is approximately 34,500 which produces a crash rate of 0.95. A majority of the 60 crashes observed between 2006 and 2010 are angle-side impact and rear-end. Sight distance does not appear to be an issue. There are raised medians on the south, east and north legs to prohibit left-turns out of driveways that are close to the intersection.

- Based on general observation, there do not appear to be geometric issues that are leading to the incidences. The crash rate is below 1 per 1,000,000 vehicles entering the intersection which is low. Therefore no recommendations are provided at this time.

SW Huntoon St. & Wanamaker Rd. (58 Crashes)

The SW Huntoon Street and SW Wanamaker Road islocated at the center of the Wanamaker commercial corridor with 5-lanes in each direction. There is an entrance to northbound I-470 and exit from southbound I-470 to the west of the intersection on Huntoon. Additionally, there is commercial development in the northwest, southeast and northeast quadrants with an entrance to a hotel near the intersection. There do not appear to be any sight distance issues. The intersection carries approximately 33,550 ADT with a crash rate of 0.95. An adaptive signal system was recently installed, the signal phasing was adjusted, and the unprotected (permitted) left-turn movements were eliminated. These enhancements should provide improvements to the safety of the intersection.

- The Wanamaker Road Corridor Study notes the addition of dual left-turn lanes and dedicated right-turn lanes on all legs of the intersection as possible improvements.

SW 29th St. & Gage Blvd. (50 Crashes)

The 29th Street and Gage Boulevard intersection consists of 5-lanes on each leg and a slight skew. There are numerous entrances to commercial and residential properties that are near the intersection in the northwest and northeast quadrants. There are raised medians included in all legs. The median on the north leg ends prior to the commercial entrance on the east side, allowing left turns out of the property, across the northbound lanes. A dedicated right-in, right-out only entrance along 29th in the northeast quadrant is designed to reduce conflicting movements, but the reality is that motorists continue to turn

left, heading east, out of the entrance, reducing the treatment effectiveness. The median on the east leg does not extend to the east far enough to prevent the left turn movement. The intersection carries approximately 35,400 ADT with a crash rate of 0.77. Most accidents are angle-side impacts followed by rear-end collisions.

- The reduction of entrances near the intersection in the northwest and northeast would benefit the operation and safety. This recommendation would be costly as the commercial and residential properties would be required to re-develop or re-configure the entrances. Another option would be to extend the medians to eliminate the left turn movements out of the commercial properties in the northeast quadrant.

SW 21st St. & Westport Dr. (49 Crashes)

The SW 21st Street and SW Westport Drive intersection consists of two "T" shaped intersections separated by approximately 600'. The south leg (Westport) is three lanes with stop sign control for the northbound motorists. SW 21st Street is uncontrolled and five lanes wide. The north leg of Westport is three lanes and the intersection is signalized. There is another signalized intersection (the I-470 interchange ramps and SW 21st St.) within 1000' to the east. With the signalized intersections to either side of the south leg intersection coupled with the high traffic volume on SW 21st, a northbound left turn is difficult. Most accidents are rear-end collisions with numerous angle-side impacts as well. A crash rate was not determined for this intersection as it functions as two separate intersections, divided by approximately 600'. The intersection crash data available does not distinguish between northbound Westport and southbound Westport, making it difficult to determine which accidents were at which intersection.

- There have been discussions of re-aligning the south leg of Westport to align with the north leg, eliminating an intersection from the corridor. This is the preferred recommendation but would also involve the purchase of new right-of-way, crossing developed commercial property. As an intermediate recommendation, eliminating the northbound left-turn movement would be beneficial.

SW 21st St. & Gage Blvd. (46 Crashes)

The SW 21st Street & Gage Boulevard intersection consists of five lanes on each leg and is signalized. There are several entrances close to the intersection in the northeast, northwest and southwest quadrants serving commercial properties. There is a raised median on the north leg of the intersection. The median does limit left turns from the corner property in the northeast. The intersection carries approximately 41,100 ADT with a crash rate of 0.61. Most accidents are angle-side impacts and rear-end collisions. There are no apparent sight distance issues.

- Based on general observation, there do not appear to be geometric issues that are leading to the incidences. The crash rate is below 1 per 1,000,000 vehicles entering the intersection which is low. Therefore no recommendations are provided at this time.

SW 29th & Fairlawn Rd. (46 Crashes)

The SW 29th Street and SW Fairlawn Road intersection was re-constructed during the 2010-2011 construction seasons, opening in the spring of 2011. The intersection consists of five lanes on each leg and is signalized. The intersection was subject to large queue lengths on the west approach and the south approach during peak periods. Part of the queuing issue was created by the close proximity of

theI-470 westbound off ramp and eastbound on-ramp (south) and the westbound on-ramp (west). The modifications included the addition of a new roadway that removes eastbound right-turns and northbound left-turns from the intersection and provides additional stacking distance for both movements. The improvement added two signalized intersections to the intersection area; however, In-Sync system is being used for signal coordination. No crash rate was calculated due to the implementation of the intersection improvements.

- With the new intersection constructed, there are no additional recommendations.

SW 21st St. and Fairlawn Rd. (45 Crashes)

The SW 21st Street and SW Fairlawn Road intersection consists of five-lanes on all legs and is signalized. There are raised medians on all legs. Commercial properties are located in each quadrant with entrances close to the intersection. There are no apparent sight distance issues. The intersection carries approximately 36,300 ADT with a crash rate of 0.68. The accident data reflects largely rear-end collisions as well as angle-side impacts.

- The City should consider the removal of entrances that are near the intersection in the southwest and northwest as there are cross access connections with neighboring properties.

SW 29th St. & Topeka Blvd. (44 Crashes)

The SW 29th Street and SW Topeka Boulevard intersection consists of five-lanes on the east and west legs. The north and south legs also include dedicated right turn lanes. There are raised medians on the north, west and south legs that reduce left turning movements from the commercial properties in the southwest, southeast and northeast quadrants. The westbound approach is climbing in grade towards the intersection. There are no visible sight distance issues. The intersection carries approximately 33,000 ADT with a crash rate of 0.73. The typical accident types include angle-side impacts, rear-end collisions and sideswipes. Recently, the gas station located in the southwest corner was raised and plans for a new facility have been prepared. As part of the new construction, several of the entrances will be closed and the median within the south leg of Topeka Blvd. will be extended south. Additionally, an adaptive signal system is now in operation along Topeka Blvd. which should be beneficial to safety.

- With the current construction items noted above, there are no additional improvement recommendations at this time.

SW 6th & SW Gage Blvd. (40 Crashes)

The intersection of SW 6th Street and SW Gage Boulevard consists of five lanes on the east, south and north legs. The west leg consists of four lanes with three eastbound lanes (two through lanes and an eastbound left turn lane) and one westbound through lane. The eastbound approach includes a left turn lane, a through lane and a dedicated right turn lane that acts as a lane drop. The intersection is signalized. There is a commercial property in the northwest quadrant with entrances close to the intersection. There are no apparent sight distance issues. The intersection carries approximately 27,500 ADT with a crash rate of 0.80. Most accidents include angle-side impacts or rear-end collisions.

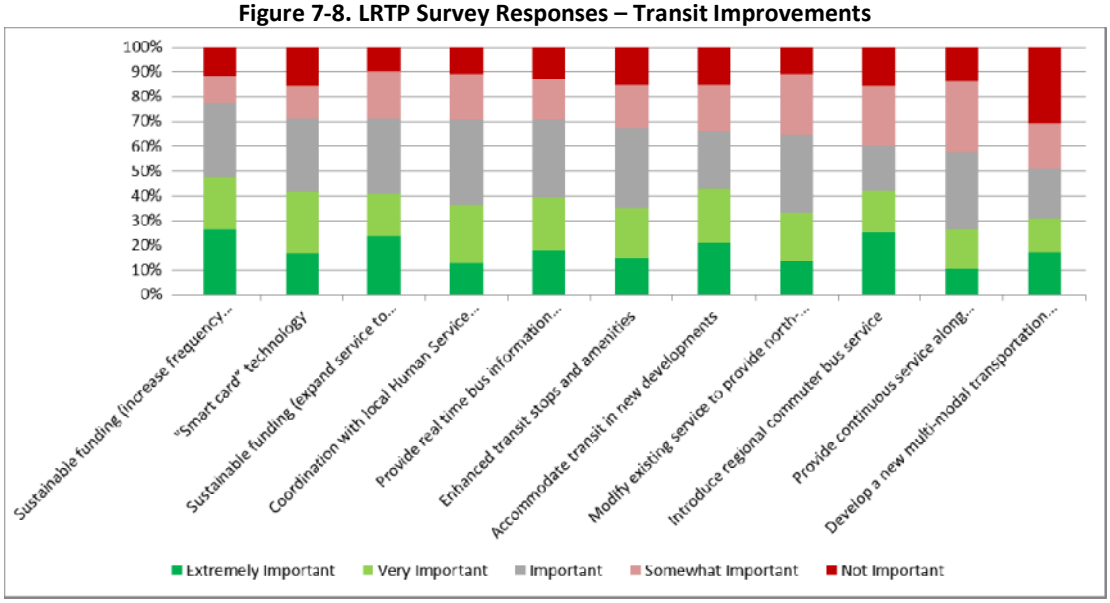
- Based on general observation, there do not appear to be geometric issues that are leading to the incidences. The crash rate is below 1 per 1,000,000 vehicles entering the intersection which is low. Therefore no recommendations are provided at this time.

Public Transportation

The future year public transportation scenarios, evaluated in Chapter 6, highlight significant challenges for Topeka Metro in the coming years. While the *Topeka Transit Comprehensive Operational Analysis (COA)* report (May 2010) peer analysis found Topeka Metro to be operating well compared to similar sized transit agencies, service cuts over the past two years have significantly impacted the level of transit services provided within the Topeka MPA. The COA, along with the 2040 LRTP analysis, is consistent in projecting a funding gap in the near future, which could potentially result in the need for additional service cuts or modifications. The LRTP analysis projects a much more significant funding issue that would create a significant deficit through the year 2040.

The public transportation scenarios demonstrate the importance of identifying a sustainable funding source in order to 1) avoid further service cuts, and 2) to provide the flexibility to restore and/or expand services through the year 2040. **Figure 7-8** displays the results from the second LRTP survey conducted in December 2011/January 2012. 27% of survey respondents indicated that it was "extremely important," and 21% indicated it was "very important" to identify a sustainable funding source to restore weekend and evening service. This issue was also identified most often as the number one transit priority.

Figure 7-8. LRTP Survey Responses – Transit Improvements



SOURCE: Second LRTP Public Survey (December 2011/January 2012); URS.
NOTE: The LRTP was not a statistically valid survey; the results are presented for information purposes only.

Future Year Service Issues

Chapter 6 evaluated six potential future year public transportation service scenarios. These scenarios ranged from a continuation of the current level of transit service (as of January 2012) to a significant capital investment which involves the development of a multi-modal transportation facility. Other scenarios explored what would be needed financially to restore evening and/or weekend service, expand existing fixed-route service, and operate regional public transportation service to communities

such as Kansas City, Lawrence, and Manhattan (see **Figure 7-9**).As required by SAFETEA-LU, the LRTP has demonstrated the financial resources that would be needed to keep Topeka Metro a viable transportation option through the year 2040.

Figure 7-9.Regional Transit Service Concept

There is much uncertainty surrounding the long-term future of public transportation within the Topeka MPA. In the short-term, Topeka Metro could continue to operate at the current level of service (service as of January 2012) with the mill levy remaining the primary local funding source. However, mid- to long-range projections, as documented in the COA and this study, suggest that if the mill levy is not increased over time, or an alternative funding source is not identified, that it will be difficult for Topeka Metro to continue to operate at the current service level. If funding is not increased, or new revenue sources identified, additional service cuts could be implemented to offset future year deficits. However, any additional service cuts should be carefully considered as they will likely result in a loss of ridership and eventually the transit service could become an ineffective mobility option.

Adding to the funding uncertainty, beginning in 2013, the State will institute a new public transportation funding formula which will impact all transit providers throughout Kansas. The new funding formula will utilize ridership, revenue miles, and population in determining future year funding levels. In the case of Topeka Metro, ridership has declined significantly in the past two years – to the lowest ridership levels seen in the past ten years. Ultimately, Topeka Metro will have to wait until the end of 2012, or early 2013, to see if this new funding formula will have a positive or negative impact. Initial indications suggest that in the short-term Topeka Metro will continue to receive at least the same level of funding as they have been receiving in recent years. If ridership were to continue to decline over an extended time, then this decline could potentially have a negative impact on state transit funding that Topeka Metro receives.

Another factor to consider is that that the LRTP projects that the Topeka MPA will grow in both population and employment through the year 2040. Chapter 4 showed that most development is likely to occur near, or beyond, the urbanized fringe which in most cases falls beyond the current fixed-route transit service area. The US 24 corridor is an example of an area that currently has limited transit service but is likely to see an increased demand as development occurs through the year 2040. Expanding the distance between the urbanized core and the developing fringe makes it increasingly difficult to provide efficient fixed-route transit service. Without route modifications, or the addition of

fixed-routes, it will be difficult for Topeka Metro to serve the future growth areas via the current fixed-route transit service.

Given the long-term nature of the LRTP, and uncertainty surrounding future year funding, a specific transitimprovement scenario is not identified in the recommended plan. At this point in time there are too many unknowns to recommend specific improvements, or identify a potential implementation schedule. Instead, the following steps are recommended:

- **Evaluate and identify a long-term local funding strategy/source.** As previously stated, a continuation of the mill levy as the primary local revenue source is a potentially viable short-term option – as long as the mill levy rate is annually reviewed, and funded, at the appropriate level. However, mid-term to long-term financial projections suggest that an alternative funding strategy will need to be identified to keep public transportation a viable mobility option.
- **Conduct a long-range transit plan.**The LRTP is intended to be a broad, multi-modalanalysis that highlights deficiencies, as well as possible solutions. The future year planning issues that Topeka Metro faces would be better addressed as part of a comprehensive long-range transit plan. As part of this study, it is recommended that a statistically-valid survey be conducted of area residents to help define and/or prioritize future year service levels and transit related improvements. Additionally, focus groups with transit riders, and non-transit riders, should be conducted.
- **Update the Coordinated Public Transportation-Human Service Agencies Plan.**The *Topeka/Shawnee County Coordinated Transit District 2 Coordinated Public Transit-Human Service Plan*was last updated in November 2007. The goal of this plan is to improve coordination of transportation and human services within the Topeka MPA. It also fulfills the federal planning requirements of SAFETEA-LU which include:

    - ✓ A unified, comprehensive strategy for public transportation service delivery;
    - ✓ Identifies transportation needs of individuals with disabilities, older adults, and individuals with limited incomes;
    - ✓ Lays out strategies for meeting those needs; and
    - ✓ Prioritizes services.

Ideally, the first two issues would be addressed as one comprehensive study; however, they could be addressed separately. In completing the actions above, decision makers should consider the desired goals and objectives of the LRTP. A shortened version of the transit related objectives are summarized below. The full LRTP goals and objectives can be found in Chapter 5.

- Improve transit route coverage and service hours to connect individuals with jobs
- Support a complete streets policy that promotes the use of alternative transportation modes – including public transportation and transit accommodations such as bus pull outs
- Improve access to transit for senior citizens and those with disabilities
- Support local incentives to encourage employers to allow transit operations on their property
- Encourage public transportation services – such as commuter services, park and ride lots, ridesharing, and carpooling programs

What Would Be Needed To Expand Public Transportation Services

At a minimum, financial resources should be identified to continue to operate at the current transit service level (fixed-route and paratransit) and to avoid further service reductions. Historical ridership data – over 1.9 million riders in 2008 – shows that the transit system is a vital component of the overall regional transportation system. Topeka area residents, including non-transit riders, recognize the importance of public transportation services within the region. In a statistically valid survey conducted in April 2010, 74% of respondents indicated that they feel it is "very important" for the City of Topeka to support and fund public transportation. An additional 17% indicated they feel it is "somewhat important." Furthermore, public transportation is extremely important for transit dependent riders and in many cases is the primary, or only, mode of transportation.

Should additional revenue become available – through an increase in the mill levy, an alternative funding source, or an increase in State funding – Topeka Metro, along with local decision makers,will need to define what the long-term vision is for public transportation within the Topeka MPA. Ultimately, it comes down to answering the following question:

- Is the current level of transit service within the Topeka MPA acceptable, or should Topeka Metro…

    - ✓ Restore evening and/or weekend service?
    - ✓ Plan for additional fixed-route service to future year growth areas?
    - ✓ Introduce regional commuter service?
    - ✓ Study the feasibility of a multi-modal transit facility?

The evaluation section in Chapter 6 assumed a local sales tax option, combined with a reduction in the mill levy rate, as a future year funding scenario to achieve a fiscally constrained transit plan through the year 2040. This scenario was used for the following reason:

1. According to the National Transit Database, the most common dedicated revenue source for transit operations are local sales taxes. In communities of similar size to Topeka, 75% of the transit agencies utilize a sales tax as their primary local funding source. (SOURCE: National Transit Database; Topeka Transit Comprehensive Operational Analysis report.)
2. An April 2010 transit survey of Topeka area residents found the preferred option to fund public transportation was through a dedicated sales tax (43%). By comparison, property taxes, which are the current local funding source, came in at 14%.
3. The December 2011/January 2012 survey showed that approximately 28% of respondents indicated they would definitely support a combined sales tax and reduced mill levy transit funding strategy. An additional 46% would be willing to consider this funding strategy if they had additional details. (NOTE: this survey was conducted as part of the overall 2040 LRTP update and is not a statically valid survey. The results regarding the sales tax and reduced mill levy option are presented for informational purposes).
4. The sales tax option is able to generate sufficient revenue to cover the projected transit deficit through the year 2040. This funding strategy would also provide Topeka Metro with the flexibility to enhance/expand service in future years to meet the future demand for public transportation. Other options, such as increasing the mill levy rate or using a portion of the motor fuel tax, were considered but were determined to not be viable long-term options.

Increase in the Mill Levy

Generally speaking, Scenario #1 (increased mill levy) would require a consistent annual increase in the mill levy through the year 2040 in order to be sustainable. In the short-term, an annual increase in the mill levy is a potentially viable funding strategy. However, as the gap between expenses and revenues grows larger in the outer years, the mill levy would need to double by the year 2030 to be a feasible funding strategy. In 2040, the mill levy would need to generate approximately $14 million to be viable. By comparison, the 2012 mill levy generated $4.2 million.

Local Sales Tax Dedicated to Public Transportation

The following scenarios assume a 3/10-cent sales tax to implement transit service enhancements. Again, the sales tax was used for the reasons previously identified. If another funding strategy can generate the same level of revenue, then that particular funding strategy should be explored further.

Scenarios #3 (restore recent service cuts) and #4 (restore recent service cuts and expand fixed-route service) would require an additional $3 million to $5 million annually beginning in 2014 to be sustainable through the year 2040.

Scenario #5 (restore service cuts, expand fixed-route service, implement regional service, and construct a multi-modal facility) would require an additional $6 million to $7 million annually between 2018 and 2030 and $7 million to $7.5 million annually between 2031 and 2040 to be sustainable through the year 2040. Additional details for each scenario were provided in Chapter 6.

Preservation of the System

The on-going preservation and replacement of public transportation vehicles is a significant investment over the next 28 years.A considerable portion of these expenses relate to the proactive vehicle replacement program of the Topeka Metro.**Table 7-5** summarizes the vehicle replacement schedule and costs.

Table 7-5.Vehicle Replacement Schedule and Costs

	Lift Buses		Fixed Route Buses		
Fiscal Year	Needed	Cost ($)	Needed	Cost ($)	Total ($)
2012	15	1,206,203	0	-	1,206,203
2013	0	-	3	1,196,463	1,196,463
2014	0	-	3	1,232,357	1,232,357
2015	0	-	3	1,269,327	1,269,327
2016	7	633,539	1	435,802	1,069,341
2017	8	745,766	0	-	745,766
2018	0	-	2	924,686	924,686
2019	0	-	2	952,426	952,426
2020	4	407,459	0	-	407,459
2021 - 2025	15	1,658,244	19	10,410,218	12,068,462
2026 - 2030	15	1,922,360	9	5,524,632	7,446,991
2031 - 2035	15	2,228,542	6	4,414,661	6,643,202
2036 - 2040	15	2,583,491	22	18,361,209	20,944,700
	94	11,385,603	70	44,721,781	56,107,383

SOURCE: Topeka Metro.

The bus replacement costs assume a 3% annual inflation rate. This is based on 14 years of Topeka Metro history purchasing fixed-route buses and six years of history purchasing lift vehicles. It should be noted that this replacement schedule assumes a continuation of the existing transit service – no service expansion – through the year 2040. If additional routes, or regional commuter bus service, are added then additional vehicles will be needed to accommodate the service expansion.

In the past some grants have been obtained to cover the capital expenses associated with purchasing new buses. These grants are typically awarded on a competitive basis and should not be relied upon for future planning and budgeting purposes. Equipment (5309) funding has to be awarded by FTA; JARC and New Freedom is awarded by KDOT.As such, Topeka Metro will need to identify the appropriate local match funds to purchase replacement buses and lift vehicles. Based upon the current fleet replacement schedule, 15 new buses are scheduled for replacement in 2012.

Bus Shelter Improvements

In addition to planned investments in transit vehicles, Topeka Metro has plans for a series of improvements to existing bus shelters and the installation of new shelters. While bus shelter improvements will directly benefit transit users, this investment can also be leveraged to support a complete streets approach to the transportation network by investing in facilities that support all users (transit riders, bicyclist and pedestrians). This schedule should prioritize investments that bring all existing shelters into compliance with ADA requirements.

In a meeting with existing transit riders, there was significant discussion regarding the need to improve bus shelters and sidewalks connecting to bus shelters. A suggestion was made that Topeka Metro should consider a way that transit riders could submit comments regarded needed improvements (i.e., potentially through an on-line program and through written comments that could be given to bus drivers). Recommended improvements to bus shelters are summarized in **Table 7-6.**

Table 7-6. Topeka Metro Bus Shelters

	Route	Total Number of Shelters	Number of New Shelters[1]	Number of Existing Shelters[2]	Number of Shelters That Need Replacement
1	Oakland	10	2	8	--
2	Highland Park	11	6	4	1
3	North Topeka	9	4[3]	5	--
4	West 10th	6	1	5	--
5	West 6th	9	5	4	--
6	West 17th	8	3	5	--
7	Huntoon	12	6[3]	6	--
8	South California	5	4[3]	1	--
9	West 29th	8	4	4	--
10	West 21st	6	3	3	--
11	East 6th	2	1	--	1
12	White Lakes	10	2	8	--

SOURCE: Topeka Metro.

[1] New shelters planned for construction within the next five to 10 years

[2] Existing shelters are scheduled for replacement between 2020 and 2040

[3] One or more of the new shelters is a duplicate

Additional Service Enhancements

Topeka Metro has identified a series of fiscally-unconstrained long- and short-term planning strategies that are designed to:

- Study the effects of new technology and its impact on service delivery and ridership;
- Grow and maintain ridership for the long-term with intelligent investments in customer information;
- Future-proof Topeka Metro's investment with scalable, extensible technology based on open standards; and
- Implement integrated, multimodal regional trip planning solutions.

Table 7-7 summarizes potential public transportation improvements included in the 2040 LRTP. The majority of projects do not currently have a funding source. As they have done in the past, Topeka Metro will continue to pursue grants that could cover of the cost of these currently unfunded improvements. Additionally, should an alternative funding source be identified,some of the revenue could potentially be used to implement the planned improvements.

With limited exceptions, funding sources for these projects have not yet been identified; the list prioritizes investments in anticipation of future funding availability. **Table 7-7** summarizes the planning strategies, projected costs and designated funding (as applicable); the strategies are discussed in detail after the table.

Table 7-7. Unfunded Public Transportation Improvements

Planning Strategy	Funds Appropriated	Estimated Cost
Smart Farebox	--	$20,000 per farebox
Ticket Dispensers	--	$15,000 per dispenser
Web Purchases (Tickets or Passes)	--	TBD
Real-Time Technology	--	TBD
Interactive Voice Recorder	--	$85,000
Smart Shelters	$250,000	$25,000 per shelter
DVR Catalog Server	--	$10,000
Bus Needs		
14 fixed-route buses	--	$5,600,000
22 double-decker commuter buses	--	$16,500,000
15 paratransit vehicles	$1,200,000 (local)	$1,500,000
Park and Rides	--	TBD
Facilities		
Operations/Maintenance	--	$10,000,000
Multimodal	$60,000 (planning)	$35,000,000
Join Transit Google Partner Program	--	TBD
Automatic Vehicle Locator	--	TBD
Online Paratransit Trip Planning	--	TBD
Comprehensive Routing and Scheduling for Fixed-Route Transit	--	TBD

SOURCE: Topeka Metro.

Smart Farebox

This strategy would upgrade the Topeka Metro existing on-board fare collection methods to state-of-the-art technology that will improve operations and provide Topeka Metro with user information that will support improved system efficiency. Typical smart farebox technology will:

- Automatically validate and process coins, bills, magnetic farecards and smartcards;
- Separate coins and bills;
- Accept transfers, day passes, charge cards, bank cards, etc.;
- Have the capacity to process credit cards;
- Accept special fares;
- Eliminate most driver involvement in fare collection;
- Include a passenger display that shows transaction progress and permits passenger interaction through buttons;
- Link to the automatic vehicle locator system (described below);
- Enhance tracking of passenger purchases and use; and
- Include an automatic passenger counter.

Ticket Dispensers

This strategy would upgrade the Topeka Metro existing off-board fare collection methods, and would complement investments in on-board smart farebox upgrades. These ticket dispensers, which could be located in the Quincy Street Station and other locations throughout the City, would reduce the demand for customer service attendants (resulting in a reduction in personnel costs), and would improve customer experience by:

- Accepting coins, bills and bank cards (optional);
- Optionally validating previously-purchased tickets and upgrading smart cards;
- Printing receipts and performing audits;
- Enabling online network monitoring and control from the Topeka Metro central office; and
- Including functionality and graphic design that is compliant with ADA requirements.

Web Purchases (Tickets or Passes)

A third strategic upgrade to the Topeka Metro fare collection methods is the implementation of pass tracking technology. This tool would provide Topeka Metro with fast access to a wide range of passenger data, including an optional database that records individual transactions. This data, which is both secure and easy to integrate with existing systems, would support transit system optimization by providing a reliable source of data collection, reporting and control.

Real-Time Technology

Customer experience and agency operations can be greatly enhanced by taking advantage of advances in technology. Real-time technology, which uses global-positioning systems (GPS) and a suite of other tools, allows system administrators to track bus operations and apply this knowledge to estimate bus arrival times, alter operating schedules to respond to incidents, increase security, and more effectively deploy bus service. Additional uses of this tool include:

- Real-time arrival information displays at Quincy Street Station;
- Smartphone applications and mobile phone updates;
- Online ride scheduling;

- Trip planner software;
- On-demand in-vehicle traveler information;
- Vehicle location and speed monitoring;
- Passenger load monitoring; and
- Onboard video surveillance.

Interactive Voice Recorder

An interactive voice recorder (IVR) will include four "voice genie" lines that enable Topeka Metro to perform automated confirmations, cancellations, trip bookings and call backs. This tool would improve agency efficiency by reducing personnel requirements to complete these tasks.

Smart Shelters

Topeka Metro is also planning upgrades to existing and future bus shelters that would reduce maintenance costs and improve the customer experience. Leveraging system-wide investments in smart technologies, these shelters would enable effective communication of arrival, departure and advisory information, could also include surveillance cameras to increase security, and could include voice announcements. The shelters would feature flexible installation options and rugged construction, and will be lighted with a new design.

DVR Catalog Server

A DVR catalog serverwould allow Topeka Metro to store reports of verified issues, evidence and violations, which will improve the efficiency of agency responses and enable tracking and analysis of reported incidents.

Vehicle Replacement Needs

The replacement of fixed-route buses and paratransit vehicles were previouslyidentifiedin **Table 7-5**. If regional commuter bus service is implemented, double-decker buses would be needed. These buses could include reading lamps, luggage racks, power strips, video screens with programming, and wireless internet service.

Park- and-Ride Facilities

Park-and-ride facilities would likely be needed to support future commuter bus operations. Potential locations for park-and-ride facilities should be studied as part of a regional commuter transit service study.

Facilities

Due to the potential for development in the riverfront area, Topeka Metromight consider the strategic relocation of what iscurrently the Ryan Administration and Operations Facility and the existing maintenance facility. Another potential long-term project that has been recently discussed is the development of a multi-modal center. At this time, the Topeka Metro Board has indicated that they will not conduct a feasibility study to determine a possible site location.

Transit Google Partner Program

Google offers a free transit trip planning application (built from transit agency-supplied data) that is accessible through both desktop computers and mobile devices. This tool, which is available in 12 different languages and compatible with screen readers for the visually impaired, would encourage

regular riders to maximize infrastructure investment through easy route planning. Interactive route planning and clear directions could also attract new riders, who may be otherwise intimidated by navigating a bus system.

Automatic Vehicle Locator

As previously mentioned, automatic vehicle locators (AVLs) can leverage investment in an expanded technology network to enable the monitoring of vehicle locations. This tool would allow Topeka Metro to monitor:

- Vehicle location of digital maps;
- Schedule adherence;
- Headways;
- Off-route activity;
- On-time performance; and
- Covert emergency alarms.

This type of monitoring would also support the creation of arrival/departure detail reports, early departure/late log-in reports, and missed block reports, all of which would support more efficient transit operations.

Online Paratransit Trip Planning

Technology network upgrades can also be leveraged to improve paratransit trip planning: online tools can be programed to generate detailed itineraries that dynamically display up-to-date schedule and bus stop data by line or stop and enable instant schedule updates through the seamless integration with the Topeka Metro scheduling system. Online tools would provide users with 24/7 trip planning capabilities, and would strengthen stakeholder communications with convenient, accessible and customizable information services. Online planning will disseminate consistent information across multiple media, which can be aggregated for operational analysis. Online planning would also reduce call center demand.

Comprehensive Routing and Scheduling for Fixed Route Transit

Efficient fixed-route bus operations are dependent on well-planned routing that connects existing and future travel markets and supports rider demand. Comprehensive routing and scheduling that is supported by new technologies would:

- Increase the productivity of the scheduling department with automated scheduling and other intuitive, time-saving features;
- Reduce operating costs by blocking vehicles and deploying operators more efficiently;
- Maximize the return on investment with scalable, extensible software that will support TMTA's long-term needs;
- Integrate with software for planning, operations management, customer service and demand-response scheduling;
- Invest in best-practice technologies, including fast, powerful scheduling algorithms and comprehensive costing capabilities; and
- Provide better service to the public through intelligent, well-planned routing and accurate, efficient schedules.

Transit-Oriented Development (TOD)

Transit-oriented development (TOD) refers to a pattern of higher-density, mixed residential, retail, commercial, and office space uses whose design is meant to maximize access to transit systems and encourage transit ridership. TOD is not a single parcel or project located next to a transit stop, but a comprehensive vision for the neighborhood within a quarter- to half-mile radius of the stop, a distance that is considered comfortably walkable. While TOD is widely applied in larger urban areas, certain aspects of TOD can be applied to mid-size cities such as Topeka.

TODs are often defined by the three "D"s of design, diversity, and density:

- TODs are designed to create to an environment that is attractive and comfortable to pedestrians: streetscaping, pedestrian-scale development, and walkability soften the perception of higher-density development around transit stops.
- Diversity of use encourages transit ridership by making the station area interesting to pedestrians and creating efficiencies through the consolidation of trips. This use diversity reduces the number of trips that will need to be taken by car in order to accomplish daily errands.
- Density is the most important factor when creating a transit-oriented development: transit systems must attract riders in order to be successful. Higher-density development creates a pool of residents and workers from which the system can draw riders and which, by the design and diversity of uses, makes transit usage more attractive than driving a car.

The following series of principles should be considered to encourage transit-supportive development patterns adjacent to Topeka Transit stops:

- Pedestrian access and amenities (including sidewalks, signalized intersections, crosswalks, and landscaping) should be provided throughout Topeka, but particularly in the area around bus stops;
- On-street bicycle lanes or shoulders and shared-use paths connecting neighborhoods to transit stops should be provided;
- A grid street network will ensure convenient car, bicycle and pedestrian access to transit stops - cul-de-sacs should be avoided;
- The creation of pedestrian-friendly overlay districts in the zoning code would enable targeted geographic application of the density and mix of uses that are supportive of transit;
- Design guidelines that support transit-friendly structural elements (entrances from sidewalks, windows at the ground level, pedestrian-level signage, streetscaping, parking located at the rear of a parcel) should be applied along bus routes.

The City of Topeka has the legal authority and regulatory tools available to implement transit-supportive development principles. The integration of transit-supportive development considerations into the City's comprehensive plan, development regulations and development review process would be a significant step towards the creation of a more transit-supportive environment.

Figure 7-10 demonstrates how TOD principles can be applied to an area the size of Topeka. The photo on the left is the existing Topeka Metro bus route stop at the Wal-Mart in North Topeka. The photo on the right is from a development in Grafton, WI. Bothlocations serve big-box developments andthe majority of individuals traveling to these locations typically drive. In both situations, transit riders are

dropped-off away from the store entrance which requires an individual to walk, or use a wheelchair, to access the store. In the case of the Topeka Metro stop, transit riders, who become pedestrians, must travel through the parking lot to enter the store. The example from Grafton, WI shows that accommodations have been made to make the travel from the bus stop to the entrance more manageable. The Grafton, WI example includes: a bus pull out area, a bus shelter, clearly marked signage, buffered landscape area to separate pedestrians from the parking lot, well maintained sidewalk, ADA accessible curb cuts, traffic control at the intersection, and street lighting. Ideally, transit riders could be dropped-off immediately at the front door, as demonstrated by an example of a Wal-Mart in Kalamazoo, MI (see **Figure 7-11**).

Figure 7-10. Example of TOD Principles

Existing Bus Stop at Wal-Mart in North Topeka

An Example of a Big-Box Store Bus Stop in Grafton, WI

Figure 7-11. Example of a Wal-Mart Bus Stop in Kalamazoo, MI

Non-Motorized

The MTPO 2040 LRTP supports the implementation of non-motorized improvements recommended in *TheTopeka Bikeways Master Plan*. This Plan recommends improving access and mobility for non-motorized travelers through the development of multiple types of non-motorized infrastructure. **Figure 7-12** shows the non-motorized survey results from the second survey conducted as part of the LRTP update. Generally speaking, a large percentage of respondents indicated that the majority of non-motorized improvements are "extremely important" or "very important." The highest responses focused on improving sidewalks around schools and maintaining the existing non-motorized facilities.

Figure 7-12.LRTP Survey Responses – Non-Motorized Improvements

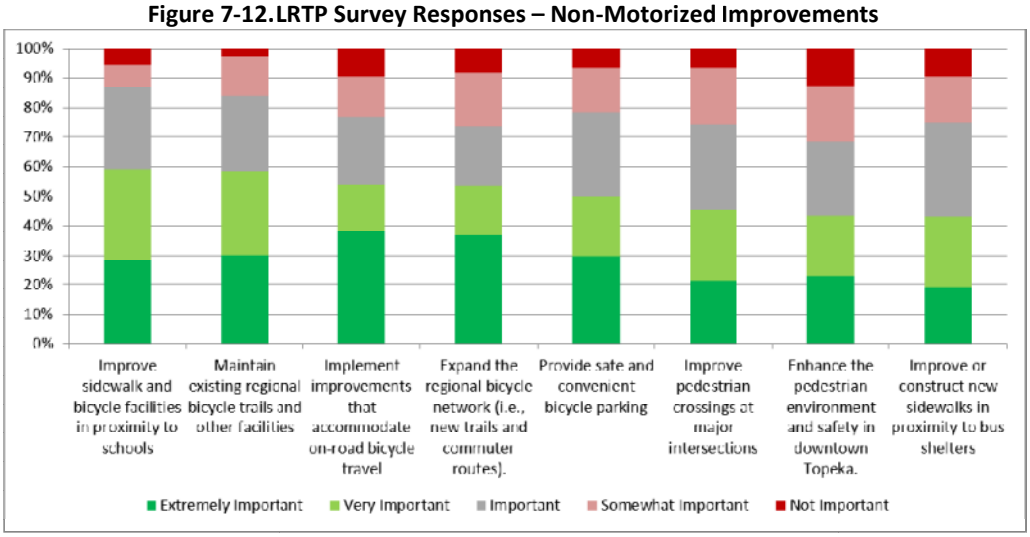


Figure 7-13 illustrates the types of non-motorized infrastructure improvements recommended for the Topeka MPA. The phasing strategy is designed to provide incremental improvements that will provide connections throughout the Topeka area at every development phase. The phasing has been planned so that cyclists using the system will not be left in an unsafe cycling environment where a facility might abruptly end. The plan sets forth to accomplish this by creating connections between various facilities allowing cyclists too easily and safely "transfer" from one facility to another. **Figure 7-14** presents the planned phasing of the bikeway network over the next 15years. The phasing, according to *The Topeka Bikeways Master Plan*, is divided into the following years.

- **Phase 1** – 2012-2014
- **Phase 2** – 2015-2017
- **Phase 3** – 2018-2020
- **Phase 4** – 2021-2023
- **Phase 5** – 2024-2026

Non-motorized improvements include pedestrian (primarily sidewalk) and bicycle (on-street and trails) improvements. Unlike roadways and public transportation, it is more difficult to identify specific non-motorized improvements through the year 2040.The selection of pedestrian and bicycle improvements is to occur annually to allow for coordination with other transportation improvements and programming decisions. Opportunities to incorporate bicycle, and pedestrian, improvements as part of complete streets projects should be encouraged.

Priority Projects – Pilot System

While local government agencies, and the bicycling community, will help to determine the order of projects within each phase, the system will begin to emerge with some specific routes and route segments. These priority projects, or pilot system as identified in the *Bikeways Master Plan*, establishes the foundation of the desired non-motorized network, and should provide maximum impact for minimum initial investment, expand coverage within the region, and serve desired destinations and traffic patterns. The pilot system assembles route segments that fit these criteria, capable of demonstrating the potential for bicycle transportation in Topeka. **Table 7-8** presents the anticipated costs of the developing the bikeways pilot system.

Table 7-8. Capital Cost of Developing the Bikeways Pilot System

Route	Name	Length (Miles)	Cost (2012 $)
1	East-West	6.2	$423,000
2	Randolph	4.6	$240,000
3	West 25th	1.8	$27,000
4	Belle	3.1	$101,000
8	Clay/East 25	6.1	$144,000
14	Golden	1.8	$147,000
17	33rd Street	3.4	$73,000
21	College	3.4	$201,000
22	11th St	1.4	$21,000
23	North Topeka	2.1	$61,000
Link	Western	0.2	$2,000
Link	19th	0.4	$3,000
Link	Van Buren	0.7	$18,000
Trail	Deer Creek/Dorn	2.5	$963,000
Trail	Wood Valley Connector	0.3	$96,000
Total	Pilot System of Bikeways	37.8	$2,520,000

SOURCE: The Topeka Bikeways Master Plan.

Funding

The pilot system projects would allow the MTPO to implement a fairly extensive network of non-motorized facilities (37.8 miles) for approximately $2.5 million, or approximately $67,000 per mile. These projects would be phased in over the next 15years resulting in a relatively low cost investmentwhile significantly expanding the non-motorized facilities within the region.

Based upon historic data, the estimated annual allocations for trails (non-motorized transportation projects) within the Topeka region is approximately $1.3 million. This funding is mainly in the form ofTransportation Enhancement (TE) grants. TE grants will likely be the primary funding source for future year non-motorized improvements.

Preservation of the System

Unlike roadways and public transportation, the on-going preservation of the non-motorized system is not nearly as extensive. However, it is equally important to maintain the non-motorized system to provide safe and convenient travel connections. The improvement of local roadways, through the ½-cent sales tax also benefits bicyclists within the region. The ½-cent sales tax also sets aside funds for ADA compliant sidewalk repair. Sidewalk repair could be coordinated with Topeka Metro and improvements that compliment public transportation should be prioritized.

Figure 7-13. Planned Bikeway Network – Infrastructure Type

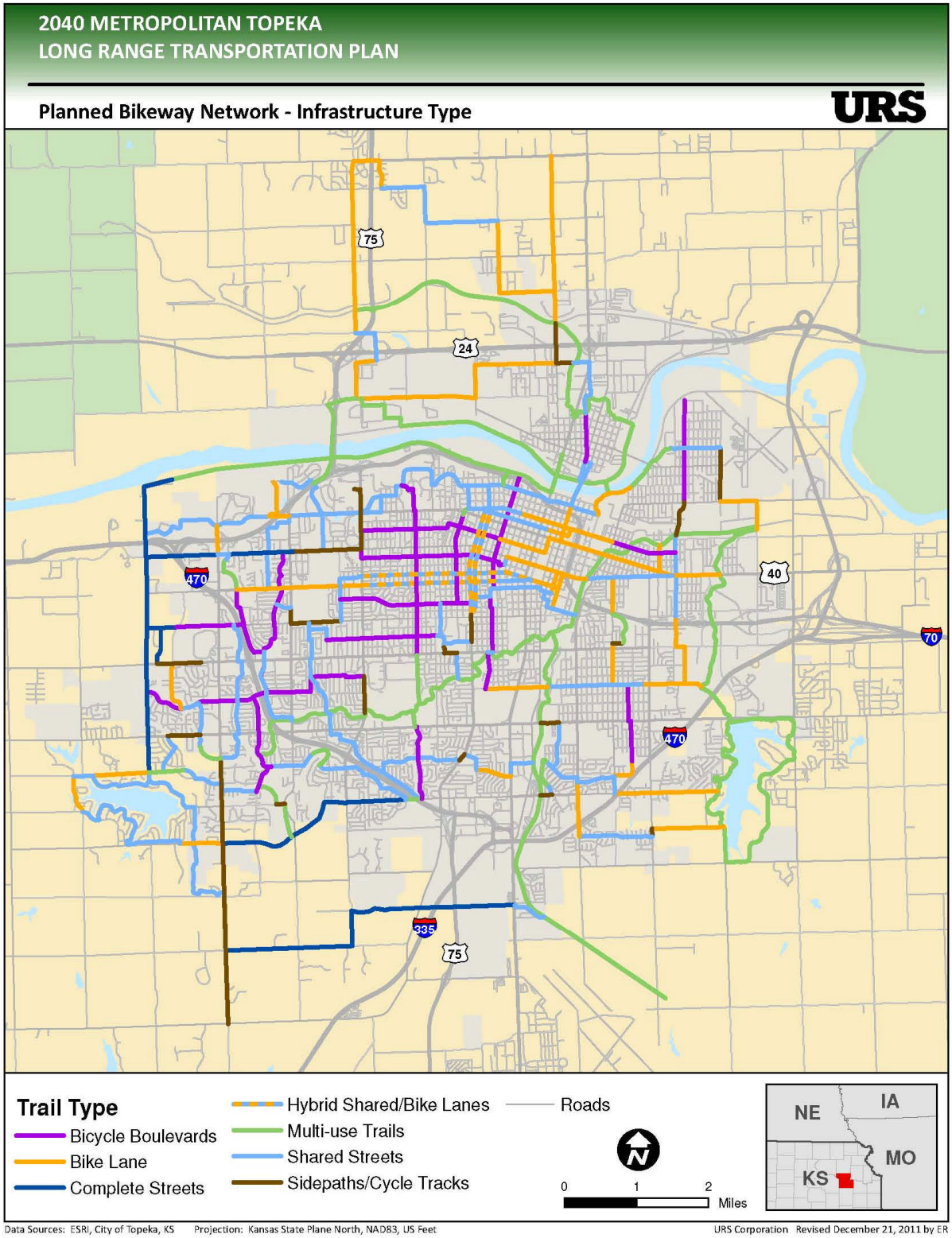
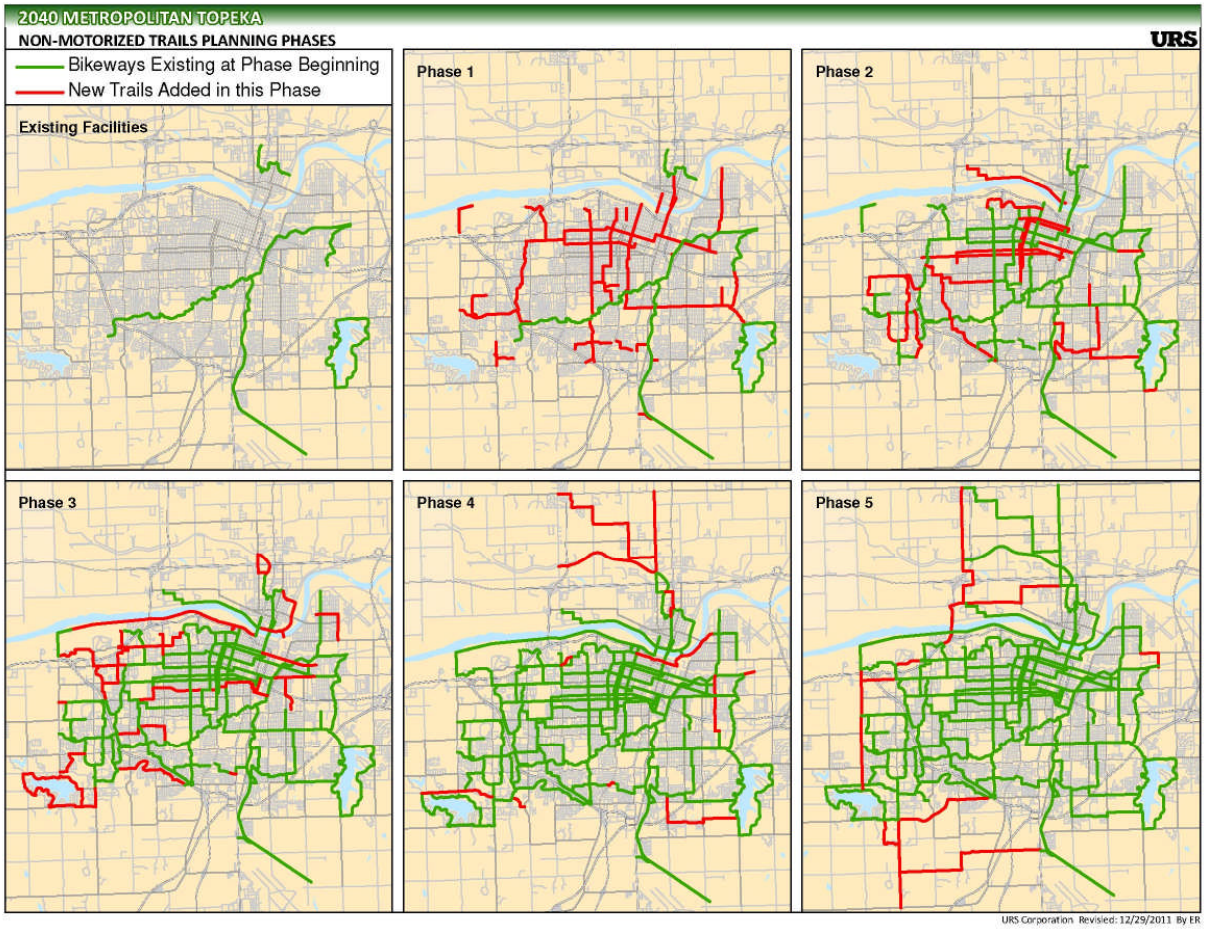


Figure 7-14. Phasing Strategy for Bikeway Network



Aviation

Airports are important transportation facilities that form a part of the intermodal transportation system at the local and regional level. The two airports in the Topeka Area are also part of the state aviation system plan, and these facilities have the potential to serve Northeast Kansas with both passenger and air freight services.

According to an economic impact study released by the Kansas Department of Transportation (KDOT) Division of Aviation in 2010, there are approximately 138 public use airports in Kansas that in aggregate contribute over $10 billion in positive economic impacts annually. Forbes Field accounts for over 1,300 jobs, $54 million in payroll, and has a total economic impact of nearly $100 million annually. Phillip Billard Municipal Airport accounts for nearly 200 jobs, $6.8 million in payroll, and has a total economic impact of roughly $14 million annually. The airports that the MTAA owns and operates contribute approximately 1,500 jobs and $115 million annually to the state and local economies.

In addition to the direct economic impacts that Forbes Field and Phillip Billard produce, there are several more indirect and induced effects. Generally speaking, the FAA encourages the development of the industrial sector adjacent to airport property. Not only is industrial considered a compatible land use, but businesses also see the value in locating operations near transportation infrastructure, such as an airport, rail and highway.

This value was evident as Mars Inc. recently announced its plan to build a $250 million chocolate production plant adjacent to Forbes Field. It is the first new plant built by Mars Chocolate North America in the last 35 years and is expected to support anywhere from 200 to 425 jobs, from groundbreaking to full production. The location, and its proximity to great transportation infrastructure, was hailed by Mars and its supporters.

The MTAA has expressed a desire to continue to explore the development of their industrial park, attract scheduled airline service and increase freight operations at their airports. The MTAA will continue efforts to maintain Forbes Field and Philip Billard Municipal Airport in a good condition.

Rail

Passenger rail in the Topeka area is currently limited to Amtrak which provides one trip daily. Development of high speed rail on a national level could increase the demand for passenger rail; however, significant rail improvements within the Topeka MPA are not anticipated as part of the 2040 LRTP.

The second LRTP survey asked respondents about rail in the Topeka area. The first question focused on should the Amtrak station be improved. The second question focused on should Amtrak frequency of service, i.e., number of trains per day, be improved. Survey respondents indicated a stronger preference to seeing the train schedule and frequency of service improved before wanting to invest in station improvements.

Chapter 8
Environmental Justice and Environmental Mitigation

SAFETEA-LU requires an environmental justice and environmental mitigation review be included as part of the LRTP development. This chapter provides an overview of the social, natural and cultural setting of the Topeka Metropolitan Planning Area (MPA); a review of the proposed LRTP projects and identifies the potential environmental impacts associated with the recommended plan improvements (presented in Chapter 7). Environmental features such as, communities of concern (e.g. environmental justice populations), historic lands, and wetland and floodplain areas are considered. From this review, the MTPO has developed a series of environmental mitigation strategies to guide future transportation improvements from the planning stage to the project development stage.

It is likely that a new Federal Transportation Bill will be passed before the next update of the LRTP and as a result several new issues, such as sustainability and climate change may need to be addressed with future updates. In addition, at the time of this update the FTA has published Proposed Environmental Justice and Title VI Circulars which will also likely need to be addressed as part of the next LRTP update.

Environmental Justice and Title VI

While Environmental Justice and Title VI concerns have most often been raised during project development, it is important to recognize that the law also applies equally to the processes and products of planning.

What is Environmental Justice?

There are three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, or national origin. The Office of Management and Budget (OMB) issued Policy Directive 15, Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity, in 1997, establishing five minimum categories for data on race. Executive Order 12898 and the DOT and FHWA Orders on Environmental Justice address persons belonging to any minority or low-income populations.

"Minority" for purposes of Title VI and Environmental Justice?

The U.S. DOT Order (5610.2) on Environmental Justice defines "Minority" in the Definitions section of the Appendix, and provides clear definitions of the four (4) minority groups addressed by the Executive Order. These groups are:

- Black (a person having origins in any of the black racial groups of Africa).
- Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race).
- Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands).
- American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

"Low-Income" for purposes of Environmental Justice?

The FHWA Order defines "low-income" as "a person whose household income is at or below the Department of Health and Human Services poverty guidelines." The Department of Health and Human Services (HHS) poverty guidelines are used as eligibility criteria for the Community Services Block Grant Program and a number of other Federal programs. However, a State or locality may adopt a higher threshold for low-income as long as the higher threshold is not selectively implemented and is inclusive of all persons at or below the HHS poverty guidelines.

Planning & Environmental Justice

Federal law requires that MPOs ensure that individuals not be excluded from participating in, denied the benefit of, or subject to discrimination under any program or activity receiving federal funding on the basis of race, color, national origin, age, sex, or disability. Environmental Justice Executive Order 12898, Federal Actions to Address Environmental Justice (EJ) in Minority and Low-Income Populations, calls for the identification and addressing of disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations.

The intent of the Executive Order and the US Department of Transportation's EJ guidance is to ensure that communities of concern, defined as minority populations and low-income populations are included in the transportation planning process, and to ensure that they may benefit equally from the transportation system without shouldering a disproportionate share of its burdens.

Environmental Justice Review

In order for the MTPO to consider the EJ aspects of the projects identified in the 2040 LRTP update, the locations of the roadway and bridge projects, and the areas of the region that have a large percentage of low-income and/or minority populations, were mapped (see **Figure 8-1**).

For the purposes of this EJ review the areas considered as EJ zones are parts of Topeka that were covered by Neighborhood Improvement Associations (NIAs) and those block groups in which more than 50 percent of households have Low/Moderate incomes. Low/Moderate incomes as described by HUD are household incomes that are less than 80 percent of the median income for the City of Topeka. These areas have documented minority and/or low-income populations. The Topeka MPA currently does not cover all of Shawnee County but it does include the entire City of Topeka. That transportation planning area was defined in 2004 when the MTPO was created. Before that time the entire county was included in the MPO boundary. The 2000 U.S. Census shows that for Shawnee County the percent of low-income (below poverty level) population is 9.5 percent and the amount of minority population is 17.1 percent. For the City of Topeka the percentages are 12.5 percent low-income and 21.5 percent minority. These percentages were compared to the percent of projects and project costs in EJ zones for

analysis. It should be noted that this EJ definition and analysis is consistent with the approach that the MTPO has recently used for evaluating projects being considered for the TIP. The 2010 U.S. Census data was not available at the time of this analysis to update the EJ analysis.

A review of **Figure 8-1** shows that the LRTP roadway and bridge projects are spread across the Topeka MPA. This map also shows that the EJ zones are concentrated in Central and East Topeka. **Table 8-1** identifies the number of committed LRTP roadway projects (projects planned for construction between 2012 and 2016), fiscally constrained roadway projects, and fiscally unconstrained roadway projects that fall within the defined EJ zones. This table also compares the proportion of projects, and project expenditures, in EJ zones to the proportion of the Topeka MPA population that is low-income and/or minority.

Table 8-1. Environmental Justice Review for Roadway Projects

Year	Number of Projects	Total Cost	Number of Projects in EJ Zones	Percentage in EJ Zones	Cost of Projects in EJ Zones	Percentage in EJ Zones
2012	4	$14,599,999	1	25	$5,000,000	34
2013	7	$65,334,699	3	43	$11,870,499	18
2014	4	$15,352,000	1	25	$2,775,000	18
2015	3	$17,619,900	1	33	$4,349,400	25
2016	2	$4,600,000	1	50	$3,750,000	82
Fiscally Constrained Projects (2017 - 2040)	14	$124,921,100	7	50	$58,825,100	47
Fiscally Unconstrained Projects	13	$340,671,400	5	38	$265,257,100	78

SOURCE: URS Corporation.

NOTE: Approximately $211 million, of the total $265 million in fiscally unconstrained projects, is for the roadway modernization of the Polk-Quincy Viaduct project.

This comparison indicates that even though many road and bridge projects are located in developing parts of the Topeka MPA, and outside of EJ zones, there are still several important and needed LRTP projects located in Central and East Topeka. Additionally, the majority of the ½-cent City sales tax, which generates approximately $13.5 million annually for infrastructure preservation/improvement projects, is for projects located within the defined EJ zones. Using this map, table and information just described with regards to roadway preservation, there appears to be no significant EJ issues related to the selection of road and bridge projects for the LRTP. The MTPO further believes there are no significant EJ issues with the selection of federally funded roadway or bridge improvement projects in the Topeka MPA.

Projects Within Defined EJ Zones

A spatial analysis, using the MTPO's geographic information system (GIS), indicates that there are seven Committed Roadway Improvement projects (2, 5, 6, 10, 12, 18 and 19) and twelve Potential Roadway Improvement projects (4, 7, 8, 10, 12, 13, 15, 16, 17, 19, 23, and 25) within defined EJ zones. **Figure 8-1** illustrates, and **Table 8-2** summarizes, the location of committed and planned roadway improvements in relation to the EJ zones.

Some of the additional transportation investments that are not displayed on **Figure 8-1** are the locations served by bikeway/trails and transit projects funded through the TIP, traffic signal improvements, and ADA ramp replacements. Two out of three bikeway/trail projects and several miles of Topeka Metro bus

routes (**Figure 8-2**) are located in the defined EJ zones. In the case of the bikeway projects, planned improvements are all logical extensions of the MPA growing regional trails network and have been evaluated and recommended as part of *The Topeka Bikeways Master Plan* (to be considered for formal adoption by the MTPO Policy committee in March 2012). With respect to transit services, the Topeka Metro route system covers a large part of Topeka and several routes travel through both EJ zones and high-income areas. While, the MTPO believes there are no significant EJ issues with the selection of either federally funded bikeway or transit projects in the Topeka MPA, recent transit service cuts are likely to have had a greater negative impact on the transit dependent population. The transit dependent population is more likely to be located in EJ areas which tend to have a higher percentage of transit dependent riders compared to other parts of the region.

Figure 8-1. Environmental Justice Zones

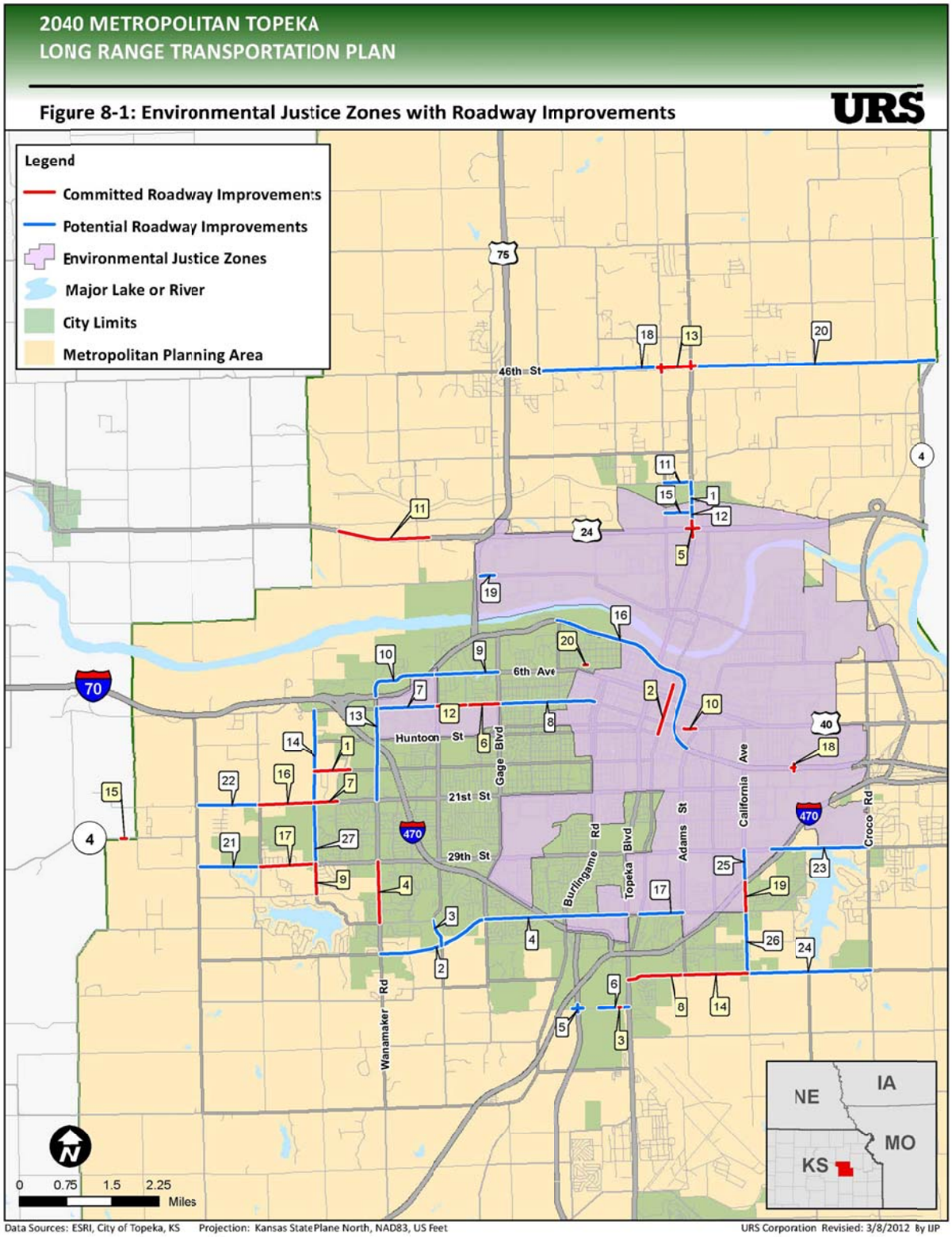
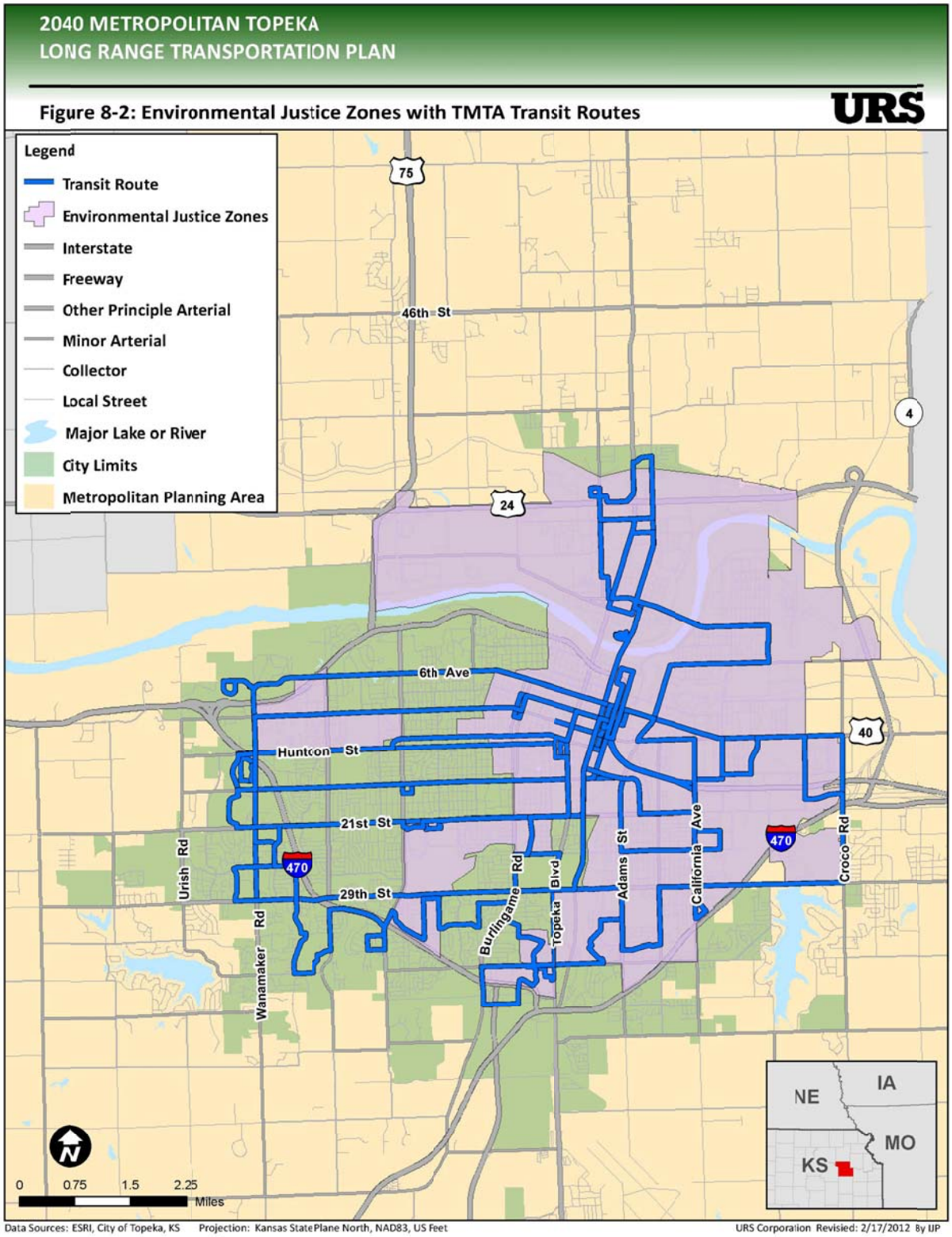


Figure 8-2. Topeka Metro Bus Routes



Natural/Cultural Environment and Impacts

The physical composition of the MTPO area is divided into two main topographic zones. One zone is the relatively flat area surrounding the Kansas River Valley while the other is the rolling hills and small stream valleys that comprise the rest of the region. The physical attributes of the area are suitable to varying degrees of urban development. There are some areas where steep slopes preclude development, but generally speaking, most slopes are moderate to slight and will support urban development.

There are also varying soil types in the County, some of which are better for urban development than others. Some areas have bedrock quite close to the surface that creates engineering problems for building footings and basements as well as drainage problems for sewer systems. The region has a vast network of drainage channels and streams that mostly flow to the Kansas and Wakarusa Rivers. Some of the larger creeks in the area have had serious flooding in the past and are now channelized in levy systems. The Kansas River is also controlled with levies through the City of Topeka.

While the urban center of the Topeka MPA is a built environment, there are numerous areas throughout the planning area that remain agricultural, wooded, or undeveloped. These areas represent an abundance of vegetation and wildlife for the area and create natural buffers throughout the Topeka MPA. Wetlands within the Topeka MPA are predominately located along the banks of the Kansas River. Wetlands are transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. Wetlands are home to thousands of wetland plants, animals, and birds. Often, it can be a challenge to balance development and growth with the need for wetland and natural area preservation.

The Topeka MPA is fortunate to have a number of parks and trails within the area including Gage Park that has a zoo. The U.S. Department of Transportation Act of 1966, Section 4(f) as amended (49 USC 303), prohibits the acquisition and conversion of public parks, recreation land or wildlife refuge (and historic sites) for any federally funded transportation project, unless a determination is made that:

- There is no feasible or prudent alternative to use of the land; and
- The proposed action includes all possible planning to minimize harm to the land resulting from its use for the transportation project.

The meaning of “use” in this context is the acquisition of land or property for construction of a permanent transportation facility, or if land is not acquired, the substantial impairment of the intended use of a public park or recreation area (“constructive use”). For any alternative under which the direct use or constructive use of parkland is required, a Section 4(f) evaluation must be conducted to document that there is no feasible or prudent alternative to using the parkland.

The second major federal regulation regarding parklands is Section 6(f)(3) of the Land and Water Conservation Fund (LWCF) Act of 1965. Section 6(f)(3) stipulates that any land or facility planned, developed, or improved with LWCF funds cannot be converted to uses other than parks, recreation, or open space unless land of at least equal fair market value and reasonably equivalent usefulness is provided. Anytime a transportation project would cause such a conversion, regardless of funding sources, such replacement land must be provided.

The cultural and historic environment of the Topeka MPA is also rich - with a long history defined by structures and urban form which are still in place today. Since passage of the National Historic Preservation Act of 1966, provisions have been in place at the state level to protect culturally significant properties within Kansas. Kansas State Law (K.S.A. 75-2724) requires that the State Historic Preservation Officer (SHPO) be notified of any projects that may encroach upon, damage, or destroy any historic property included in the National Register of Historic Places or the State Register of Historic Places or the environs of such property. Whenever rezoning, building, demolition or other permits are required within those environs (i.e., 500 feet within corporate city limits or 1,000 feet in rural areas); the project is reviewed by the SHPO.

In 1998, the Topeka City Council and Shawnee County Commission passed the Landmarks Ordinance declaring that the identification, designation, protection, enhancement, preservation, and use of historic resources is a public necessity and is required in the interest of the culture, prosperity, education, and welfare of the public. A Landmarks Commission was established by the ordinance with the responsibility to advise the City Council and County Commissioners on historic resources, and to safeguard the architectural and cultural heritage of the community through the preservation of historic landmarks and historic districts. As the MTPO plans to implement transportation investments within the region, special attention and consideration must be made to see that future year projects do not result in an adverse impact on these cultural resources. The following sections summarize the results of the environmental mitigation analysis.

Wetlands and Floodplains Analysis

A spatial analysis, using the U.S. Fish & Wildlife Services' National Wetland Inventory maps, indicates that, there is one Committed Roadway Improvement project (11) located in known wetlands, while five of the Potential Roadway Improvement projects (9, 10, 15, 21, and 22) could potentially impact wetlands.

As for projects located in floodplains, a spatial analysis using the MTPO's GIS indicates there are seven Committed Roadway Improvement projects (4, 8, 10, 11, 14 and 15), while nine of the Potential Roadway Improvement projects (1, 4, 16, 17, 18, 20, 23, 24, and 27) could potentially impact floodplains. Five of the seven committed improvements are bridge improvements, which one would expect to be located in floodplain areas. **Figure 8-3** illustrates, and **Table 8-2** identifies, the location of wetland areas and floodplain areas in relation to the committed and planned LRTP roadway improvements.

Parkland and Trail Analysis

A spatial analysis, using the MTPO's GIS, indicates that, there are four committed roadway improvement projects located along identified parks (4, 6, 12 and 16), while thirteen of the potential roadway improvement projects are located along identified parks (2, 3, 4, 8, 9, 16, 17, 18, 20, 23, 24, 26, and 27). None of these projects appears to directly impact any of the parklands.

As for trails, spatial analysis using the MTPO's GIS indicates there are seven committed roadway improvement projects (2, 8, 10, 14, 16, 18 and 19) that either intersect or run alongside identified trails, while fourteen of the potential roadway improvement projects (1, 2, 3, 4, 13, 15, 16, 17, 20, 22, 23, 24, 25, and 26) either intersect or run alongside identified trails. **Figure 8-4** illustrates, and **Table 8-2** identifies, the location of parklands and trails in relation to the committed and planned LRTP roadway improvements.

Historic Resources Analysis

A spatial analysis using the MTPO's GIS indicates that none of the planned improvements within the Topeka MPA directly impact known historic properties within the City or County. However, there are three committed roadway improvement projects (2, 6, and 20) and two potential roadway Improvement projects (8 and 16) that fall within the 500 foot historic zone buffer. **Figure 8-5** illustrates, and **Table 8-2** identifies, the location of 500 foot historic zone buffers in relation to the committed and planned LRTP roadway improvements. Early communication with SHPO and Landmarks Commission on these projects should occur to develop early coordination on these proposed improvements as a means of early identification of potential issues (and/or impacts) and to develop appropriate mitigation measures, if deemed necessary.

Figure 8-3. Wetland and Floodplain Areas (Committed and Potential Projects)

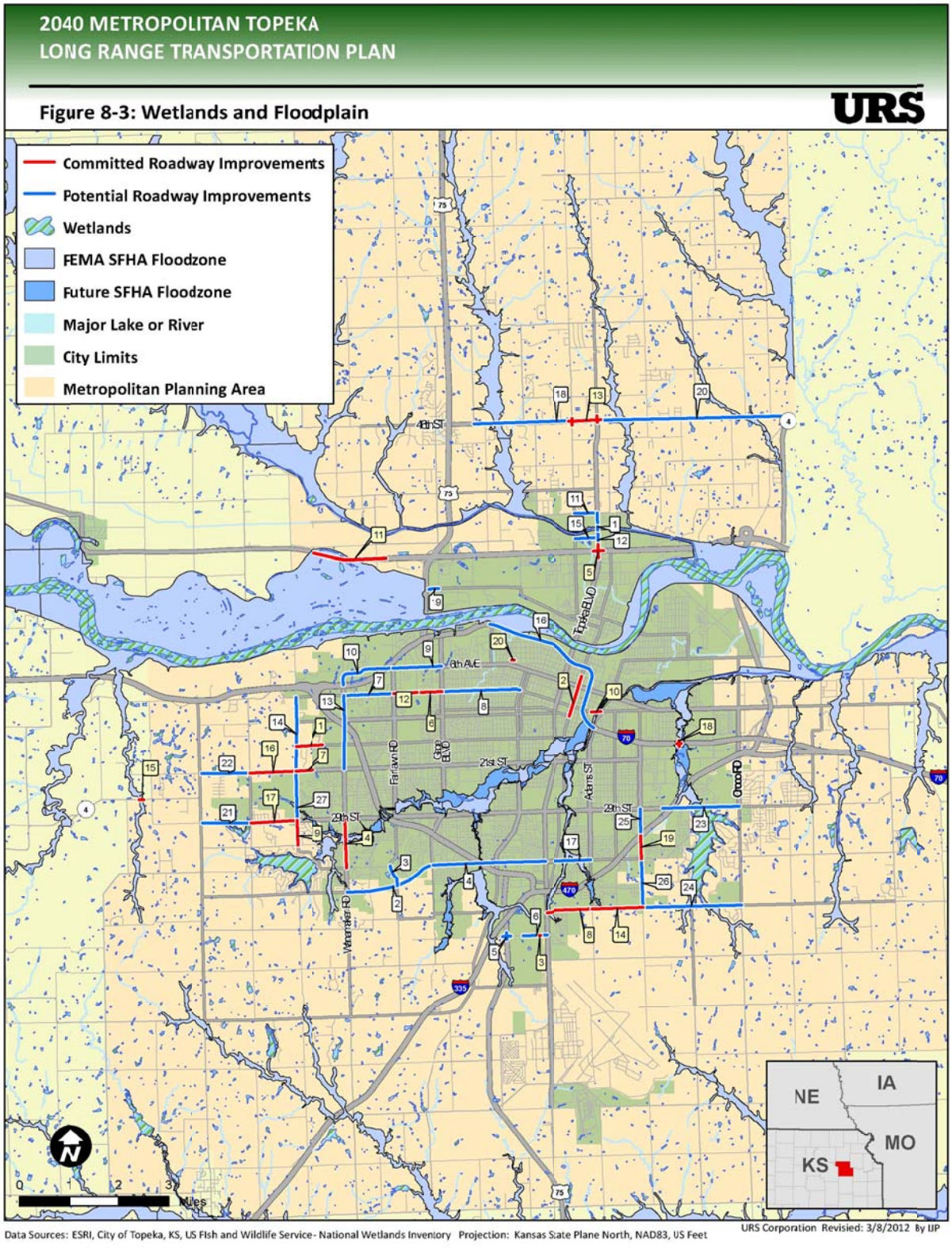


Figure 8-4. Parklands and Trails (Committed and Potential Projects)

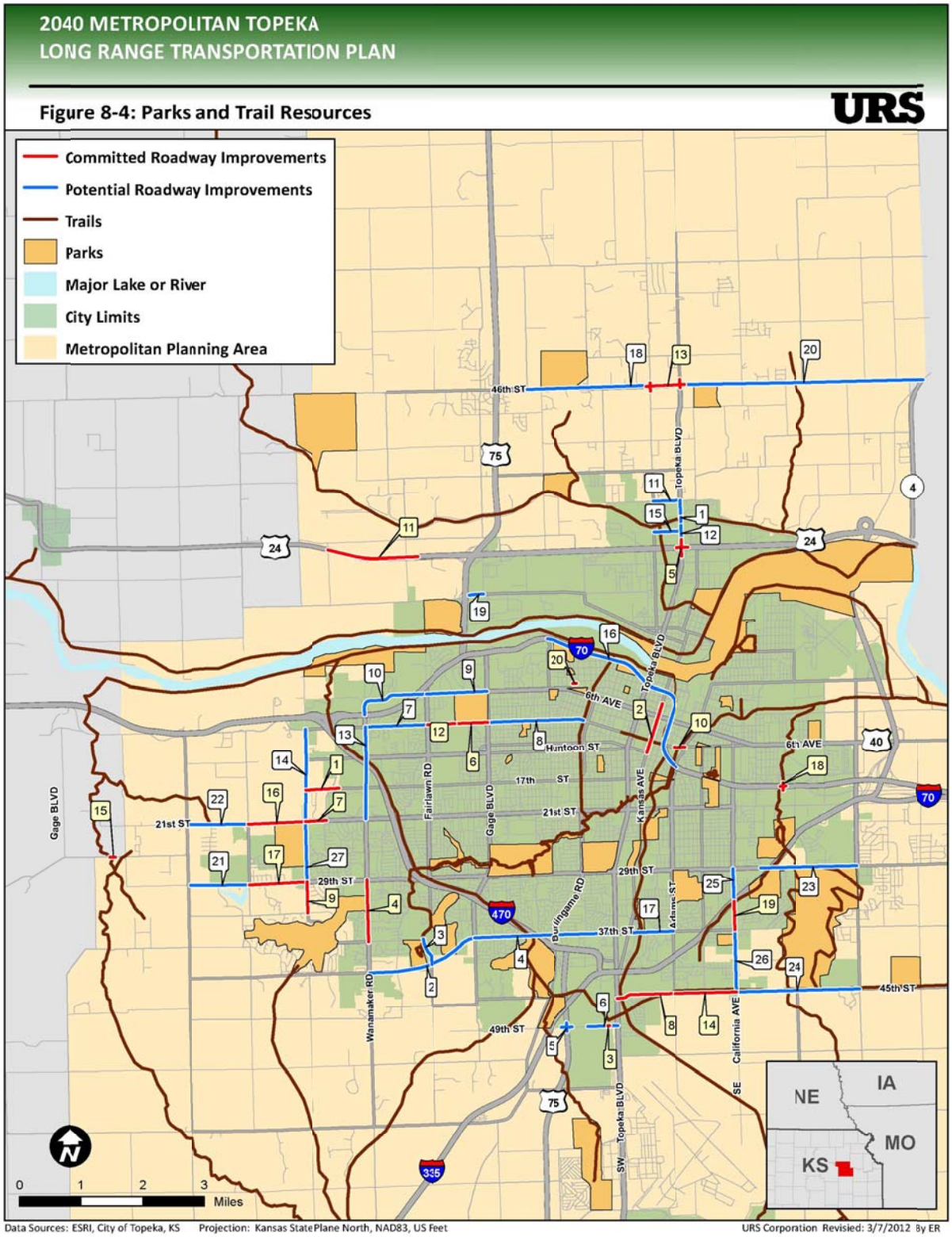


Figure 8-5. Historic Zones (Committed and Potential Projects)

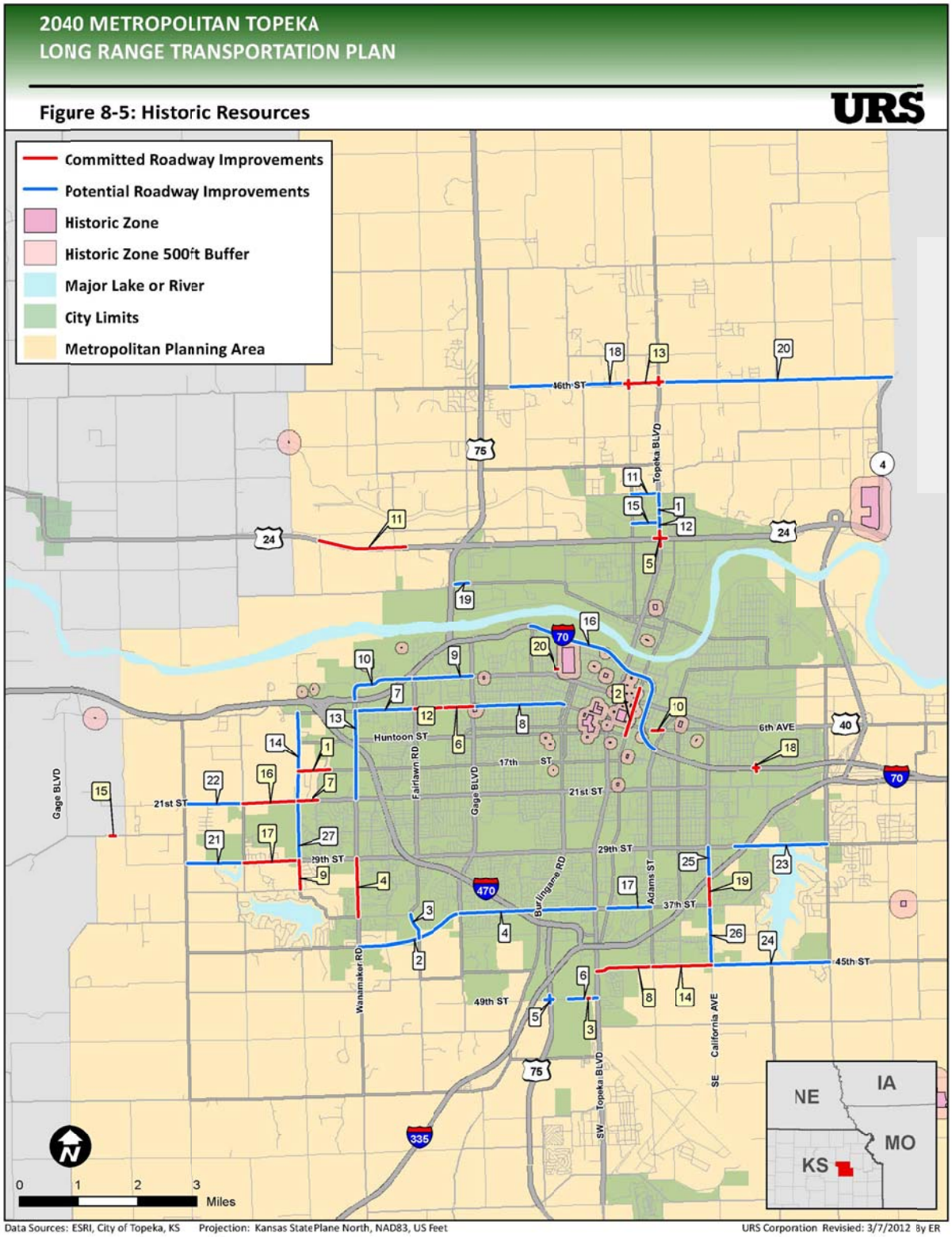


Table 8-2. Summary of Potential Environmental, Cultural and Social Impacts for Committed Roadway Projects

ID	Roadway	Location	Type of Improvement	Potential Environmental, Cultural and Social Impacts
1	17th Street	Arvonia to Urish	New Road/Roundabout at Urish	None identified
2	Kansas Avenue	4th to 11th	Roadway Improvements	Environmental Justice, Historic Resources, and Trail
3	SW 49th Street	Bridge over S. Branch of Shunga Creek	Bridge Replacement	None identified
4	Wanamaker Road	29th to 37th	Road Widening	Floodplain and Park
5	US 24	Topeka Boulevard	Reconstruct – Intersection/Interchange	Environmental Justice
6	10th Avenue	Gage to Westchester	Road Widening	Environmental Justice, Historic Resource, and Park
7	21st Street	City Limits to Urish	Road Widening	None identified
8	SE 45th Street	Topeka Blvd to Adams St	Road Widening	Floodplain and Trails
9	Urish Road	29th to 33rd	Road Widening	None identified
10	SE 10th Street	Bridge over Shunga Creek	Bridge Replacement	Environmental Justice, Floodplain, and Trail
11	US-24	at Menoken Road	New Interchange/Replace UP RR Bridge	Wetlands, Flooplain
12	10th Avenue	Westchester to Fairlawn	Road Widening	Environmental Justice and Park
13	46th Street	Topeka Blvd to Rochester Rd	Roadway/Intersection Improvements	None identified
14	SE 45th Street	Adams St to California Ave	Road Widening	Floodplain and Trail
15	K-4	over Blacksmith Creek	Bridge Replacement	Floodplain
16	21st Street	Urish to Indian Hills	Road Widening	Park and Trail
17	29th Street	Urish to Indian Hills	Road Widening	None identified
18	I-70	over Deer Creek	Bridge Rehabilitation	Environmental Justice and Trail
19	California Avenue	33rd to 37th	Road Widening	Environmental Justice and Trail
20	Cherokee Street	Bridge over Ward Creek	Bridge Replacement	Historic Resource

SOURCE: URS.

Table 8-3. Summary of Potential Environmental, Cultural and Social Impacts for Potential Roadway Projects

ID	Roadway	Location	Type of Improvement	Potential Environmental, Cultural and Social Impacts
1	**Topeka Boulevard**	**Bridge over Soldier Cut-off Channel**	**Bridge**	**Floodplain and Trail**
2	Southwest Parkway	Wanamaker Road to Gage Blvd	New Roadway	Park and Trail
3	Fairlawn Road	Southwest Parkway to SW 37th Street	New Roadway	Park and Trail
4	**SW 37th Street**	**Gage Blvd to Topeka Blvd**	**Widen**	**Environmental Justice, Floodplain, Park and Trail**
5	US 75	SW 49th Street	New Interchange	None identified
6	SW 49th Street	Wenger St. to Topeka Blvd	Widen (Bridge is a committed project)	None identified
7	**SW 10th Street**	**Wanamaker Road to Fairlawn Road**	**Widen**	**Environmental Justice**
8	SW 10th Street	Gage Blvd to Washburn Ave	Widen	Environmental Justice, Historic Resource and Park
9	**SW 6th Street**	**Gage Blvd to SW Fairlawn Road**	**Widen**	**Wetlands and Park**
10	SW 6th Street	SW Fairlawn Rd to Wanamaker Road	Widen	Environmental Justice and Wetlands
11	Menninger Road	Rochester Rd to Topeka Blvd	Widen	None identified
12	**NW Topeka Blvd**	**US 24 to Menninger Rd**	**Widen**	**Environmental Justice**
13	**Wanamaker Road**	**SW 21st Street to SW 10th Street**	**Access Management**	**Environmental Justice and Trail**
14	**Urish Road**	**SW 21st Street to 10th**	**Widen**	**None identified**
15	Reo Street	Topeka Blvd to Rochester Road	New Roadway	Environmental Justice, Wetlands and Trail
16	I-70 (Polk Quincy Viadu	MacVicar Avenue to Adams Street	Roadway Modernization	Environmental Justice, Floodplains, Historic Resources, Park and Trails
17	**SW 37th Street**	**Kansas Avenue to Adams Street**	**Widen**	**Environmental Justice, Floodplain, Park and Trail**
18	**NW 46th Street**	**Fielding Rd to Rochester Rd.**	**Widen**	**Floodplain and Park**
19	**Lower Silver Lake Road**	**Hwy 75 ramps to east of Gage Blvd.**	**Widen**	**None identified**
20	NW 46th Street	N. Topeka Blvd. to K-4 Hwy.	Widen	Floodplains, Park and Trail
21	**SW 29th Street**	**Indian Hills out to Auburn Road**	**Widen**	**Wetlands**
22	**SW 21st Street**	**Indian Hills out to Auburn Road**	**Widen**	**Wetlands and Trail**
23	**SE 29th Street**	**City Limits to Croco Road**	**Widen**	**Environmental Justice, Floodplains, Parks and Trails**
24	**SE 45th Street**	**California to Croco Road**	**Widen**	**Floodplains, Park and Trails**
25	**California Avenue**	**29th to 33rd**	**Widen**	**Environmental Justice and Trail**
26	**California Avenue**	**37th to 45th**	**Widen**	**Park and Trail**
27	**SW Urish Road**	**21st to 29th Street**	**Widen**	**Floodplain and Park**

SOURCE: URS.

= Fiscally Constrained Project (2017 - 2040)

Possible Mitigation Strategies

SAFETEA-LU requires MPOs to include in their LRTP "a discussion of the environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan." As part of this process, the MPO should consult with Federal, State, and Tribal land management, wildlife, and regulatory agencies to develop a general discussion on possible environmental mitigation activities that should be considered for the recommended transportation improvements. In updating the 2040 LRTP, the project team contacted the U.S. Army Corps of Engineers, Kansas City District; U.S. Fish & Wildlife Service, Kansas Field Office; U.S. Environmental Protection Agency, Region VII Office; U. S. Department of Homeland Security, Federal Emergency Management Agency; U. S. Department of Agriculture, Natural Resource Conservation Service; Kansas State Historical Society, State Historic Preservation Office; Kansas Department of Wildlife, Parks and Tourism; Kansas Department of Health and Environment; Kansas Biological Survey; and the Shawnee County Health Agency in October, 2011 to see if there were any potential issues that should be considered. Following identification of planned projects, these agencies were given copies of the draft plan for review and comment.

The environmental mitigation analysis highlights potential impacts associated with the recommended transportation projects. The analysis is intended to identify potential conflicts of planned projects, and mitigation strategies that could be considered in an effort to minimize any negative effect that a project may have on an environmentally sensitive area. The MTPO is committed to minimizing and mitigating the negative effects of transportation projects on the natural and built environments as reflected in the LRTP goals and objectives.

The Federal regulations define mitigation as:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments. (Source: 40 CFR 1508.20)

Not every project will require the same type and/or level of mitigation. Adding capacity (via roadway widening or new roadways) is more likely to have environmental impacts as compared to spot improvements (intersection improvements, resurfacing, etc.), which are more likely to take place within the existing ROW with less impact on the environment.

Environmentally Sensitive Areas

As previously described, there are numerous environmentally sensitive areas within the Topeka MPA. Many areas are difficult to map at a regional level and will require detailed environmental analysis as LRTP projects advance from the planning/concept phase to the design/engineering phase. In accordance with SAFETEA-LU, the environment analysis as previously discussed, provides a general overview and is not intended to be a detailed environmental analysis. The purpose of this analysis is to highlight potential environmental issues and provide early guidance to the MTPO, and more specifically the member agencies, may begin to consider or develop mitigation strategies early in planning and

design phases. **Figures 8-3** through **8-5** displayed the committed and potential roadway improvements overlaid with the environmental sensitive areas.

Environmental Mitigation Strategies

The following strategies are intended to provide guidance to the project sponsors within the Topeka MPA in minimizing and mitigating the negative effects of transportation projects on the natural and built environments. Each project should be reviewed in detail at the design/engineering phase to identify specific issues or concerns. The following is used to determine the type of mitigation strategy that may apply to any given project.

1) Identify environmentally sensitive areas within or adjacent to the project location or corridor;
2) Identify how, and to what extent, a particular project may impact the environmentally sensitive areas; and
3) Identify appropriate mitigation strategies to avoid or minimize the impact the project has on environmentally sensitive areas.

The following outlines some general mitigation strategies that may be considered for project construction or implementation. To the extent possible, transportation projects should minimize off-site disturbance in sensitive areas and include strategies to preserve air and water quality, limit tree removal, minimize grading and other earth disturbance, provide erosion and sediment control, and limit noise and vibration. Where feasible, alternative designs or alignments should be considered when it would lessen the project's impact on environmentally sensitive areas.

- Air Quality
  - ✓ Promote the use of alternative transportation modes including public transportation, bicycling, and walking.
  - ✓ Promote the use of alternative fuel vehicles (i.e., local agency vehicles, public transportation, etc.).
  - ✓ Grow and expand regional Rideshare programs.

- Archaeological
  - ✓ Project modifications to avoid area.

- Environmental Justice
  - ✓ Property owners should be paid fair market value for property acquired.
  - ✓ Relocate residential and commercial properties that are impacted.

- Farmland
  - ✓ Conserve agricultural and farmland.
  - ✓ Compensation for farmland.

- Fragmented Animal Habitats
  - ✓ Construct overpasses with vegetation.
  - ✓ Construct underpasses, such as culverts and viaducts.
  - ✓ Include other design measures to avoid or minimize impact.

- Historic Sites
  - ✓ Modify project design to avoid or minimize impact on historic sites.
  - ✓ Incorporate landscaping into the project design and construction to reduce visual impacts.
  - ✓ Consider the possible relocation of historical property.

- Noise
  - ✓ Planting trees or other appropriate landscaping
  - ✓ Noise barriers.
  - ✓ Depressed roads or other roadway design to minimize noise levels.

- Park Impacts
  - ✓ Avoid or minimize impact on parks
  - ✓ Construct non-motorized accommodations consistent with complete streets policy.

- Streams
  - ✓ Stream restoration.
  - ✓ Provide vegetative buffer zones.
  - ✓ Enforce strict erosion and sedimentation control measures.
  - ✓ Implement best practices for stormwater management.

- Threatened & Endangered Species
  - ✓ Avoid or preserve the impacted area.
  - ✓ Restore degraded habitats.
  - ✓ Create new habitats.
  - ✓ Establish a buffer around existing habitats.
  - ✓ Modify land use as appropriate to avoid impacts.

- Wetlands
  - ✓ Wetland restoration.
  - ✓ Create new wetlands.
  - ✓ Enforce strict erosion and sedimentation control measures.

According to the American Association of State Highway and Transportation Officials (AASHTO) in their report titled Transportation: Invest in Our Future, "America's transportation system has served us well, but now faces the challenges of congestion, energy supply, environmental impacts, climate change, and sprawl that threaten to undermine the economic, social, and environmental future of the nation. With 140 million more people expected over the next 50 years, past practices and current trends are not sustainable."

As a result, transportation agencies and organizations such as the FHWA and AASHTO have provided a number of tools to assist transportation agencies in adopting sustainable practices. FHWA's Every Day Counts (EDC) promotes specific technologies that help transportation agencies improve sustainability and reduce project time http://www.fhwa.dot.gov/everdaycounts/. AASHTO's Center for Environmental Excellence is a helpful resource for information on sustainability specific to transportation and although designed with DOT's in mind is also applicable to local agencies http://environment.transportation.org/environmental_issues/sustainability/.

The environmental mitigation planning process should incorporate sustainable practices, include an opportunity for public input, offer alternative designs or alignments, and identify potential mitigation strategies. Project sponsors and the MTPO should also seek project review and comment by the appropriate environmental review agencies.

Recommended roadway projects

Identified as part of the MTPO 2040 LRTP

		ID	Roadway	Location	Type of Improvement	Future Number of Lanes	Lead Agency	2012 Estimated Project Cost
Committed Projects (2012 - 2016)	2012	1	17th Street	Arvonia to Urish	New Road / Roundabout at Urish	3	City	$2,900,000
		2	Kansas Avenue	4th to 11th	Roadway Improvements	3	City	$5,000,000
		3	SW 49th Street	Bridge over S. Branch of Shunga Creek	Bridge Replacement	-	City	$1,100,000
		4	Wanamaker Road	28th to 37th	Road widening	4	City	$5,599,999
	2013	5	US 24	Topeka Blvd	Reconstruct - Intersection / Interchange	-	KDOT	$6,961,500
		6	10th Avenue	Gage to Westchester	Road widening	5	City	$2,775,000
		7	21st Street	City Limits to Urish	Road Widening	5	City	$5,120,600
		8	SE 45th Street	Topeka Blvd to Adams St	Road Widening	5	County	$7,132,000
		9	Urish Road	29th to 33rd	Road Widening	3	County	$1,630,600
		10	SE 10th Street	Bridge over Shunga Creek	Bridge Replacement	-	City	$2,133,999
		11	US-24	at Menoken Road	New Interchange/Replace UP RR Bridge	4	KDOT	$39,581,000
	2014	12	10th Avenue	Westchester to Fairlawn	Road Widening	5	City	$2,775,000
		13	46th Street	Topeka Blvd to Rochester Road	Roadway/Intersection Improvements	3	County	$5,355,000
		14	SE 45th Street	Adams St to California Ave	Road Widening	5	County	$6,007,000
		15	K-4	over Blacksmith Creek	Bridge Replacement	2	KDOT	$1,215,000
	2015	16	21st Street	Urish to Indian Hills	Road Widening	5	City	$10,036,500
		17	29th Street	Urish to Indian Hills	Road Widening	5	County	$3,234,000
		18	I-70	over Deer Creek	Bridge Rehabilitation	-	KDOT	$4,349,400
	2016	19	California Avenue	33rd to 37th	Road Widening	3	City	$3,750,000
		20	Cherokee Street	Bridge over Ward Creek	Bridge Replacement	-	City	$850,000
Fiscally Constrained Projects (2017 - 2040)		1	Topeka Boulevard	Bridge over Soldier Cut-off Channel	Bridge	-	City	$1,800,000
		4	SW 37th Street	Gage Blvd to Topeka Blvd	Widen	5	City	$22,530,900
		7	SW 10th Street	Wanamaker Road to Fairlawn Road	Widen	5	City	$7,920,000
		9	SW 6th Street	Gage Blvd to SW Fairlawn Road	Widen	5	City	$11,265,500
		12	NW Topeka Blvd	US 24 to Menninger Rd	Widen	5	City	$9,217,200
		13	Wanamaker Road	SW 21st Street to SW 10th Street	Access Management	-	City	$17,410,200
		14	Urish Road	SW 21st Street to 10th	Widen	5	County	$15,819,400
		17	SW 37th Street	Kansas Ave to Adams Street	Widen	5	City	$4,500,000
		18	NW 46th Street	Fielding Rd to Rochester Rd.	Widen	3	County	$6,000,000
		19	Lower Silver Lake Road	Hwy 75 ramps to east of Gage Blvd.	Widen	3	City	$1,500,000
		21	SW 29th Street	Indian Hills out to Auburn Road	Widen	3	County	$6,200,000
		22	SW 21st Street	Indian Hills out to Auburn Road	Widen	3	County	$6,200,000
		23	SE 29th Street	City Limits to Croco Road	Widen	5	County	$9,382,000
		24	SE 45th Street	California to Croco Road	Widen	3 or 5	County	$14,140,400
		25	California Avenue	29th to 33rd	Widen	3 or 5	City	$3,775,000
		26	California Avenue	37th to 45th	Widen	3	City	$6,800,000
		27	SW Urish Road	21st to 29th Street	Widen	3	City	$5,670,700
							TOTAL (Committed Projects - 2012 to 2016)	$117,506,598
							TOTAL (Planned Projects - 2017 to 2040)	$150,131,300
							TOTAL (Fiscally Constrained Projects)	$267,637,898

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Metropolitan Topeka Planning Organization 2040 Long Range Transportation Plan

Executive Summary

The 2040 Plan

The Metropolitan Topeka Planning Organization (MTPO) 2040 Long Range Transportation Plan (LRTP), which is updated every five years, guides how regional transportation projectsare determined and how federal transportation funds are invested within the Metropolitan Planning Area (MPA). The MPA includes the City of Topeka and a surrounding portion of Shawnee County. The 2040 LRTP began in July 2011 and was adopted by the MTPO Policy Committee on April 23, 2012. The plan identifies current and future year transportation recommendations for roadways, public transportation, non-motorized travel, aviation, and rail through the year 2040.

The 2040 LRTP Goals

The 2040 LRTP goals and objectives guide the development, selection, and implementation of the regional transportation improvements. The plan goals and objectives were developed after reviewing the 2034 LRTP goals and objectives; coordinating with other planning efforts in the region; addressing emerging transportation planning issues; and, listening to citizen and stakeholder input. The 2040 LRTP goals are:

GOAL #1: Cultivate, Maintain, and Enhance the Region's Economic Vitality.

The MTPO recognizes that transportation plays an important role in the movement of goods within and through the region. As such, the MTPO supports transportation investments that help grow the local and regional economy.

GOAL #2: Increase the Safety and Security of the Region's Transportation System.

The MTPO supports transportation investments which improve the overall safety and security of the regional transportation system for all users.

Why Plan?

The MTPO is charged with developing, implementing, and updating the LRTP every five years through a federally funded process that requires the consideration of eight transportation planning factors: economic vitality, safety, security, accessibility and mobility, environmental protection, multi-modal connectivity, management and operations, and preservation of the existing system. The LRTP update also provides an opportunity for the MTPO to review and revise future year population and employment growth projections.

Over the past decade, the Topeka MPA has seen steady growth having increased from a population of 161,402 in 2000 to 167,643 in 2010 (a 3.9% increase). MTPO projections anticipate a MPA population approaching 185,000 by the year 2040. Addressing existing and future year capacity, access management, circulation, and land use issues is critical to enhancing the area quality of life and strengthening the local and regional economy.

GOAL #3: Increase Accessibility and Mobility Choices in the Region.

The MTPO supports the development of a reliable and efficient multi-modal transportation system that accommodates all users.

GOAL #4: Protect, Preserve, and Enhance the Social, Historical, and Natural Environments of the Region.

The MTPO supports transportation investments that minimize potentially negative impacts on the environment.

Kansas Department of Transportation TOPEKA METRO SHAWNEE COUNTY KANSAS THE CAPITAL CITY OF KANSAS GOLDEN BELT TOPEKA

continued from page 1

GOAL #5: Promote Efficient System Management and Operation.

The MTPO supports the implementation of low-cost, innovative improvements that help create an efficient regional transportation network.

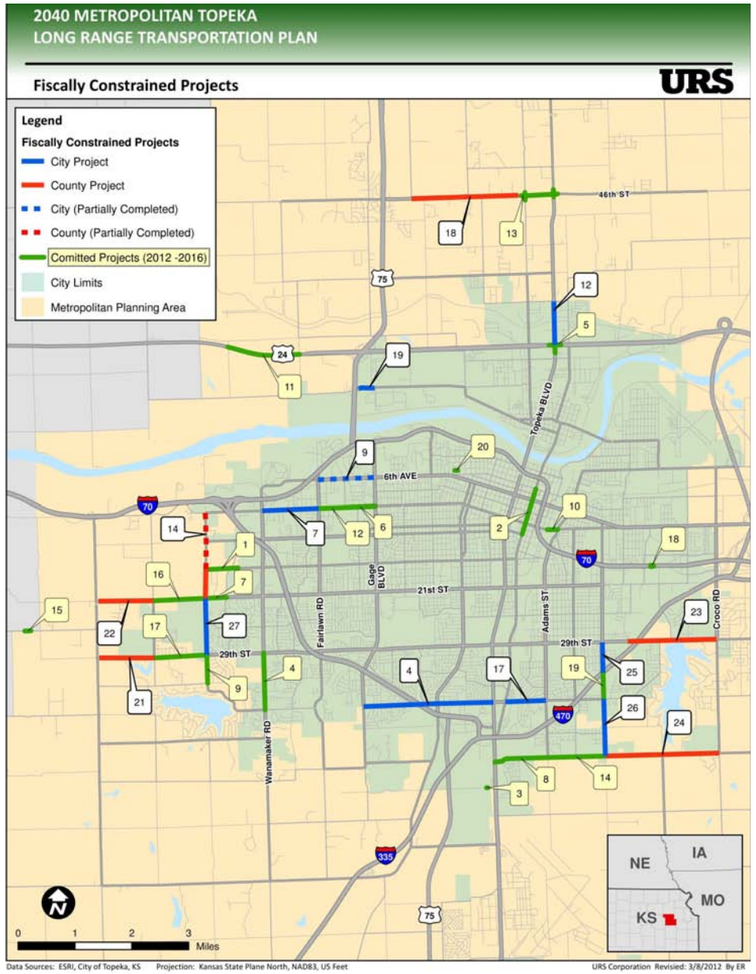
GOAL #6: Enhance Integration and Connectivity of the Transportation System Across and Between Modes.

The MTPO supports the development of a multi-modal transportation system, consistent with a complete streets approach, which provides convenient and accessible connections between travel modes.

GOAL #7: Emphasize Maintenance and Preservation of the Existing Transportation System.

The MTPO supports the preservation and enhancement of the existing transportation infrastructure in an effort to minimize the need for costly future year transportation investments.

Recommended roadway projects identified as part of the MTPO 2040 LRTP.



Addressing 2040 Transportation Needs

Continued development over the next several decades will impact future year transportation decisions and infrastructure investment. The MTPO projects that the Topeka MPA will see an increase of approximately 18,000 people and 7,200 jobs by the year 2040. While this growth will result in increased traffic levels, the capacity analysis shows that the roadway network should be able to adequately accommodate the year 2040 traffic volumes. However, some areas of the urbanized fringe, where development is expected to occur at a faster rate, will require capacity improvements to accommodate future year traffic levels. The fiscally constrained projects graphic on page 4 summarizes the planned roadway improvements within the Topeka MPA through the year 2040.

Alternative transportation, including public transportation and non-motorized travel, will also play an increasingly larger role as part of the regional transportation system. While Topeka Metro has experienced recent service cuts, the LRTP calls for the development of a long-range transit plan that identifies future year mobility and service needs and a sustainable local funding source. An increasing percentage of older adults and persons with disabilities is another important factor that will require enhanced coordination with human service agencies. The LRTP also supports the recommended non-motorized improvements which were identified in the Topeka Area Bikeways Master Plan.

The MTPO 2040 LRTP Recommendations

The MTPO 2040 LRTP recommendations are summarized in the following section by mode of transportation. While summarized by mode, the 2040 LRTP recognizes the importance of improved connectivity and enhanced linkages between modes. This approach is consistent the MTPO desire to analyze future year transportation investments from a complete streets perspective. In short, the complete streets approach ensures that the mobility needs of all transportation users are considered as part of future year transportation investments.

Roadways

- Preserving the existing transportation infrastructure in a state of good repair is a priority. Both the City and County 1/2-cent sales tax revenue is critical to funding these on-going maintenance and rehabilitation efforts.
- Roadway expansion, or capacity improvements, is primarily intended to accommodate ongoing development along the urbanized fringe. Downtown Topeka is expected to have adequate capacity to accommodate redevelopment and future year traffic levels.
- A continued emphasis on utilizing state of the art technology and innovative traffic designs to provide a safe and efficient roadway network.
- Developing complete streets ensures that the mobility needs of all transportation users are adequately addressed in the planning and design of future year transportation investments.

Public Transportation

- Developing a comprehensive long-range transit plan is a priority. Identifying future year mobility needs and appropriate levels of transit and paratransit services will strengthen the regional public transportation system.
- Identifying a long-term sustainable local funding strategy is key to implementing future service improvements. Restoring recently cut service, along with the potential to expand services in the future, are scenarios that should be considered.
- Enhance coordination between Topeka Metro and Human Service Agencies who provide transportation services to more effectively and efficiently accommodate the mobility needs of older adults and persons with disabilities.

Non-Motorized

- Improving access and mobility for non-motorized travelers through the development of multiple types of non-motorized infrastructure improvements including on-street bicycle facilities and trail enhancements.
- Support the recommend projects and policies outlined in the Topeka Bikeways Master Plan.

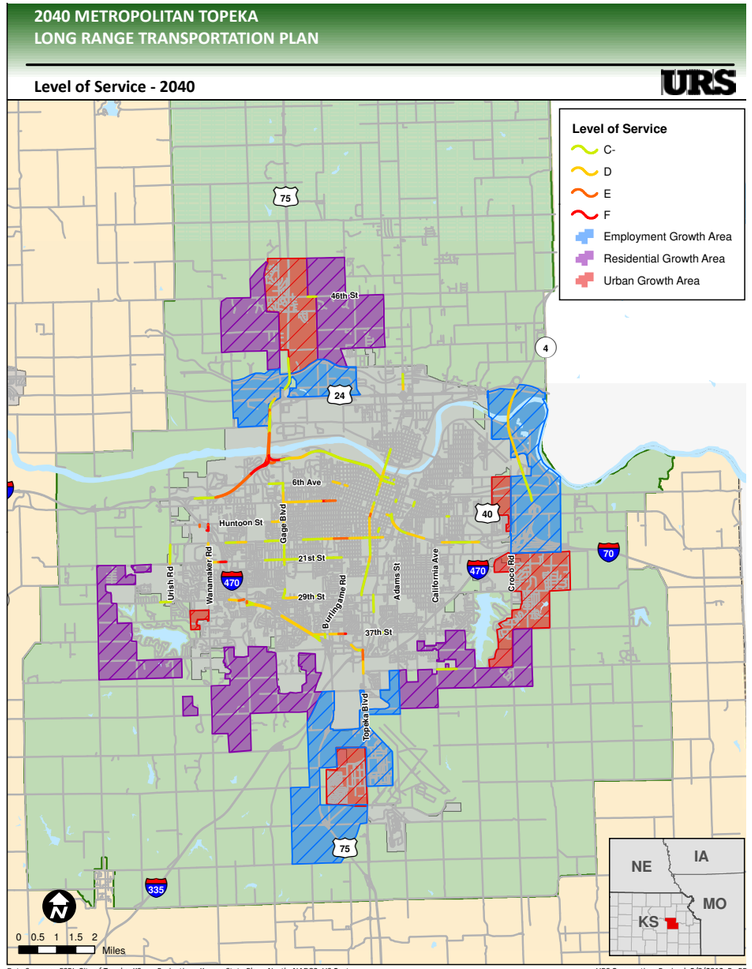
Aviation

- Attract scheduled, commercial airline service to Topeka.
- Continue to promote and develop the Topeka Regional Airport Business Center.
- Increase freight operations at the local airport facilities.

Rail

- Explore an improved train schedule and frequency of service.

The graphic below shows that the Topeka area roadway network is for the most part projected to operate at an acceptable level of service (LOS C- or D) in the year 2040. One exception is the I-70/US 75 interchange area which the MTPO will continue to monitor for possible improvements.



Metropolitan Topeka Planning Organization

MTPO 2040 Long Range Transportation Plan

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Prepared by:

Adopted by the MTPO Policy Board: April 23, 2012

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