



TOPEKA PEDESTRIAN MASTER PLAN

Summer 2025



Prepared by:

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mTPO



Letter from the Metropolitan Topeka Planning Organization, Policy Board:

We are pleased with the continued progress towards the goal of expanding safe and connected walkways between schools, parks, shopping districts, workplaces, and other popular destinations within and around the City of Topeka. Our commitment to this effort began in earnest with the development of our first Pedestrian Master Plan, produced in 2016. This plan identified the need for expanding and maintaining smoother sidewalk surfaces, improved connectivity, and updated street lighting as top priorities for the community.

This Update to the Pedestrian Master Plan supports our goals by analyzing the current pedestrian infrastructure and identifying the best and most economical path towards future extension of a safe and connected pedestrian network. Since the development of the 2016 Pedestrian Master Plan, all the specific priority sidewalk expansion and maintenance recommendations therein have been addressed, through a combination of Federal grant awards and local obligated funding. This included maintenance, replacement, or new construction of approximately 40 miles of sidewalks.

This update not only analyzes where new connections are needed but also gives us an inventory of the condition of all existing sidewalks (over 700 miles) within the community. This process was guided by utilizing past analysis along with the newly developed MultiSchool Safe-Routes-to-School (SRTS) Study. This Pedestrian Plan Update, along with the SRTS, the Complete Streets Guidelines, and the current work on producing a new Trails and Greenways Plan, will assist the community in forging the future with a quality multi-modal transportation network that we can be truly proud of.

A handwritten signature in blue ink, appearing to read 'M. Miller'.

Marcus Miller

MTPO Policy Board Chair



Acknowledgments

This plan could not have been completed without the valuable input of hundreds of Topekans. Community members and government employees provided the planning team with unique insight into the walking environment of the Capital City: where they like to walk, how existing infrastructure should be improved, and their ideas for how the City and the Metropolitan Topeka Planning Organization (MTPO) should work to create a quality pedestrian network.

In addition to the community's input received through surveys, as well as neighborhood meetings and listening sessions, the time and energy of the Complete Streets Advisory Committee was particularly appreciated.

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Alan Apel (*Kaw Valley Bike Club*)

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This plan has been given special attention, and will be considered for approval by the MTPO Policy Board:

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- Jeff Lolley**, *Topeka Planning Commission*
- Brett Kell**, *City Council*
- Marcus Miller**, *City Council*
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- Bill Riphahn**, *Shawnee County Commission*
- Pat Toby**, *KDOT*
- Carrie Butler**, *Federal Transit Administration*

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Executive Summary



Executive Summary



The 2025 Topeka Pedestrian Plan Update sets forth a comprehensive strategy to enhance the walkability, safety, and connectivity of the City of Topeka's pedestrian network. Building upon the 2016 Pedestrian Master Plan and guided by a clear vision, **"Topeka is a walkable city where people of all ages and abilities can safely and comfortably travel on foot,"** this update transitions from static project lists to a dynamic, data-informed decision-making tool. The plan equips city leaders with a system for evaluating sidewalk infrastructure and prioritizing improvements based on condition, connectivity, and community needs. This ensures that limited resources are directed toward the locations where they can have the greatest impact.

The update leverages advances in technology and data collection, including AI-generated Pavement Condition Index (PCI) scores and geographic analysis of demographic and destination proximity data, combined with public input gathered through surveys and interactive maps. The result is a living tool that balances maintenance and infill priorities, helping to integrate pedestrian improvements with broader transportation planning goals.



Methodology

The methodology employed in the Topeka Pedestrian Plan Update integrates technological tools, data analysis, and community input to effectively prioritize pedestrian infrastructure improvements. Key components of the approach include:

1. Pavement Condition Data Collection

AI-generated Pavement Condition Index (PCI) scores were developed using mobile sensor technology to assess the physical condition of existing sidewalks citywide.

2. Roadway Crossing Analysis

Major roadways were evaluated to identify difficult or unsafe pedestrian crossing locations, factoring in the presence of audible push buttons, push button locations, and the presence of detectable warning panels.

3. Pinch Point Analysis

Physical barriers, such as underpasses or bridges without sidewalks, were mapped and analyzed to highlight connectivity gaps in the network.

4. Socioeconomic Sidewalk Demand Analysis

GIS-based analysis incorporated demographic indicators (e.g., age, income, disability, vehicle ownership, housing density) to highlight areas with higher pedestrian needs.

5. Pedestrian Network Connectivity

Connectivity between residential areas and key destinations (e.g., schools, parks, transit stops) was analyzed to identify high-priority locations for sidewalk infill.

6. Community Input

Public engagement included surveys, map-based feedback tools, and meetings to identify walking barriers, preferences, and destinations that matter most to residents.

7. Aggregate Scoring and Prioritization

A scoring framework blended data from condition, connectivity, socioeconomic, and public input layers to produce composite scores used for ranking projects.

The Topeka Pedestrian Plan Update employed a comprehensive community engagement strategy to understand how residents experience walking in the City and to identify barriers and priorities for pedestrian improvements.



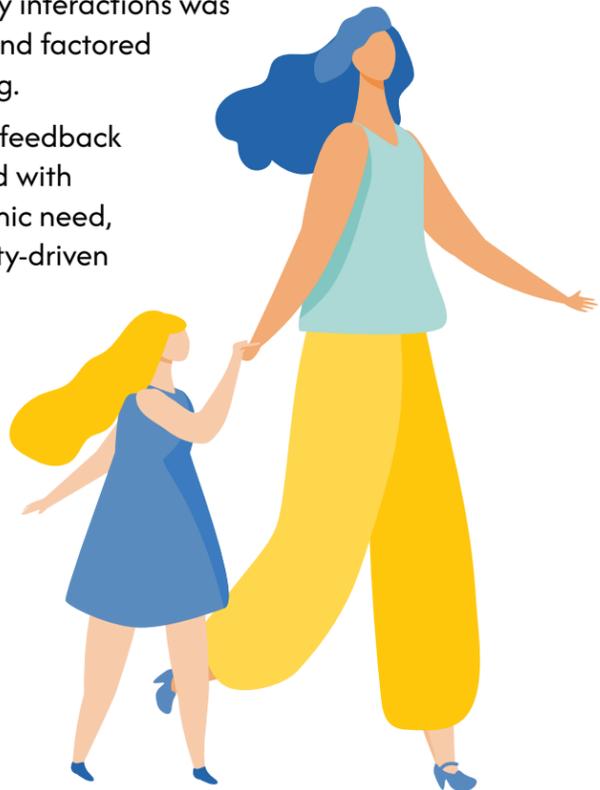
Community Engagement

Community input played a central role in shaping the Pedestrian Plan Update. The planning team conducted two public meetings, launched a project website, distributed digital and paper surveys, and deployed an interactive “Pin-a-Comment” map to gather location-specific feedback. Outreach was guided by the Complete Streets Advisory Committee (CSAC) and targeted residents most reliant on walking, such as seniors, people with disabilities, households without vehicles, and low-income families.

Key Findings:

- Accessibility, safety, and connectivity were identified as the most critical factors influencing sidewalk use.
- Survey respondents said they would walk more to parks, shops, restaurants, and schools if sidewalks were improved.
- Common barriers included cracked or missing sidewalks, unsafe crossings, and poor lighting.
- Input from 322 community interactions was geographically mapped and factored directly into project scoring.
- Neighborhoods with high feedback volume were often aligned with areas of high socioeconomic need, reinforcing the plan’s equity-driven approach.

This inclusive engagement ensured that the plan reflects lived experiences and prioritizes improvements where they are needed most.



Current Conditions

The City of Topeka’s existing pedestrian network was comprehensively assessed to understand its current state and identify the most critical infrastructure gaps. The City owns nearly 700 miles of sidewalk, which were evaluated segment by segment using AI-enhanced image analysis and GIS tools.

Key Findings:

- Approximately 3% of sidewalks (1,233 segments) are in poor or very poor condition, with many concentrated downtown and along key corridors, such as Topeka Boulevard.
- Sidewalk deficiencies include cracking, uneven surfaces, narrowed widths from encroaching vegetation, and poor Public Right-of-way Accessibility Guidelines (PROWAG) compliance.
- Crossing infrastructure is significantly outdated: Of the 685 signalized pedestrian crossings reviewed, 72% were deemed majorly non-compliant with federal accessibility standards.
- The City’s pavement condition index (PCI) and compliance assessments revealed a backlog of repairs exceeding \$46 million.
- “Pinch points”, such as highways, rivers, and railroads, were identified where pedestrian movement is constrained or hazardous, particularly near I-470 and the Kansas River bridges.

SIDEWALK NEEDS ASSESSMENT

	Length	Est. Cost
Medium & High Priority Infill	106.2 mi	\$36,400,000
Low Priority Infill	522.0 mi	\$179,200,000
Proposed Sidewalk Repairs	129.0 mi	\$46,600,000

Socioeconomic Factor Analysis

Socioeconomic conditions influence the need for pedestrian infrastructure across Topeka. The analysis integrates U.S. Census data to identify neighborhoods where residents are most likely to rely on walking and most vulnerable to inadequate pedestrian facilities.

Key Findings:

- A composite socioeconomic score was developed using eight indicators: housing density, renter occupancy, senior population, household income, vehicle access, public assistance, disability status, and food access.
- High-need neighborhoods consistently scoring in the top 20% include East and South Topeka, Central Park, Oakland, Historic Holliday Park, and North Topeka.
- Residents in these areas are more likely to walk due to limited car ownership, proximity to transit, or age- and income-related mobility constraints.
- Many high-need areas lack continuous sidewalks or safe crossings, exacerbating existing inequalities in transportation access.
- The scoring tool enables equity-focused prioritization, ensuring infrastructure investments benefit communities that depend most on walking.



Pedestrian Needs Assessment

The Pedestrian Needs Assessment identifies areas where pedestrian infrastructure is most needed by analyzing the alignment between sidewalk locations and the places where people live, work, and visit. It incorporates existing usage patterns, community input, and GIS-based proximity to key destinations to determine where improvements would have the greatest impact.

Key Findings:

- Sidewalks were scored on proximity to 11 destination types, including schools, parks, health services, transit stops, grocers, and places of worship.
- Areas with high connectivity demand include Downtown Topeka, Old Town, Historic Holliday Park, and parts of North and West Topeka.
- A “closest facility” network analysis showed that sidewalk segments near multiple destinations received higher priority scores, especially where half-mile walking distances intersected.
- Community-originated feedback, gathered through Pin-a-Comment and public meetings, reinforced the technical analysis, highlighting specific gaps and desired connections.
- The analysis also evaluated future network potential, identifying locations for sidewalk infill where no sidewalks currently exist but where future connectivity would serve high-demand areas.

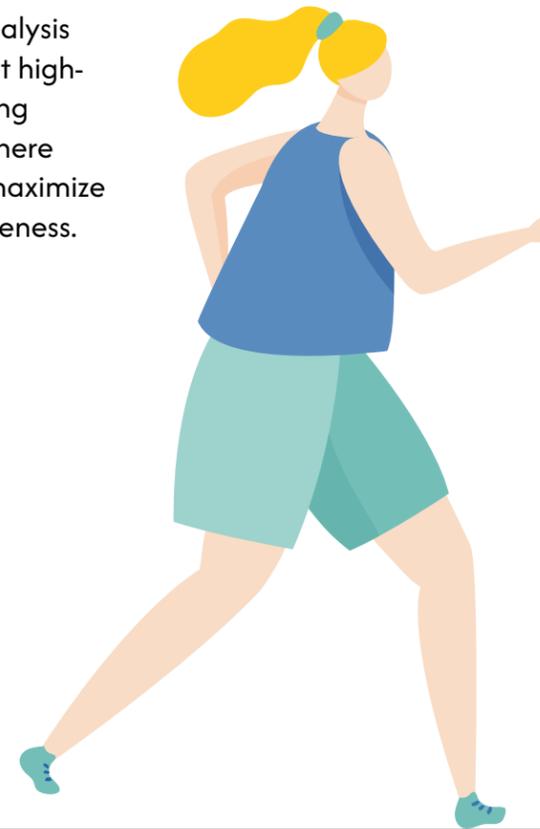


Aggregate Scoring and Prioritization

To objectively identify the most impactful pedestrian projects, this phase of the plan combines multiple data layers into a single scoring system. Sidewalk segments were evaluated based on condition, connectivity, socioeconomic need, and public input to produce an overall prioritization score ranging from 1 (lowest) to 5 (highest).

Key Findings:

- More than 31,000 sidewalk projects were scored, including both repair needs and infill opportunities.
- The top 1,000 high-priority projects represent the greatest potential return on investment in terms of safety, equity, and connectivity, about 40% are new sidewalk infill, and 60% are repair-related.
- Downtown corridors and the Washburn Park and Hughes neighborhoods emerged as major priority zones due to a mix of pedestrian demand, network gaps, and socioeconomic vulnerability.
- A multi-factor clustering analysis was used to group adjacent high-scoring segments, identifying over 250 strategic areas where bundled investments can maximize efficiency and cost-effectiveness.



Recommendations for Pedestrian Improvements

To ensure walking is a safe, practical, and an integrated part of Topeka’s transportation system, the plan outlines specific strategies for prioritizing and delivering sidewalk improvements. Recommendations span project design, funding, policy, and maintenance to ensure long-term success and equitable outcomes.

Key Findings and Recommendations:

- Pedestrian elements should be incorporated early in all infrastructure projects—sidewalks, crossings, ADA ramps, and safety features should be standard components, especially on arterial and collector streets.
- Emphasizes data-driven project selection, using the scoring framework to allocate resources based on safety, access to key destinations, public input, and community need.
- Recommends updates to local policy to trigger sidewalk upgrades during redevelopment, expand the City’s 50/50 cost-share repair program, and shift more responsibility for critical connections onto public agencies.
- Strategic corridor and pinch point investments—such as near I-470, the Kansas River, and school zones—are essential for reconnecting neighborhoods and improving access across major barriers.
- Highlights the importance of amenities and comfort, encouraging landscaping, lighting, wayfinding, and benches in high-use or commercial areas to enhance the walking experience.
- Advocates for diversified funding approaches, including local revenue tools and public-private partnerships, to support infill and rehabilitation needs beyond grant cycles.



Implementation Plan

The plan concludes with a roadmap for translating priorities into action. It outlines practical strategies for funding, tracking, and adapting pedestrian improvements over time, ensuring the plan remains responsive, equitable, and aligned with community goals.

Key Findings and Recommendations:

- Identifies a wide range of funding sources, including federal programs like BUILD, SS4A, and Transportation Alternatives, as well as local tools such as special assessments, impact fees, and targeted sales taxes.
- Recommends establishing a dedicated local match fund to increase the City's readiness and competitiveness for grant opportunities.
- Encourages institutional partnerships with schools, healthcare providers, and nonprofits to co-fund pedestrian infrastructure that supports public health and access.
- Proposes robust monitoring and evaluation, including:
 - An annual progress report on sidewalk construction and rehabilitation,
 - A public-facing project dashboard to promote transparency,
 - Performance measures such as crash reductions and connectivity improvements.
- Suggests reassessing sidewalk conditions every five years using digital tools and updating the prioritization model to reflect new data, funding realities, and community input.
- Calls for a biannual review of the entire plan to ensure alignment with evolving city policies, development patterns, and transportation trends.



Conclusion

The Topeka Pedestrian Plan Update is a blueprint for investing in people. By linking public input with technology and data, the City can prioritize projects that offer the highest value to residents, improving safety, supporting mobility, and strengthening neighborhoods.

Whether navigating daily errands, walking to school, or simply enjoying a stroll, every resident deserves safe and accessible sidewalks. This plan provides the path forward.



1 Vision, Purpose, & Background



Vision

“Topeka is a walkable city where people of all ages and abilities can safely and comfortably travel on foot.”

Purpose of the Pedestrian Plan Update

Topeka is entering a new phase in its commitment to walkability, with a continued emphasis on **equity, safety, and wise investment**. Building on the foundation of the 2016 Pedestrian Master Plan, this update introduces a transparent, objective, and data-driven approach that integrates community input to guide the prioritization of projects and ensure that future investments align with local goals and needs. By enhancing, rather than replacing, the original plan, this update provides a clear framework for identifying and implementing the most impactful pedestrian improvements across the City.

The updated Pedestrian Master Plan achieves the following objectives:

- Implements a comprehensive scoring system that blends sidewalk condition data, socioeconomic and trip characteristics, and community input to objectively prioritize pedestrian improvements.
- Uses AI tools and mobile sensors to generate Pavement Condition Index (PCI) scores for sidewalks, allowing the City to objectively assess infrastructure conditions and target repairs where safety and accessibility needs are most significant.
- Analyzes socioeconomic and demographic factors, such as income, age, disability, vehicle ownership, and food access, to ensure investments improve walkability for the most historically underserved and mobility-challenged populations.
- Utilizes GIS analysis to assess connectivity between the existing and future sidewalk network and major destinations,

including schools, parks, transit stops, grocery stores, health and government services, shopping centers, and high-density housing, to identify areas with the highest potential for walking trips.

- Supports and complements citywide initiatives, such as Vision Zero, Safe Routes to School, and Complete Streets, by integrating pedestrian improvements into a broader multimodal transportation strategy.
- Establishes an adaptable framework that can evolve with changing technologies, development patterns, and community priorities, ensuring Topeka remains a city where walking is safe, comfortable, and accessible for all.

Goals

In addition to the goals of the 2016 Pedestrian Master Plan, listed below, the primary goal of the Pedestrian Plan Update is to equip the City of Topeka with a data-driven tool that identifies priority locations for sidewalk maintenance and infill construction. Rather than delivering a traditional pedestrian master plan with phased recommendations, the project focuses on developing a transparent, objective prioritization system that combines sidewalk condition assessments, pedestrian demand indicators, socioeconomic factors, and network connectivity analysis. This tool will support city staff in targeting resources where sidewalk repairs are most needed and where new sidewalk construction would provide the most significant benefit to the walking environment.

2016 Pedestrian Master Plan Goals:



A COMPLETE PEDESTRIAN NETWORK

Prioritize sidewalks to schools, bus routes, community centers, senior centers, parks, and trails to ensure that Topeka’s neighborhoods are connected.



MAINTAINED SIDEWALKS

Repair existing sidewalks and maintain new sidewalks so that they are safe for travel at all times.



SAFETY AND COMFORT

Improve sidewalks and intersections with infrastructure that will keep pedestrians safe and comfortable.



A CULTURE OF WALKING

Make walking a regular part of everyday life.



PRIORITY PROJECTS

Focus resources on neighborhoods where the demand for walking is highest.



Existing Programs and Policy

50-50 Sidewalk Repair Program

The 50-50 Sidewalk Repair Program is a cost-sharing initiative designed to encourage the repair of defective sidewalks in residential areas. Under this program, the City of Topeka pays 50% of the cost, while the property owner is responsible for the remaining 50%.

Key Features:

- Applies to residential properties (4 units or fewer).
- The sidewalk must have clear violations of City or ADA standards (e.g., 1"+ trip hazard, severe cross slope, deteriorated concrete).
- Brick sidewalk replacement in historic districts is permitted, but the City covers only the cost equivalent to concrete.
- ADA ramp installation is not included in this program.
- Property owners must be in good standing with the City's code enforcement.

Funding Assistance for Low-Income Households:

- Available for owner-occupied properties where the household income is $\leq 80\%$ of the HUD Area Median Income.
- If the 50% cost share is $\leq \$1,000$, it may be waived entirely through a city grant.
- If $> \$1,000$, the City may record a forgivable deferred loan, which is waived after 5 years of continuous ownership.

Program Management:

- Annual budget: \$100,000 (covers both City and matched funding).
- Administered on a first-come, first-served basis.
- The City may waive the owner's share in locations prioritized in the Pedestrian Master Plan or Neighborhood Plans.

Infill Sidewalk Program

The Infill Sidewalk Program focuses on constructing new sidewalks where none currently exist. Priority is given to locations identified in the Pedestrian Master Plan or Neighborhood Plans, especially near schools, parks, and transit stops.

Key Features:

- Funding is limited and allocated through the Capital Improvement Budget, typically \$600,000.
- Designed to enhance network connectivity and pedestrian safety in underserved areas.

ADA Sidewalk Ramp Program

Topeka's ADA Sidewalk Ramp Program is funded with \$300,000 annually through the City's half-cent sales tax.

Key Features:

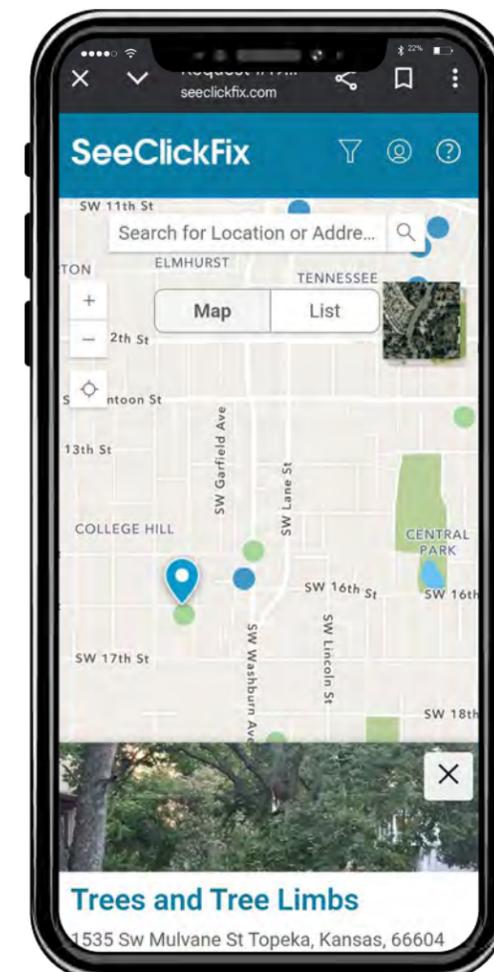
- Funds are used for constructing and upgrading sidewalk ramps at street intersections.
- Work is prioritized by area to maximize accessibility impacts.
- Contractors are hired annually for ramp installation based on city plans.
- Integrated with the ADA Advisory Council to ensure compliance with accessibility needs.

SeeClickFix Program

The City's active SeeClickFix platform allows residents to report non-emergency issues such as damaged sidewalks, obstructed crosswalks, or missing ramps.

Key Features:

- Accessible via web and mobile app.
- Residents receive updates and can track the status of reported repairs.
- Strengthens public engagement and accountability for maintenance.

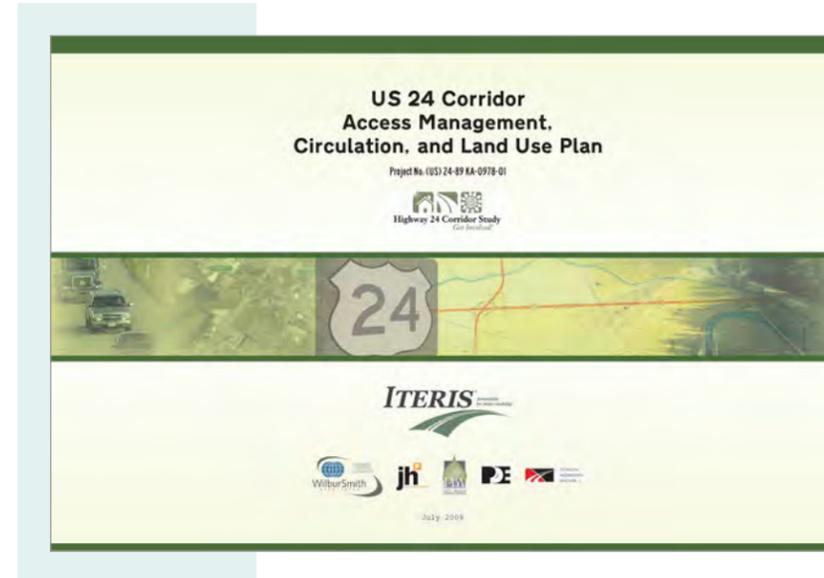


Related Municipal Code Highlights

<p>Chapter 12.35 Sidewalk Construction & Maintenance</p>	<ul style="list-style-type: none"> Establishes the property owner's responsibility for sidewalk upkeep. Allows the City to mandate repairs for sidewalks deemed unsafe. The City can perform repairs and assess costs to the adjacent property.
<p>Chapter 12.40 Snow & Ice Removal</p>	<ul style="list-style-type: none"> Requires timely snow and ice removal by adjacent property owners. The City may intervene if not addressed and assess removal costs to the property.
<p>Section 12.30.170 Curb Ramps</p>	<ul style="list-style-type: none"> Permit holders must repair or replace any existing ADA ramps they damage. In certain cases, the City may install ramps and invoice for a prorated share.
<p>Sections 18.45.080 & 18.260.060 Sidewalks in New Development</p>	<ul style="list-style-type: none"> Mandates sidewalk installation on both sides of all new subdivision streets. Emphasizes pedestrian circulation in development site plan reviews.
<p>Chapter 10.80 Pedestrian Safety</p>	<ul style="list-style-type: none"> Prohibits unsafe pedestrian behavior at high-crash intersections. Allows the City to designate intersections with restricted pedestrian access.
<p>Sections 10.20.140–150 School Zones</p>	<ul style="list-style-type: none"> Defines and mandates signage for school and crosswalk speed zones. Enhances pedestrian safety during school hours.
<p>Section 14.65.200 Mobile Home Parks</p>	<ul style="list-style-type: none"> Internal walkways are required to connect homes to streets and amenities.

These programs and policies directly advance the goals of the Topeka Pedestrian Master Plan by promoting equitable sidewalk and ramp maintenance, directing improvements to high-priority pedestrian areas, and expanding access through targeted funding. Together, they foster a responsive infrastructure system, bolstered by citizen reporting tools like SeeClickFix, and ensure long-term connectivity through development requirements. Collectively, these coordinated efforts contribute to a more walkable, safer, and better-connected Topeka.

Major Planning Documents



US 24 Corridor Access Management, Circulation, and Land Use Plan – 2009

The *Highway 24 Corridor Study* is a long-range planning document focused on managing access, circulation, and land use along the US-24 corridor in Topeka, Kansas. The Metropolitan Topeka Planning Organization developed the study in partnership with KDOT, the City of Topeka, and Shawnee County. It identifies future growth trends, traffic volumes, and development pressures, and outlines phased recommendations to enhance safety, mobility, and economic vitality. Key strategies include intersection redesign, access consolidation, land use scenario planning, and creating context-sensitive transportation infrastructure.

A key topic relevant to the pedestrian plan update is the emphasis on improving pedestrian safety and connectivity. The study highlights community concerns about unsafe crossings, lack of sidewalks, and insufficient pedestrian facilities, particularly near commercial areas and high-traffic intersections. Recommendations include constructing pedestrian bridges or tunnels, integrating sidewalks into all new service roads, and enhancing trail connectivity along natural corridors, such as Soldier Creek. These improvements align with broader goals to support walkability, improve public safety, and ensure that future development incorporates pedestrian-friendly design principles.



Bikeways Master Plan - 2012

The *Topeka Bikeways Master Plan*, developed in 2012 by the Metropolitan Topeka Planning Organization, outlines a citywide network of 122 miles of on-street bikeways and trails, making bicycling a viable option for transportation and recreation. The plan focuses on connecting neighborhoods with key destinations such as schools, parks, and shopping centers through bike lanes, shared lane markings, and multi-use trails. It emphasizes safety, sustainability, and economic development while engaging the public in shaping a system that supports cyclists of all ages and abilities.

Though bicycle-focused, the plan also supports pedestrian mobility in several ways. Many bikeways are designed as shared-use paths that benefit both walkers and cyclists. Improvements such as curb extensions, crosswalks, and trail amenities enhance safety and comfort for all users. The plan aligns with Topeka's Complete Streets policy, which promotes the design of roads that accommodate all transportation modes, ensuring that new infrastructure enhances biking and walking access throughout the City.





Topeka Wayfinding Plan - 2018

The *Topeka Wayfinding Plan* was developed to improve navigation for both vehicle and pedestrian traffic throughout the City. It supports a broader effort led by Visit Topeka to enhance branding, destination development, and visitor experience. Beyond navigational clarity, it aims to:

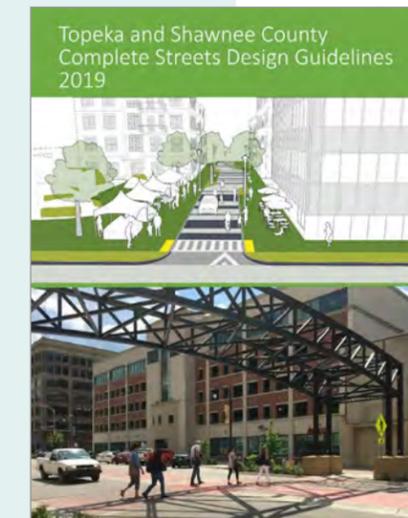
- Unify the region visually with consistent design elements.
- Reinforce Topeka's identity as a destination.
- Aid traffic safety and efficiency, particularly near high-volume destinations.



MTPO Transportation Safety Plan Document – 2019

The *MTPO Transportation Safety Plan* outlines a regional strategy to reduce crashes and improve safety in Topeka and Shawnee County. Using crash data from 2010 to 2016, it identifies high-risk locations and prioritizes improvements through a “5-E” framework: Education, Engineering, Enforcement, Emergency Services, and Executive Policy. The plan supports Vision Zero goals and provides implementation steps to guide safety investments and monitor progress over time.

Pedestrian safety is a crucial component of the plan, given the disproportionate number of fatalities involving pedestrians. Many incidents occur at unsignalized mid-block crossings, pointing to gaps in infrastructure. Recommended actions, such as high-visibility crosswalks, pedestrian-activated signals, and lead pedestrian intervals, closely align with the strategies outlined in the Pedestrian Master Plan Update, reinforcing the need for coordinated efforts across both planning documents.



Topeka & Shawnee County Complete Streets Design Guidelines – 2019

The *2019 Topeka and Shawnee County Complete Streets Design Guidelines* provide a comprehensive framework for creating a safe, inclusive, and efficient transportation network that serves all users, pedestrians, bicyclists, motorists, freight drivers, and transit riders. Developed by the Metropolitan Topeka Planning Organization (MTPO), the guidelines are rooted in the principles of safety, livability, sustainability, and equity. They offer context-sensitive design standards for a variety of street types, from mixed-use boulevards to rural residential roads, along with detailed guidance on sidewalks, bicycle facilities, transit stops, landscaping, lighting, and stormwater management.

Key features include recommended pedestrian improvements such as wider sidewalks, high-visibility crosswalks, curb extensions, and ADA-compliant curb ramps. Bicycle infrastructure ranges from shared-use paths to buffered and separated bike lanes. The plan also promotes safer intersections through tools like refuge islands, pedestrian signals, and traffic calming measures. Designed to integrate with local and regional planning efforts, the guidelines encourage the incorporation of Complete Streets principles into capital projects, utilizing a performance-based approach, and aligning with broader city policies to foster healthier, more connected, and economically vibrant communities.





Topeka Metro Long Range Transit Plan – 2019

The *Topeka Metro Reimagined Long-Range Transit Plan* outlines a strategic vision to improve public transit in Topeka over the next decade. It emphasizes expanding service coverage, increasing service frequency and hours, enhancing regional mobility, and integrating transit more effectively with land use. Through public input and data-driven analysis, the plan identifies key priorities and outlines short-term, mid-term, and long-term recommendations to strengthen the transit system's role as a vital community asset.

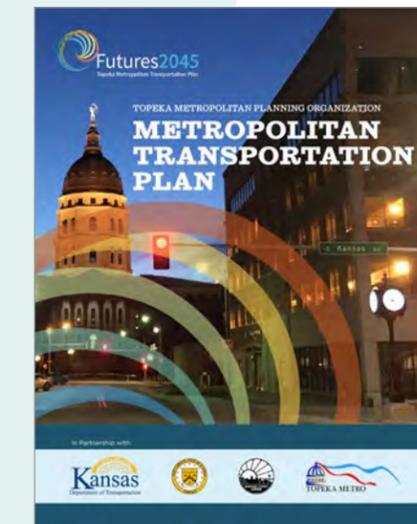
The LRTP directly supports the goals of the pedestrian plan update by identifying critical gaps in pedestrian infrastructure that affect transit accessibility. It highlights the need for safe and continuous sidewalks, improved pedestrian crossings, and better integration of bus stops with walkable networks. These priorities align with the efforts outlined in the pedestrian plan to create a more connected and walk-friendly environment that supports safe and convenient access to transit throughout the City.



Fast-Track Bikeways Master Plan Update – 2020

The *Topeka Fast-Track Bike Plan* is a strategic supplement to the 2012 Bikeways Master Plan, designed to prioritize the development of a high-quality, low-stress bicycle network that is accessible to people of all ages and abilities. Focused on equity, safety, and connectivity, the plan outlines a 10-year vision for implementing nearly 98 miles of on- and off-street bikeways, with an emphasis on separated facilities, such as side paths and protected bike lanes. These improvements aim to enhance the quality of bike infrastructure while supporting broader community goals, including health, sustainability, and economic development.

Although the plan is bicycle-focused, it significantly supports pedestrian mobility. By incorporating Complete Streets principles, the plan enhances safety features for all users, such as improved pedestrian crossings, lighting, and buffer zones, while expanding access to parks, schools, and transit hubs through shared-use paths and connected trail systems. Targeting underserved areas helps promote equitable access to active transportation options, thereby fostering healthier and more walkable communities throughout Topeka.



FUTURES 2045 Topeka Regional Transportation Plan – 2022

Walking is vital to Topeka's transportation system, and the *FUTURES 2045 Metropolitan Transportation Plan* reinforces its importance for people of all ages and abilities. Whether walking is the primary mode of travel or part of a multimodal trip, such as getting to a bus stop or from a parking space to a store, it plays a critical role in supporting healthy, sustainable, and connected communities. The plan recognizes that a safe and accessible pedestrian network is essential for seniors, children, individuals with disabilities, and residents who do not drive. In short, when we invest in sidewalks and crossings, we invest in the mobility and quality of life for everyone.

Currently, just over half of Topeka's streets have sidewalks, with many gaps in areas built after World War II. The City is actively working to improve sidewalk infrastructure through a 10-year, \$21 million plan guided by the 2016 Pedestrian Master Plan. These investments prioritize areas with the highest demand, such as routes to schools, parks, transit stops, and in historically underserved neighborhoods. Funding includes annual allocations for sidewalk repairs, ADA curb ramp upgrades, and a cost-share program with property owners. Moving forward, the City is committed to utilizing new data sources and updated planning tools to better understand where people walk and ensure resources are directed where they are needed most. This approach is central to the MTPO Pedestrian Plan Update, which emphasizes data-driven analysis to prioritize improvements and support equitable, informed decision-making.





City of Topeka and Metropolitan Topeka Planning Organization
Safe Routes to School Plan
FINAL REPORT Adopted February 2024

City of Topeka and Metropolitan Topeka Planning Organization Safe Routes to School Plan – 2024

The 2024 *Safe Routes to School Plan* identifies critical challenges and key opportunities for improving how students travel to and from school in Topeka. While most schools are served by adjacent sidewalk infrastructure, many surrounding neighborhood streets remain disconnected or lack sidewalks altogether. Inconsistent maintenance, deteriorated sidewalks, the presence of curb ramps, and fading or insufficient crosswalk markings further contribute to unsafe conditions. Arterial roadways near schools present additional barriers, with higher speeds and limited crossing options. These issues are compounded by the absence of a citywide crossing guard program and the routine congestion that occurs during school arrival and dismissal.

Despite these barriers, the plan underscores families' interest in choosing active transportation. A district-wide caregiver survey found that while only 13% of students currently walk or bike to school, 12% of caregivers identified walking as their preferred mode of travel for their child. This suggests that with targeted infrastructure investments, such as sidewalk infill, safer crossings, and improved bike parking, along with citywide support programs, Topeka can enable more families to safely choose walking or biking. These actions will enhance safety and promote public health, equity, and a stronger connection between neighborhoods and schools.

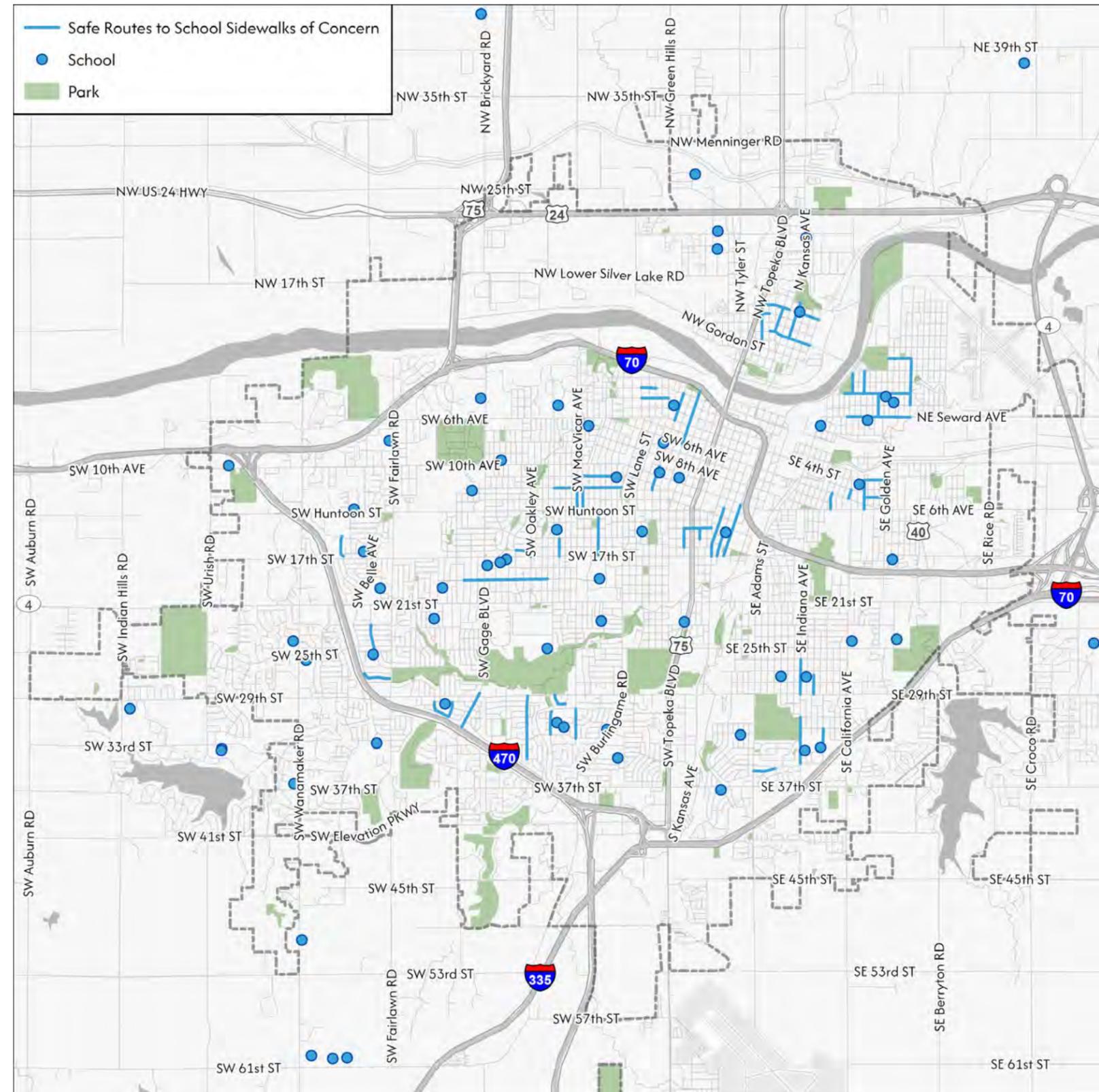


Figure 1: Safe Routes to School Priority Sidewalk Locations

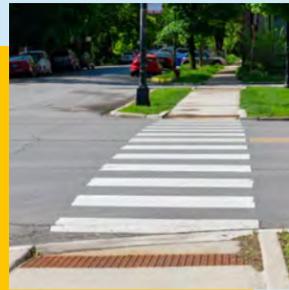


2016 Pedestrian Master Plan Progress

Between 2016 and 2025, 447 sidewalk ramps, 12 crosswalks, and 125,857 linear feet of sidewalk were installed.



447
Sidewalk Ramps



12
Crosswalks



125,857
Feet of Sidewalk

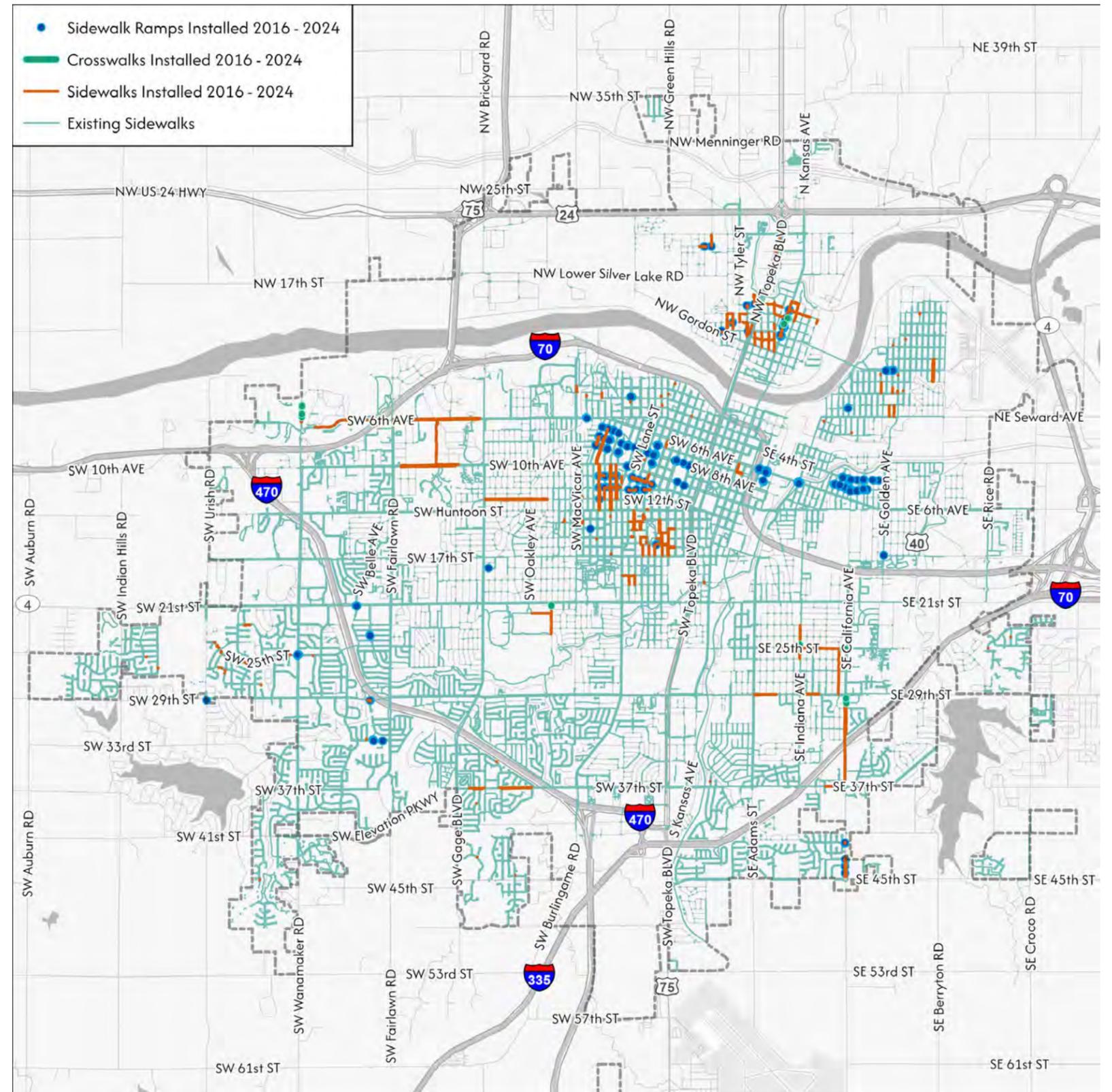


Figure 2: 2016 Pedestrian Master Plan Progress



RAISE Grants

Topeka was previously awarded \$25M of Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funds. This Department of Transportation program is now referred to as Better Utilizing Investments to Leverage Development (BUILD). These dollars must be spent improving the sidewalks in the areas shown on the map and are just one of the funding sources the City is utilizing to complete the sidewalk infrastructure within Topeka.

Areas of Persistent Poverty (APP) are defined by BUILD statute:

Any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the Census.

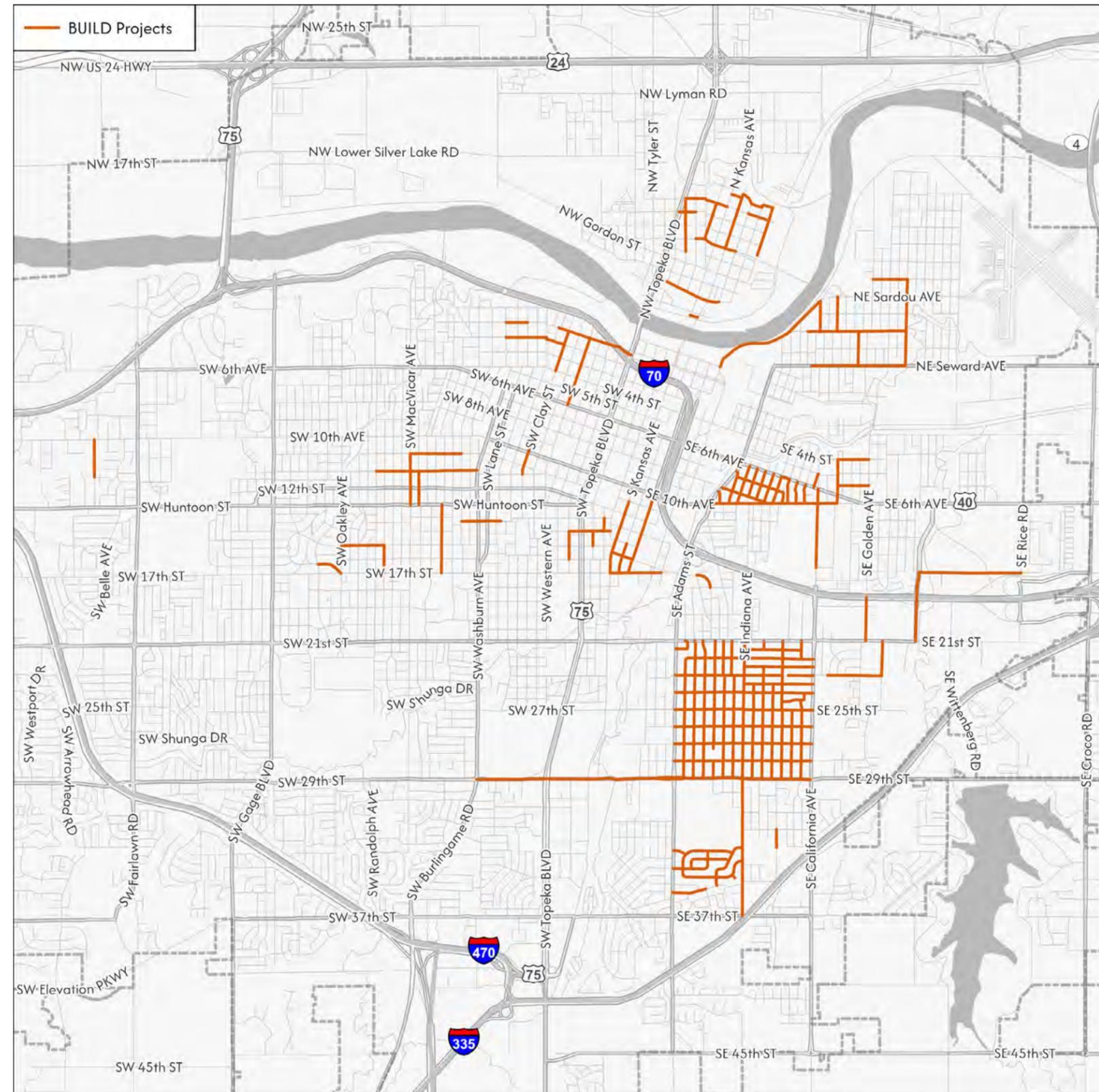


Figure 3: Sidewalks Identified for Funding through the 2024 RAISE Grant



2 Methodology





Methodology

The Topeka Pedestrian Plan Update is based on a multifaceted, data-driven process that integrates technical analysis, community feedback, and cross-departmental collaboration. The workflow brings together five key areas of focus: sidewalk pavement condition, pedestrian network connectivity, socioeconomic analysis, community engagement, and staff coordination (Figure 4).

The process begins with data collection and analysis. Sidewalk pavement condition data was collected using mobile sensors and digital cameras and analyzed using artificial intelligence to generate Pavement Condition Index (PCI) scores. These scores were then linked to individual sidewalk segments to assess where repairs and improvements are most needed.

Simultaneously, the connectivity analysis assessed how well the existing and future sidewalk network connects neighborhoods to key destinations, including schools, parks, transit stops, and services. Using geographic data and origin-destination modeling, both current and proposed pedestrian routes were scored based on their effectiveness in providing direct and safe connections.

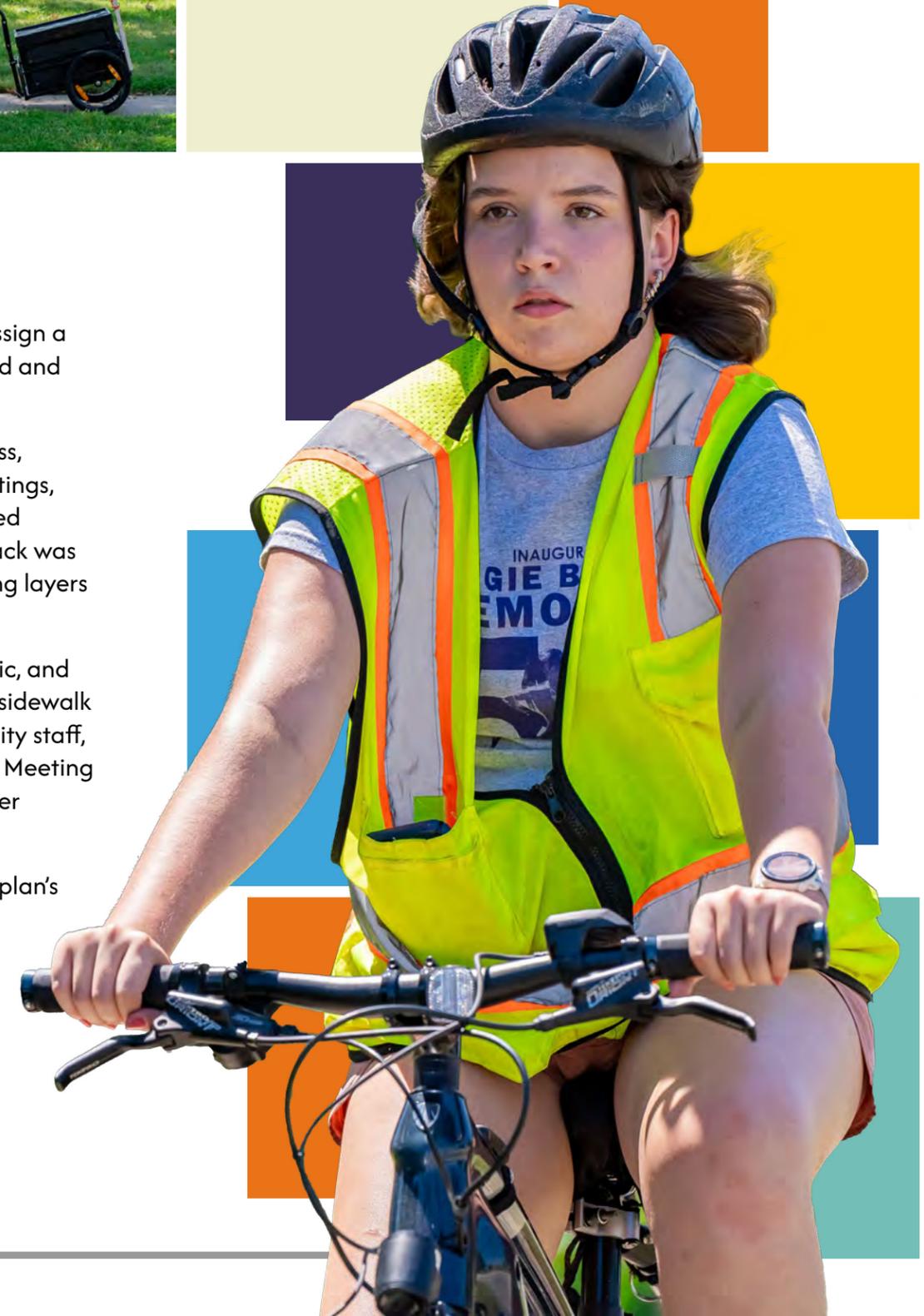
The socioeconomic analysis incorporated demographic and community data, including income, age, disability, and vehicle ownership, to identify areas where improved pedestrian access

would have the greatest benefit. This analysis was used to assign a score to each area, helping prioritize locations based on need and vulnerability.

Public engagement was a principal component of the process, with multiple opportunities for community input. Public meetings, surveys, and interactive tools, such as Pin-a-Comment, allowed residents to identify their concerns and priorities. The feedback was geographically mapped, analyzed, and converted into scoring layers integrated with technical data.

All scoring outputs, including PCI, connectivity, socioeconomic, and public input, were compiled into a composite score for each sidewalk segment. These results were reviewed in coordination with City staff, the project steering committee, and key stakeholders. Public Meeting #2 provided an opportunity to share findings with the broader community and collect final feedback.

The results of this integrated workflow directly informed the plan's recommendations, ensuring they reflect both the technical needs of the system and the lived experiences of Topekans. This comprehensive process ensures that sidewalk investments are prioritized where they will have the greatest impact on safety, mobility, and quality of life.



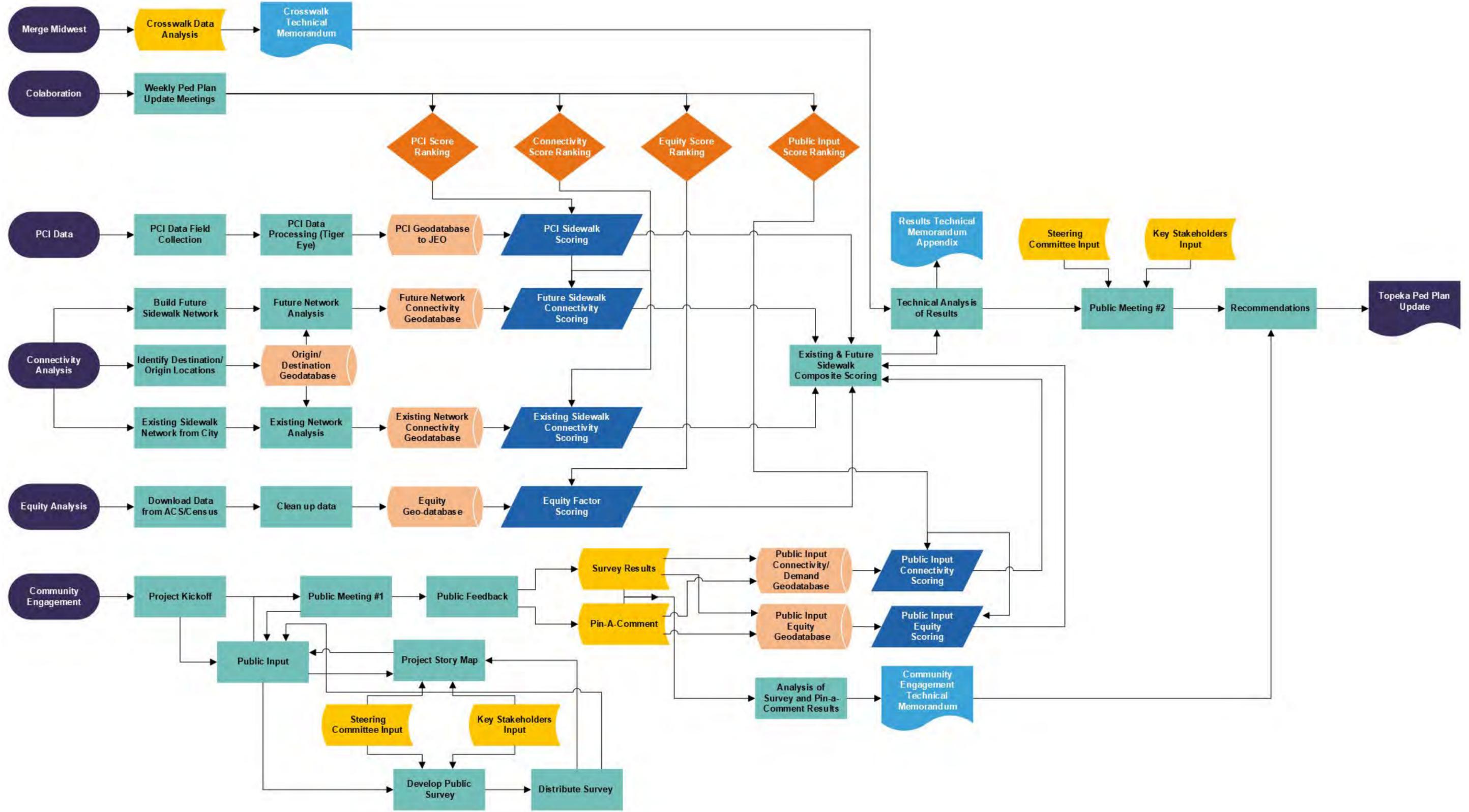


Figure 4: Visual Representation of the Pedestrian Plan Update Workflow



Public Participation Plan

Public involvement was integral to the development of the updated Pedestrian Master Plan. Planning for public engagement began in July 2024 with the Complete Streets Advisory Committee (CSAC). This steering committee was engaged at certain decision-making points throughout the public participation process. A public participation (P2) plan was developed to identify other key stakeholders, detail the community engagement approach, and designate International Association of Public Participation (IAP2) levels of participation, using their well-established spectrum. This plan was presented to CSAC, with the following goals and objectives, and is available in the appendix to this report.

P2 Plan Goals:

- 1 Collaborate to engage and educate the public on previous planning efforts, the progress made since the plans were adopted, and the purpose and goals of this project.
- 2 Consider and evaluate all socioeconomic factors critical to the public and/or the community.
- 3 Engage with community members who frequently rely on public sidewalks in their daily commutes, seeking to understand where a perceived lack of sidewalks or poor conditions impede travel.

P2 Plan Objectives:

- 1 Identify factors that prevent residents from using the sidewalks.
- 2 Identify areas where sidewalks are in poor condition or nonexistent.

Pavement Condition Data Collection and Analysis

Sidewalk pavement conditions are a key factor in determining whether walking is safe, comfortable, and practical. Cracked, uneven, or deteriorated surfaces can pose serious barriers, particularly for older adults, children, and people using mobility aids.

As part of this Plan Update, Tiger Eye Engineering led a comprehensive condition assessment of the existing sidewalk network using mobile sensors and digital cameras. The data collected was analyzed using machine learning algorithms and artificial intelligence (AI) to generate Pavement Condition Index (PCI) scores. The methodology used for data collection and analysis is described later in this chapter.

Nearly 400,000 images, each representing 10' sidewalk segments, were analyzed by Tiger-Eye and rated using the ASTM D6433 Methodology. ASTM D6433 is a standard practice for determining the condition of pavements using the Pavement Condition Index (PCI) method. It provides a numerical indicator (PCI) that rates the surface condition of a pavement based on the amount and severity of distresses observed. The ratings were weighted by area and grouped into a simplified 5-point scale. The result is the same PCI data, but easier to interpret.

Each image was also analyzed for regulatory compliance. It looked at the cross slope of the panel (the cameras were mounted to a 2-wheeled trailer so the camera tilt can give an absolute cross slope), the running or longitudinal slope estimate using the camera's internal accelerometer, and measured the usable width of the panels.

Slope and width compliance for sidewalks is defined by the Americans with Disabilities Act (ADA), with supplementary guidance provided in the Public Right-of-way Accessibility Guidelines (PROWAG). The critical measures of accessibility for people using mobility aids are a cross slope less than 2%, a running slope less than 8.33% (1":12"), and a minimum width of 4' (preferred 5' to allow for passing). There are some additional allowances for matching existing street grades or for long sections of sidewalk that need to match existing grades that exceed that. The important part is to understand that sidewalks in public right-of-way must be traversable by a wheelchair or similar mobility aid, necessitating a smooth surface with gentle slopes and adequate room to maneuver.



Figure 5: Pavement Condition Image Analysis



Repair Concern Scale

Table 1: Repair Concern Scale

5 – “Very Poor” Highest Repair Concerns	4 – “Poor” Second Highest Repair Concerns	3 – “Fair” Growing Repair Concerns	2 – “Good” Low Repair Concerns	1 – “Very Good” No Repair Concerns
<p>These sidewalks received scores at the bottom of the ASTM D6433 assessment scale. The scale is normally 1-100, and everything below the threshold of 40 points is a significant issue. Sidewalks in this condition will exhibit numerous defects of several distinct types or a few that substantially impact the integrity of the sidewalk panel. Severe slope defects will also fall into this category. These issues will almost always require a complete reconstruction of the whole block.</p>  <ul style="list-style-type: none"> ▪ This sidewalk is spalled and raveled with a panel displacement greater than ½” and fails to meet the minimum ADA width requirements. 	<p>These sidewalks have PCI scores of 41-55 and have noticeable issues, though they may not be prevalent over the entirety of the block, or they might be only minor inconveniences. These may sometimes be addressed via spot repair, but older sidewalks often warrant a complete reconstruction.</p>  <ul style="list-style-type: none"> ▪ Some cracked panels and displacements, grass intruding on the surface, reducing usable width. 	<p>These sidewalks have PCI scores of 56-70 and are in mostly good repair, with a few broken panels or segments. Or they might be in decent shape overall but have slopes or widths that are slightly outside the compliance guidelines. The issue is not pressing, but given time, it will become a problem. These can often be addressed via spot repairs.</p>  <ul style="list-style-type: none"> ▪ The majority of panels are intact with compliant widths/slopes, but a pair of panels are divided with small gaps and there is minor surface raveling. Both issues are unlikely to impede pedestrians but should be monitored. 	<p>These sidewalks have PCI scores of 71-85, and while not perfect, have very few issues. They have the proper widths and slopes and may have had some previous repairs or a few small hairline cracks here and there.</p>  <ul style="list-style-type: none"> ▪ Sidewalk that had some previous repairs, and while the panels are not completely flush, this is still comfortably passable by wheelchair. No maintenance is recommended. 	<p>These sidewalks have no visible defects and meet all ADA requirements for slope and width. These are not likely to need attention for many years.</p>  <ul style="list-style-type: none"> ▪ Brand new sidewalk and ADA ramp

This data-driven approach provides a consistent and objective foundation for prioritizing sidewalk maintenance and repair. Notably, this effort fulfills a recommendation from the 2016 Pedestrian Master Plan, which called for a citywide sidewalk inventory and condition assessment as a future planning task. By identifying where sidewalks are in poor condition or have degraded to the point of being unsafe, this analysis directly supports the Plan’s broader goals, targeting investments where they will have the greatest impact on safety, mobility, and network usability.



Roadway Crossing Analysis

Regulatory Framework

A key element in any sidewalk network is the accessibility and safety related to pedestrian crosswalks, sidewalk ramps, and associated traffic signal appurtenances. This analysis was guided by the standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD) and the Public Rights-of-Way Accessibility Guidelines (PROWAG), which establish design and placement requirements for pedestrian infrastructure at signalized intersections. These guidelines emphasize that pedestrian push buttons must be audible and easily reachable, positioned in locations that support safe and intuitive pedestrian movement. According to the MUTCD, the following requirements must be met for the placement of pedestrian push buttons:

- The button must be audible and meet MUTCD specifications.
- It must be located no more than 10 feet from the edge of the associated curb ramp farthest from the center of the intersection.
- It must be no more than 5 feet from the outside edge of the marked crosswalk that is farthest from the center of the intersection.
- The button should be placed no farther from the crosswalk than the vehicle stop line.
- It must be located between 1.5 feet and 10 feet from the face of the curb.
- When two buttons are installed on the same corner, they should be spaced at least 10 feet apart.
- The button should be mounted between 3.5 feet and 4 feet above the sidewalk.
- The button must be reachable within 10 inches without obstruction.

In addition to these placement standards, curb ramps must include detectable warning surfaces, and both longitudinal and cross slopes must meet minimum accessibility thresholds. However, slope compliance was not evaluated in this particular analysis, as such measurements were captured separately through sidewalk condition assessments.

Evaluation Approach

A high-level evaluation was conducted in the study area of approximately 685 crosswalks equipped with either a traffic signal or a Rectangular Rapid Flashing Beacon (RRFB). The assessment employed Google Street View imagery to remotely examine the presence, condition, and placement of pedestrian infrastructure elements. Based on MUTCD and PROWAG requirements, a structured checklist was used to guide the evaluation process.

Each crosswalk was categorized into one of the three compliance levels shown in [Table 2](#) below. This classification system allowed for a consistent and efficient review process across a wide range of locations.

Table 2: Roadway Crossing Compliance Levels

Compliance Level	Examples	Violations
<p>Fully Compliant: Met all of the MUTCD and PROWAG criteria listed above.</p>		<p>None</p>
<p>Minor Non-Compliant: Included a sidewalk ramp with a detectable warning surface and a pedestrian push button located less than 10 feet from the curb face, but failed to meet one or more of the other criteria.</p>		<ul style="list-style-type: none"> ▪ Push buttons on the same pole ▪ Exceeds 10" reach
<p>Major Non-Compliant: Lacked any one of the three baseline features:</p> <ul style="list-style-type: none"> ▪ A detectable warning surface ▪ An associated push button ▪ A push button located within 10 feet of the curb face 		<ul style="list-style-type: none"> ▪ No detectable warning ▪ Push buttons farther than 10' of curb ▪ Push buttons on the same pole ▪ No audible push buttons



Data Sources and Limitations

The analysis relied on publicly available Google Street View imagery, offering a cost-effective method for assessing infrastructure. However, reliance on street-level imagery introduced certain limitations. Some features, such as precise slope measurements, exact distances between push buttons, or the exact reach distance to the push button, could not be confirmed. No on-site field verification was performed, and it is possible that the real-time conditions of certain crosswalks have changed since the imagery was captured.

Despite these limitations, the methodology provides a practical snapshot of compliance across a wide sample of signalized crossings, offering valuable insights into citywide infrastructure conditions and helping to identify priority areas for further field inspection and improvement.

Pinch Point Analysis

Pinch points are locations in the pedestrian network where movement is constrained by barriers such as highways, railroads, rivers, or other infrastructure that limit or block safe pedestrian passage. These locations are critical to identify because they often expose people walking to higher risks, particularly in areas where infrastructure is missing or inadequate. Addressing pinch points is crucial for enhancing connectivity, minimizing pedestrian exposure to traffic hazards, and ensuring that walking remains a viable and safe mode of transportation throughout the community.

To assess pinch points in the pedestrian network, a spatial data-driven approach was used, beginning with the Strava Global Heatmap to identify where people are currently traveling on foot. This tool provided real-world insight into pedestrian behavior by highlighting high-use walking routes, even in places lacking formal infrastructure. The analysis focused on where pedestrian activity intersects with significant barriers, such as interstates, major roads, waterways, and railroads, to locate areas where pedestrian travel is funneled into constrained or unsafe crossings.

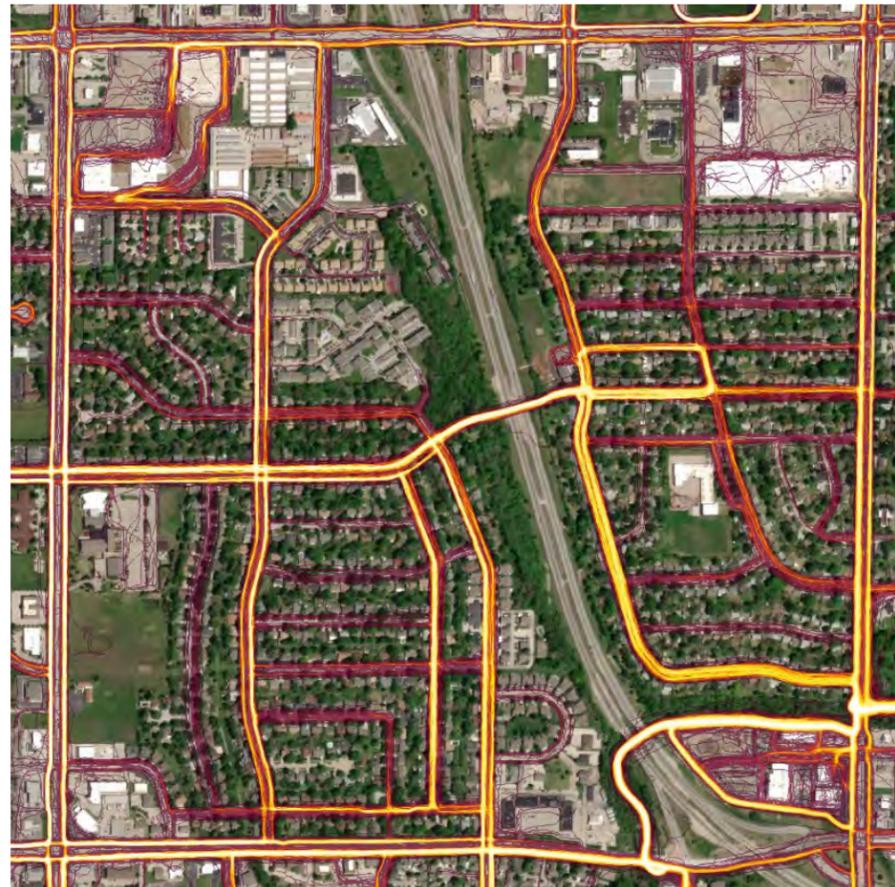


Figure 6: Heat Map of Pedestrian Traffic

Once potential pinch point locations were identified, they were digitized into ArcGIS Pro for spatial mapping and analysis. Each location was then reviewed using satellite imagery and Google Street View to verify the presence or absence of pedestrian infrastructure such as sidewalks, crosswalks, or dedicated pedestrian bridges. Locations where people were walking without infrastructure, such as along road shoulders, through ditches, or across narrow bridges, were flagged as high-priority safety concerns. This methodology provides a clear process for identifying and prioritizing infrastructure improvements at critical network gaps.

Pedestrian Network Connectivity Analysis

Understanding how well Topeka's existing sidewalk network connects people to the places they visit daily is essential to improving walkability across the City. This connectivity analysis evaluates how effectively current sidewalks link key origins, such as neighborhoods, schools, and bus stops, to important destinations, including parks, grocery stores, health services, and employment centers.

Pedestrian network connectivity is crucial to community planning, as it enhances safety, mobility, and the overall quality of life. A well-connected sidewalk system offers direct, safe, and convenient routes that reduce travel times, increase comfort, and make walking a more practical option, especially for residents who do not drive due to age, income, or ability.

Connectivity also plays a crucial role in enhancing safety. Disconnected sidewalks can force people to walk in the street, cross mid-block, or take longer routes, which can deter walking altogether. In contrast, a connected network supports safe crossings, reduces conflicts with vehicles, and improves access to key infrastructure, such as crosswalks and pedestrian signals.

The benefits of a connected system go beyond safety. It can boost economic vitality by supporting foot traffic to local businesses and raising property values. It also enhances the efficiency of Topeka's broader transportation network by enabling people to combine walking with transit, thereby reducing the number of short car trips.

Connectivity is also linked to improved public health outcomes and increased environmental resilience by promoting physical activity and reducing car dependence. By measuring existing connections and identifying gaps, this analysis enables the City to prioritize sidewalk improvements that will have the most significant impact, supporting Topeka's goals for walkability, transportation choice, and neighborhood vitality.



Data Collection and Sources

The City and MPO maintain a geodatabase of all existing sidewalks, including information about materials, installation dates, widths, and more. The database is regularly maintained and updated, ensuring a high degree of accuracy. This accuracy was verified during data collection by comparing the database to the pavement videos collected and aerial imagery.

A second sidewalk network was developed that included all existing sidewalks and trails, but on top was layered all potential and feasible sidewalk connections. This involved assuming that nearly every public street or other physical barrier, such as a stream, railroad, or bridge, would benefit from having a sidewalk on both sides. Some places where it was deemed physically impossible or unnecessary were excluded. These potential sidewalks represent a complete accounting of sidewalks that do not exist YET but are worth considering to some extent.

From there, a demand matrix was developed for each sidewalk, both for the existing network and the theoretical complete system build out. This was done using network analysis tools in ArcGIS Pro that identified how far each section of sidewalk was for a pedestrian to walk, along the network, to reach any or all of the following destinations listed in [Table 3](#).

The primary concept of this analysis was that people are more likely to use a sidewalk if it is close to things they want to walk to. Using existing travel demand or pedestrian movement data would not be indicative of where or how people would travel if new opportunities were to arise. As such, each sidewalk, both existing and predicted, were scored based on how many kinds of destinations were within walking distance (1/2 mile), and their scores were prorated based on exactly how close they were.

Table 3: Destination Types

Destination Type	Purpose	Examples
Attractions	Places of special interest, but not necessarily a common destination for local traffic. Something a tourist may want to see.	Museums, Theme Parks, Event Centers, Sports Arenas, Historical Monuments, or other unique places.
Community Spaces/ Centers	Places of gathering for people. Public and semi-public places for meetings and community outreach.	A Boy's & Girls Club, A Senior Center, Public Theaters/Auditoriums, Community Libraries, Outdoor Pavilions, etc.
Gov. Buildings/Essential Services/Healthcare	Places that provide essential services to the community. Healthcare, social services, and places to perform official acts required by law.	Courthouses, Hospitals, Crisis Centers, Health Clinics, City Hall, Homeless Shelters. Any place that might be involved in providing safety, shelter, or critical community services.
Grocers	A place to buy food or essential everyday goods.	Grocery Stores, Bodegas, Convenience Stores, Farmers Markets, etc. Does NOT include gas stations or roadside stands.
High Density Residential	Places where many people live in close proximity. Multi-family housing or other residences meeting the local HDR definition.	Apartment Buildings, Condos, Townhomes, or planned developments that meet a minimum threshold of density.
Office/Commercial	Places where people work or provide services.	Office or mixed-use buildings. Businesses that do not sell tangible goods.
Parks/Trails/ Recreational Facilities	Places of recreation for people to exercise, relax, or express themselves.	Parks, Recreational Trails, Bike Tracks, Gyms, Tennis Courts, Sports fields, etc.
Religious Locations	Buildings or outdoor spaces associated with faith-based gatherings, expressions, or worship.	Churches, Cathedrals, Temples, Synagogues, Mosques, Shrines, Culturally Significant land, or other such sacred places.
Schools/Childcare	Places directly involved in the education or care of children.	Public Schools, Private schools, Daycares, After-school clubs, Learning Centers, Tutoring Facilities, etc.
Shopping/Activities	Places where people spend money or time that are not offices or recreational in nature.	Stores, Restaurants, Malls, Bowling Alleys, Arcades, etc.
Public Transit Facilities	Places dedicated to getting people around.	Bus Stops, Train Stations, Airports, Park & Rides, etc.



Socioeconomic Sidewalk Demand Analysis

Data Collection and Sources

Socioeconomic factors are central to planning for pedestrian infrastructure, as they highlight the individuals who most rely on public sidewalks. The socioeconomic factor analysis was conducted using publicly available data from the U.S. Census Bureau’s American Community Survey (ACS) via data.census.gov. The most recent 5-year estimates were downloaded to capture key demographic and socioeconomic indicators relevant to pedestrian infrastructure planning. The specific variables selected for analysis included:

- Housing density (housing units per square acre)
- Population aged 65 and older
- Household income levels
- Population with disabilities
- Households receiving public assistance.
- Vehicles available per household
- Percentage of renter-occupied housing units
- Food desert classification (via USDA)

Additionally, TIGER/Line shapefiles for census tracts, block groups, and blocks were obtained from the U.S. Census Bureau to facilitate spatial analysis.



Data Integration in GIS

All tabular ACS data were joined to the TIGER shapefiles using ArcGIS Pro. The spatial join was performed by aligning geographic identifiers, such as GEOID fields, to ensure accuracy primarily at the block group level. However, some data was only available at the census tract level.

After successfully merging the socioeconomic data with spatial boundaries, these enriched shapefiles provided the foundational layer for evaluating how demographic characteristics intersect with current and planned sidewalk infrastructure.

Overlay of Future Sidewalk Network

A dataset provided by the City of Topeka representing existing and predicted sidewalk segments was spatially joined to each socioeconomic dataset. This method associates each sidewalk segment with the corresponding socioeconomic values of the geographic unit in which it is located. It enabled the correlation of sidewalk locations with socioeconomic characteristics, allowing for a comparative analysis across the region.



Statistical Normalization and Scoring

For each socioeconomic variable, the values associated with sidewalk segments were extracted and analyzed statistically. Using ArcGIS Pro’s spatial analyst and statistical tools, each factor’s minimum, median, and maximum values were identified across all sidewalk segments and used to score each segment on a five-point scale. The five-point scoring system set the median of each factor at a score of 3, then assigned prorated scores between the minimum and median, and the median and maximum. Each sidewalk segment thus received a score from 1 to 5 for every socioeconomic indicator, where 1 represents the lowest need and 5 represents the highest need. These scores were then used in conjunction with other planning and engineering criteria to guide the prioritization of infrastructure investment.



Ranking and Priority Weighting

One of the most valuable outcomes from this program was to provide the City with a way to prioritize projects objectively using available data. This presented several challenges, simply because access and usability of sidewalks is such a complicated and multi-faceted issue. The City wanted a way to combine the primary decision criteria into a single way to measure the impact a sidewalk project would have on the community.

Several exercises were completed with City Staff, a Steering Committee, and the Complete Streets Committee. These included:

- A pairwise ranking exercise comparing each of the destination types to each other to determine their relative importance.
- An interactive presentation on socioeconomic factors, where they ranked the importance of each factor.
- Review of Public Comment/Survey Data with the Steering Committee
- Several meetings with staff on priority setting.

The result is that each destination and socioeconomic factor was assigned a weight to use in creating overall indices for each consideration.

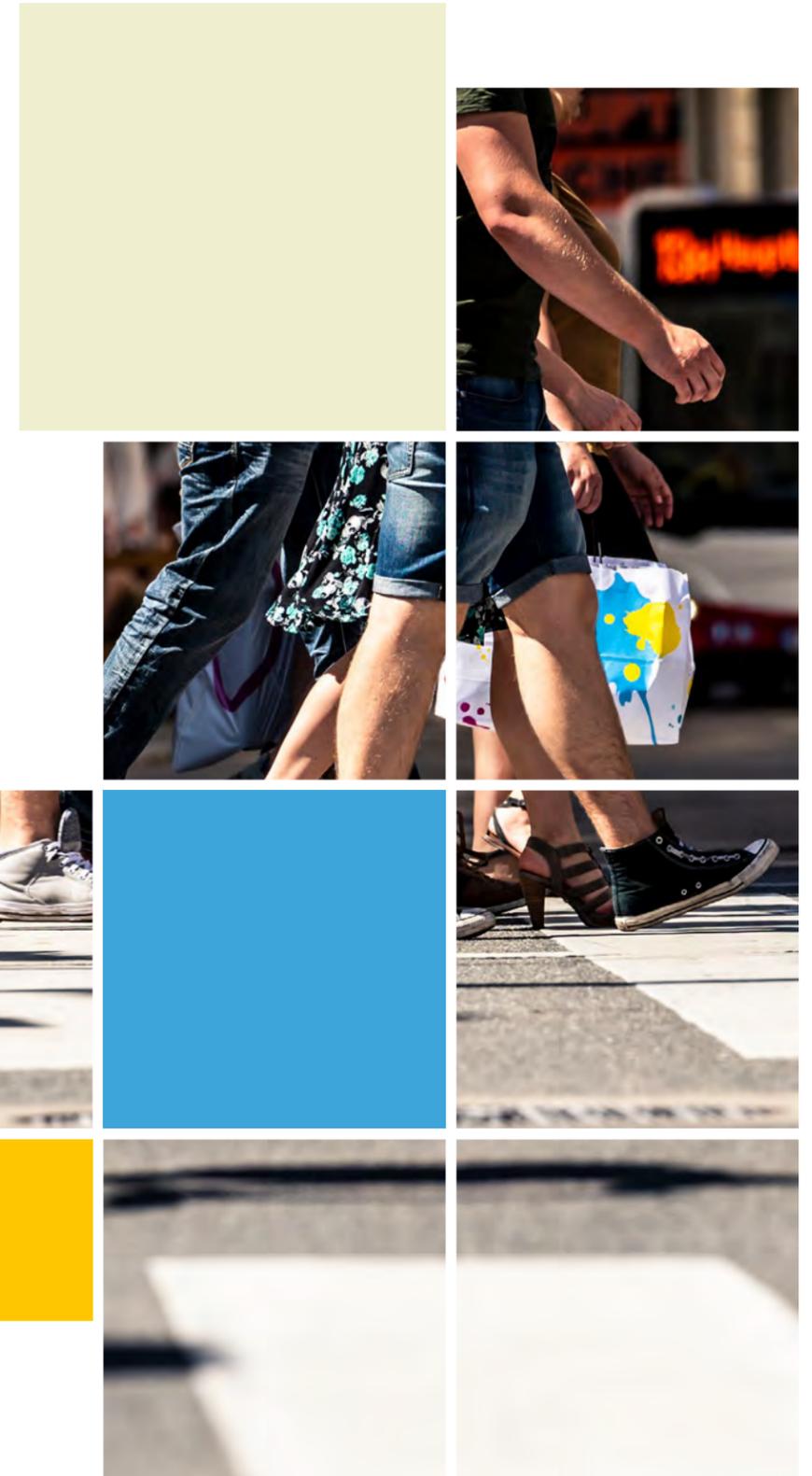
For example, Transit and Schools/Childcare were given the highest level of importance for the Connectivity Score, and Disabilities were the most crucial factor for the Socioeconomic Score.

This left the City with several ways to evaluate potential sidewalk projects:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Existing Sidewalk Condition Score (PCI) | <input checked="" type="checkbox"/> Socioeconomic Score |
| <input checked="" type="checkbox"/> Connectivity Score (Existing) | <input checked="" type="checkbox"/> Public Comments |
| <input checked="" type="checkbox"/> Connectivity Score (Predicted) | <input checked="" type="checkbox"/> Compliance/Pinch Point Analysis |

From here, an overall score was calculated that synthesized the pavement condition scores, connectivity scores, socioeconomic scores, and public comments. Note that the weights and relative importance differ based on whether the proposed project is repairing an existing sidewalk or providing a new connection via sidewalk infill; they also differ in that they use respective connectivity analysis, as well as the pavement condition score, which is not applicable to the sidewalks that do not yet exist.

After this exercise was performed, areas of interest were identified via a multi-factor clustering algorithm that grouped city blocks based on the impact of projects and their potential costs. An additional inflation factor was applied along corridors where no existing sidewalk exists. The result is that each existing sidewalk and predicted sidewalk has a score of 1-5, identifying them from least impactful to most, and a layer that highlights areas where \$100,000-\$600,000 might be applied in a particularly strategic/economic manner.



3 Community Engagement



Stakeholder Identification

The Complete Streets Advisory Committee (CSAC) served as the steering committee for this project and was engaged at the “involve” level of the IAP2 Spectrum of Public Participation. The goal of this level of participation was to work directly with them throughout the process to ensure that public concerns and aspirations were consistently understood and taken into consideration. The level of participation included a promise to reflect those concerns in the alternatives developed and in the decision-making process.

Another key stakeholder group consisted of community members likely to rely on sidewalks for transportation. This included people with disabilities, those with less than a high school diploma, single-parent households, households without vehicles, youth (under 18), senior citizens (65+), English as a second language, and individuals living in persistent poverty. This group also included the MTPD Policy Board and the MPO Technical Advisory Committee (TAC). The IAP2 level of engagement for this group was “consult,” with a goal of obtaining feedback on the analysis, alternatives, and/or decisions, and a promise to inform, listen to, and acknowledge their concerns and aspirations.

The steering committee was tasked with sharing information about the public meeting and the survey with their networks, particularly to residents who rely on sidewalks as their primary means of transportation. They promoted public meetings and the survey through their established local networks to target community members most likely to rely on sidewalks for transportation. Additionally, they reviewed survey questions for relevance and clarity and were instrumental in enhancing outreach through broadcast and social media.

Engagement Methods

Public Meeting & Survey

In the initial stages of public participation planning, two public meetings were determined. The purpose of the first public meeting was to collect feedback from key stakeholders, and the second was to present the analysis results. A project website was created using the City of Topeka’s ArcGIS to highlight the 2016 Pedestrian Plan findings, gather other pertinent data, share the methodology for the Updated Plan, and facilitate engagement outside the constraints of public meetings.

A survey was developed with approval from the Steering Committee and was available for public input from August 13, 2024 through September 4, 2024 on the project website: <https://arcg.is/0WeH9X>. The goals of the survey were to identify essential factors to include in the overall assessment of public sidewalks and to weigh selected factors in developing a quantifiable score for prioritization of improvements.

The City of Topeka managed communication outreach, which included a press release, flyer, Facebook posts, and a Facebook event to advertise the first public meeting, the project website, and the survey. The flyer included a QR code to easily access the project website. Facebook posts on August 14, 2024 and August 19, 2024

generated 1,931 impressions, three shares, and 19 clicks. The press release generated a story through local broadcast media, WIBW.

A steering committee member representing the Shawnee County Health Department shared a flyer that included the project website’s QR code via the Topeka & Shawnee County Not-for-Profit Community Stakeholder List, which consists of 79 organizations, and at the United Way of Kaw Valley Community-Wide Collaboration Committee meetings on August 13 and 20, 2024.

The first public meeting took place on August 21, 2024 from 4:00 to 7:00 pm at the Topeka & Shawnee County Public Library. Display boards were used to share the methodology, background information, and other pertinent data sets. Scroll-plot maps that divided the City of Topeka into four quadrants were provided, on which attendees attached colored dots to represent their origins, destinations, and future desired destinations with improved sidewalks. Attendees also highlighted segments where sidewalks were missing or in need of repair. These physical maps replicated the digital Pin-A-Comment map on the project website. Attendees completed the paper survey that mirrored the digital survey available on the project website.



Key Findings

Data compiled in this map was sourced from public input obtained through the Pin-A-Comment tool on the project website, roll-plot maps from the first Open House meeting in August of 2024, and from an open-ended response on the survey that was accessible both online and in-person. Respondents were asked to pinpoint their origins, current destinations, and future desired destinations. They then identified specific points or segments on maps where sidewalks are inaccessible, crosswalks are needed, sidewalks are lacking or in need of improvement, and where sidewalks exist on only one side of the street. From the survey responses, areas were identified for improvement where sidewalks are broadly lacking. Areas identified through public input were weighted slightly more in the overall composite scoring than areas that were not identified by the public.

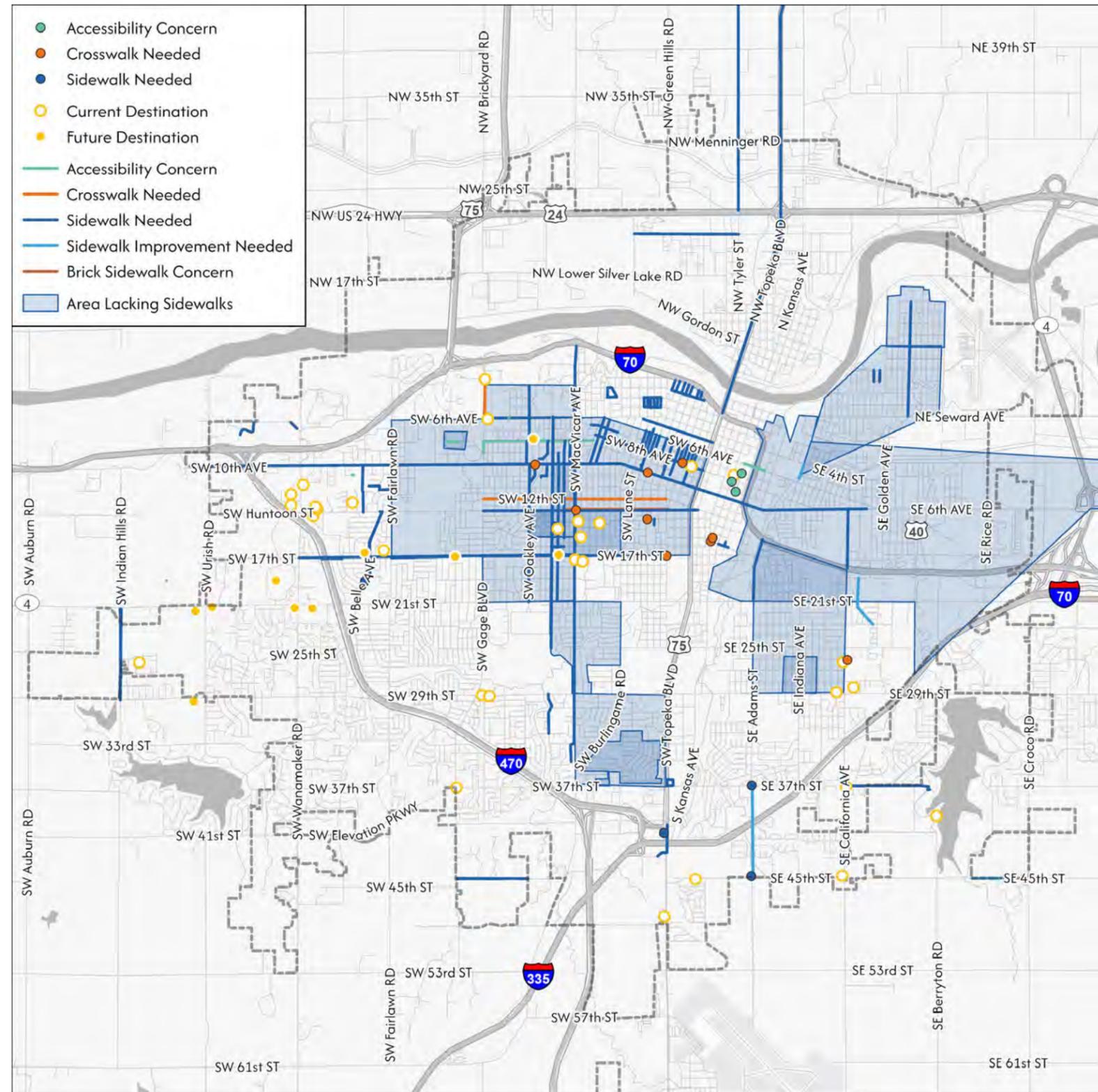


Figure 7: Results of Roll-Plot & Pin-a-Comment Input



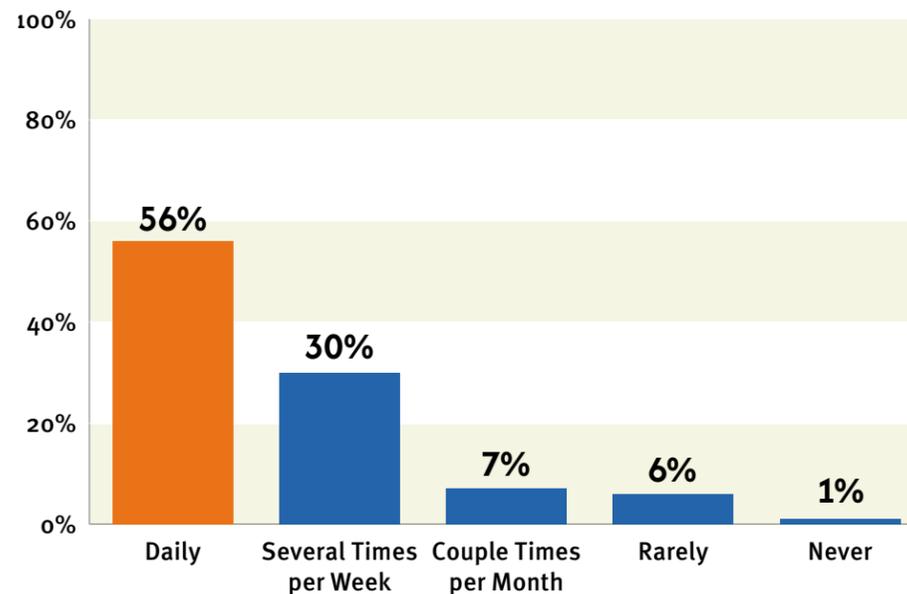
Survey Findings

1. The primary factors that influence sidewalk usage are:

- » **Accessibility** – adequate sidewalk widths, curb cuts, and obstacle-free pathways.
- » **Safety** – even surfaces, minimal cracks or potholes, adequate lighting.
- » **Connectivity** – access to critical resources such as residential areas, schools, workplaces, and shopping centers.
- » **Traffic Considerations** – separation from vehicles and calming measures.
- » **Security** – perceived and actual safety from crime.

How often do you use sidewalks in your daily routine?

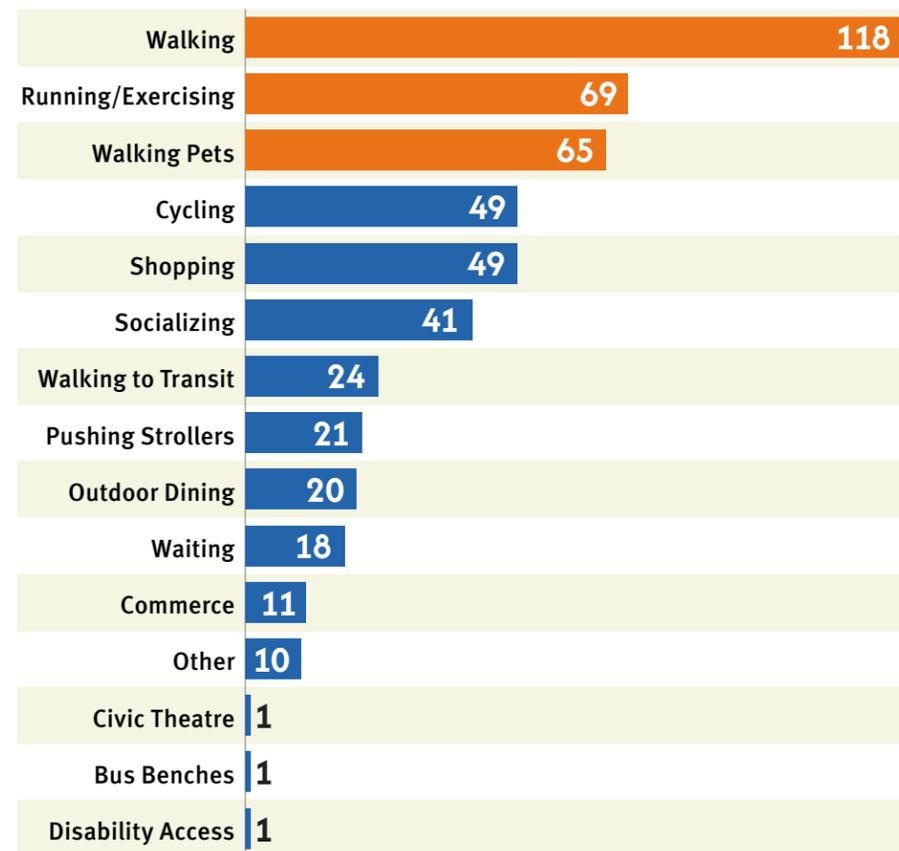
124 responses



2. Most respondents use sidewalks for walking, exercising, and walking their pets. They also use sidewalks for shopping, cycling, walking to transit stops, and pushing strollers.

How do you use sidewalks?

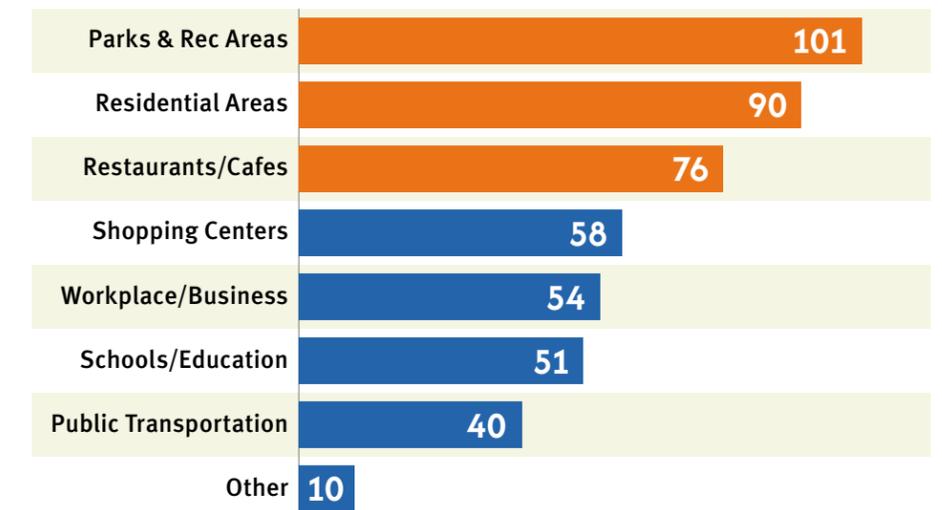
126 responses



3. If sidewalks were improved, respondents would visit parks and recreational areas, residential areas, restaurants and cafes, shopping centers, workplaces, businesses, schools, and public transit stops more frequently.

Which of the following destinations would you like to visit on foot if sidewalk conditions or access was improved?

122 responses



Survey results were shared with the Steering Committee, who assisted in weighing the factors identified as most important to the community. These factors were then aggregated with specific sets of socioeconomic and connectivity data, which impacted the overall comprehensive score for each existing or predicted sidewalk. Meetings were also held with the MTPo Policy Board and the MPO Technical Advisory Committee throughout the process to ensure their concerns and aspirations were heard and reflected in the overall methodology and analysis.

A second public meeting was held on May 21, 2025 from 5:00 – 7:00 p.m. at the Topeka-Shawnee Public Library to share overall findings from the analysis and answer questions from the public. All Steering Committee members were responsible for reaching out across their networks to generate awareness and engagement.



4 Current Conditions



Background Information

Neighborhood names are used throughout the Pedestrian Plan Update. The Topeka Neighborhoods Map (Figure 8) identifies the geographic boundaries of neighborhoods across the City.

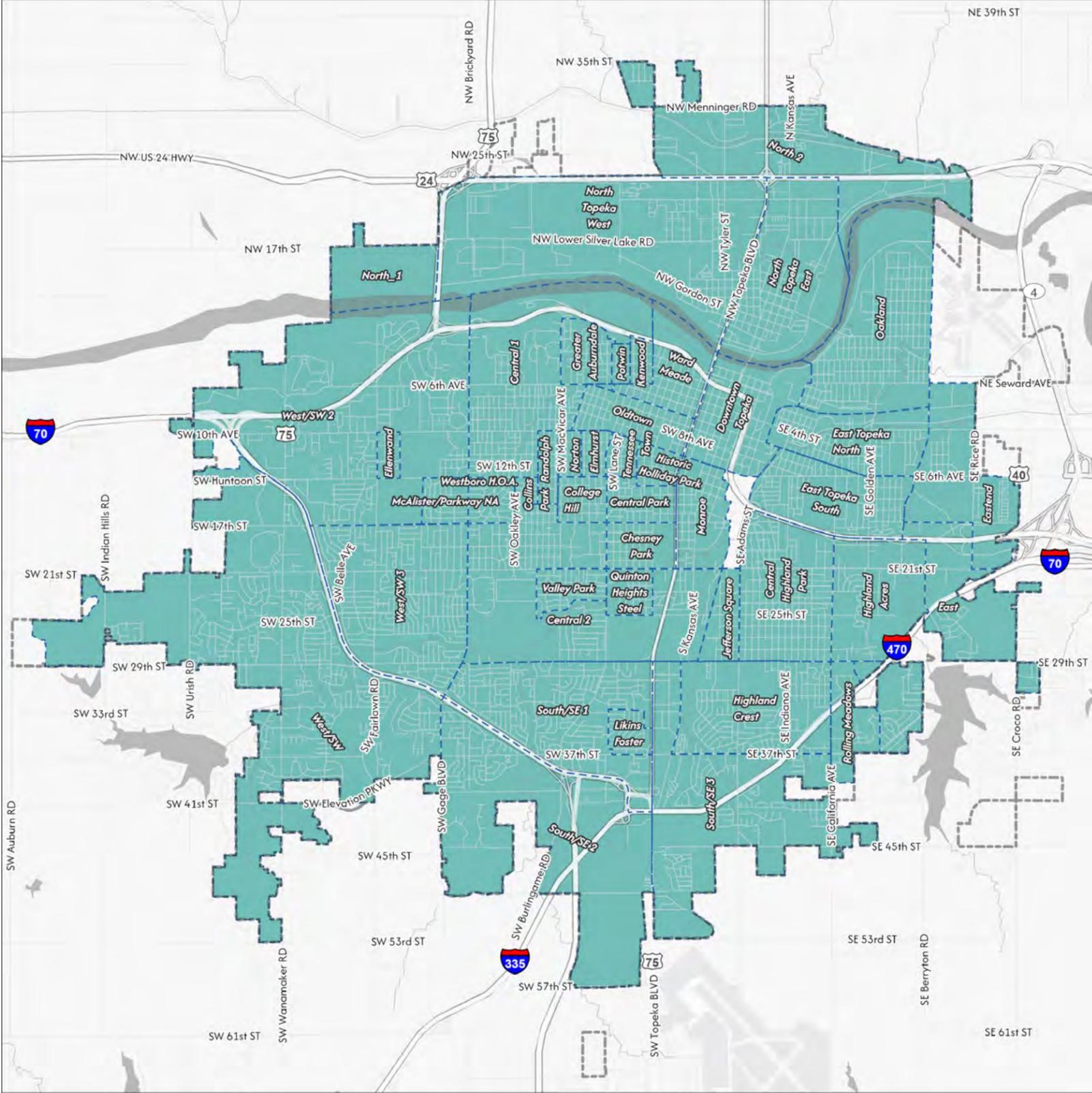
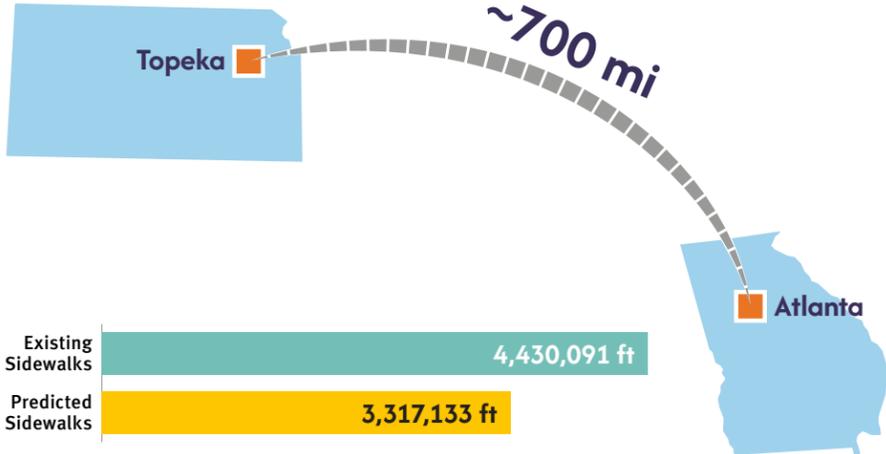


Figure 8: Topeka Neighborhoods Map



Sidewalk Inventory

The existing sidewalk network consists of nearly 700 miles of pavement. If laid end-to-end, that would be about the distance from Topeka to Atlanta, GA!



The pavement is primarily Portland Cement Concrete. Less than 3 miles of the surveyed sidewalk system (0.4%) are not made of traditional concrete. Most often, the alternative is Brick. The Brick pavement sidewalks are concentrated in older neighborhoods West and North of Downtown, such as Potwin or Auburndale.

The sidewalk system is broken up into analysis segments defined by intersections with other sidewalks, trails, natural barriers, or changes in geometry or material. Most often, this means that a block face of buildings or residences would all be one segment, but the curb ramps are separate. There are 22,372 segments of City-Owned sidewalks in the analysis, with another 2,656 Private, County, or State-owned sidewalks included in the connectivity analysis. An additional 11,433 potential sidewalk projects were analyzed. The theoretical full build-out of the sidewalk network would be approximately 1,450 Miles total.

The Trails system is NOT included in these statistics, but it was considered as part of the connectivity analysis.

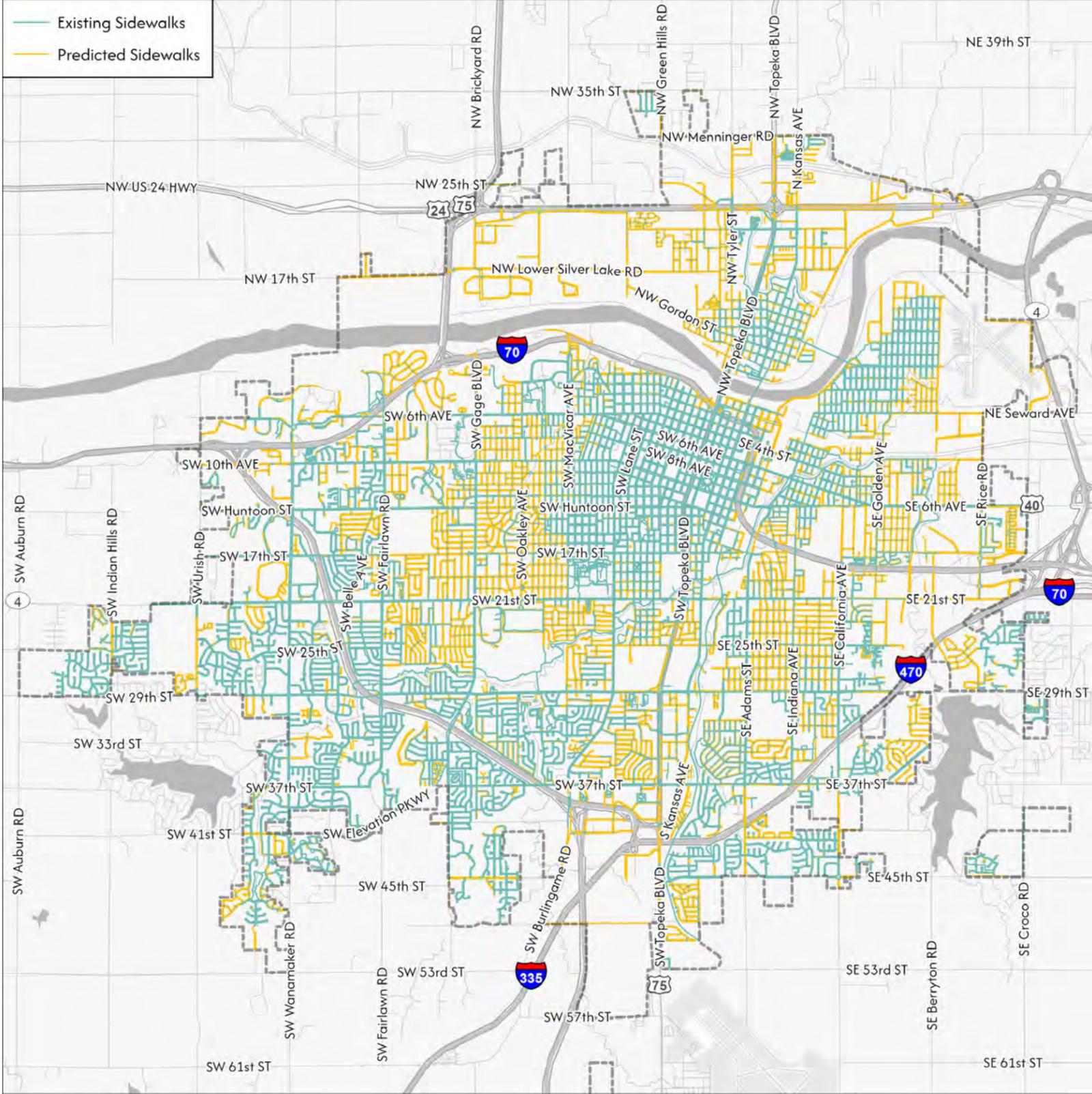


Figure 9: Existing and Predicted Sidewalks



Safety

Figure 10 displays the concentrations of vehicle collisions involving pedestrians from 2018 to 2024, as well as KDOT's Vulnerable Road User (VRU) Priority Corridors. According to the Kansas Vulnerable Road User Safety Assessment Tool, "VRU Priority Corridors were established through a process of identifying locations where pedestrian and cyclist injury from crashes occurred and where risk factors for these types of crashes were recurring. Agencies should consider safety countermeasures involving education, enforcement, engineering, or emergency response for these corridors."

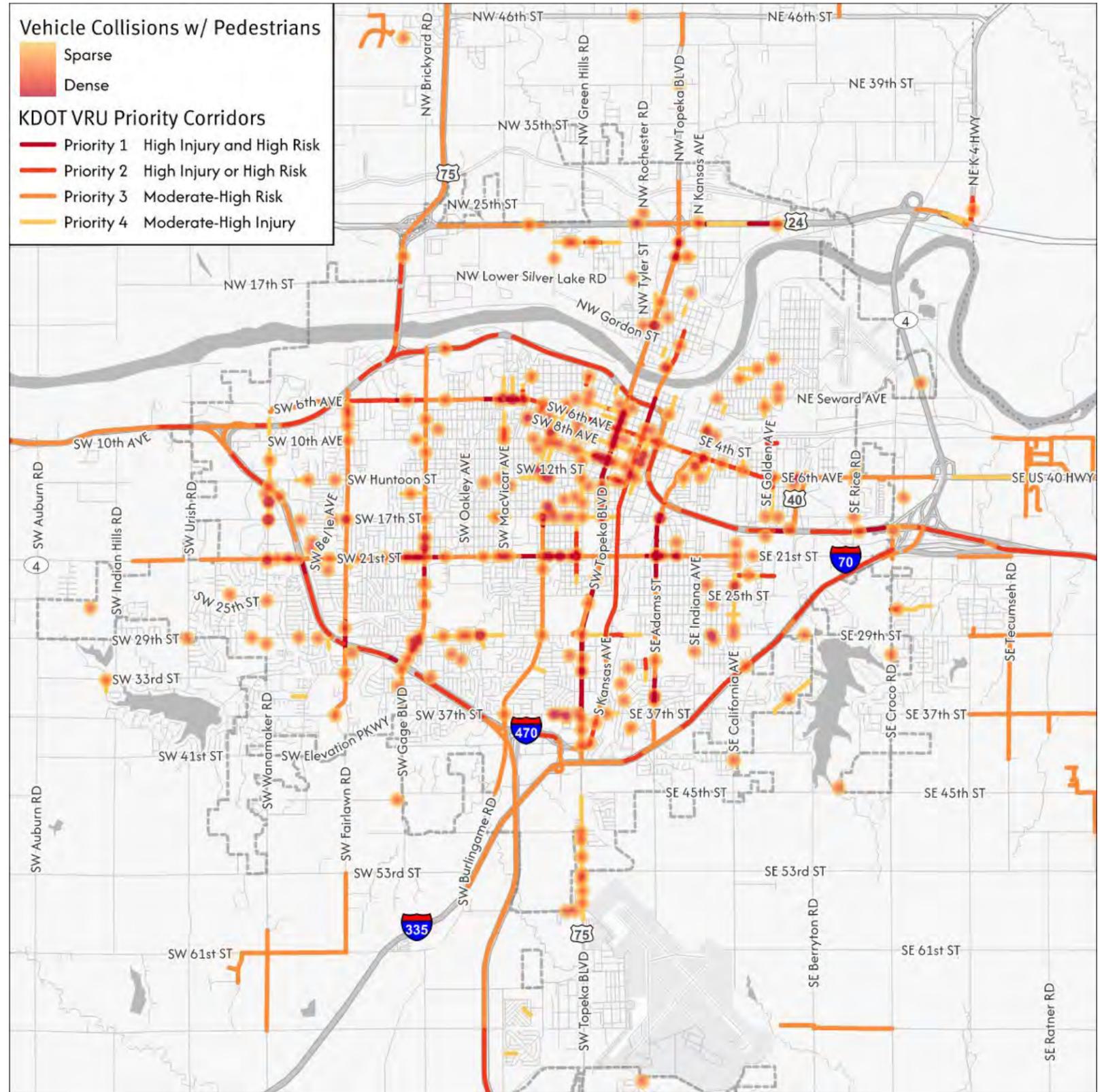


Figure 10: Concentration of Vehicle Collisions with Pedestrians, 2018-2024



Roadway Crossing Analysis Results

Signalized pedestrian crossings are critical links in the City’s sidewalk network, enabling safe and intuitive passage across intersections. To assess the current condition and compliance of these crossings, a high-level review of approximately 685 crosswalks equipped with either traffic signals or Rectangular Rapid Flashing Beacons (RRFBs) was conducted. The evaluation was guided by standards established in the Manual on Uniform Traffic Control Devices (MUTCD) and the Public Rights-of-Way Accessibility Guidelines (PROWAG).

The goal was to identify the extent to which existing infrastructure meets these standards and to help prioritize future upgrades that improve pedestrian safety and usability. A structured checklist was developed to guide the remote assessment, using publicly available Google Street View imagery.

Compliance Classification Summary

Each crosswalk was categorized based on its level of compliance with MUTCD and PROWAG requirements (Figure 11). The distribution is as follows:

- **Fully Compliant (14%):** Met all criteria for push button location, accessibility, and supporting ramp infrastructure.
- **Minor Non-Compliant (14%):** Included essential features (ramps and buttons) but failed one or more specific standards such as spacing, placement, or detectability.
- **Major Non-Compliant (72%):** Lacked at least one critical feature, such as a detectable warning surface, an accessible push button, or had buttons located beyond the reach zone.

These results indicate that while some progress has been made in modernizing pedestrian crossing infrastructure, a substantial portion of crosswalks fall significantly short of compliance thresholds.

Detailed Infrastructure Deficiencies

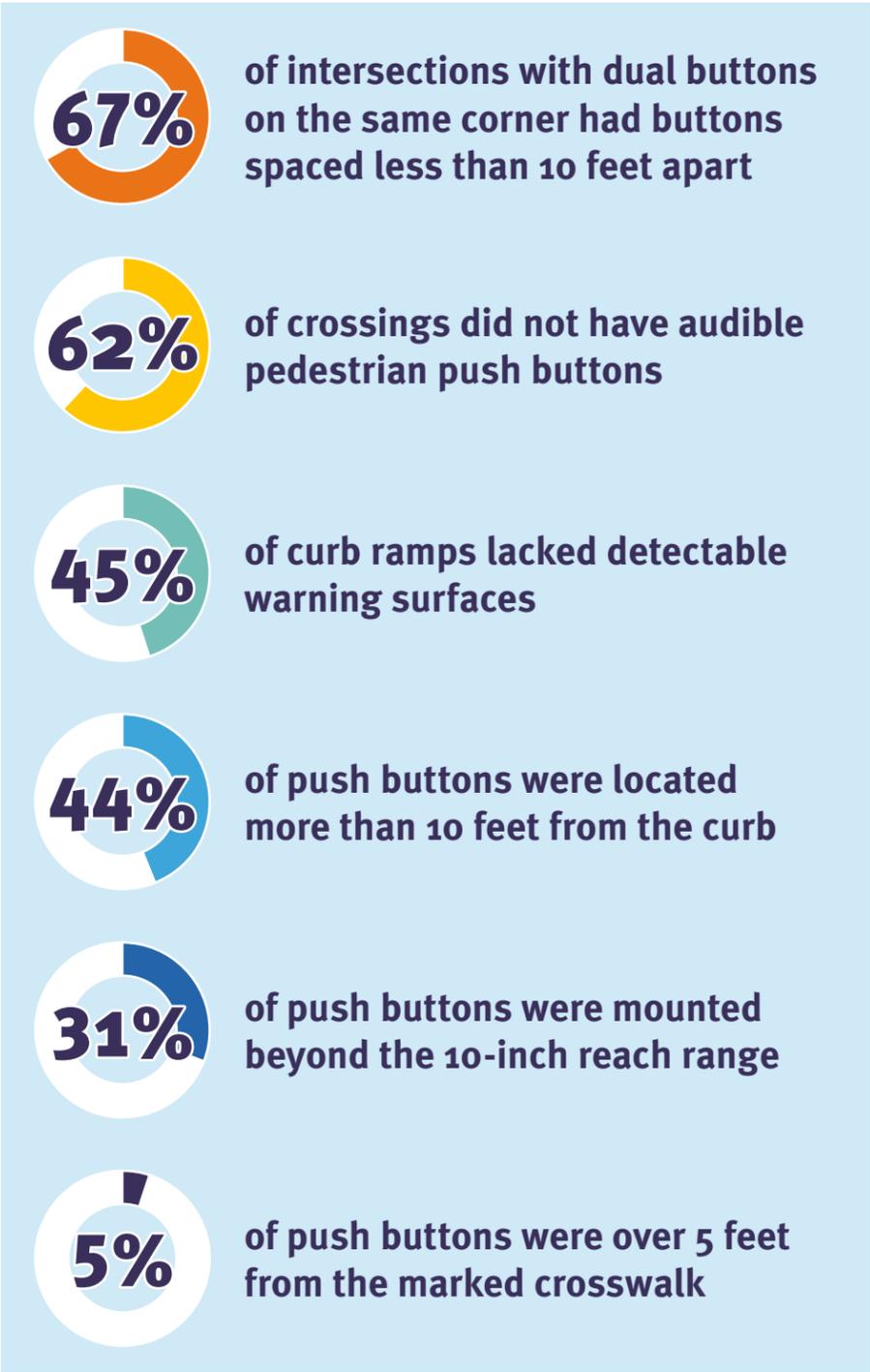
The following specific issues were observed across the 685 crossings:

- 45% of curb ramps lacked detectable warning surfaces, making it difficult for visually impaired pedestrians to detect street transitions.
- 62% of crossings did not have audible pedestrian push buttons, limiting accessibility for users with visual impairments.
- 31% of push buttons were mounted beyond the allowable 10-inch reach range, presenting a barrier for some pedestrians.
- 44% of push buttons were located more than 10 feet from the face of the curb, which may violate intuitive pedestrian flow and delay activation.
- 67% of intersections with dual buttons on the same corner had buttons spaced less than the recommended 10 feet apart, potentially causing confusion about which button controls which crossing.
- 5% of push buttons were more than 5 feet from the marked crosswalk, further hindering pedestrian usability and delaying response times.

These figures demonstrate that, although some elements of pedestrian infrastructure are in place, their placement and accessibility often remain inadequate. The most common issues relate to the positioning of pedestrian push buttons and the absence of key tactile and auditory elements.

Implications and Next Steps

The results suggest an opportunity for focused improvements in pedestrian crossing infrastructure, particularly in areas where high non-compliance poses safety concerns. While the analysis did not include slope measurements or on-site verification, it provides a valuable baseline for planning field inspections and prioritizing upgrades.



Crosswalks

Fully PROWAG-compliant (Public Right of Way Access Guidelines) signalized crosswalks have sidewalk ramps, detectable surfaces, and audible push buttons within a 10" reach from the sidewalk, 5' from the crosswalk, 10' from the curb face, and 10' from the other button. Minorly non-compliant crosswalks have inaudible buttons that are more than 10' apart, more than 5' from the crosswalk, and more than a 10" reach from the sidewalk.

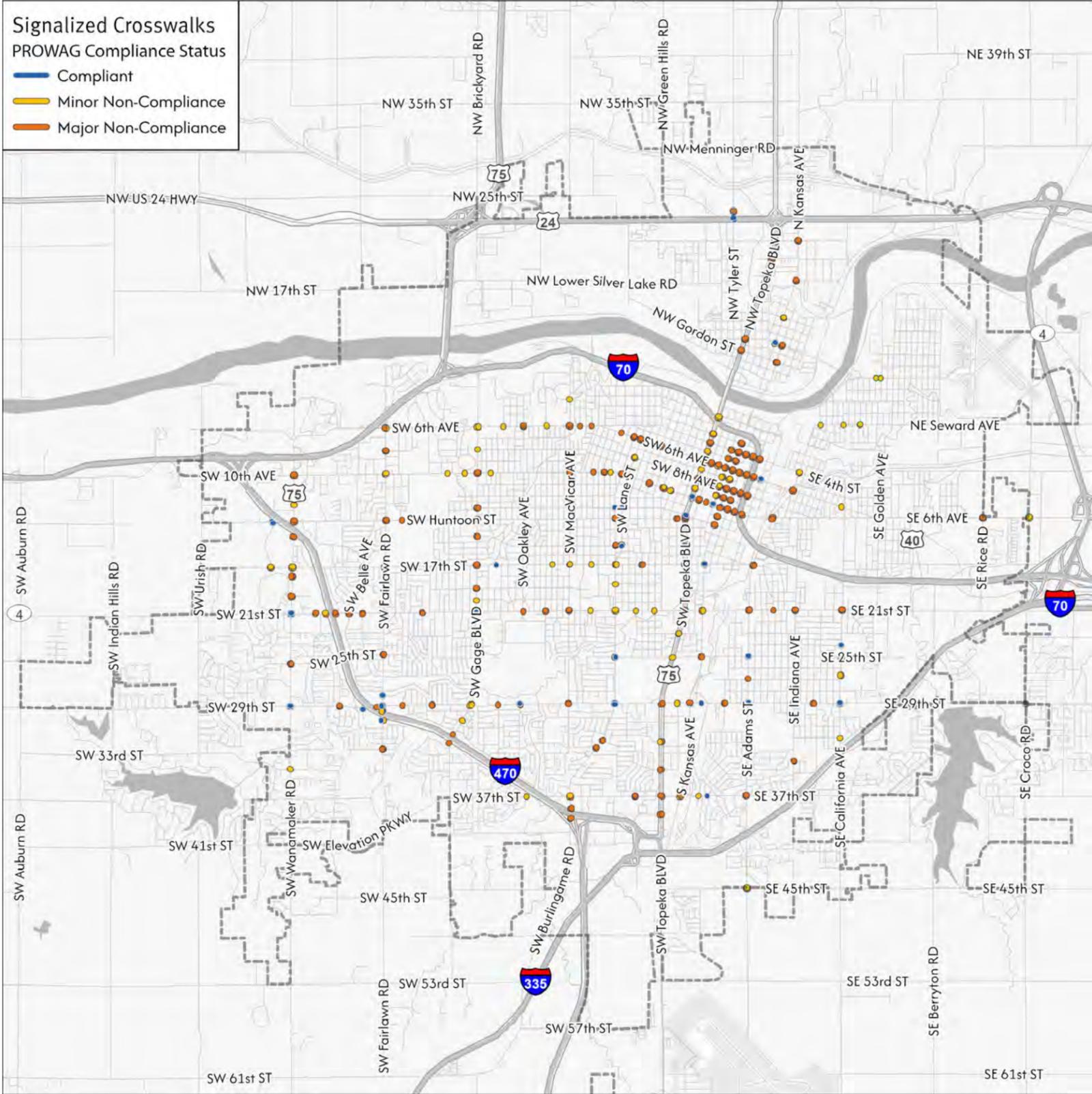


Figure 11: Crosswalks by PROWAG Compliance Status



Pinch Point Analysis

Pinch points are locations where pedestrian movement is restricted by barriers such as highways, railroads, or wide arterial roads – places where pedestrians are funneled into narrow or unsafe paths due to missing or inadequate infrastructure. These locations often represent critical network gaps that not only limit direct access to key destinations, such as schools, parks, or shopping areas, but also force pedestrians to take longer, indirect routes or risk walking in unsafe conditions. Pinch points are especially significant to individuals with limited mobility options, including students, older adults, and those without access to a car.

Addressing pinch points is crucial to creating a continuous, connected pedestrian network that promotes walking as a safe, convenient, and practical mode of transportation. To identify these locations, this analysis utilized the Strava Global Heatmap to highlight where pedestrians are already traveling, even in areas without formal facilities. By focusing on where this activity intersects with significant barriers, the analysis reveals where targeted infrastructure investments, such as new sidewalks, crossings, or bridges, can significantly improve safety and mobility across the community.

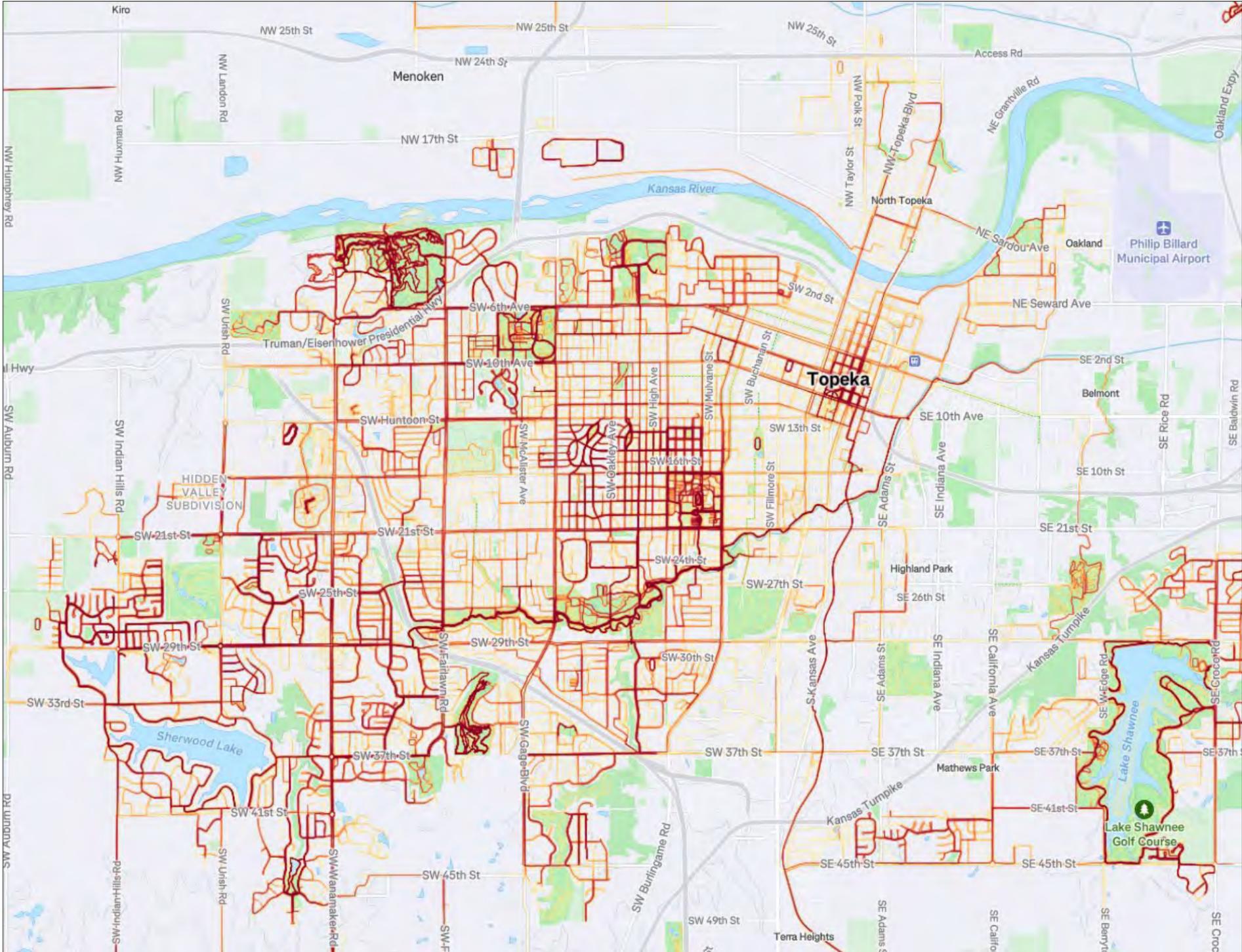


Figure 12: Strava Global Heatmap Filtered for All Foot Sports



Pinch Point 9: SW 10th Avenue at I-470

SW 10th Avenue at the I-470 overpass presents a notable pedestrian pinch point where no sidewalks or school crossings currently exist. This location is situated between a church, a residential neighborhood, and Wanamaker Elementary School to the west, and a residential and commercial area comprising shopping, restaurants, and hotels to the east. Despite the lack of infrastructure, the Strava Global Heatmap reveals consistent pedestrian activity along this segment, reflecting real-world use and latent demand.

With a composite score of 2.4 out of 5, this location ranks as a moderate priority based on its combined socioeconomic and connectivity characteristics. The absence of sidewalks and safe crossings poses challenges for students walking to school and residents accessing daily needs. Improvements here would not only address a gap in the Safe Routes to School network but also enhance connectivity between neighborhoods and commercial destinations, making walking a safer and more accessible option.



Figure 14: SW 10th Ave Looking East Under I-470 Interchange

Pinch Points 23 & 24: SW Topeka Blvd and Landon Nature Trail at I-470

SW Topeka Boulevard at the I-470 interchange is a wide, high-speed arterial corridor that lacks sidewalks and pedestrian accommodations. Although the area is mainly industrial and scored low on the composite index (1.2), its scale and high traffic volume make it a significant barrier for pedestrians. This location exemplifies how I-470 limits safe north-south connectivity across southern Topeka.

Just east of this interchange, the Landon Nature Trail crosses beneath I-470, offering a critical alternative for pedestrians and bicyclists. Strava Global Heatmap data indicate that this segment is highly utilized, reinforcing its role as an essential corridor for active transportation and recreation. The trail provides safe access between neighborhoods to the south and shopping, dining, and employment centers near SW 37th and Topeka Blvd to the north. Continued investment in the Landon Trail as a protected, non-motorized route can help offset the lack of infrastructure on SW Topeka Blvd and preserve one of the few low-stress connections across the interstate.



Figure 15: SW Topeka Blvd looking north under I-470



Figure 16: Strava Global Heatmap shows heavy pedestrian traffic on Landon Trail under I-470

Pinch Point 25: SE Adams Street at I-470

The SE Adams Street overpass across I-470 lacks sidewalks and currently shows no recorded foot traffic on the Strava Global Heatmap. With a composite score of 1.5, this location reflects low current demand; however, nearby residential areas may experience increased activity as Topeka continues to grow. While immediate infrastructure investment may not be warranted, this location should be monitored for future development, particularly since alternatives for crossing I-470 are limited, and the detour distances for pedestrians are substantial.



Figure 17: SE Adams St Looking South under I-470



Pinch Point 29: SE Wittenberg Road at I-470

The SE Wittenberg Road bridge over I-470 connects a residential area to the south with Dornwood Park and its trail network to the north. While the bridge lacks sidewalks, this crossing provides the only direct access for pedestrians between homes and natural areas. Public survey responses highlighted a strong desire to walk to parks rather than drive. With a composite score of 2.0, this location may not represent the highest priority. Still, it offers a meaningful opportunity to support recreation-based walking trips and improve local quality of life through strategic sidewalk investment.



Figure 18: SE Wittenberg Rd Looking North over I-470

The Kansas River: A Major Barrier Between North Topeka and the Central City

The Kansas River serves as a defining feature of Topeka’s geography, but it also creates a significant barrier for pedestrians trying to move between North Topeka and the rest of the City. While several vehicular bridges span the river, only a few offer pedestrian accommodations, and even those often lack the comfort, width, or connectivity that encourage walking as a practical option.

Pinch Point 1: NW Topeka Boulevard Bridge and Pinch Point 2: N Kansas Avenue Bridge

These bridges are two of the City’s primary multimodal river crossings. Both include sidewalks, but conditions vary, with narrow widths, minimal buffers, and exposure to high volumes of fast-moving traffic making the experience uncomfortable for pedestrians. These bridges play a vital role in connecting North Topeka to downtown and nearby destinations, making them key candidates for safety and streetscape enhancements.

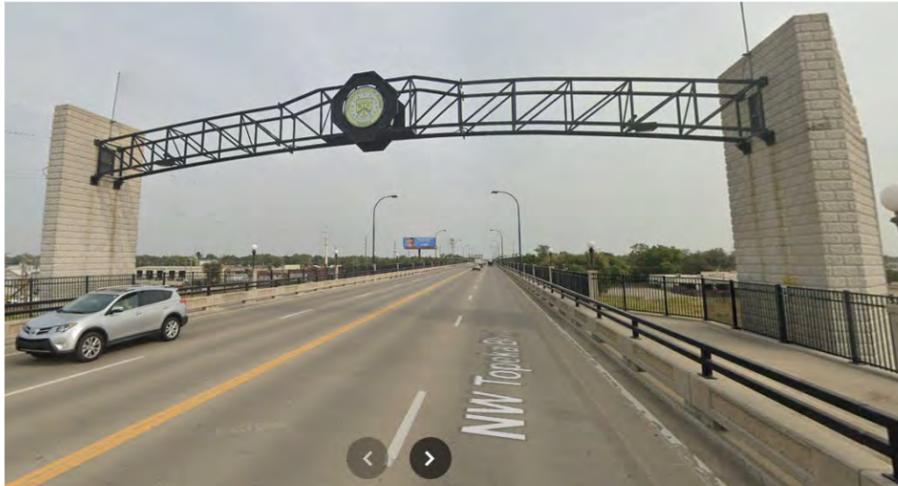


Figure 19: NW Topeka Blvd Bridge Looking North toward North Topeka



Figure 20: N Kansas Ave Bridge over the Kansas River Looking South toward Downtown Topeka

Pinch Point 3: The Kansas River Railroad Bridge

The Kansas River Railroad Bridge is not open to the public, but Strava Global Heatmap data reveals prominent levels of pedestrian activity on or near the bridge, suggesting that people are informally crossing here to avoid longer, less direct alternatives. This highlights a gap in the formal network and underscores the need for enhanced pedestrian connectivity across the river.



Figure 21: Kansas River Railroad Bridge Pedestrian Traffic Heat Map



Pinch Point 4: NE Sardou Bridge

NE Sardou Bridge also includes sidewalks and serves the eastern part of North Topeka. However, like the others, it provides limited pedestrian comfort due to narrow facilities and a lack of protected separation from vehicles.



Figure 22: Sardou Ave Bridge Looking West over the Kansas River

Pinch Point 95: US Highway 75 Bridge

The US Highway 75 Bridge functions more like a limited-access freeway. It lacks pedestrian infrastructure and does not connect to local street networks or destinations, making it unsuitable for non-motorized users.

US 24 Corridor: A Dividing Artery in North Topeka

The US 24 corridor slices through North Topeka as a high-speed, multi-lane arterial designed for regional vehicle movement. With a posted speed limit of 55 miles per hour, wide intersections, and infrequent traffic signals, the corridor poses a significant challenge for pedestrians attempting to cross or travel along it. While portions of US 24 support key employment, retail, and residential destinations, much of the corridor lacks pedestrian-scale design, sidewalks, or safe crossing infrastructure.

**Pinch Points 102–104
NW Stover Rd, Frontage Rd, and Goodyear Rd**

These intersections highlight the difficulty of walking along or across the corridor in lower-demand segments. They are auto-centric, lack basic pedestrian accommodations, and serve few destinations directly. With a composite score of 1.6, these are not current priorities for sidewalk investment. However, they exemplify the barrier that US 24 creates in the broader network.



Figure 23: NW Stover Rd looking north over US 24



Figure 24: NW Frontage Rd looking north under US 24



Figure 25: NW Goodyear Rd looking north under US 24

Pinch Point 105: US 24 and NW Tyler St

US 24 and NW Tyler St is the only fully signalized intersection in this segment that connects neighborhoods to essential destinations, such as grocery stores and employment centers. With a composite score of 3.1, this location plays a crucial role in connecting residents to their daily needs and should be prioritized for enhanced pedestrian visibility and safety.



Figure 26: US 24 and NW Tyler St Crosswalk Looking North across US 24



Railroad Crossings: Barriers in Residential and Neighborhood Contexts

Topeka’s railroad infrastructure continues to present a series of localized yet significant barriers to pedestrian travel, particularly in neighborhoods where at-grade crossings are common and pedestrian facilities are either lacking or obstructed.

Pinch Point 56: SE 25th Street and ATSF Railroad

This point features a narrow underpass with no sidewalks and insufficient space to retrofit them. While the approach includes an overgrown sidewalk, the path disappears at the undercrossing, forcing pedestrians into the travel lane. Despite these challenges, Strava Global Heatmap data indicates consistent foot traffic, suggesting that residents rely on this route. With a composite score of 3.2, this location ranks high in need and should be evaluated for creative solutions, such as improved lighting, enhanced shoulder conditions, or alternative safe crossing routes.



Figure 31: SE 25th St Looking West under the Railroad Bridge

Pinch Point 50: SE 4th Street and BNSF Railroad

This intersection lacks sidewalks entirely, presenting a barrier for pedestrians and posing a particular challenge for residents with mobility impairments. The surrounding area to the east is residential and heavily trafficked on foot, underscoring the importance of equitable infrastructure improvements. This location also carries a composite score of 3.2, reinforcing its significance for targeted safety upgrades.



Figure 32: SE 4th St Looking West toward Downtown

Pinch Points 125–133: Multiple North Topeka Residential Railroad Crossings

These crossings are characterized by low-traffic neighborhood streets intersecting single-track railroad lines. While these areas may appear walkable due to low vehicle volumes, the lack of defined pedestrian space can create difficulties for people using wheelchairs, walkers, or strollers. Most of these crossings are unsigned and unmarked for pedestrians, leaving gaps in accessibility and safety within residential settings. These pinch points may be candidates for modest, low-cost improvements such as detectable warning surfaces, improved pavement transitions, and ADA-compliant ramps where feasible.



Figure 33: NW Morse St Looking West to At Grade Railroad Crossing

The pedestrian pinch points identified across Topeka highlight a range of structural barriers, including highways, rivers, railroads, and wide arterials, which interrupt walkable connections between neighborhoods, schools, parks, and commercial centers. Many crossings lack basic infrastructure such as sidewalks, marked crosswalks, or signals, even in locations where Strava data confirms consistent foot traffic. From the fast-moving US 24 corridor in North Topeka and the dividing force of the Kansas River, to narrow railroad underpasses and cloverleaf highway interchanges, these locations reflect both legacy design decisions and current gaps in pedestrian infrastructure. Some pinch points serve essential destinations and rank high on composite demand scores. In contrast, others highlight lower-demand areas where future development and growth may increase the need for safe pedestrian access. Addressing these pinch points, through targeted improvements and long-term planning, will be critical to creating a safer, more connected, and accessible walking network across the City.



Pavement Condition Index Analysis Results

Sidewalk pavement conditions play a crucial role in creating a safe and comfortable walking environment. Cracked, uneven, or deteriorated sidewalks can pose serious hazards, especially for children, older adults, and people using mobility devices, and may discourage walking altogether. As part of this Pedestrian Plan Update, a citywide assessment of sidewalk conditions was conducted using objective data and scoring methods to identify where repairs are most needed. This analysis directly supports the Plan's goals by helping prioritize maintenance investments that improve safety, extend the life of existing infrastructure, and enhance walkability in areas with the highest potential for pedestrian use.

The vast majority of the sidewalk network is in "Very Good" or "Good" condition. 1,233 segments (3% by length) were rated as "Poor" or "Very Poor".

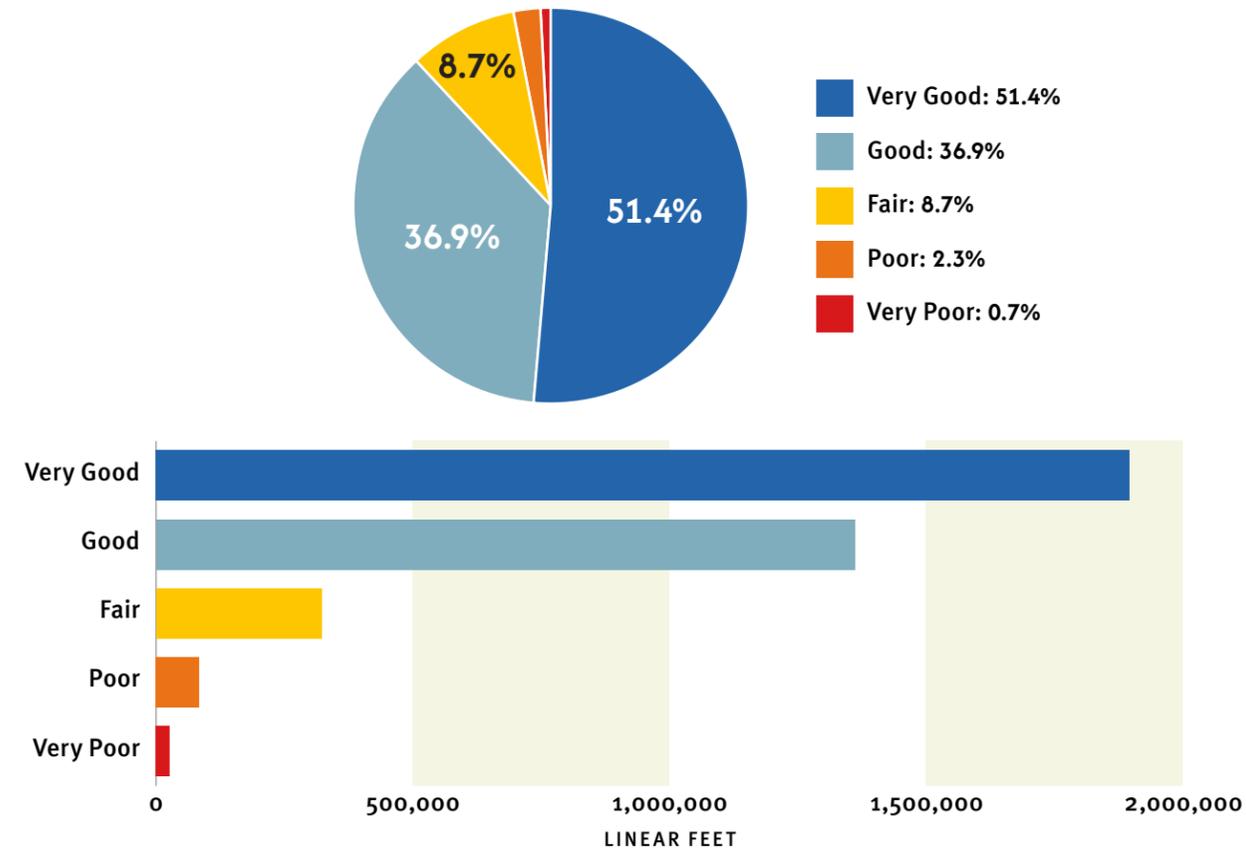


Figure 34: Existing Sidewalk Pavement Condition

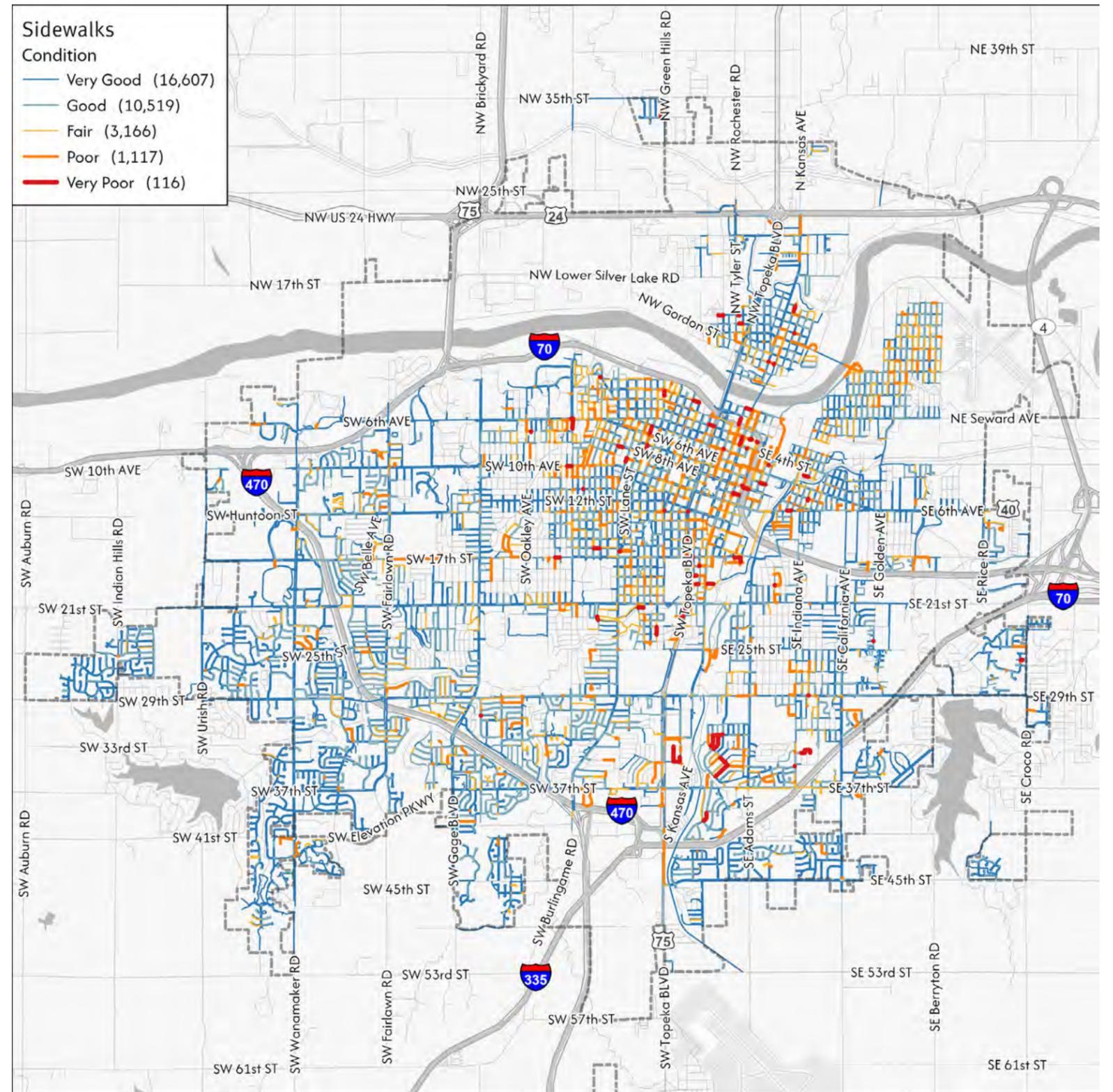


Figure 35: Existing Sidewalk Conditions



The majority of the worst-condition sidewalks are in the downtown area. Other notable locations include Topeka Boulevard between 17th and 27th, as well as around the medical campus. These are some of the oldest and most used sidewalks in town, so this is not particularly surprising.

Of the issues encountered, the most prevalent distresses were divided slabs and scaling.

Divided slabs refer to sidewalk panels that are broken into two or more parts or roughly similar sizes. It can be caused by a range of factors and is not necessarily a concern in itself. The AI image analysis identified 46,000 square feet of divided slabs. Again, this is not a significant concern on its own; however, it is likely due to the system's age and the prevalence of trees in the right-of-way (ROW).

The scaling encountered, however, should be a greater concern. This occurs when the surface of a paving material starts to flake off or chip away, leaving pitted areas that can be difficult for wheeled mobility aids to traverse and present tripping hazards. This amount of scaling is unusual because it is mainly caused by issues with materials or installation. Sometimes, it may accompany heaving panels and break along joints; however, most often, it is simply the sidewalk itself that is falling apart. The pavement mix was too brittle due to the aggregate or cement content, possibly because it was installed improperly, such as during cold temperatures. It could also be due to ponding water caused by insufficient slopes or settlement. The AI identified 21,500 square feet of scaling, which is only about 0.2% of the system area, but it still represents half a football field's worth of surface defects. This might require additional research to prevent it in the future.

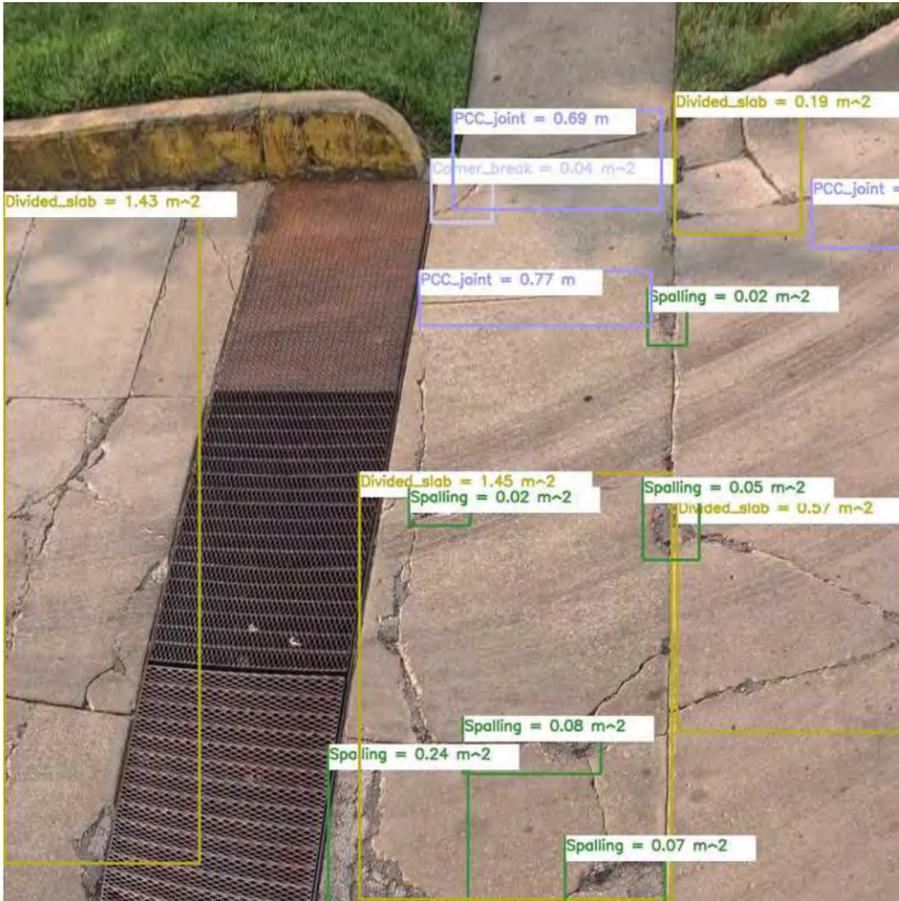


Figure 36: Example of Divided Slab

Figure 37: Example of Scaling

To fix every potential defect, either via spot repair or total reconstruction, including slopes and ADA ramp improvements, would cost over \$46.6 million. Completing the medium and high priority infill projects would cost \$36.4 Million, whereas the full theoretical build out would cost an additional \$179.2 million, excluding any traffic signal or push-button enhancements. With both infill and repairs demanding attention, and the significant investments required to achieve the goal of full build-out in good repair, it is essential to emphasize the importance of using data-driven tools to help the City prioritize how and where to spend tax dollars and grant funds.

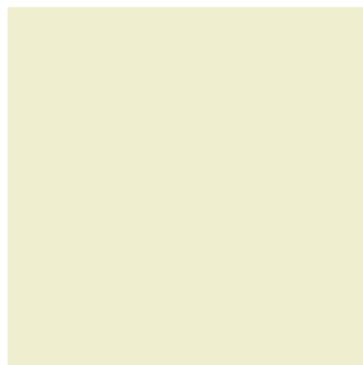
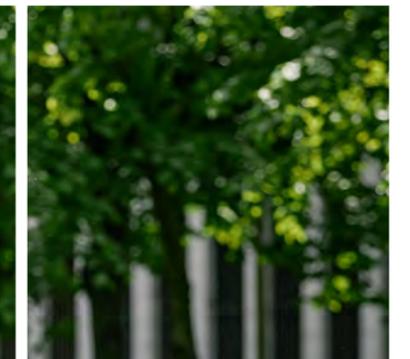
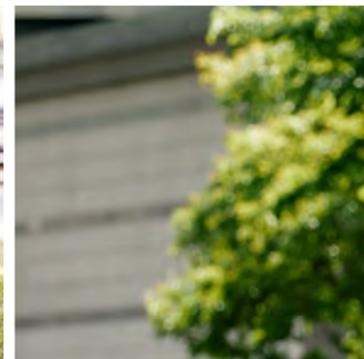
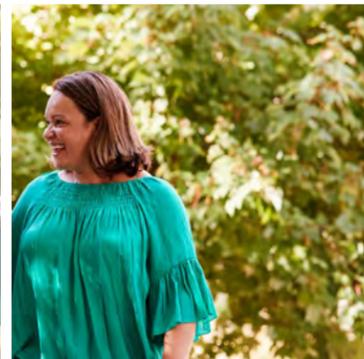


5 Socioeconomic Factor Analysis Results



Socioeconomic Factor Analysis Results

Socioeconomic factors influence pedestrian infrastructure and planning by shaping both the need for and the quality of walking environments across different communities. Areas with lower income levels, higher concentrations of older adults, people with disabilities, or households without vehicle access often rely more heavily on walking and transit for daily needs. Yet, they frequently lack safe, complete, and accessible infrastructure due to historic disinvestment. These communities face greater exposure to traffic hazards, environmental burdens, and limited access to essential destinations, such as schools, jobs, and healthy food options. Effective pedestrian planning must account for these socioeconomic characteristics to ensure that infrastructure investments support equitable access, safety, and mobility for the populations most dependent on walking.



Housing Density

Housing Density directly influences the functionality and necessity of pedestrian infrastructure by determining the concentration of residents within a given area. High housing density often correlates with increased foot traffic, which supports the viability of local businesses, transit services, and public amenities. All of these are more accessible when served by safe, connected sidewalks and crossings. In densely housed neighborhoods, especially those with multifamily or affordable housing, walkability becomes essential for accessing basic needs without a vehicle. However, some high-density areas suffer from fragmented or outdated pedestrian networks due to past land use decisions or constrained rights-of-way. Planning for pedestrian infrastructure in these contexts must prioritize completeness, accessibility, and safety to accommodate higher usage levels and promote healthy, active transportation.

The housing density analysis highlights neighborhoods west of Downtown, surrounding Washburn University, and south Topeka. The Neighborhoods with the highest concentration of housing density include Central Park, Old Town, South/SE 1, and West/SW 1. These neighborhoods appear in the top 20% of housing density scores, shown in Figure 39 and detailed in Figure 40, with scores ranging from 3.1 to 5.0. Portions of these areas have compact development patterns that typically generate more foot traffic and demand for walkable infrastructure. While the score reflects population density rather than sidewalk condition, it effectively pinpoints where infrastructure investments can serve the greatest number of pedestrians. As shown in the distribution table, these high-density areas fall on the upper end of the bell curve, between 3.2 and 5.

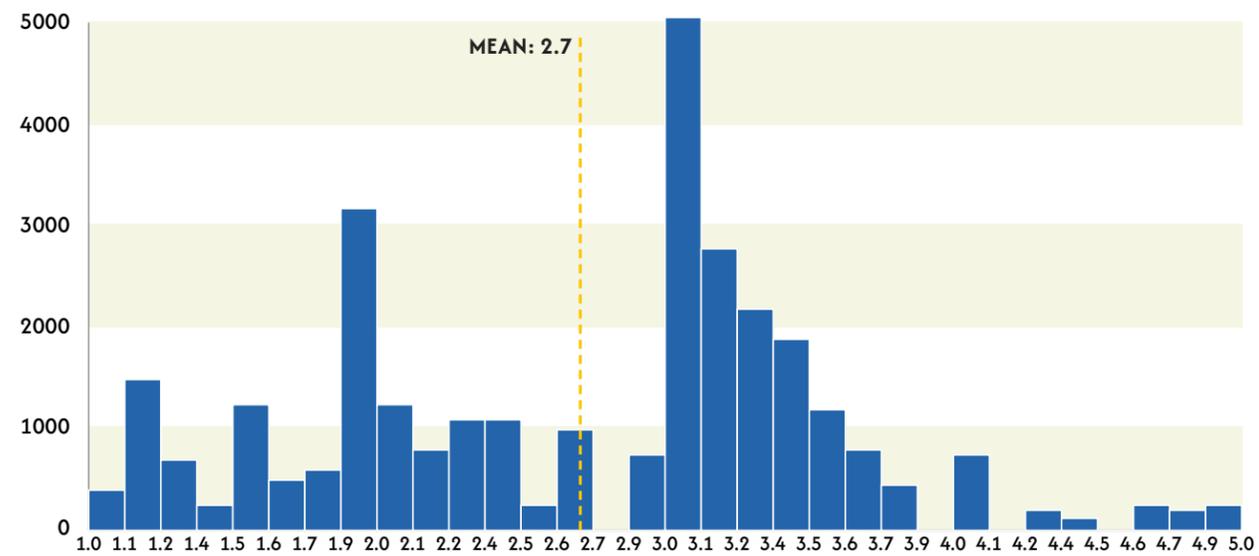


Figure 38: Distribution of Housing Density Socioeconomic Sidewalk Scores

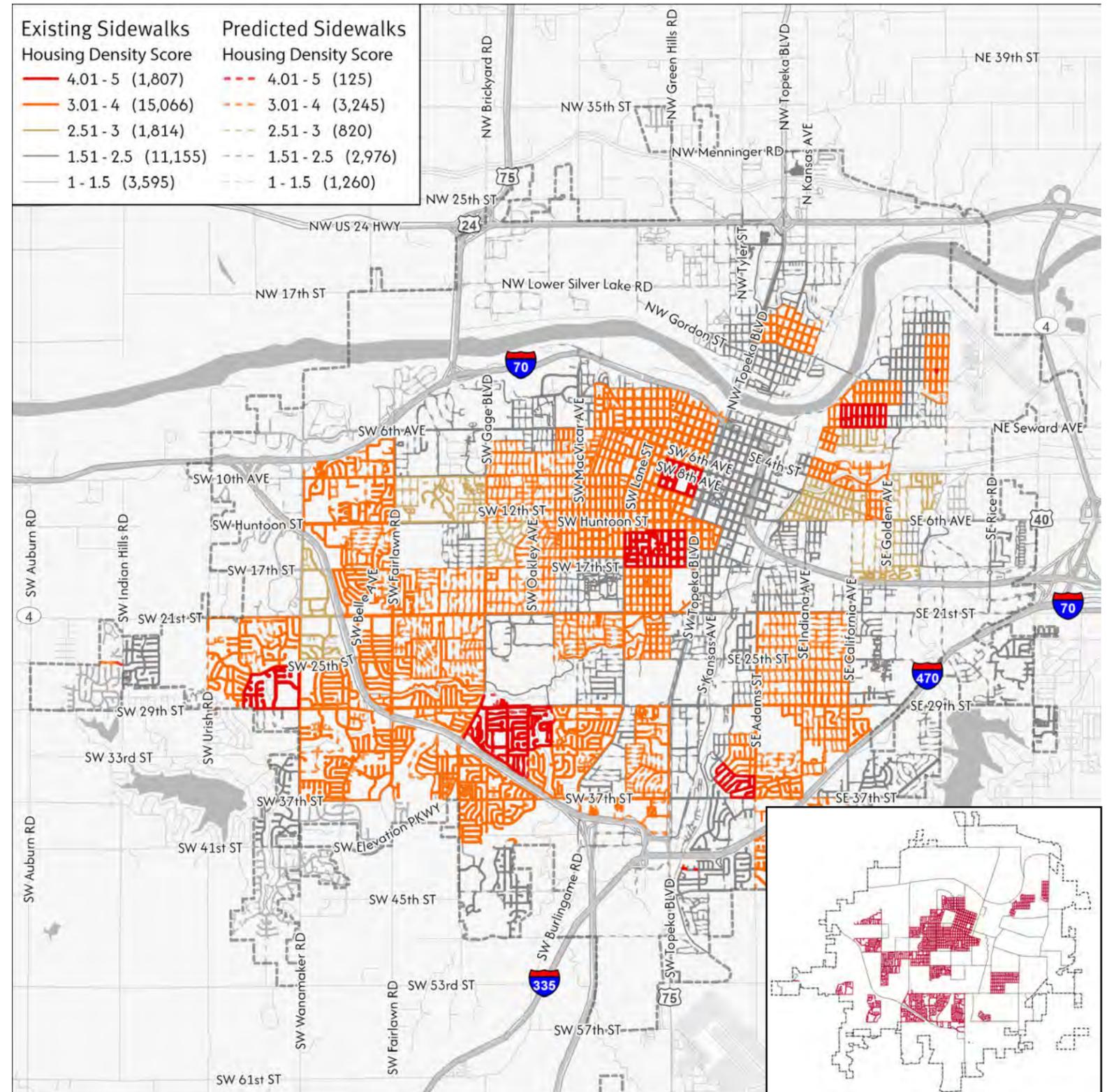


Figure 39: Housing Density Sidewalk Scores

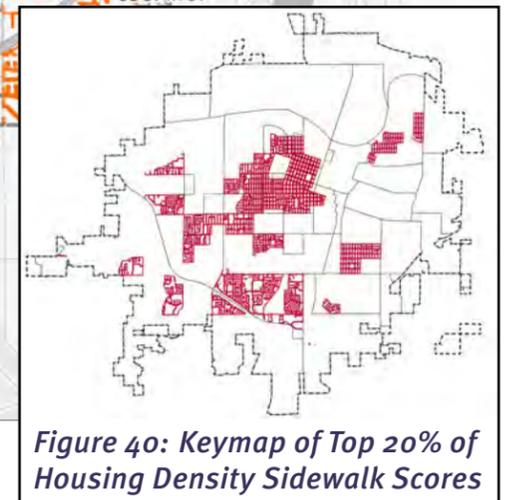


Figure 40: Keymap of Top 20% of Housing Density Sidewalk Scores



Renter Occupied Housing

The percentage of renter-occupied housing is a key factor in pedestrian planning because rental areas often have higher population turnover and greater reliance on walking and transit. Renters are more likely to include younger adults, lower-income households, and people without access to a vehicle; groups that depend more heavily on safe, connected pedestrian infrastructure for daily activities. These areas are often situated near transit routes, employment centers, and essential services, but may also be affected by aging or incomplete sidewalk networks resulting from past development patterns. Including renter-occupancy data helps identify where walkability improvements can enhance mobility, safety, and access for residents who are most dependent on the pedestrian network.

High renter occupancy is concentrated in neighborhoods surrounding Downtown, East Topeka, and the Washburn University district. These are shown in [Figure 42](#) (map of scores) and [Figure 43](#) (keymap of the top 20% scoring areas), with scores ranging from 4.7 to 5.0. While the score measures rental density alone, it serves as a proxy for increased pedestrian activity and demand. Approximately 59% of Topeka’s housing is owner-occupied, while the remaining 41% is renter-occupied. The distribution of renter-occupied housing scores ([Figure 41](#) below) is bimodal and heavily skewed, with very high frequencies at both the low end (score of 1.0), which corresponds to owner-occupied, and the high end (score of 5.0), which corresponds to renter occupied, and relatively few scores in between.

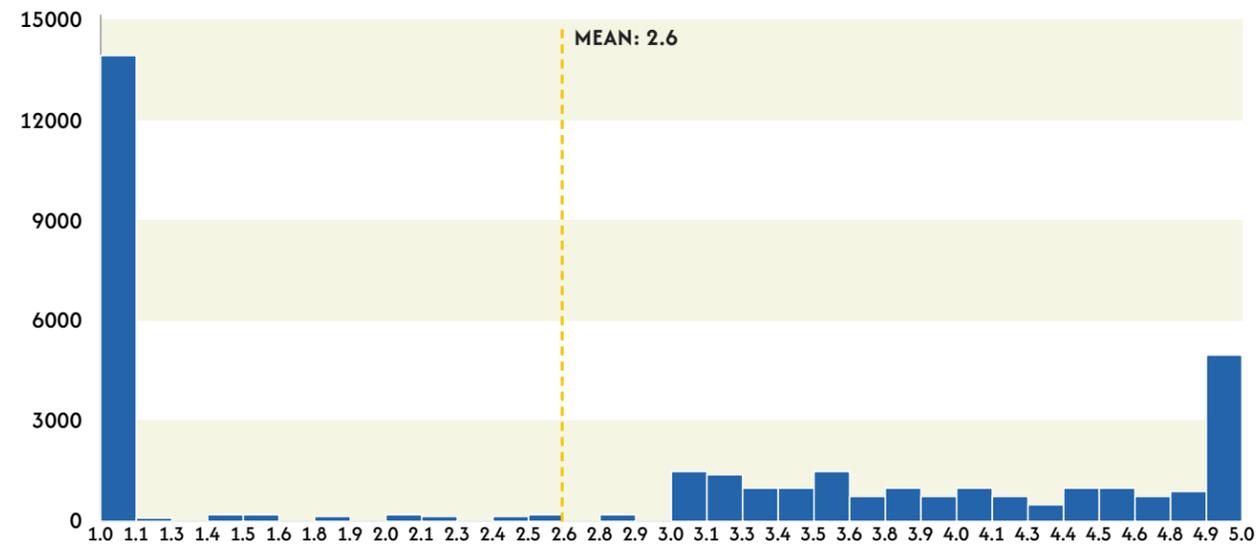


Figure 41: Distribution of Renter-Occupied Housing Socioeconomic Sidewalk Scores

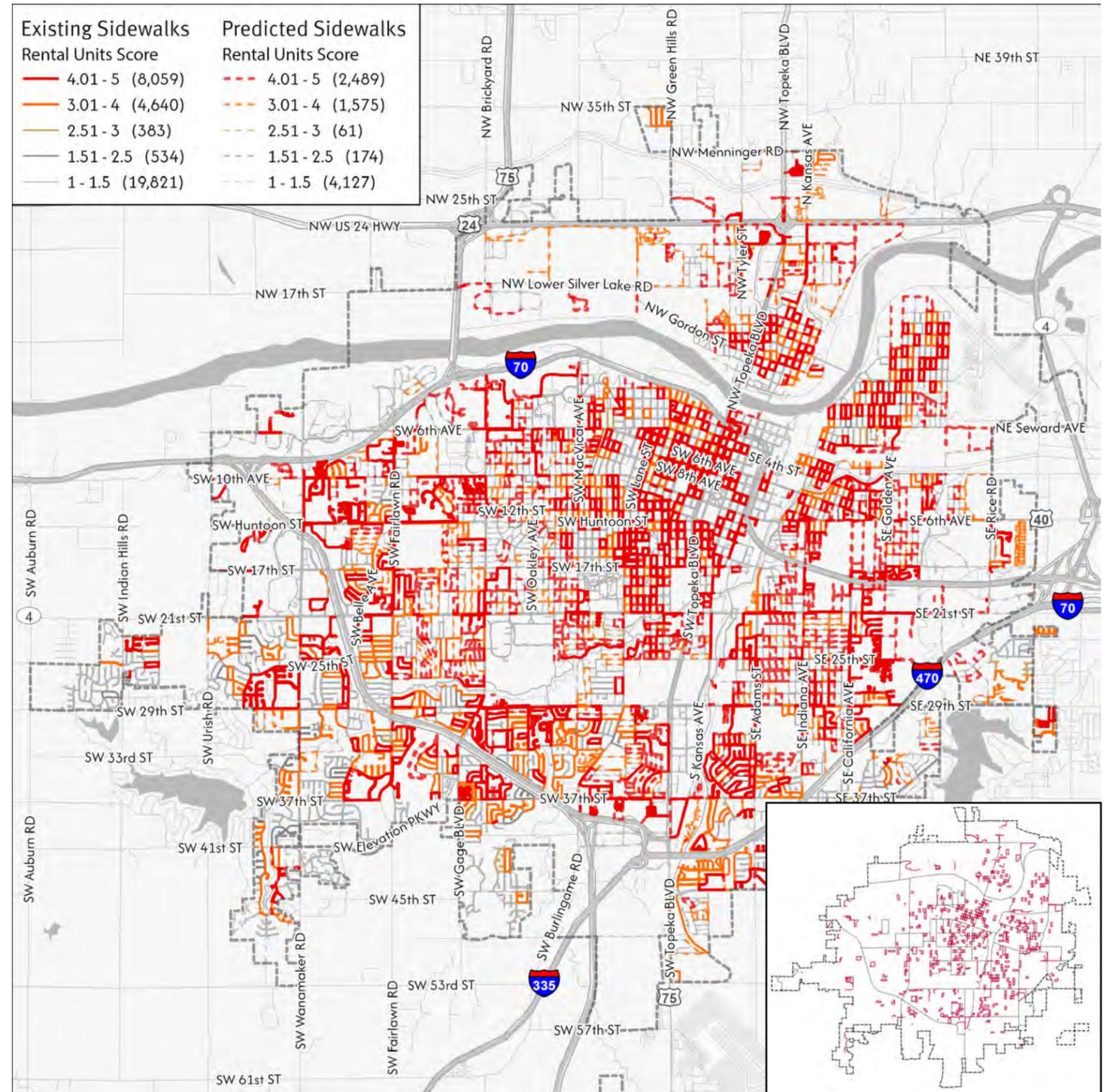


Figure 42: Rental Unit Sidewalk Scores

Figure 43: Keymap of Top 20% of Rental Unit Sidewalk Scores



Senior Population

The Senior Population is a key socio-demographic factor in pedestrian infrastructure planning because older adults are more likely to rely on walking for short trips, recreation, and accessing transit, particularly as driving ability declines with age. Seniors also face increased vulnerability to traffic-related injuries due to slower walking speeds, reduced reaction times, and greater physical frailty. As a result, areas with a high concentration of older residents require pedestrian environments that prioritize safety, comfort, and accessibility, such as shorter crossing times, curb ramps, benches, and smooth, well-maintained walking surfaces. Incorporating senior population data into planning helps identify communities where age-friendly design improvements can support aging in place and promote independent, active lifestyles.

Neighborhoods of the outer periphery of Topeka appear in the top 20% of the senior population index, mapped in [Figure 45](#) and summarized in [Figure 46](#), with scores ranging from 3.0 to 5.0. These areas contain higher proportions of residents aged 65 and older, who are more dependent on walking. The score distribution for the senior population ([Figure 44](#)) reveals a clustered and uneven spread rather than a smooth bell curve. This pattern implies that while seniors are distributed throughout Topeka, only a few neighborhoods have notably high concentrations of older adults. These higher-scoring areas, such as West/SW 1, West/SW 2, Ellenwand, South/SE1, and Highland Acres, are important to prioritize for age-friendly pedestrian improvements.

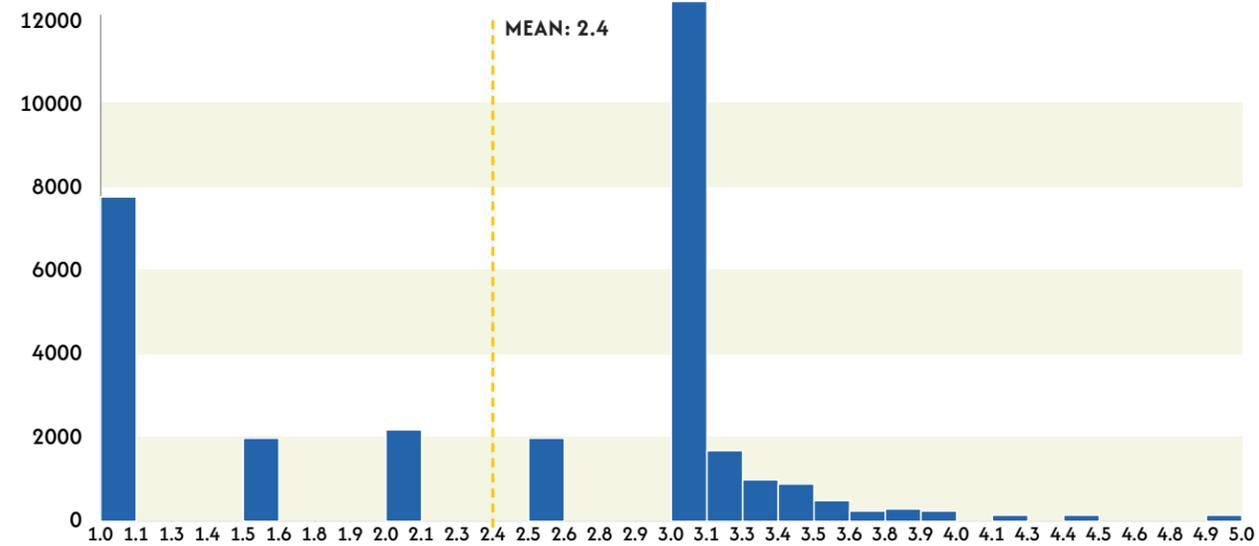


Figure 44: Distribution of Senior Population Socioeconomic Sidewalk Scores

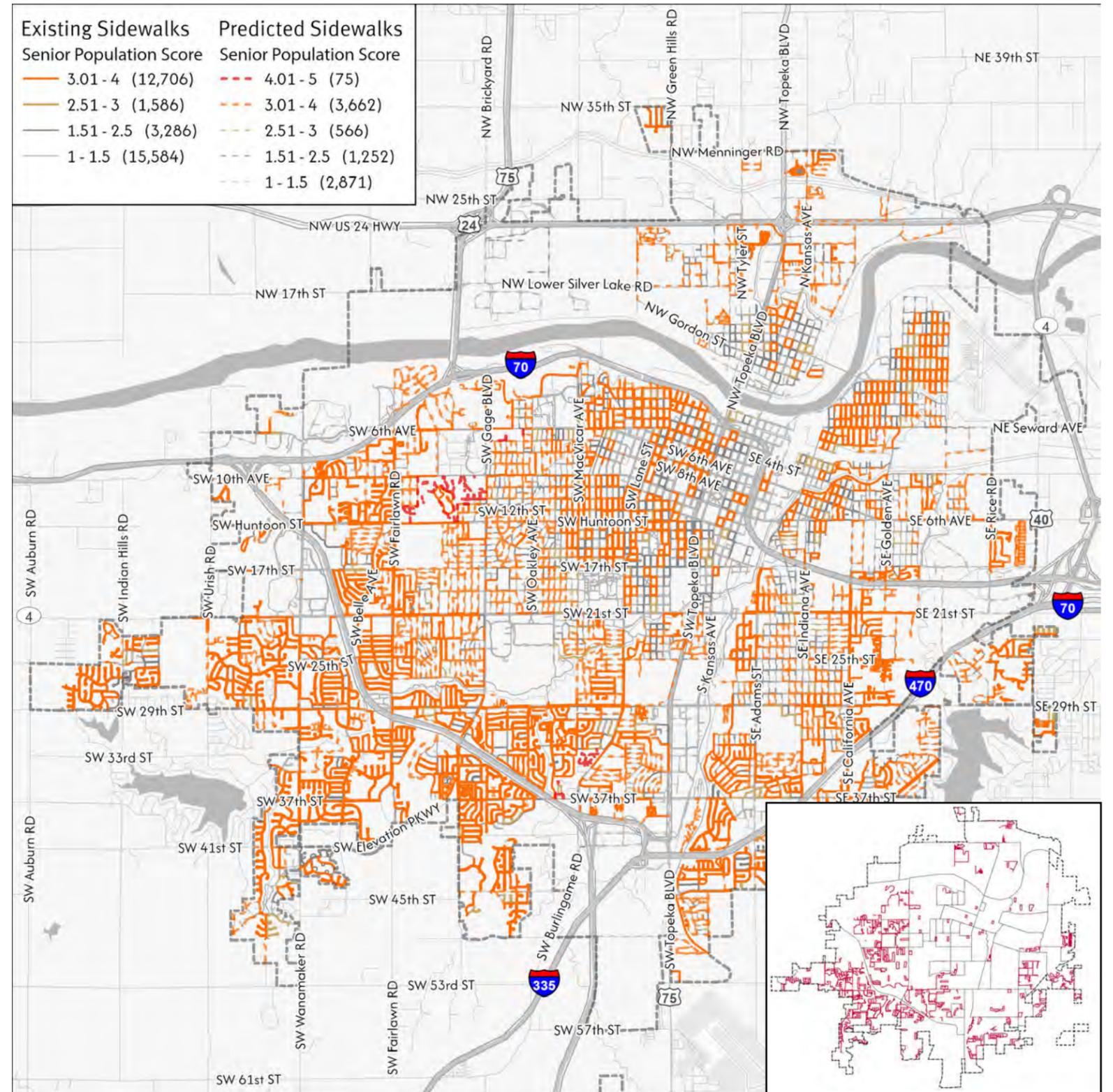


Figure 45: Senior Population Sidewalk Scores

Figure 46: Keymap of Top 20% of Senior Population Sidewalk Scores



Income

Lower-income populations often rely the most on walking and transit due to lower rates of vehicle ownership. Yet, they frequently reside in areas with inadequate or unsafe pedestrian infrastructure. These communities may face disconnected sidewalk networks, poorly lit and poorly maintained pathways, and limited access to safe crossings, increasing exposure to traffic-related risks. Additionally, infrastructure deficiencies can hinder access to essential destinations such as jobs, schools, healthcare, and food. Planning that incorporates income data helps identify areas where walkability improvements can have the most significant impact on mobility, safety, and quality of life. Addressing these disparities is critical to ensuring that all residents, regardless of income, have access to safe, reliable, and dignified pedestrian environments.

Income vulnerability scores were higher in East Topeka South, Old Town, Ward Meade, Downtown, Monroe, and Central Park, as illustrated in Figure 48 (map) and Figure 49 (top 20% keymap), with scores ranging from 3.3 to 5.0. These areas represent neighborhoods where household income levels are lowest, often corresponding to a greater reliance on walking and public transit. While the score reflects income demographics rather than pedestrian network quality, it identifies locations where walkability improvements can have the greatest impact. These scores also lie in the higher end of the distribution bell curve, indicating a small number of neighborhoods with markedly high need amid a broader mid-range baseline.

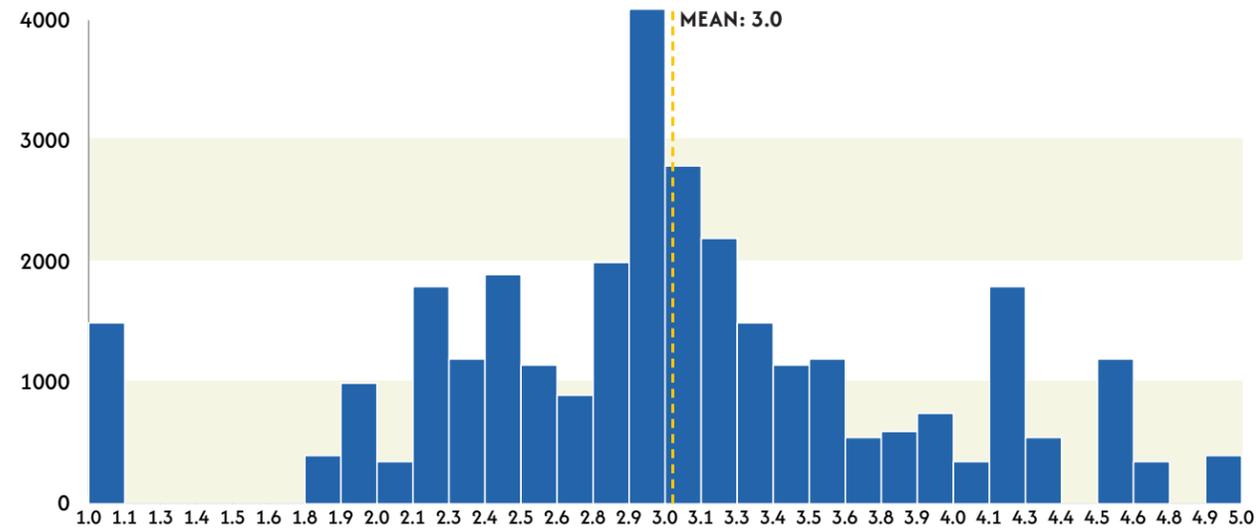


Figure 47: Distribution of Income Level Socioeconomic Sidewalk Scores

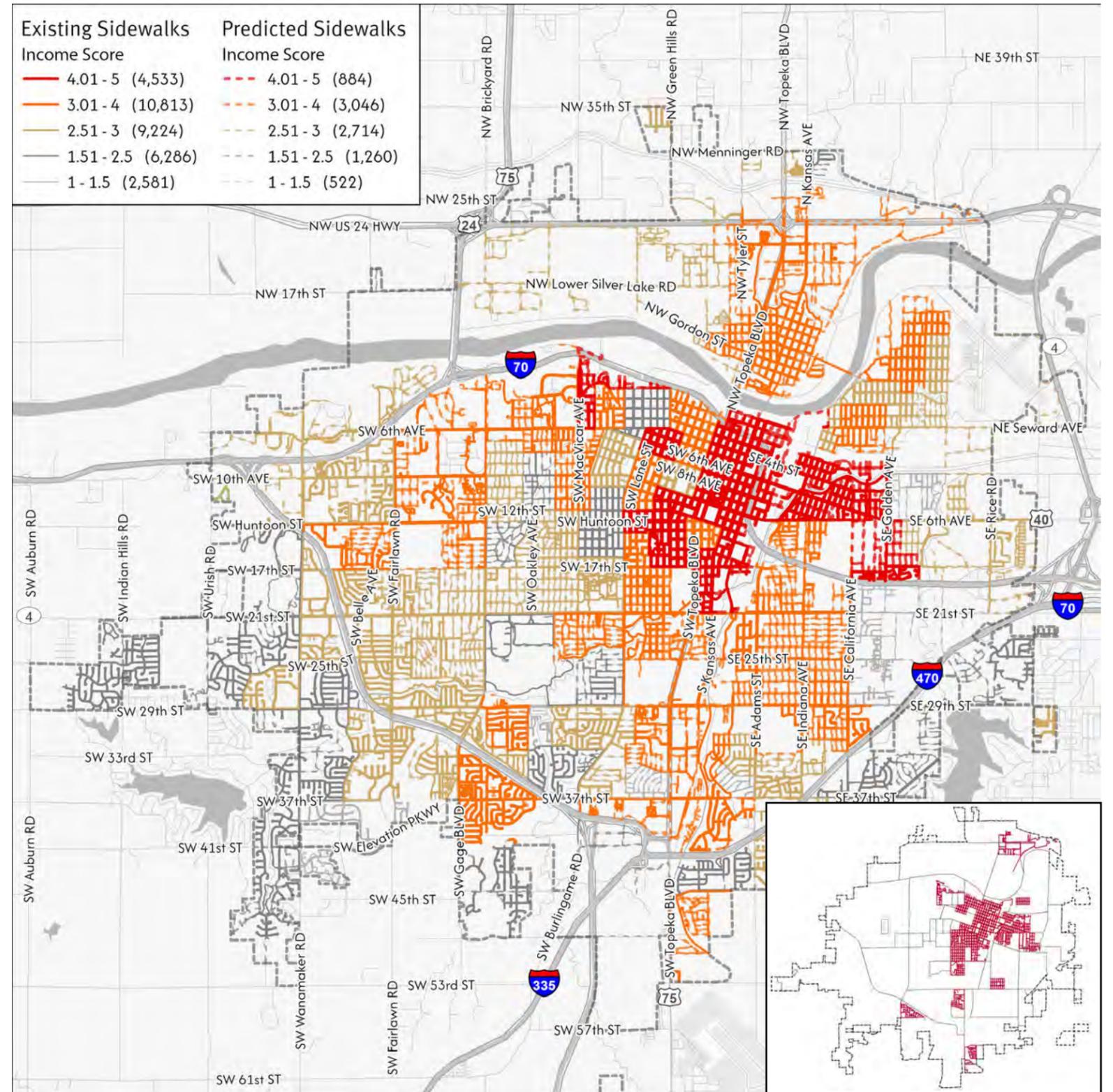


Figure 48: Income Levels Sidewalk Scores

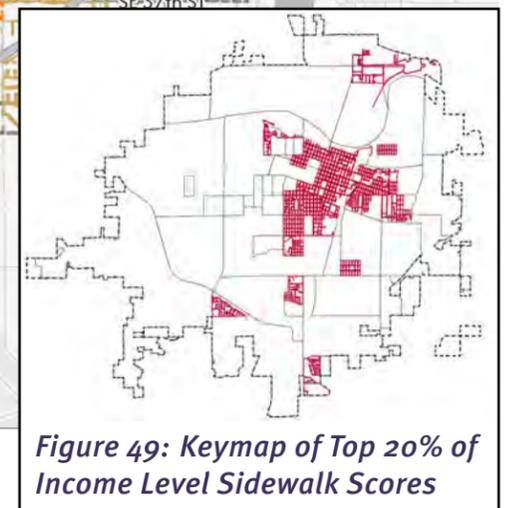


Figure 49: Keymap of Top 20% of Income Level Sidewalk Scores



Vehicle Ownership

Vehicle Ownership is a strong indicator of transportation dependency and a critical factor in pedestrian infrastructure planning. Households without access to a vehicle are significantly more reliant on walking and transit for daily needs, including commuting, grocery shopping, and accessing healthcare. Low vehicle ownership is often concentrated in lower-income areas, senior populations, and transit-rich urban neighborhoods. These residents benefit most from safe, direct, and connected pedestrian routes. High rates of zero-vehicle households can highlight communities where pedestrian infrastructure is not just a lifestyle choice but a necessity. Prioritizing such areas for investments in sidewalks, crossings, and pedestrian-scale amenities ensures that a lack of a car does not limit transportation access.

Neighborhoods such as Downtown, East Topeka North and South, Monroe, Historic Holliday Park, Highland Acres, Old Town, and Ward Meade have the highest concentration of households without access to a personal vehicle, reflected in [Figure 51](#) (density map) and [Figure 52](#) (top 20% keymap), with scores ranging from 3.3 to 5.0. These zero-vehicle households rely heavily on pedestrian infrastructure for mobility. The scoring again reflects demographic presence, not infrastructure quality, but clearly identifies zones where safe, connected pedestrian networks are a daily necessity. These high-score areas are well above the citywide average (mean 2.9) and stand out as essential priorities within the overall score distribution.

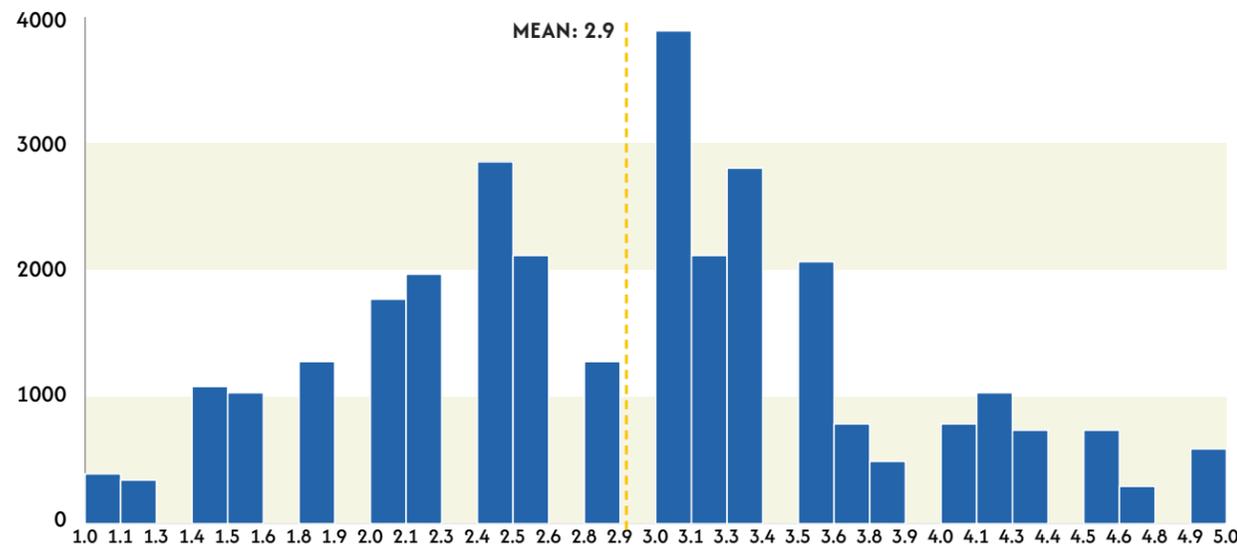


Figure 50: Distribution of Vehicle Ownership Socioeconomic Sidewalk Scores

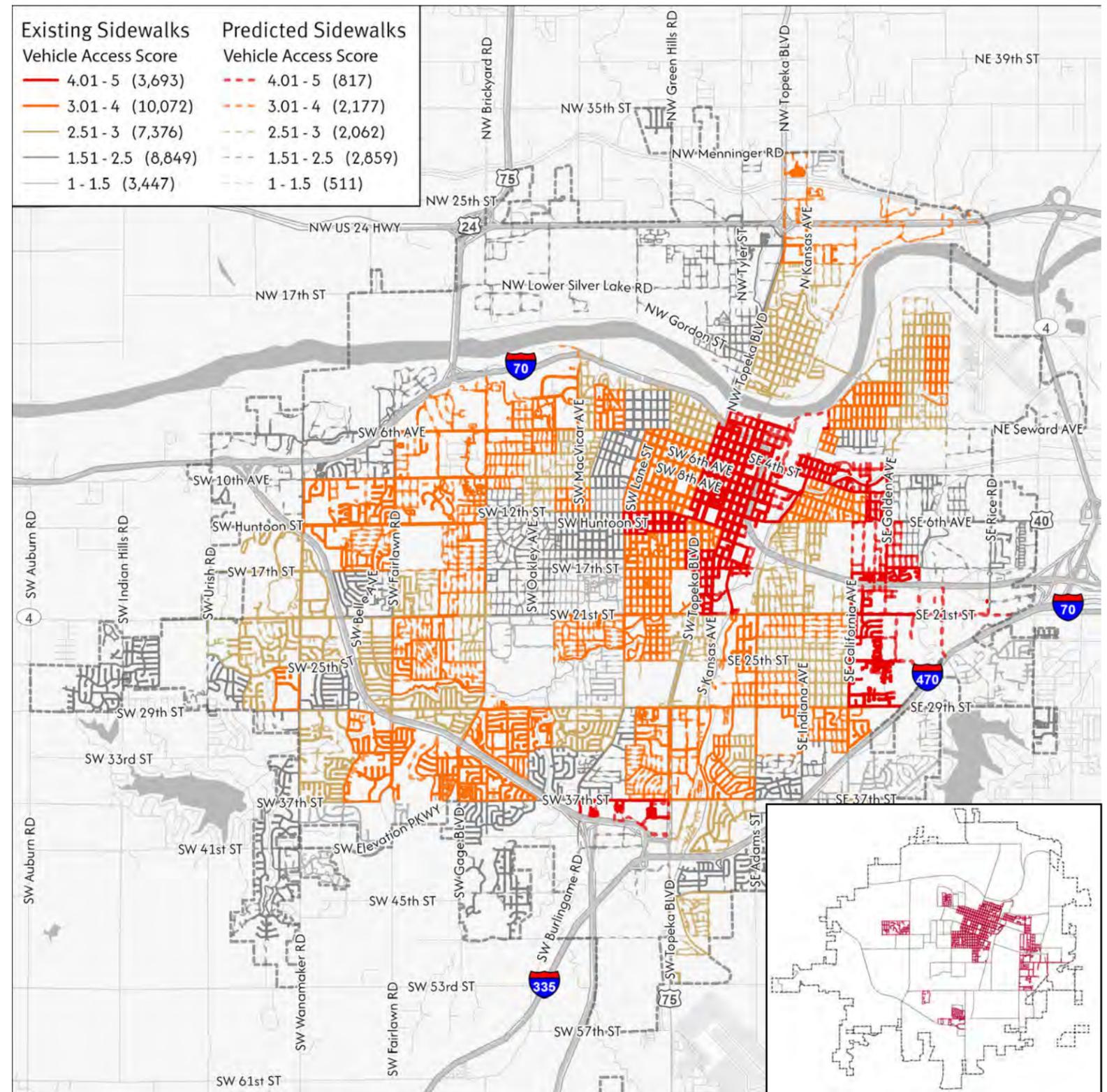


Figure 51: Vehicle Access Sidewalk Scores

Figure 52: Keymap of Top 20% of Vehicle Access Sidewalk Scores



Households Receiving Assistance

Households Receiving Assistance, such as Supplemental Nutrition Assistance Program (SNAP) or other income-based support programs, often face limited transportation options and higher dependency on walking and transit for accessing daily needs. These households may live in areas with fewer investments in pedestrian infrastructure, despite the critical role walking plays in their mobility. Public assistance data serves as a strong proxy for economic vulnerability, helping to identify neighborhoods where infrastructure improvements can address both transportation and social needs. Enhancing pedestrian safety, connectivity, and access in these areas supports broader goals related to health, economic opportunity, and transportation equity by reducing the barriers faced by some of the community’s most transportation-disadvantaged residents.

Higher proportions of households with individuals reporting a disability are observed in South SE 1, 2, and 3, West/SW, 2, 3, Likins Foster, Highland Crest, and North Topeka West, as shown in Figure 54 (map) and Figure 55 (top 20% keymap), with scores ranging from 3.4 to 5.0. The data identifies where pedestrian infrastructure should be enhanced with PROWAG-compliant features such as curb ramps, smooth surfaces, and audible signals. While the scores are based solely on population demographics, the top-scoring areas in this category stand out in the score distribution as needing particular attention to universal design and barrier-free access.

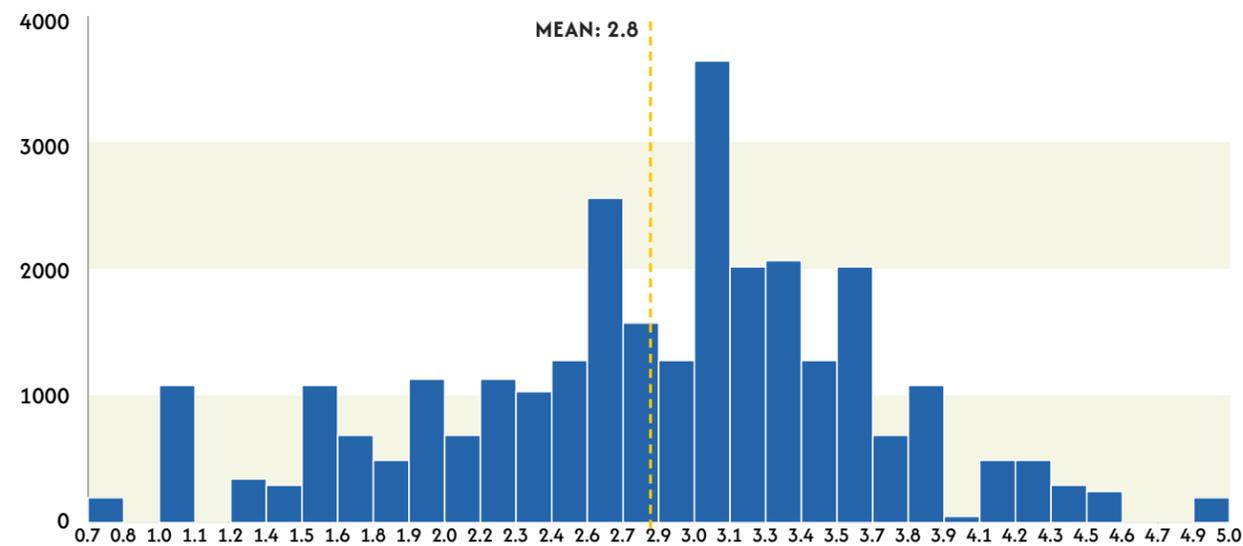


Figure 53: Distribution of Households Receiving Assistance Socioeconomic Sidewalk Scores

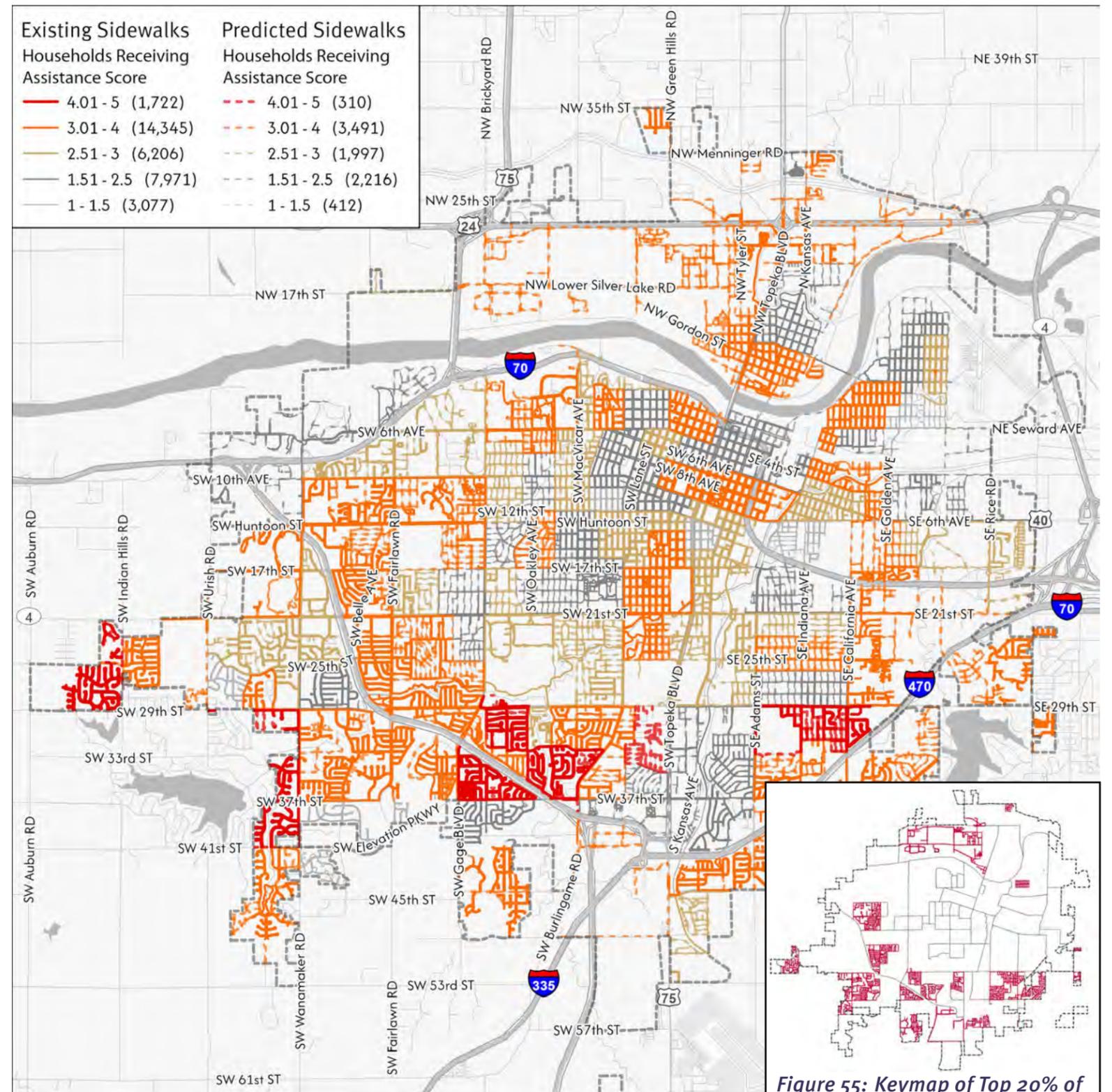


Figure 54: Households Receiving Assistance Sidewalk Scores

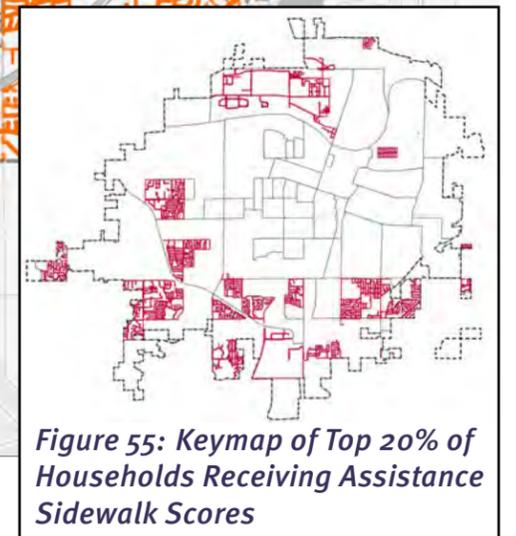


Figure 55: Keymap of Top 20% of Households Receiving Assistance Sidewalk Scores



Households with a Disability

Households with a Disability refers to households where one or more residents have a disability, which often includes mobility, vision, or cognitive impairments that directly affect how individuals navigate the built environment. These residents are especially dependent on high-quality pedestrian infrastructure compliant with PROWAG, including features like curb ramps, detectable warnings, smooth and obstruction-free pathways, and accessible crossings. In areas with higher concentrations of people with disabilities, pedestrian planning should prioritize barrier-free design, extended crossing times, and proximity to essential services, such as healthcare and public transportation. Incorporating this data into infrastructure planning ensures that walking networks are inclusive, functional, and supportive of independent living for all residents.

Higher proportions of households with individuals reporting a disability are observed in South/SE 1, Likins Foster, West/SW, 2 and 3, North Topeka East, neighborhoods surrounding Downtown and East Topeka, as shown in [Figure 57](#) (map) and [Figure 58](#) (top 20% keymap), with scores ranging from 3.5 to 5.0. The data identifies where pedestrian infrastructure should be enhanced with ADA-compliant features such as curb ramps, smooth surfaces, and audible signals. While the scores are based solely on population demographics, the top-scoring areas in this category stand out in the score distribution as needing particular attention to universal design and barrier-free access.

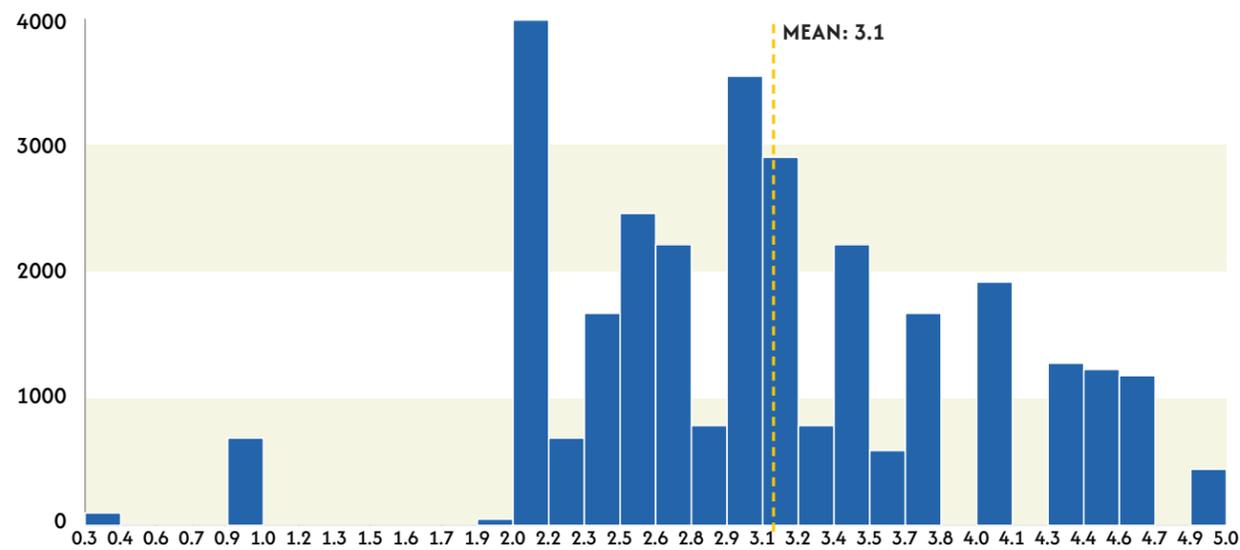


Figure 56: Distribution of Households with Disability Socioeconomic Sidewalk Scores

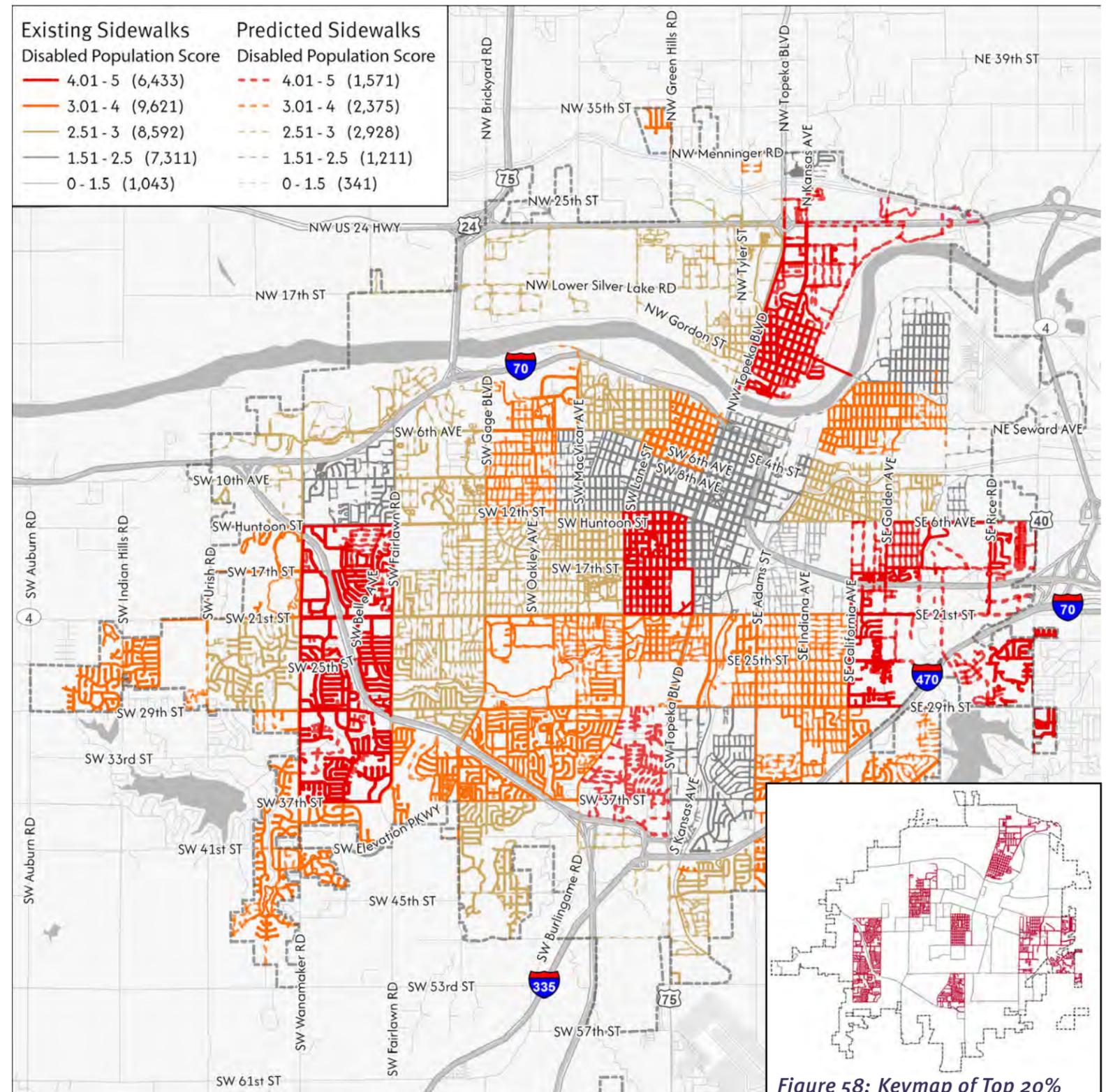


Figure 57: Disabled Population Sidewalk Scores

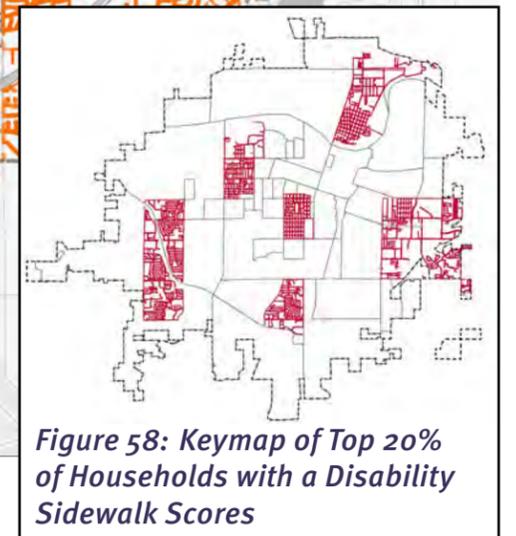


Figure 58: Keymap of Top 20% of Households with a Disability Sidewalk Scores



Food Access

Food Access is a critical consideration in pedestrian planning, especially in communities designated as food deserts—areas with limited access to grocery stores or fresh, affordable food within walking distance. Residents in these areas, particularly those without access to vehicles, may face significant challenges in accessing nutritious food options, which can lead to negative health outcomes. Improving pedestrian infrastructure in and around low-food-access neighborhoods supports walkable connections to food retail, farmers markets, and transit routes that reach grocery destinations. Prioritizing these areas for safe crossings, sidewalk connectivity, and lighting can help reduce transportation barriers, support public health, and promote more equitable access to basic needs.

Neighborhoods in East Topeka, East Topeka South, Central Park, and Highland Crest score highest in the food access category, mapped in [Figure 60](#) and detailed in [Figure 61](#). These areas are characterized by limited proximity to full-service grocery stores, especially for households without reliable transportation. While not a traditional demographic metric, the presence of food deserts underscores the importance of enhancing pedestrian access to food outlets, transit routes, and alternative sources, such as food pantries. The distribution table is extremely skewed, indicating that Topeka neighborhoods are either well served (score of 1) or underserved by grocery stores.

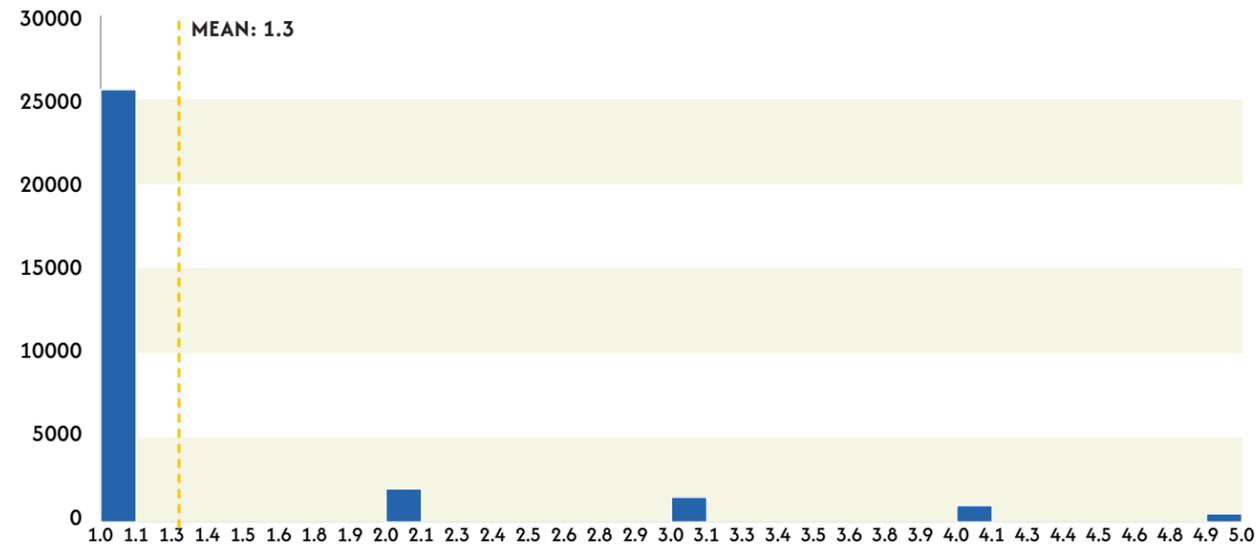


Figure 59: Food Desert Socioeconomic Sidewalk Scores

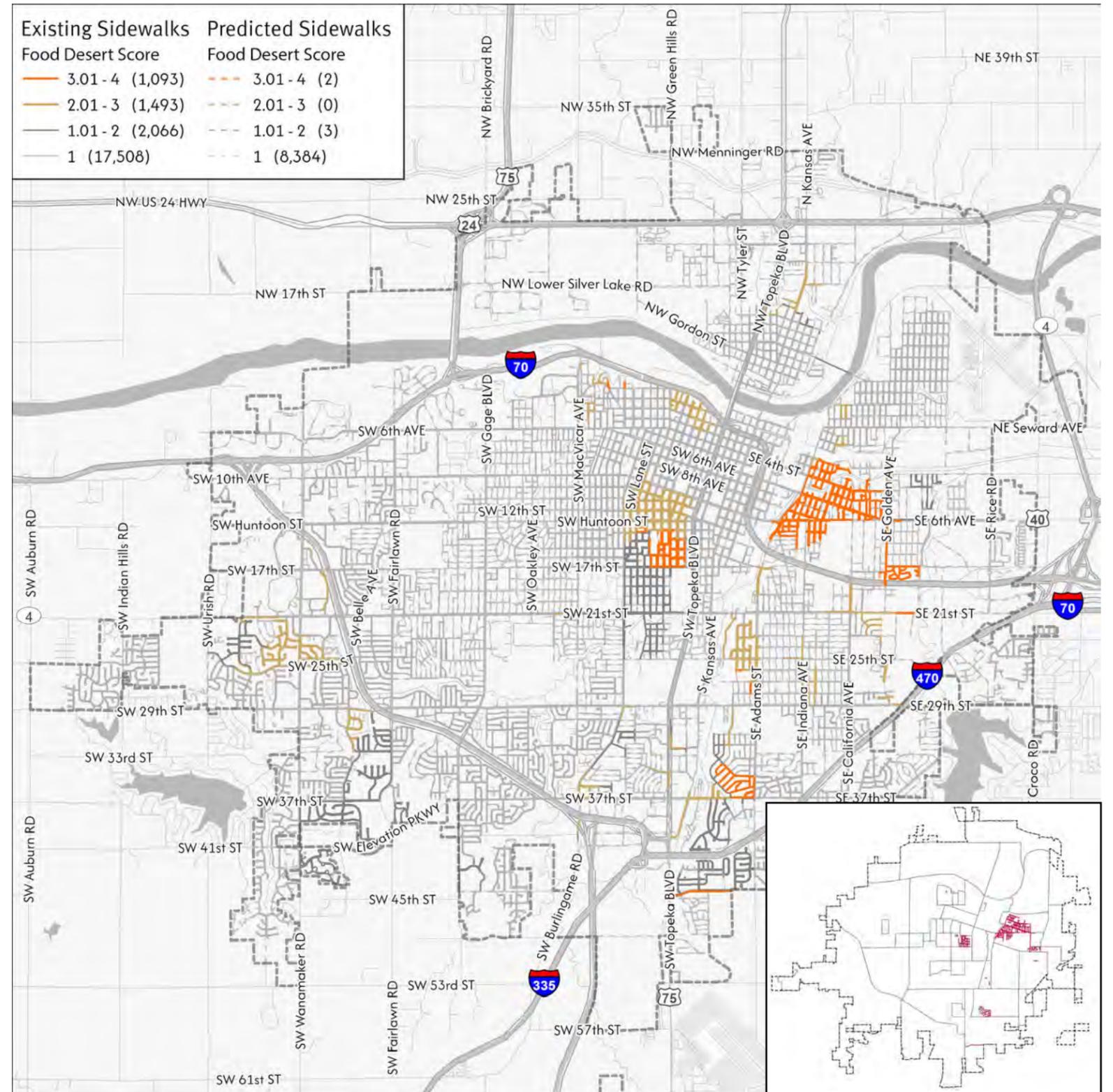


Figure 60: Food Desert Sidewalk Scores

Figure 61: Keymap of Top 20% of Food Desert Sidewalk Scores



Socioeconomic Composite Score

To synthesize the multiple demographic indicators analyzed in this chapter, a Socioeconomic Composite Score was developed by combining the individual sidewalk-level scores from eight key variables: housing density, renter occupancy, senior population, household income, vehicle ownership, households receiving assistance, disability status, and food access. Each segment was scored on a standardized 1-5 scale for each factor, with higher scores indicating greater potential pedestrian need. These individual scores were weighted and combined to create a single composite measure of socioeconomic demand for pedestrian infrastructure across Topeka.

As shown in [Figure 62](#), the distribution of composite scores follows a normal bell curve, with most sidewalk segments falling near the mean score of 3.1. This confirms the expected statistical behavior of the composite index, where scores aggregate multiple normalized datasets, smoothing out extremes seen in some individual distributions. The curve demonstrates that while socioeconomic needs are broadly spread across the City, a distinct tail of segments scored significantly above the mean, representing areas with consistently prominent levels of pedestrian-relevant socioeconomic conditions. Neighborhoods appearing most frequently in the top 20% of composite scores include East Topeka South and North, Central Park, South/SE 1, Tennessee Town, Historic Holiday Park, Oakland, Chesney Park, and West/SW.

These neighborhoods along with other neighborhoods identified in [Figure 63](#), consistently scored high across several or all socioeconomic indicators, indicating a convergence of factors such as higher housing density and renter density, limited vehicle ownership, lower income levels, and a greater proportion of residents with disabilities or assistance needs. These patterns reinforce the case for prioritizing these areas in sidewalk investment strategies, particularly for infill construction, accessibility upgrades, and safety enhancements.

The composite scoring method offers a data-driven approach for identifying where walking is most essential to daily life, ensuring that future pedestrian infrastructure improvements respond to actual community needs. When used in conjunction with physical condition and connectivity scores, the composite socioeconomic score enhances the City’s ability to equitably allocate resources and deliver the greatest benefit to those who depend most on safe and reliable walking environments.

The distribution of scores follows a normal bell curve, which is to be expected given that individual and aggregate scores are based on local demographic statistics.

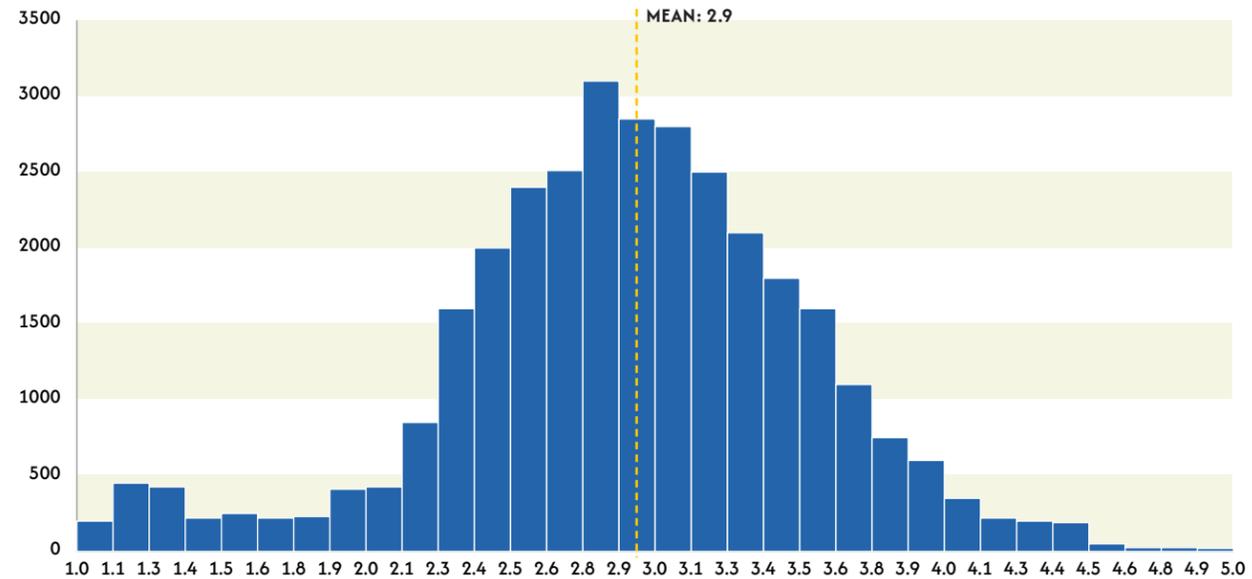


Figure 62: Distribution of Equity Score

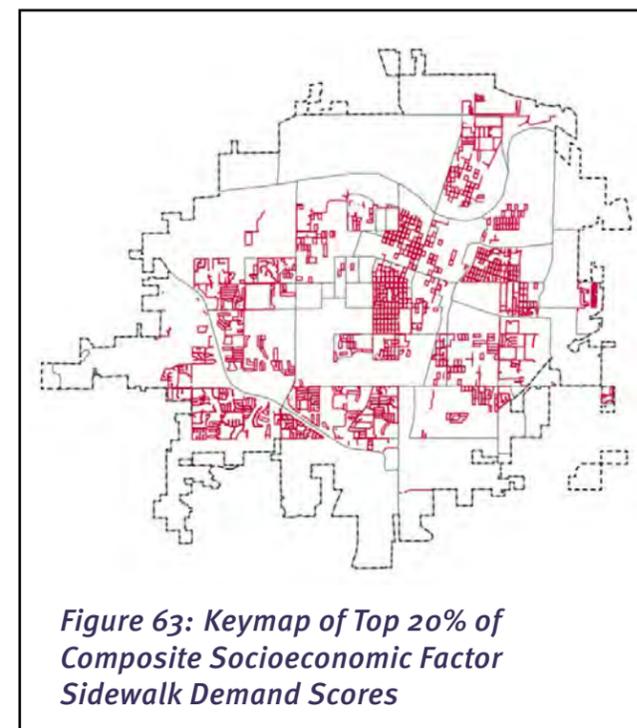


Figure 63: Keymap of Top 20% of Composite Socioeconomic Factor Sidewalk Demand Scores



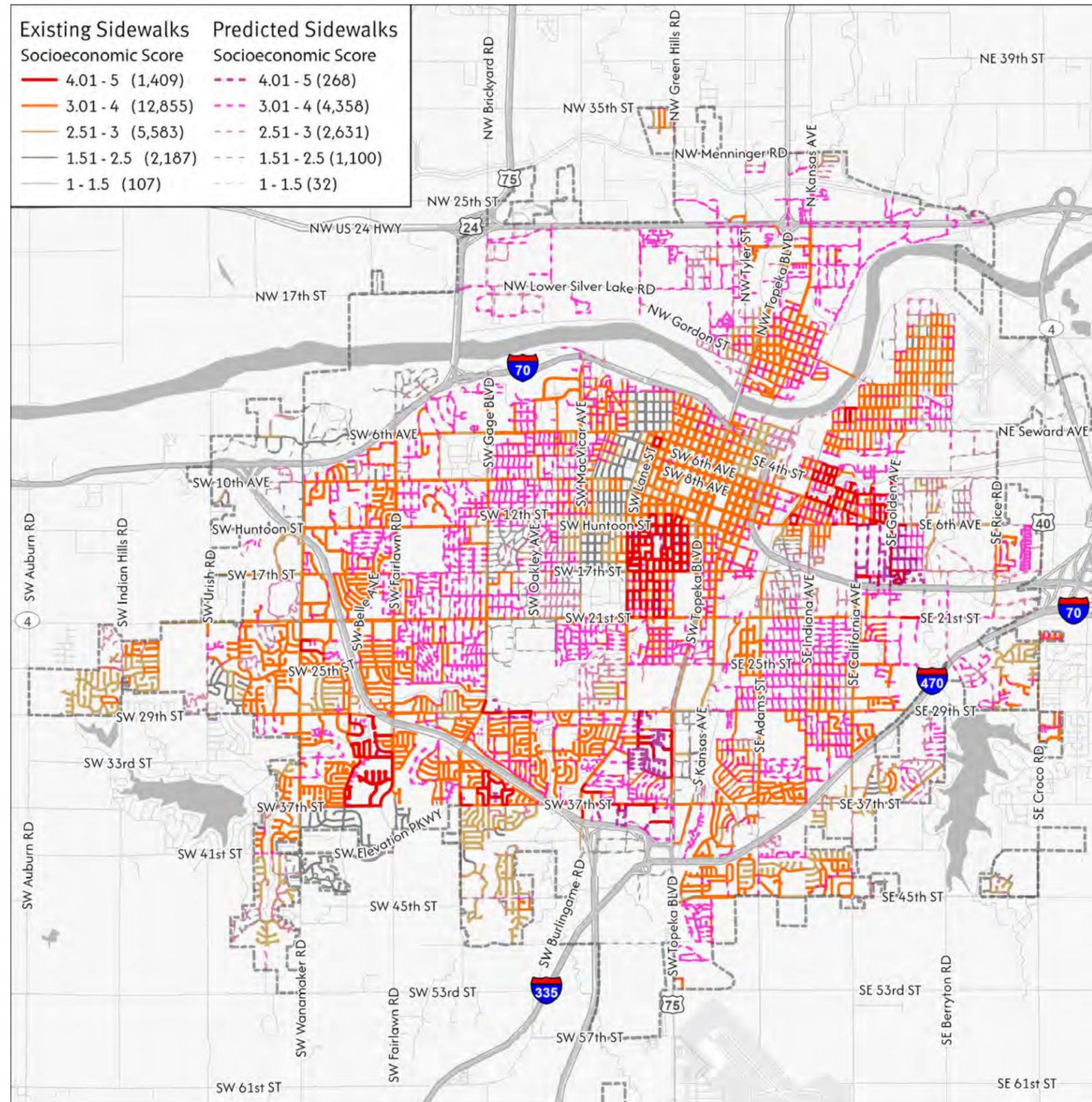


Figure 64: Socioeconomic Composite Scores Indicating Sidewalk Demand Related to the Eight Socioeconomic Factors



6 Pedestrian Needs Assessment



Pedestrian Network Connectivity Analysis Results

The existing sidewalks in Topeka were scored from 1 (low) to 5 (high) based on their Connectivity Demand, which measures their connection to destinations. To find this Connectivity Demand, a closest facility network analysis was performed to determine the distance from each sidewalk segment to each destination.

Destination types include:

- Attractions
- Community Spaces/Centers
- Government Buildings/Essential Services/Healthcare
- Grocers
- High Density Residential
- Office/Commercial
- Parks/Trails/Recreational Facilities
- Religious Locations
- Schools/Childcare
- Shopping/Activities
- Public Transit Facilities

Further information about these destination types can be found in [Table 4](#) on the following page.

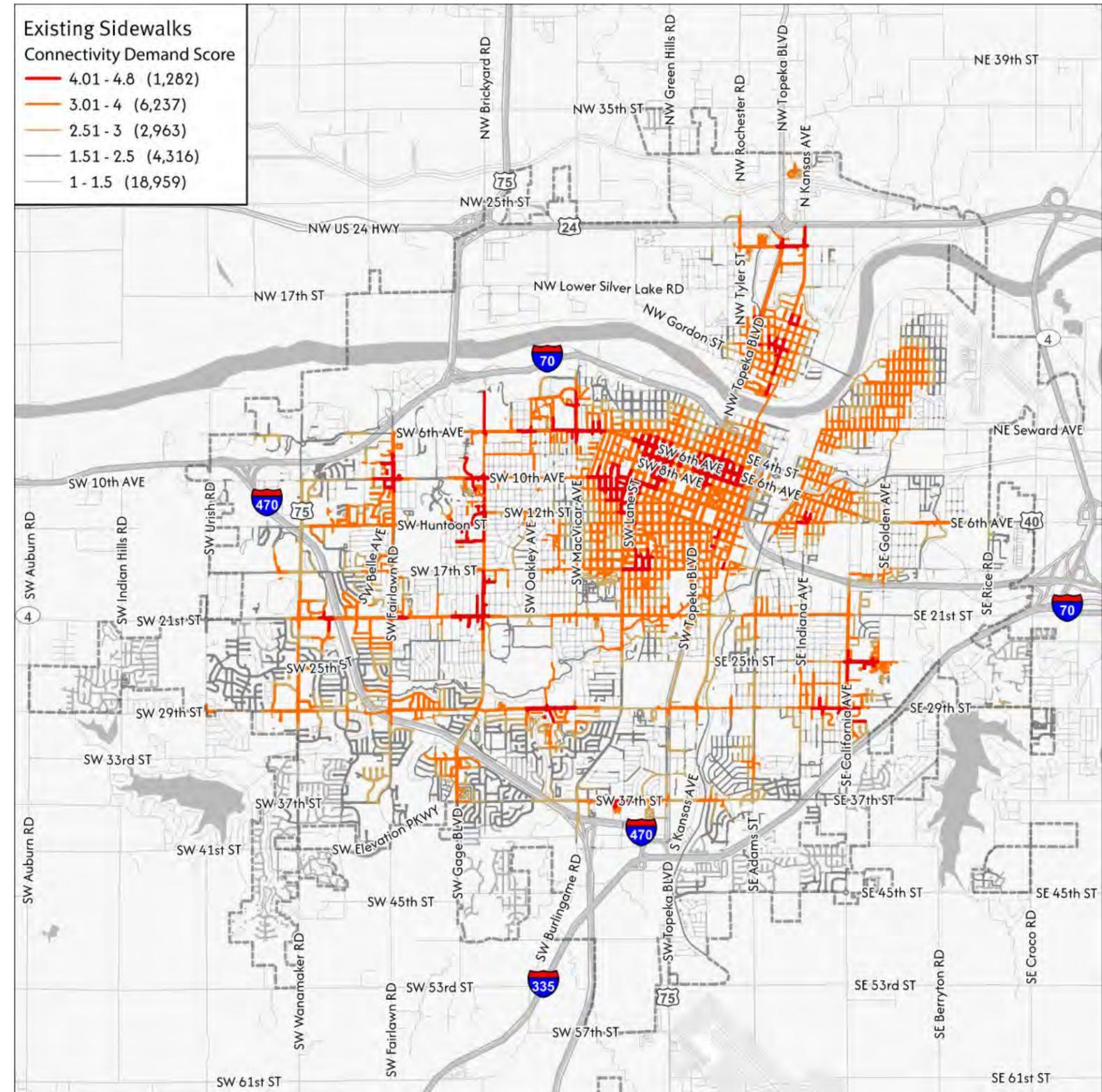


Figure 65: Existing Sidewalks Connectivity Demand Score



Table 4: Destination Types

Destination Type	Purpose	Examples
Attractions	Places of special interest, but not necessarily a common destination for local traffic. Something a tourist may want to see.	Museums, Theme Parks, Event Centers, Sports Arenas, Historical Monuments, or other unique places.
Community Spaces/Centers	Places of gathering for people. Public and semi-public places for meetings and community outreach.	A Boy's & Girls Club, A Senior Center, Public Theaters/Auditoriums, Community Libraries, Outdoor Pavilions, etc.
Gov. Buildings/Essential Services/Healthcare	Places that provide essential services to the community. Healthcare, social services, and places to perform official acts required by law.	Courthouses, Hospitals, Crisis Centers, Health Clinics, City Hall, Homeless Shelters. Any place that might be involved in providing safety, shelter, or critical community services.
Grocers	A place to buy food or essential everyday goods.	Grocery Stores, Bodegas, Convenience Stores, Farmers Markets, etc. Does NOT include gas stations or roadside stands.
High Density Residential	Places where many people live in close proximity. Multi-family housing or other residences meeting the local HDR definition.	Apartment Buildings, Condos, Townhomes, or planned developments that meet a minimum threshold of density.
Office/Commercial	Places where people work or provide services.	Office or mixed-use buildings. Businesses that do not sell tangible goods.
Parks/Trails/Recreational Facilities	Places of recreation for people to exercise, relax, or express themselves.	Parks, Recreational Trails, Bike Tracks, Gyms, Tennis Courts, Sports fields, etc.
Religious Locations	Buildings or outdoor spaces associated with faith-based gatherings, expressions, or worship.	Churches, Cathedrals, Temples, Synagogues, Mosques, Shrines, Culturally Significant land, or other such sacred places.
Schools/Childcare	Places directly involved in the education or care of children.	Public Schools, Private schools, Daycares, After-school clubs, Learning Centers, Tutoring Facilities, etc.
Shopping/Activities	Places where people spend money or time that are not offices or recreational in nature.	Stores, Restaurants, Malls, Bowling Alleys, Arcades, etc.
Public Transit Facilities	Places dedicated to getting people around.	Bus Stops, Train Stations, Airports, Park & Rides, etc.



Probable Origins and Destinations

A service area analysis was performed to determine pedestrian access to key destinations. A walking distance of 1/2 mile was used in the analysis. By examining where service areas overlap, the analysis identifies zones with greater pedestrian access. Darker/higher-count areas indicate zones that are within walking distance of a relatively high number of destinations. Lighter or lower-count areas are served by fewer destinations.

The areas of greatest pedestrian access to the Attraction destination type are located primarily in Downtown Topeka, North Topeka East, and West/SW 2. The Attraction destination type includes places like museums, theme parks, event centers, sports arenas, historical monuments, or other unique places.

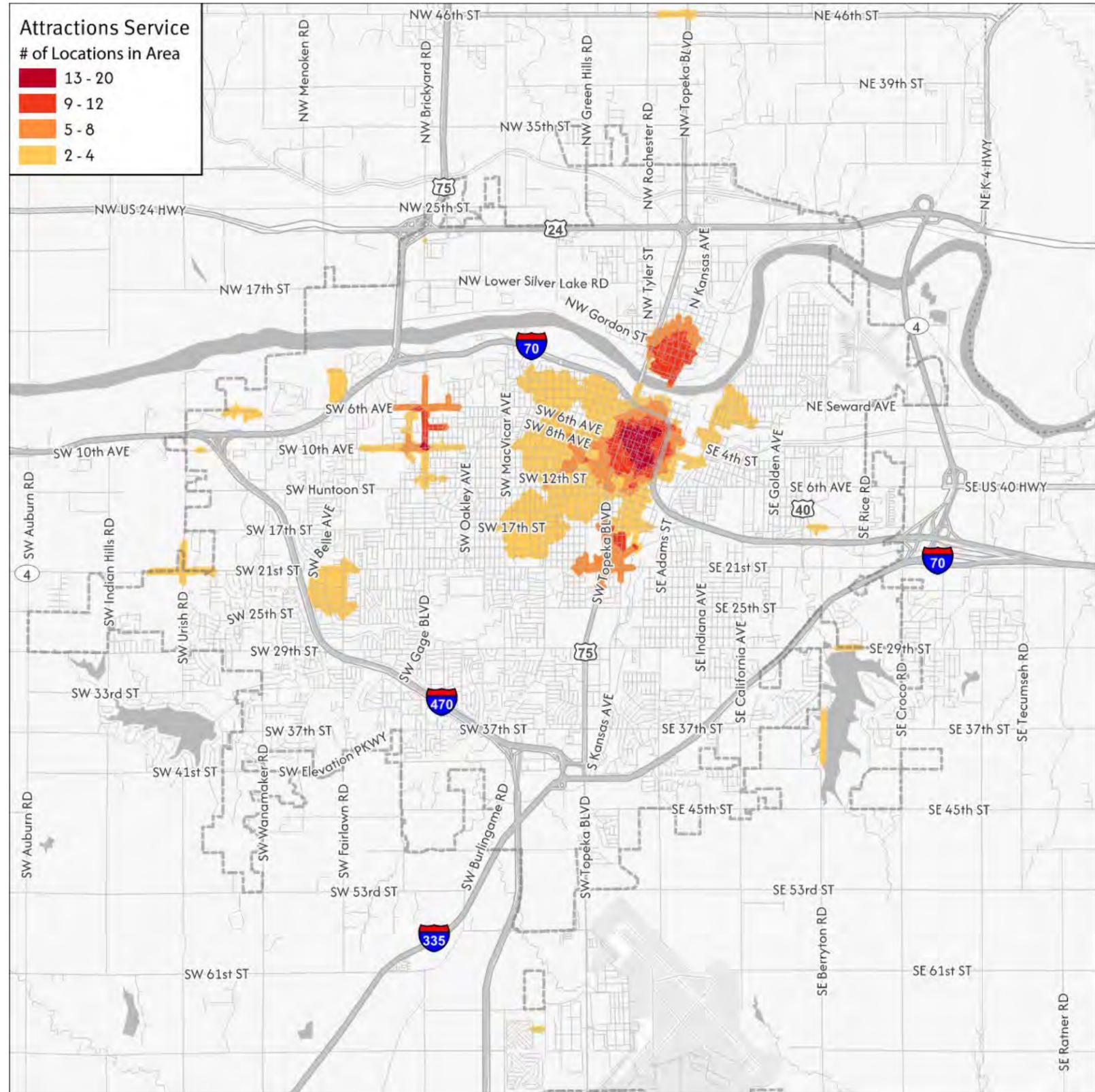


Figure 66: Attractions Service



Community Spaces

The areas of greatest pedestrian access to the Community Spaces destination type are located primarily in Oldtown, Tennessee Town, Elmhurst, and Downtown Topeka. The Community Spaces destination type includes places such as boys & girls clubs, senior centers, public theaters/auditoriums, community libraries, outdoor pavilions, etc.

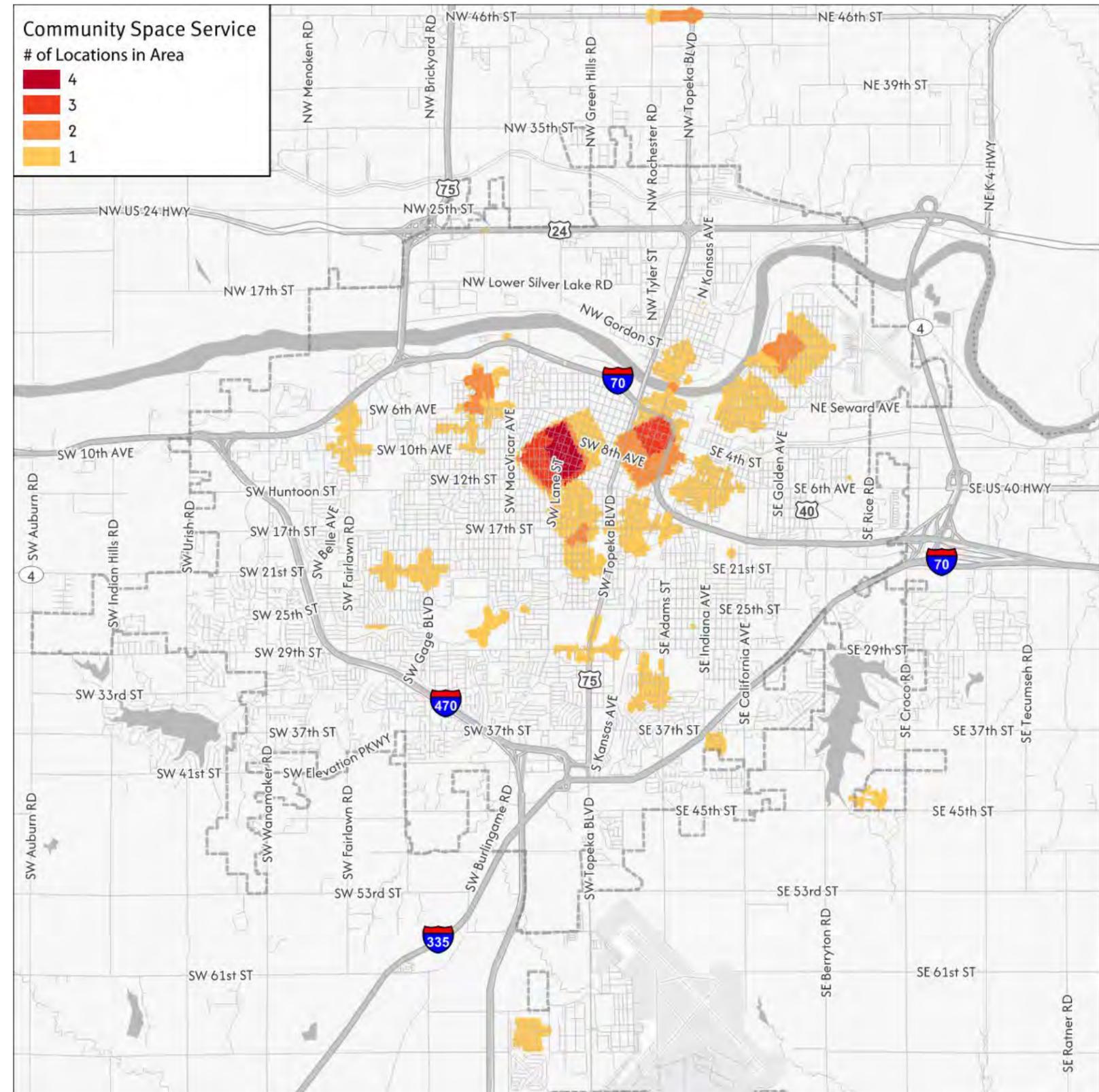


Figure 67: Community Space Service



Government and Health Service

The areas of greatest pedestrian access to the Government, Essential Services, and Healthcare destination type are located primarily in Oldtown and Elmhurst. The Government, Essential Services, and Healthcare destination type includes places like courthouses, hospitals, crisis centers, health clinics, city hall, homeless shelters, or any place that might be involved in providing safety, shelter, or critical community services.

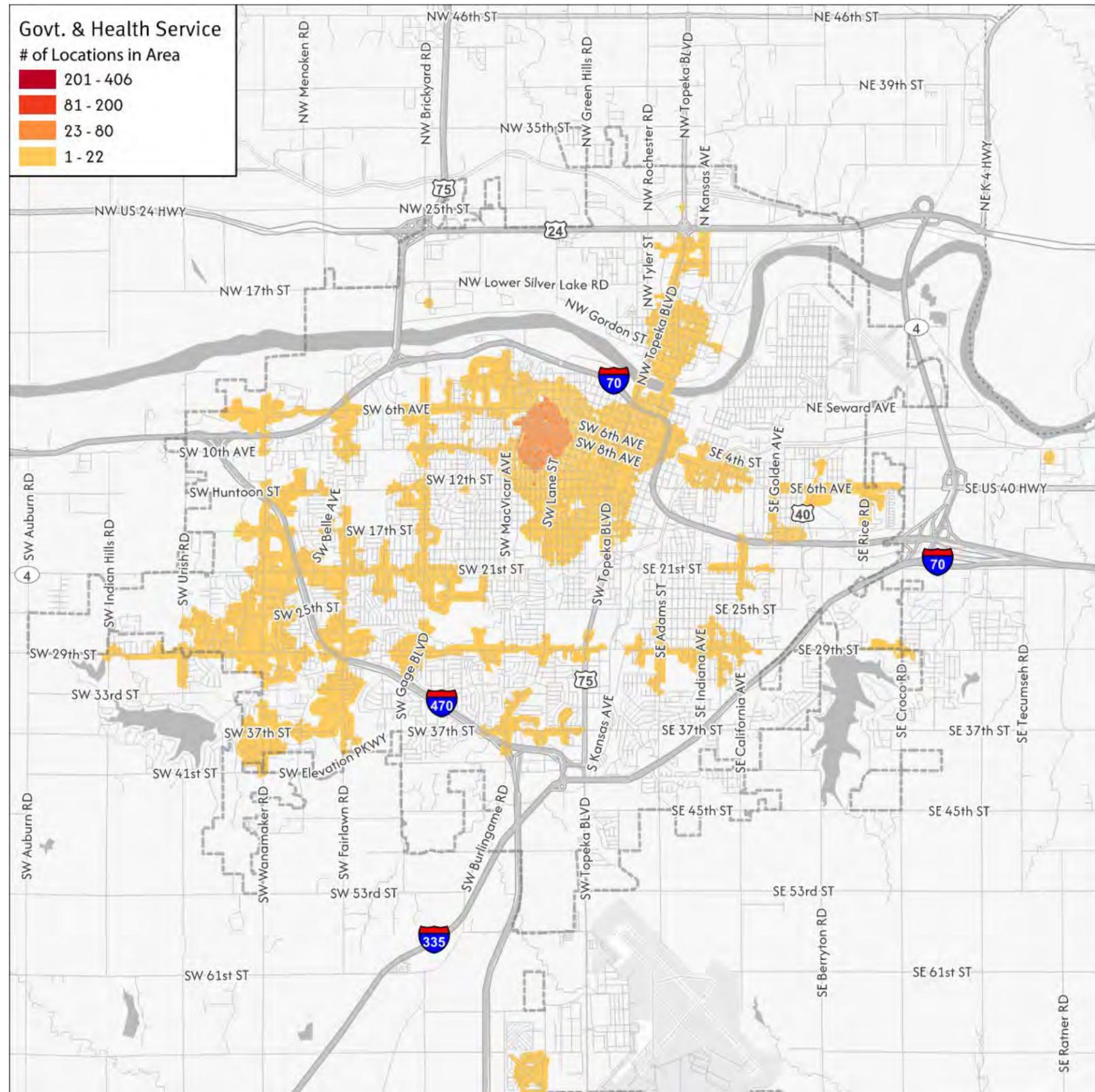


Figure 68: Government & Health Service



Grocery Service

The areas of greatest pedestrian access to the Grocers destination type are located primarily in Central Highland Park, Highland Acres, West/SW, Ward Meade, and Oldtown. The Grocers destination type includes places like grocery stores, bodegas, convenience stores, and farmers markets. It does not include gas stations or roadside stands.

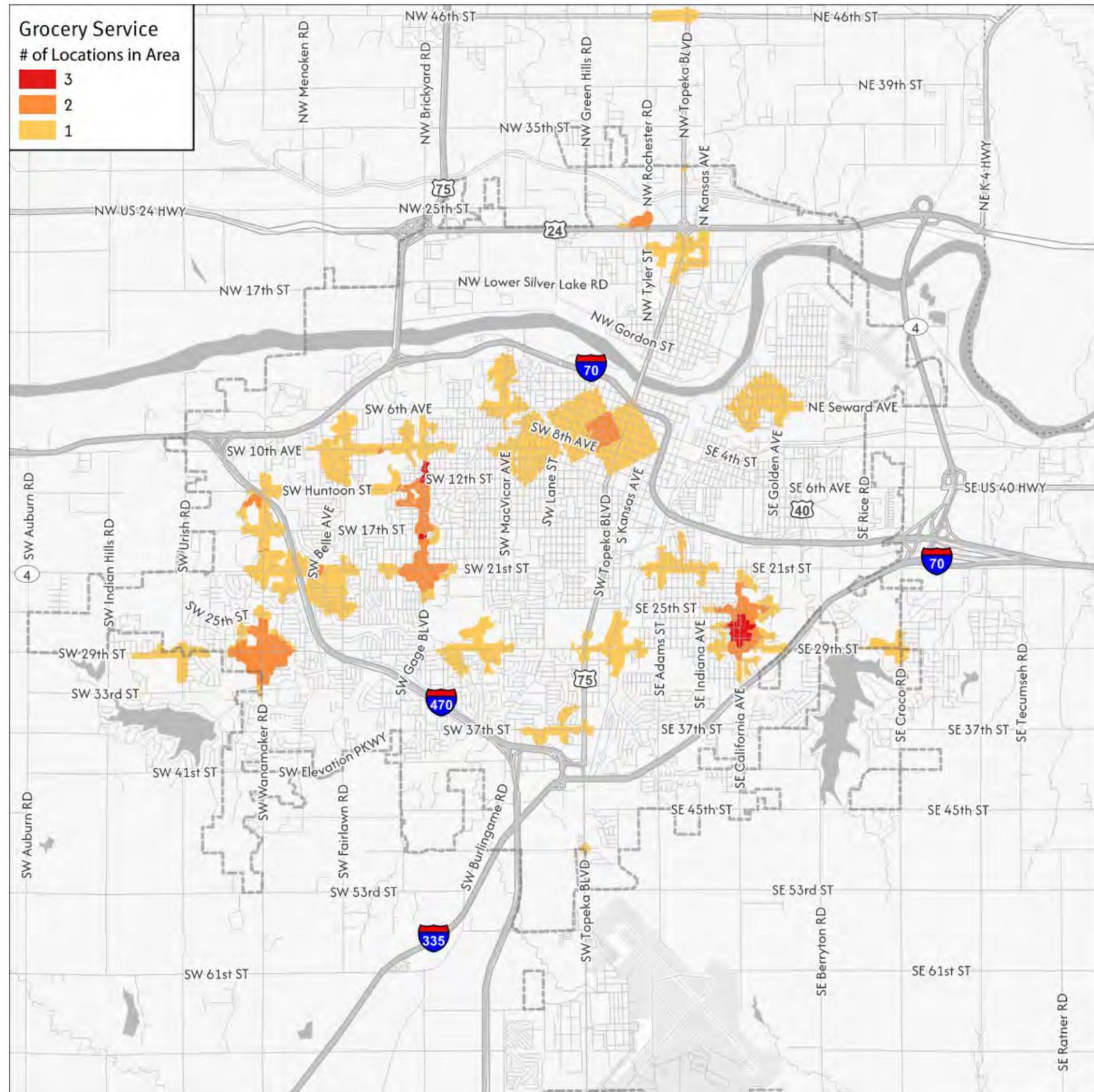


Figure 69: Grocery Service



Commercial Service

The areas of greatest pedestrian access to the Commercial/Office destination type are located primarily in Downtown Topeka. The Commercial/Office destination type includes places like office buildings, mixed-use buildings, and businesses that do not sell tangible goods.

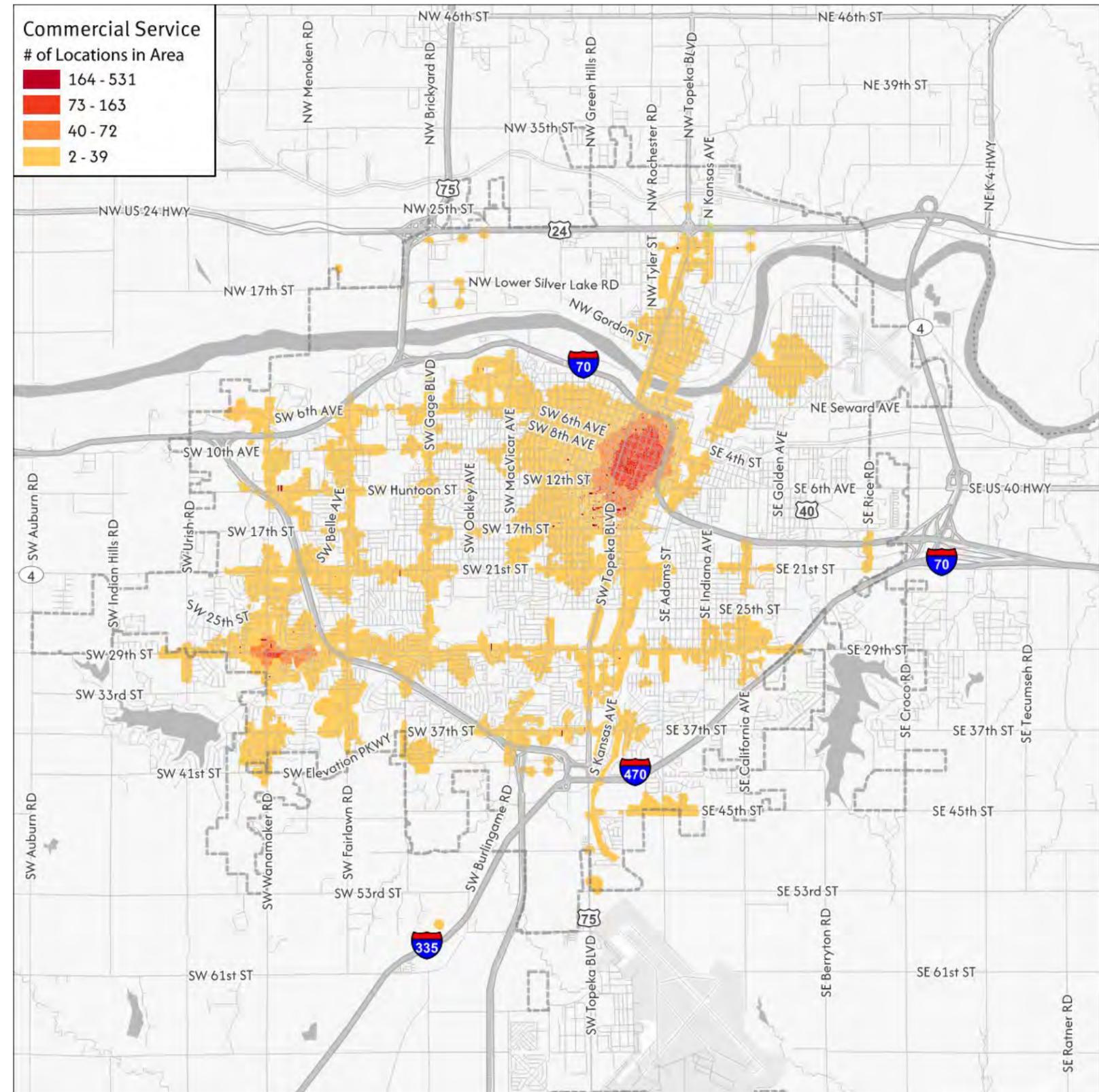


Figure 70: Commercial Service



High Density Residential Service

The areas of greatest pedestrian access to the High-Density Residential destination type are located in Oldtown, Historic Holliday Park, West/SW 3, and West/SW Topeka. The High-Density Residential destination type includes places like apartment buildings, condominiums, townhomes, or planned developments that meet a minimum threshold of density.

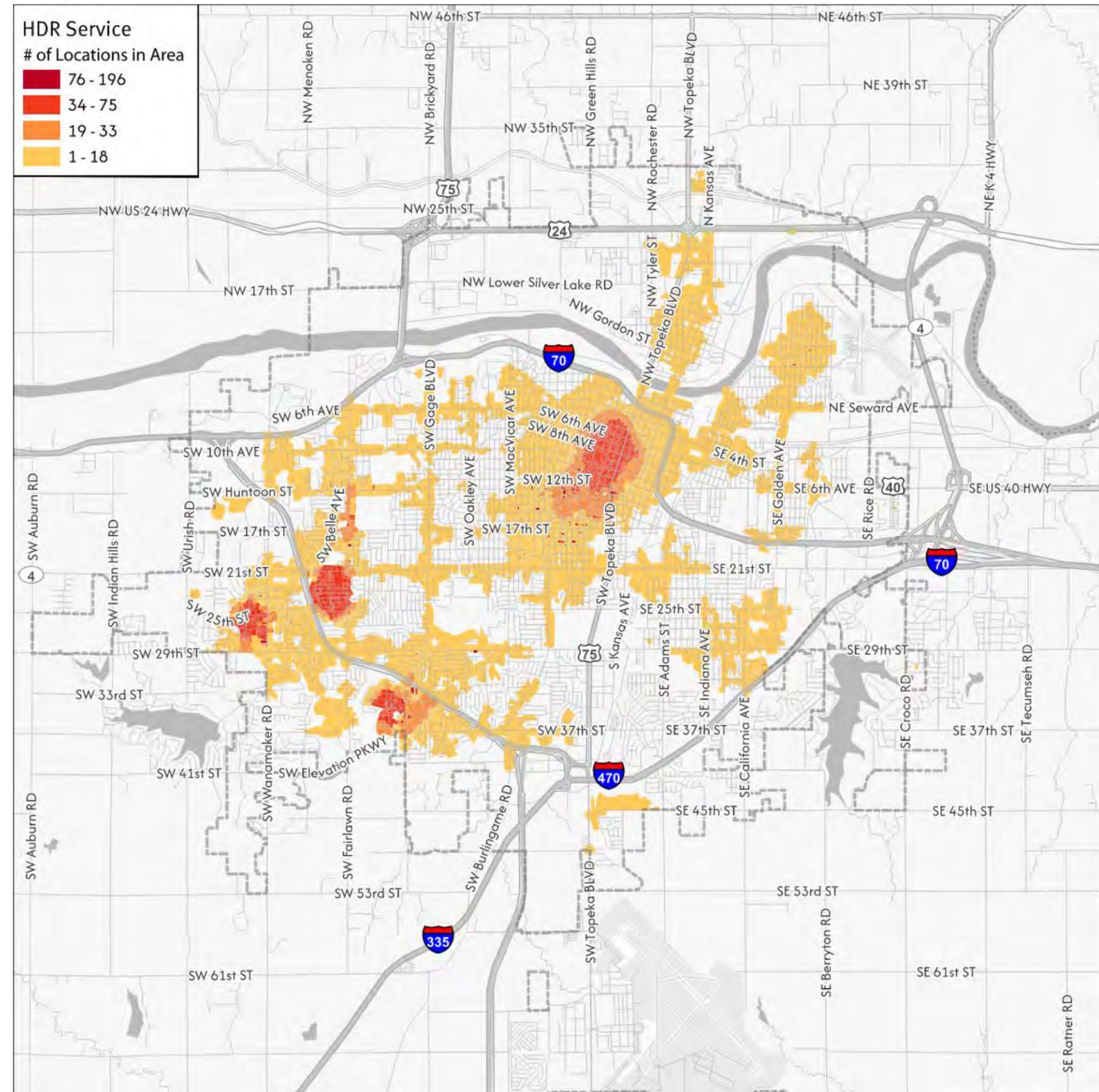


Figure 71: High Density Residential Service



Faith Service

The areas of greatest pedestrian access to the Religious Locations destination type are located in Oldtown, Tennessee Town, Historic Holliday Park, North Topeka East, and Oakland. The Religious Locations destination type includes places like churches, cathedrals, temples, synagogues, mosques, shrines, culturally significant land, or other such sacred places.

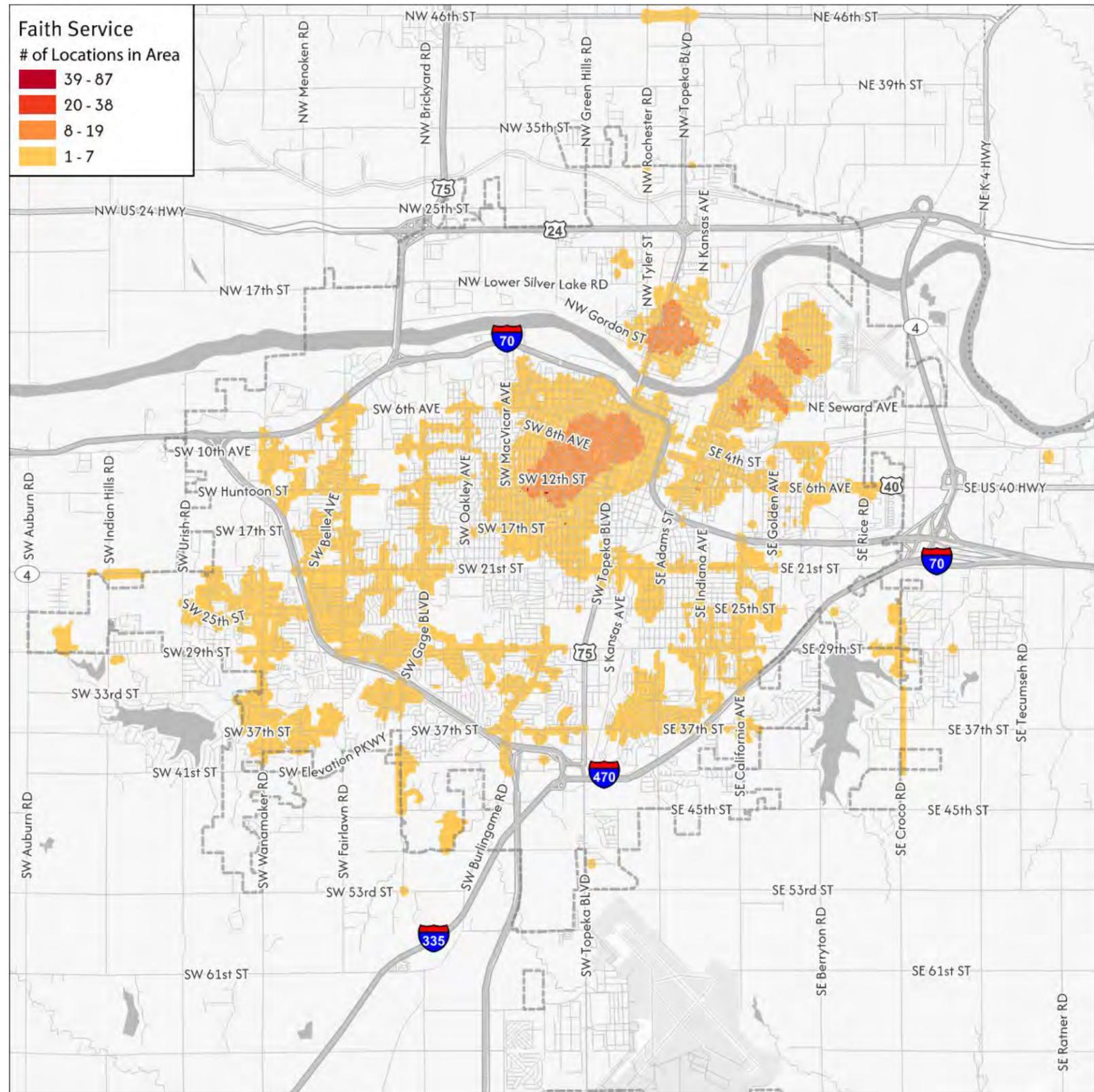


Figure 72: Faith Service



Shopping Service

The areas of greatest pedestrian access to the Shopping/Activities destination type are located primarily in Downtown Topeka and Northeast Topeka. The Shopping/Activities destination type includes places like stores, restaurants, malls, bowling alleys, arcades, etc.

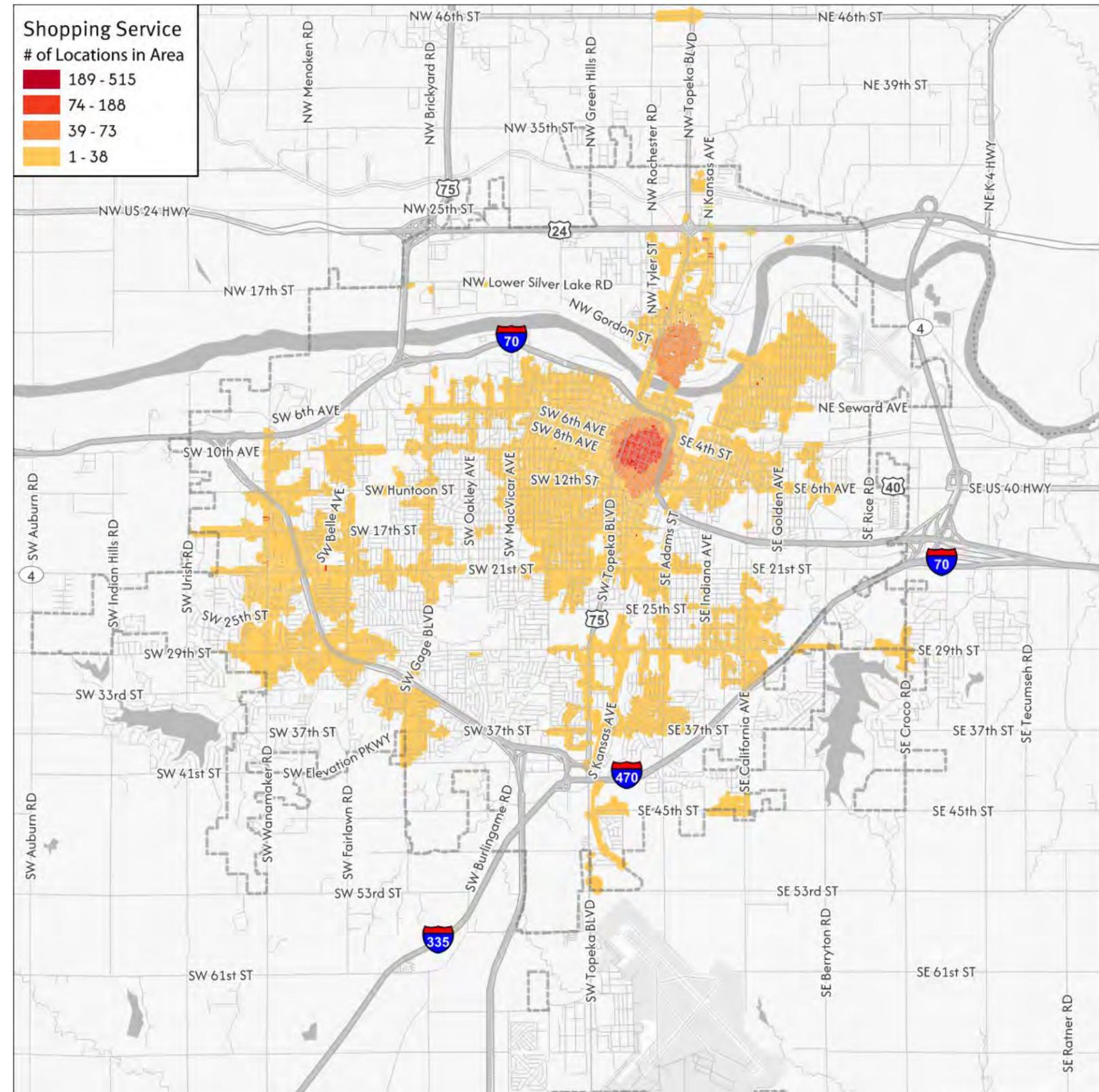


Figure 73: Shopping Service



School Service

The areas of greatest pedestrian access to the Schools/Childcare destination type are located primarily in Oldtown, Tennessee Town, Historic Holliday Park, Oakland, and West/SW 3. The Schools/Childcare destination type includes places like public schools, private schools, daycares, after-school clubs, learning centers, tutoring facilities, etc.

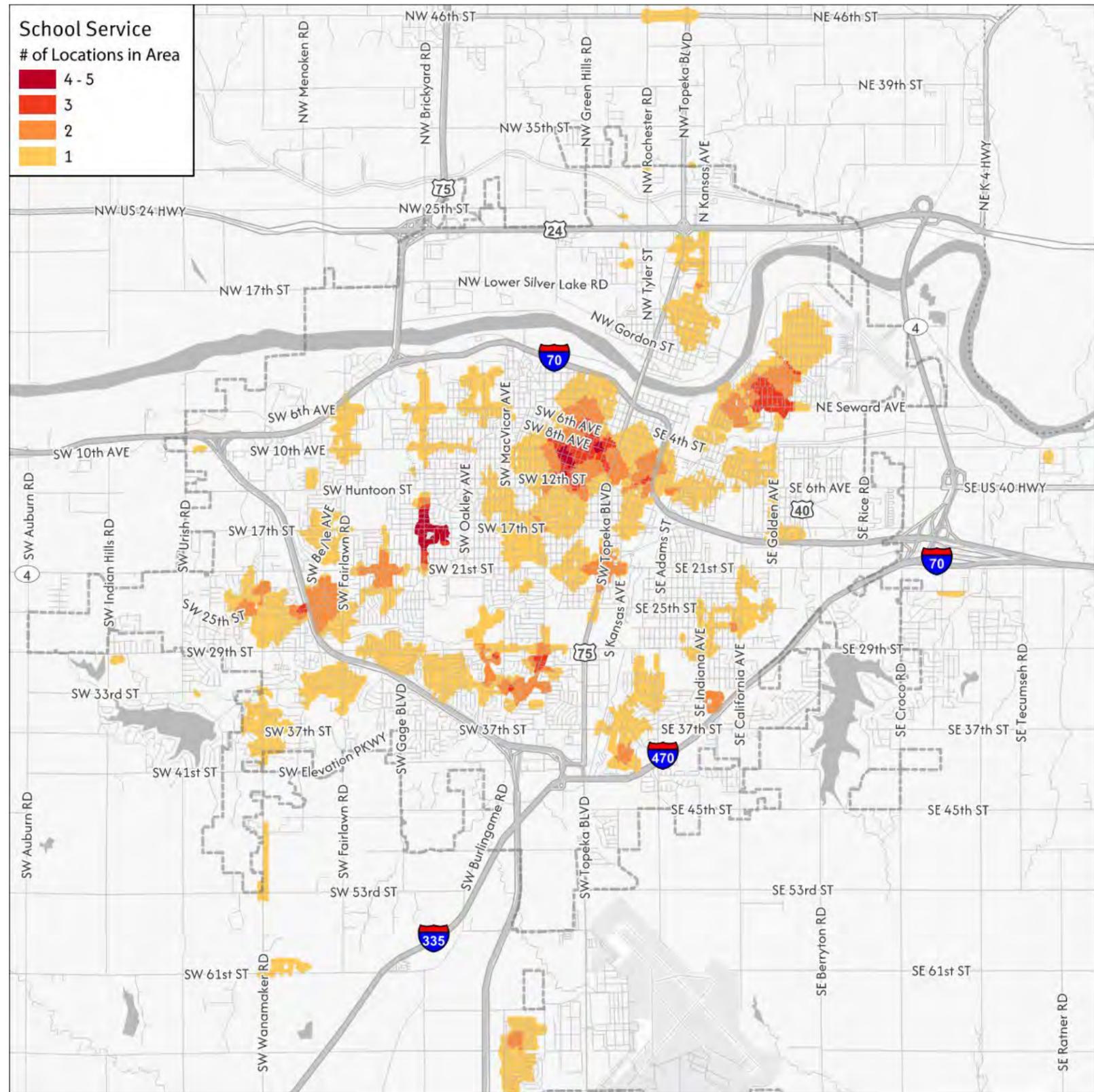


Figure 74: School Service



Bus Stop Service

The areas of greatest pedestrian access to the Public Transit Facilities destination type are located primarily in Historic Holliday Park, Oldtown, Monroe, and Downtown Topeka. The Public Transit Facilities destination type includes places like bus stops, train stations, airports, park & rides, etc.

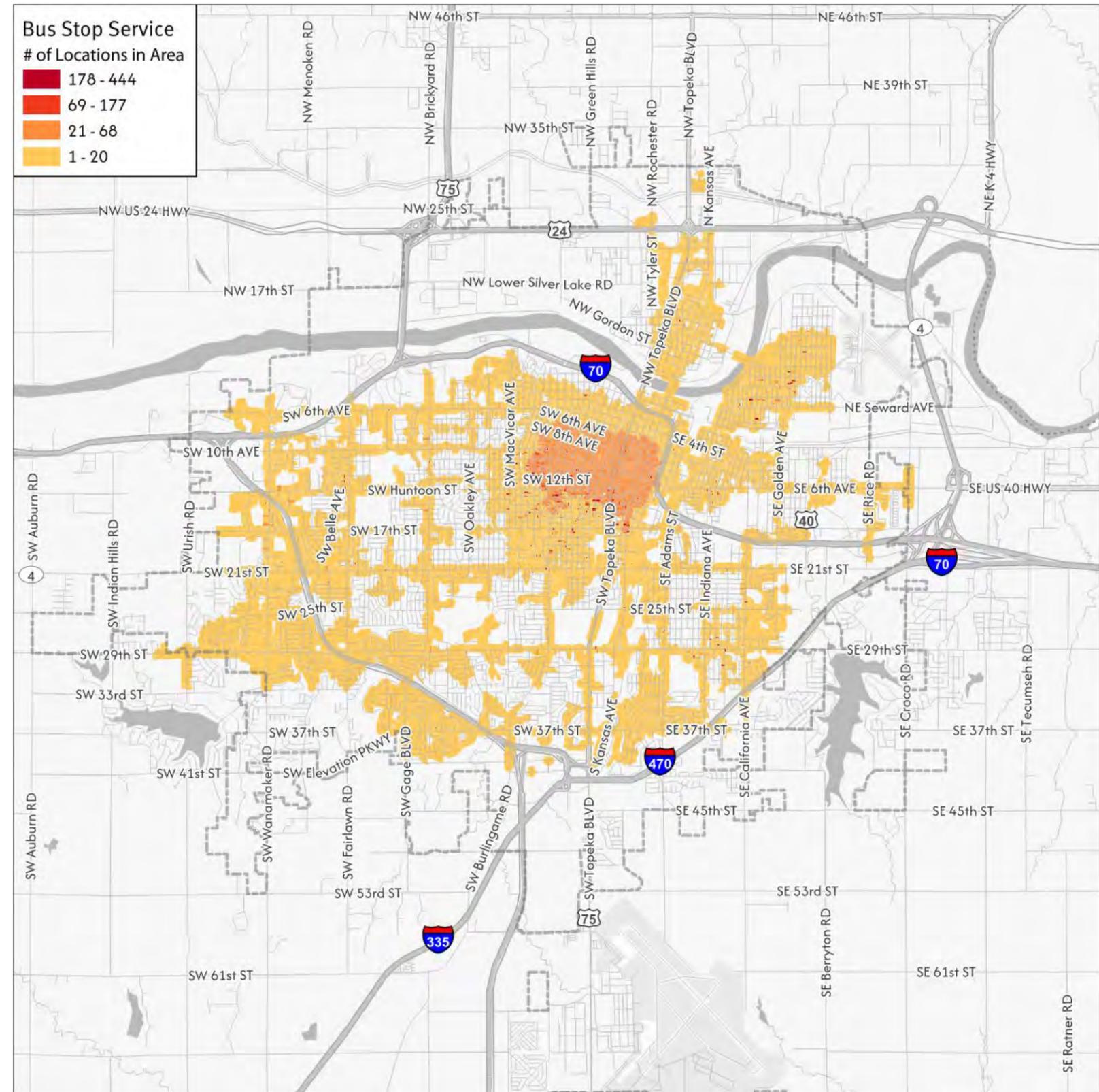


Figure 75: Bus Stop Service



Trail and Park Service

The areas of greatest pedestrian access to the Parks/Trails/Recreation destination type are located primarily in the greater downtown area, the greater north Topeka area, and Greater Auburndale. The Parks/Trails/Recreation destination type includes places like parks, recreational trails, bike tracks, gyms, tennis courts, sports fields, etc.

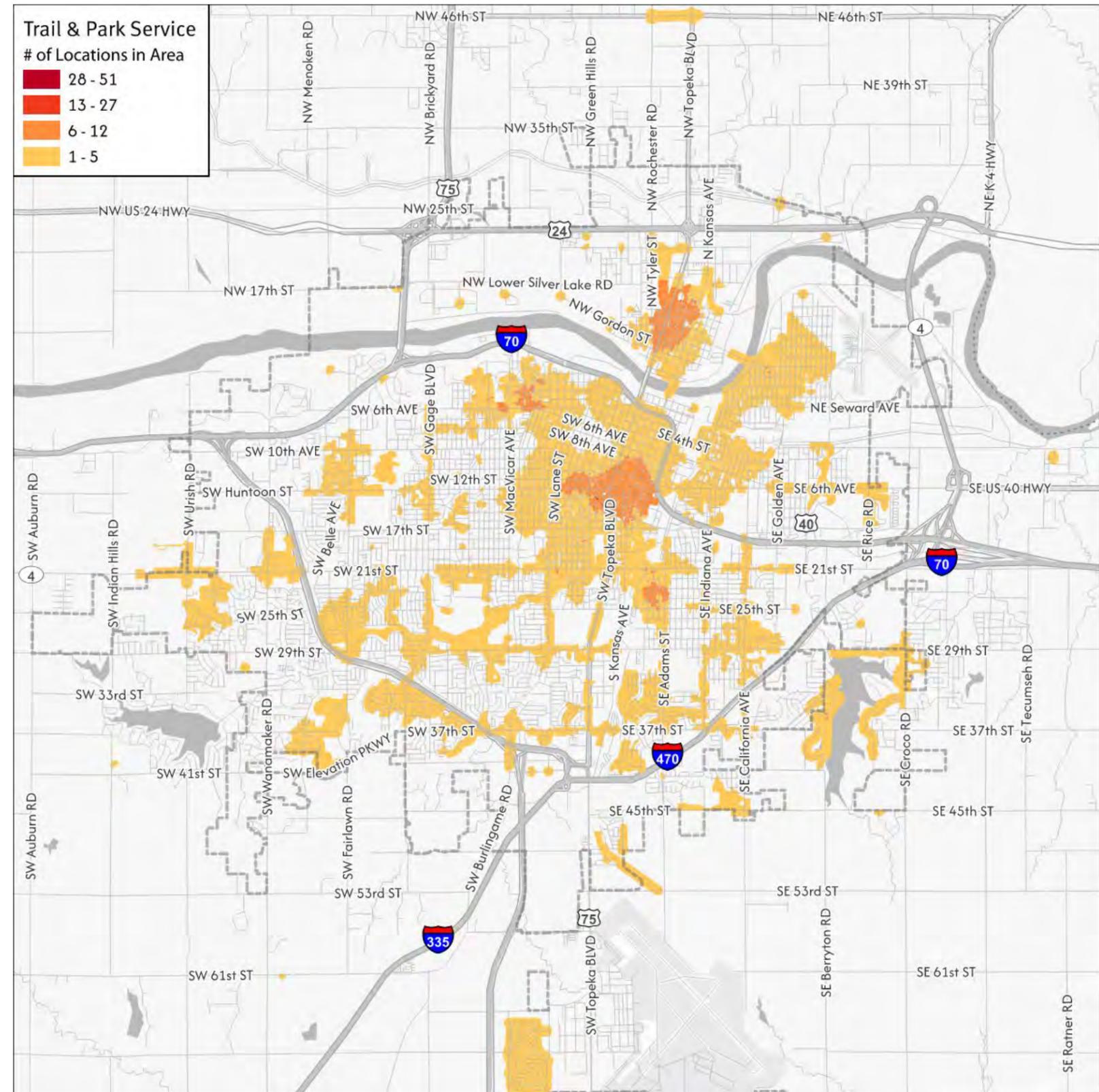


Figure 76: Trail & Park Service



Future Network Connectivity

In Figure 78, both existing and predicted sidewalks are assigned Connectivity Demand ratings, ranging from 1 (low) to 5 (high). A closest facility network analysis was performed to determine the connectivity of each sidewalk segment to common destinations. Destination types include Attractions, Community Spaces/Centers, Government Buildings/Essential Services/Healthcare, Grocers, High Density Residential, Office/Commercial, Parks/Trails/Recreation, Religious, Schools/Childcare, Shopping/Activities, and Transit Stops. Sidewalk segments were scored based on their distance to destinations.

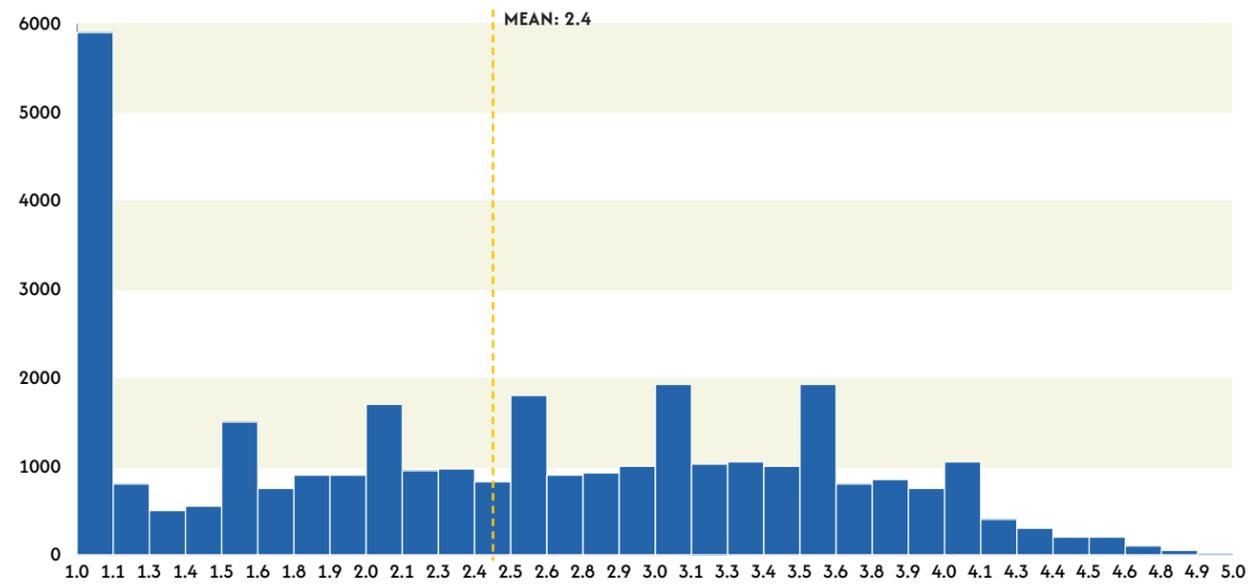


Figure 77: Distribution of Connectivity Score

It is noteworthy to mention that the majority of potential sidewalks have Connectivity Scores of 1, as they do not directly serve any destinations and are primarily used for recreational purposes by local residents. Rural and suburban developments have use for sidewalks, but these are less likely to provide benefits to the public at large.

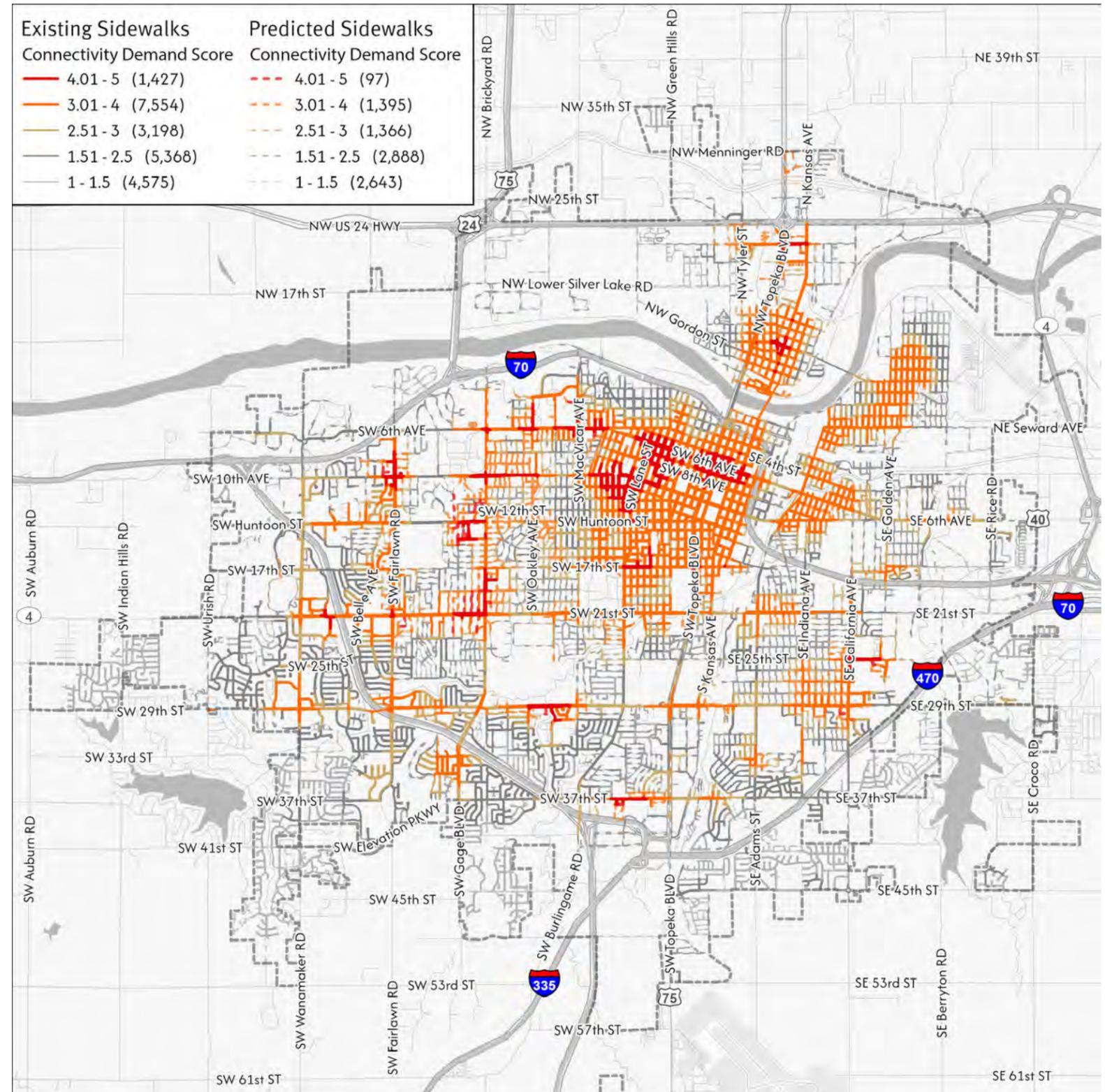


Figure 78: Existing & Predicted Sidewalks Connectivity Demand Score



7 Aggregate Scoring Analysis Results



Aggregate and Weighted Score Results

The scoring process incorporated Connectivity Analysis, Socioeconomic Analysis, Sidewalk Condition Ratings, and Public Involvement. When everything is put together, there are 31,746 potential project locations included in the database, each assigned a combined aggregate score ranging from 1 to 5. Of the top 1000 potential projects, almost 40% are proposed infill projects, and the other 60% are sidewalk repairs.

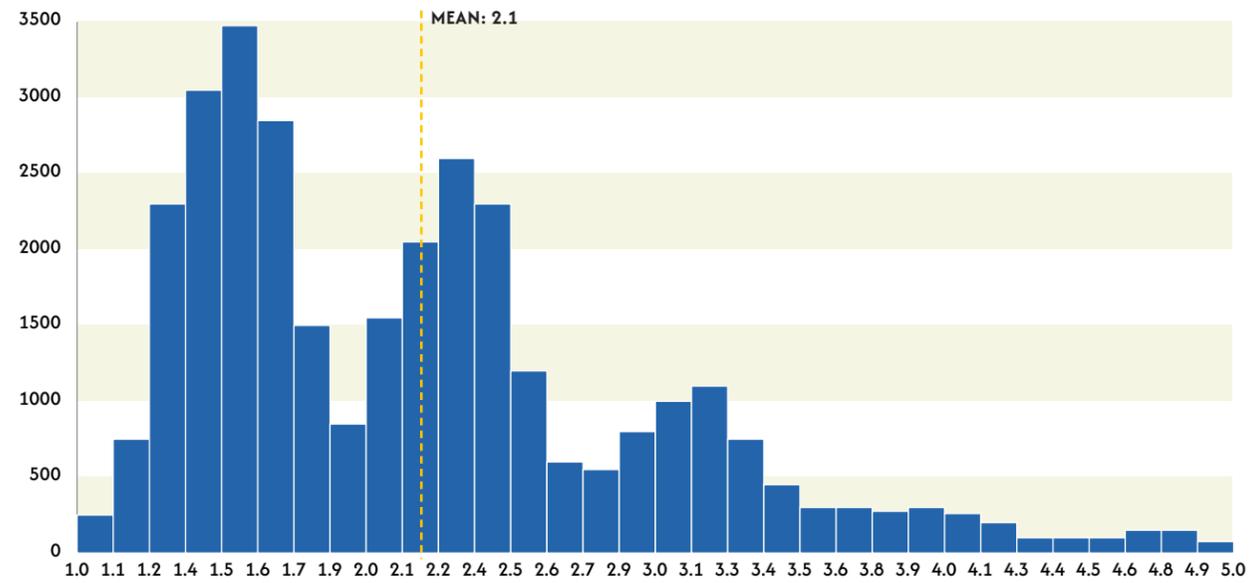


Figure 79: Distribution of Aggregate Scores

The scores' distribution naturally separates into three large clumps of low priority, mid priority, and long tail of scores 2.6-5 that constitute the higher priority projects. The geographic distribution emphasizes a few key areas. The obvious one is Downtown and the corridors that feed directly into it, both for repairs and infill. The more interesting results are the heavy emphasis on areas like the Washburn Park and Hughes neighborhoods. These neighborhoods represent a gap in the existing system, where Western Topeka and Central Topeka both have sidewalks, but this middle area lacks pedestrian facilities, despite being full of potential destinations and the demographics of people who would be most likely to use these facilities.

The multi-factor clustering analysis grouped the City blocks based on composite scores for potential projects and estimated costs. The result is slightly more than 250 areas the City might want to consider for cost-saving and efficiency purposes. These are not prescriptive results but offer a tool for the City to consult when looking for places to spend sidewalk funds.

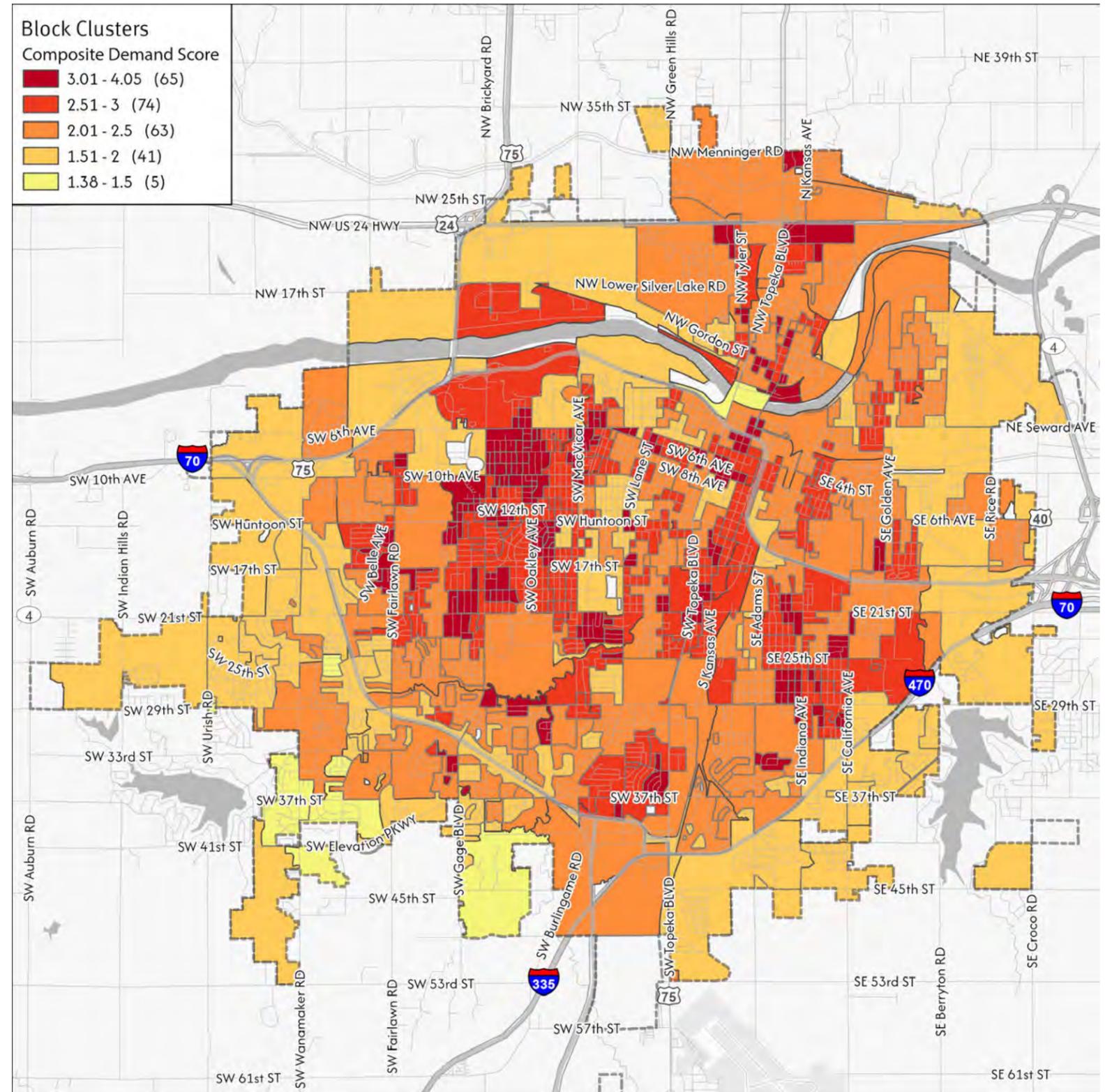


Figure 80: Ranked Block Clusters



Oakland, North Topeka East, and East Topeka North

This set of clusters emphasizes repair projects in high-demand commercial zones. It includes some potentially impactful infill locations that would provide stronger access to the riverfront area across the railroad tracks.

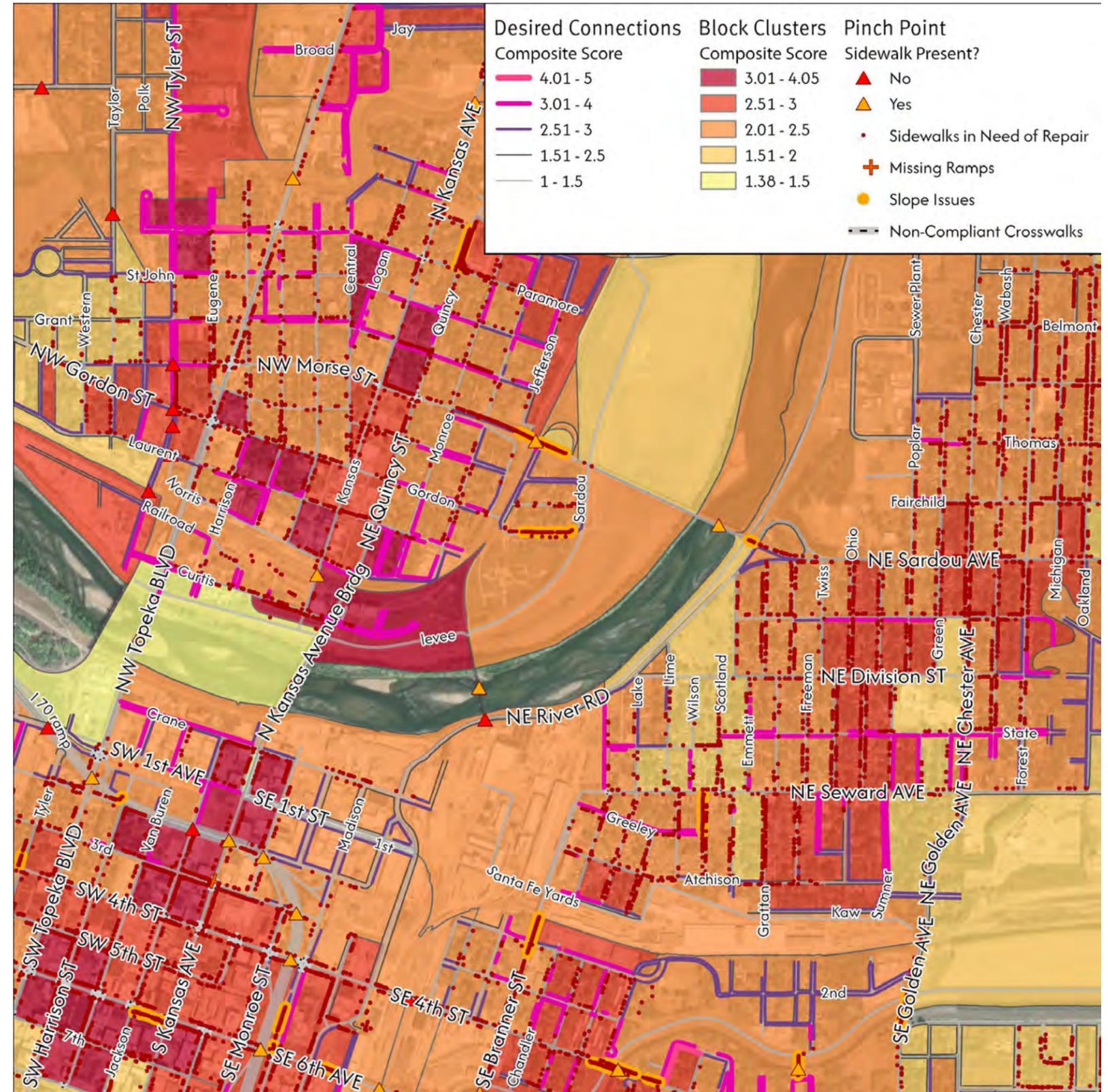


Figure 81: Oakland, North Topeka East, and East Topeka North Block Clusters



Westboro

Westboro Topeka contains areas with the highest priority. These graphics show clusters prioritized by the community. This part of the City has opportunities for sidewalk infill to connect residential areas to healthcare facilities and destinations along McAllister Avenue and Gage Boulevard. This is paired with high-priority repairs along 10th and spot repairs needed along Gage.

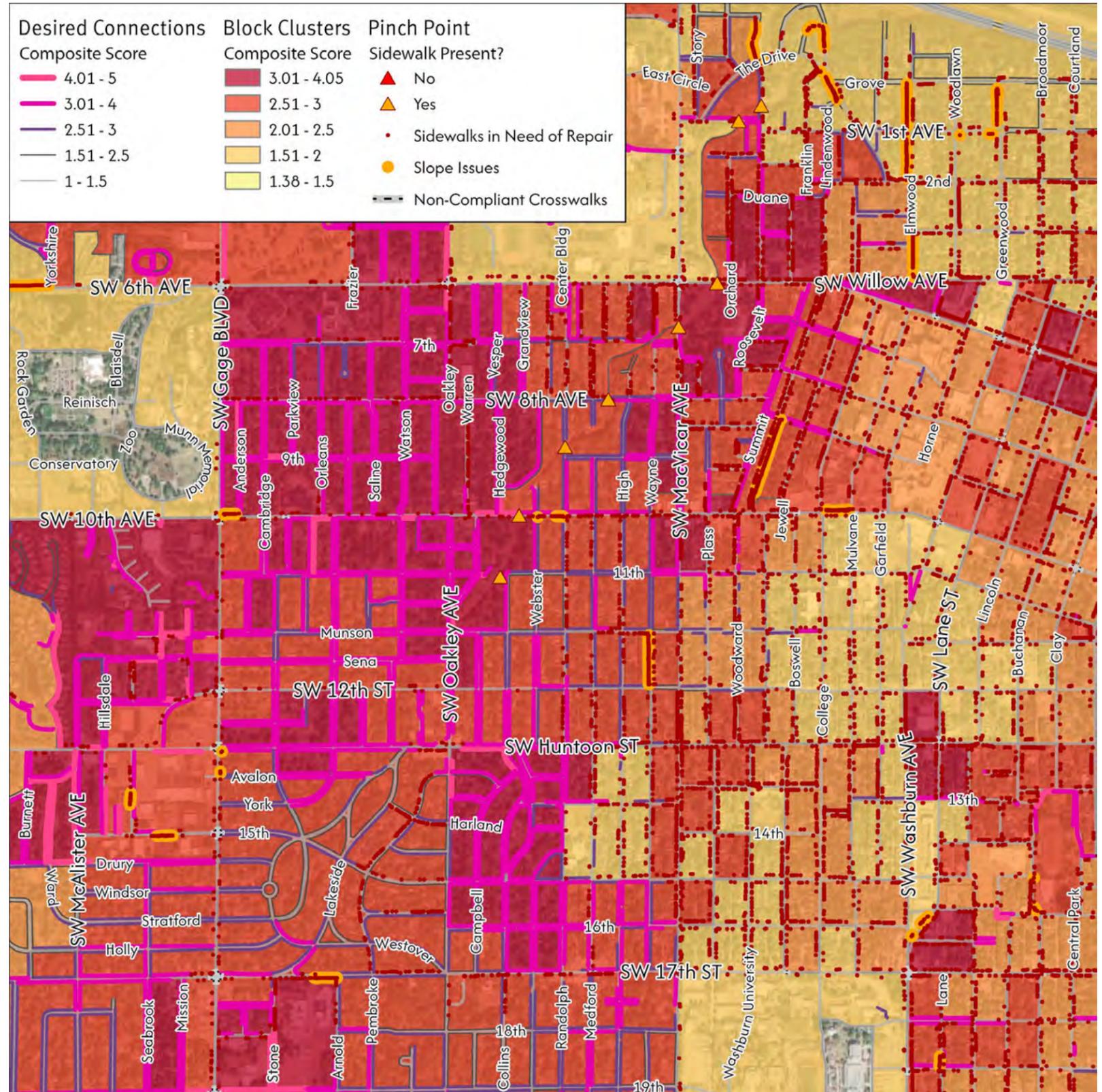


Figure 82: Westboro Block Clusters



Downtown, East Topeka South, and Central Highland Park

This region, part of the BUILD/RAISE grant area, demonstrates how model results support the previous program's goals, providing additional context and detail. Several repairs are recommended along this crucial corridor along S Kansas Avenue. Filling targeted gaps would strengthen east-west connections to the downtown-bound route.

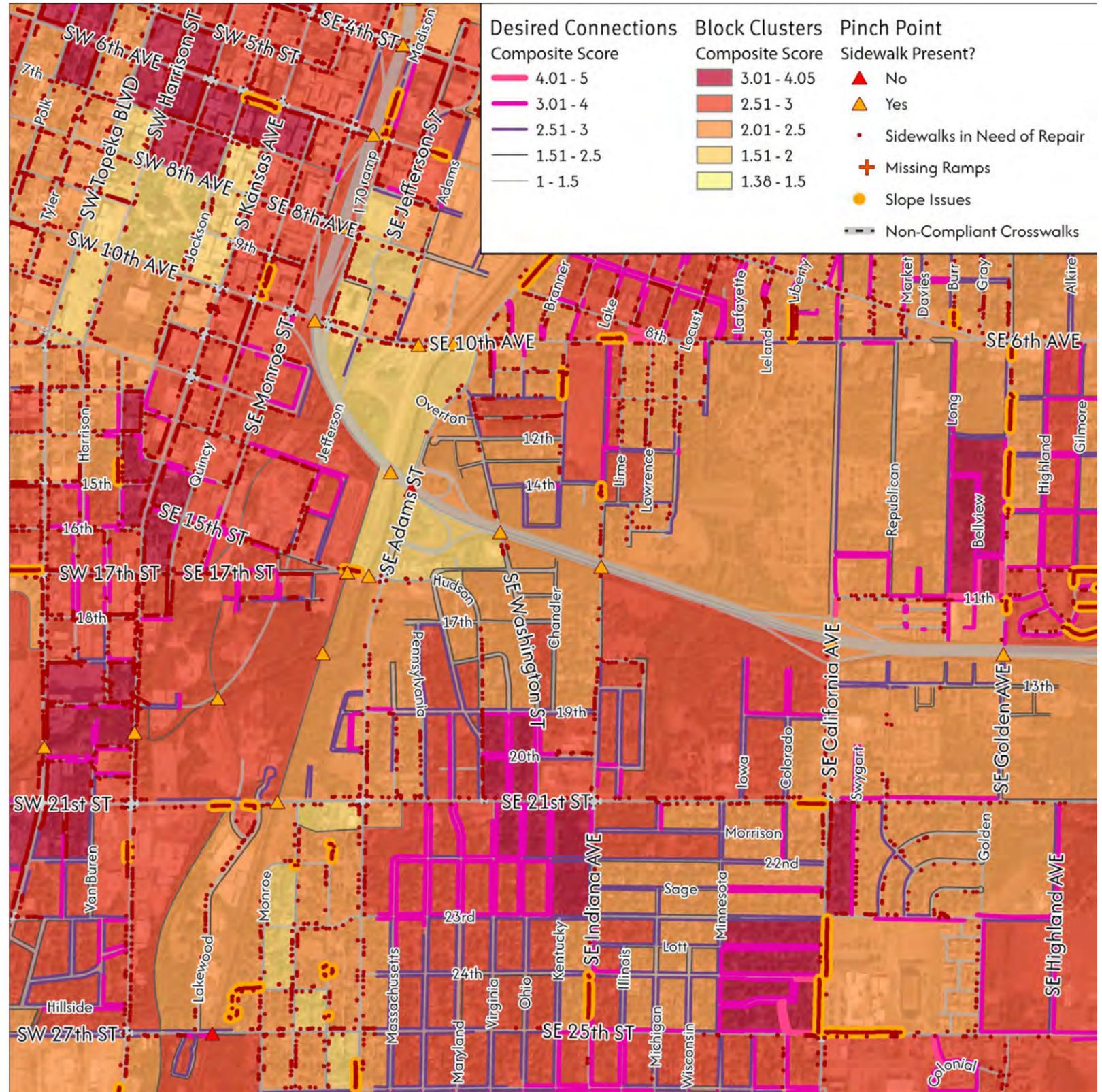


Figure 83: Downtown, East Topeka South, and Central Highland Park Block Clusters



8

Prioritization of Pedestrian Improvements and Plan Recommendations



Incorporating Pedestrian Improvements in Future Projects

To advance walking as a vital transportation option in the Topeka Metropolitan area, pedestrian improvements must be thoughtfully integrated into the planning, engineering design, and implementation of future infrastructure projects. The following recommendations reflect guidance from prior and current plans, safety analyses, and national best practices, designed to be actionable across a range of agencies and project types.

Incorporating pedestrian elements must begin at the earliest stages of project development. All transportation infrastructure improvements, from roadway resurfacing to corridor expansions, should be evaluated for their relevance to and opportunities for pedestrians. Elements such as sidewalks, curb ramps, marked crossings, pedestrian signals, and refuge islands should be core features of a comprehensive design. The Complete Streets checklist provides a valuable framework for ensuring all pedestrian needs are considered.

Consistent application of design standards helps deliver high-quality pedestrian environments. Adopting updated guidelines based on national references such as AASHTO and NACTO can strengthen local consistency and functionality. Sidewalks should be provided on both sides of arterial and collector streets, especially within urbanized areas. Crossings should prioritize visibility and safety, with high-visibility markings, pedestrian-scale lighting, and narrowed crossing distances. Where intersections are particularly wide or complex, raised medians or curb extensions should be employed to improve safety and comfort.

Crash history and pedestrian exposure must guide future project prioritization. High-injury networks, those corridors and intersections with a concentration of pedestrian crashes, require targeted investments. Intersection treatments such as lead pedestrian intervals, signal timing adjustments, and enhanced markings should be prioritized based on safety data. Refuge islands, RRFBs, and simplified crossing geometries are all tools that can support safer outcomes in these locations.

A data-driven approach to selecting pedestrian projects ensures resources are allocated effectively. A consistent prioritization system, as introduced in the current pedestrian plan update, should be applied across all project types. Project scoring should account for crash data, proximity to key destinations, existing gaps, and demographic considerations. Public feedback and observed travel behavior, including data from available mobile devices, should be used to validate and adjust the rankings over time.

Pedestrian planning should remain closely linked to public transit access and broader land-use decisions. Topeka Metro stops and routes must be integrated into pedestrian infrastructure upgrades. Sidewalk connections to bus stops, removal of physical barriers, and provision of shelters and benches should all be standard practice. On the land-use side, planning policies should encourage compact development and better integration of civic buildings, such as schools and libraries, into walkable neighborhood fabrics. Existing development patterns should be leveraged to promote trips on foot.

Maintenance of existing pedestrian infrastructure remains critical. A sizable portion of the sidewalk network is in disrepair, especially near schools and in older neighborhoods. While the City's 50/50 sidewalk replacement program provides some support, its current structure lacks the flexibility and funding to address widespread needs. Revisiting maintenance responsibilities and funding allocations could allow for more proactive and equitable repairs. Snow removal, vegetation management, and curb ramp condition should also be included in regular maintenance efforts.

Funding for pedestrian improvements should be diversified. While much of the current investment relies on federal and state transportation grants, exploring local funding mechanisms could be beneficial. Development impact fees, targeted sales tax allocations, or modest portions of vehicle-related revenues could support ongoing sidewalk construction and maintenance.

Public engagement efforts must be reframed to support implementation. Rather than focusing on whether a pedestrian project should be built, engagement should help determine how best to build it. Structured conversations around design details, construction phasing, and integration with neighborhood priorities can improve outcomes and support. This approach also reduces unnecessary delays and better reflects community intent.

Non-infrastructure programs are essential complements to physical improvements. Safe Routes to School initiatives, walk audits, safety education, and local campaigns to promote walking all help shift behaviors and support mode change. Such programs can be especially effective when paired with physical upgrades and sustained over time through partnerships between schools and neighborhoods.

Finally, implementation should be monitored on an annual basis. The pedestrian plan's priority project list and scoring matrix should be reviewed annually to evaluate progress and update priorities. Metrics such as pedestrian counts, crash reductions, and community feedback should guide future adjustments and inform resource allocation.

These recommendations form a comprehensive and coordinated path for integrating pedestrian improvements across future projects. They are rooted in safety, informed by data, and grounded in Topeka's evolving transportation goals.



Rehabilitation & Maintenance

The challenge with most pavements, like roads and parking lots, is performing regular preventative maintenance to keep them in good condition as long as possible, then performing rehabilitation at strategic points in their service life to make them “like new” again. The issue with sidewalks is that there is very little maintenance that can be done beyond sealing cracks, and rehabilitation is primarily limited to reconstructing individual panels, whole sections, or simple fixes such as mud-jacking or grinding to level out faulted panels. Typically, these activities are not performed by the City but by the property owner.

As such, the City’s role becomes more about managing the needs and communicating them to property owners before ensuring that they follow through. To provide the most efficient application of funds, the City should first identify where the sidewalk infill program, ramp repair program, or utility/road projects will be implemented for a given year, then manually assess sidewalks in the vicinity for maintenance issues, such as the distresses explored in Chapter 2. Affected property owners can then be informed, and it may be more cost-effective for everyone to have the contractor for the main project perform the ancillary local repairs to be later assessed to the owners.

Other spot repairs within the City might be prioritized based on the See-Click-Fix program or based on high-priority sections (based on Connectivity and Socioeconomic factors) that are in extreme disrepair, affecting the walking public.

Recommended Repair Standards

Method	Details
Sealing	<ol style="list-style-type: none"> 1. Remove all vegetation and debris from cracks. 2. Cracks >1/4” must be cleaned and sealed. 3. Cracks >1/2” may NOT be sealed. Either Patch or replace the panel instead.
Panel Replacement	<ol style="list-style-type: none"> 1. Require barricades or fencing during work. 2. Remove full panels only, including adjacent panels not originally indicated, if they are damaged during construction. Cracks/divisions present on adjacent panels <25% of the length may be sealed. 3. 1.5% cross slope, min 0.25% run slope, >4% slope, and min 2’ to back of curb. 4. Match existing widths and locations, except where <4’ wide or it varies significantly from the standard slopes/widths. 5. 4”-Thick PCC, except where the width >5’ then 5”-Thick PCC 6. Joint spacing equal to sidewalk width or 8’, whichever is less. Joints should be 25% of the sidewalk thickness, square, delineate driveways, and include dowels at tie-ins.
Grinding	<ol style="list-style-type: none"> 1. Faulted edges or spalled surfaces may be ground to present level and smooth surfaces provided that all transitions are <1/4” and that all parts of the panel remain at least 3.5” afterwards.
Patching	<ol style="list-style-type: none"> 1. Patching with PCC concrete may be allowed for edge breaks or spalled joints so long as the patched area does not exceed 0.2 square feet (approx. 5”x5”).
Mud-jacking or Polyurethane Foam Leveling	<ol style="list-style-type: none"> 1. Require barricades or fencing during work. 2. A certified contractor must perform the work. 3. Lift panel to establish level transition with adjacent panels and <2% cross slope. 4. Provide topsoil, seeding, and grade to ensure proper drainage. 5. All injection points must be sealed and leveled.



Brick Sidewalks

Currently, the City protects Brick sidewalks in the vicinity of historic buildings/districts, covered under a neighborhood plan, and/or areas with historical brick in good repair. In all other cases, it is recommended to be replaced with concrete. Property owners may also choose to retain brick sidewalks instead of installing new concrete, but they will be responsible for the cost difference.

The City has clear construction requirements for brick sidewalk repairs and new construction within the code, but brick sidewalks constructed on sand beds present significant challenges to complying with ADA accessibility requirements. Trip hazards present themselves at only 1/4" of displacement (1/2" if beveled edges), and settlement/shifting is basically guaranteed.

As such, the City should require new brick sidewalk or repairs of greater than 15 square feet to require replacing the entire block with what is called the "tub method," where a 4" concrete base is laid first and bricks adhered to the inside of the "tub" using an HMA setting bed. Regular weep holes will be required to provide drainage for the base, as well. This way, the sidewalk is guaranteed to remain as level as possible with minimal chances for displacement or settling.

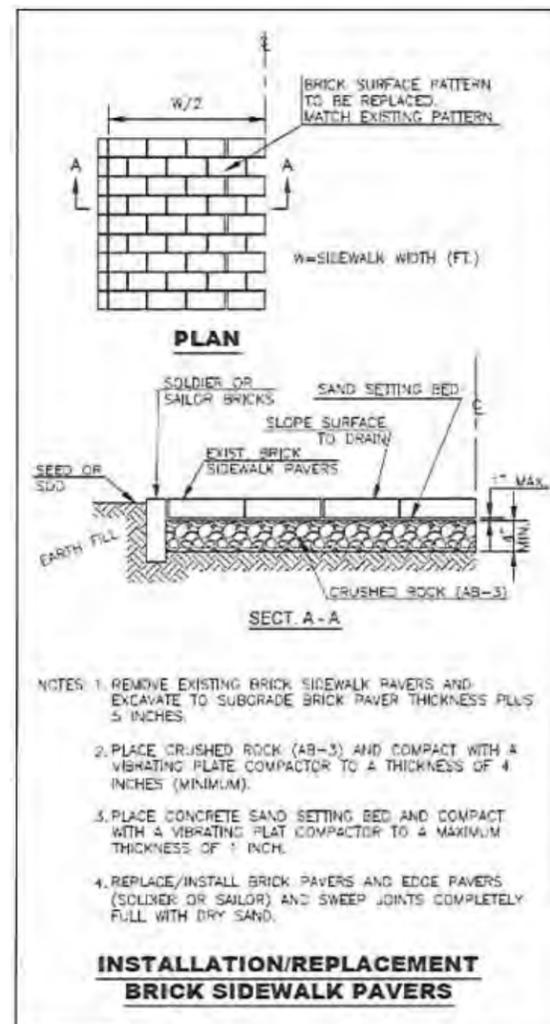
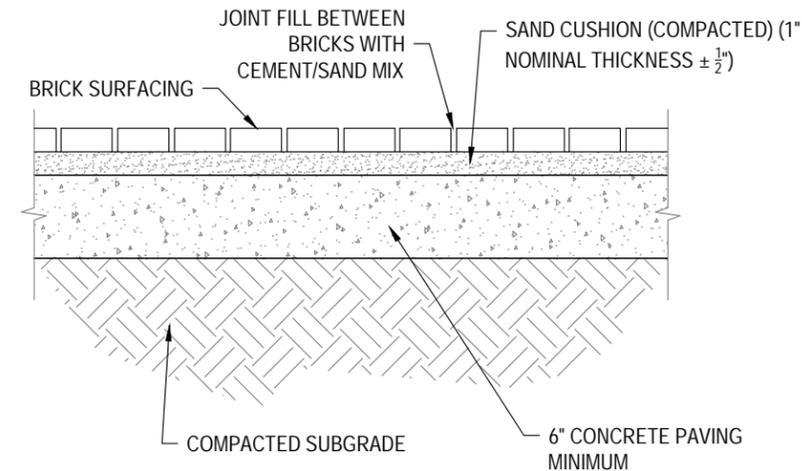


Figure 84: Current Standard Detail for Sidewalk Construction



NOTE:
1. PAVER JOINT SPACING AS PER SPECIFICATIONS UNLESS NOTED OTHERWISE.

BRICK PAVING REPAIR SCALE: N.T.S.

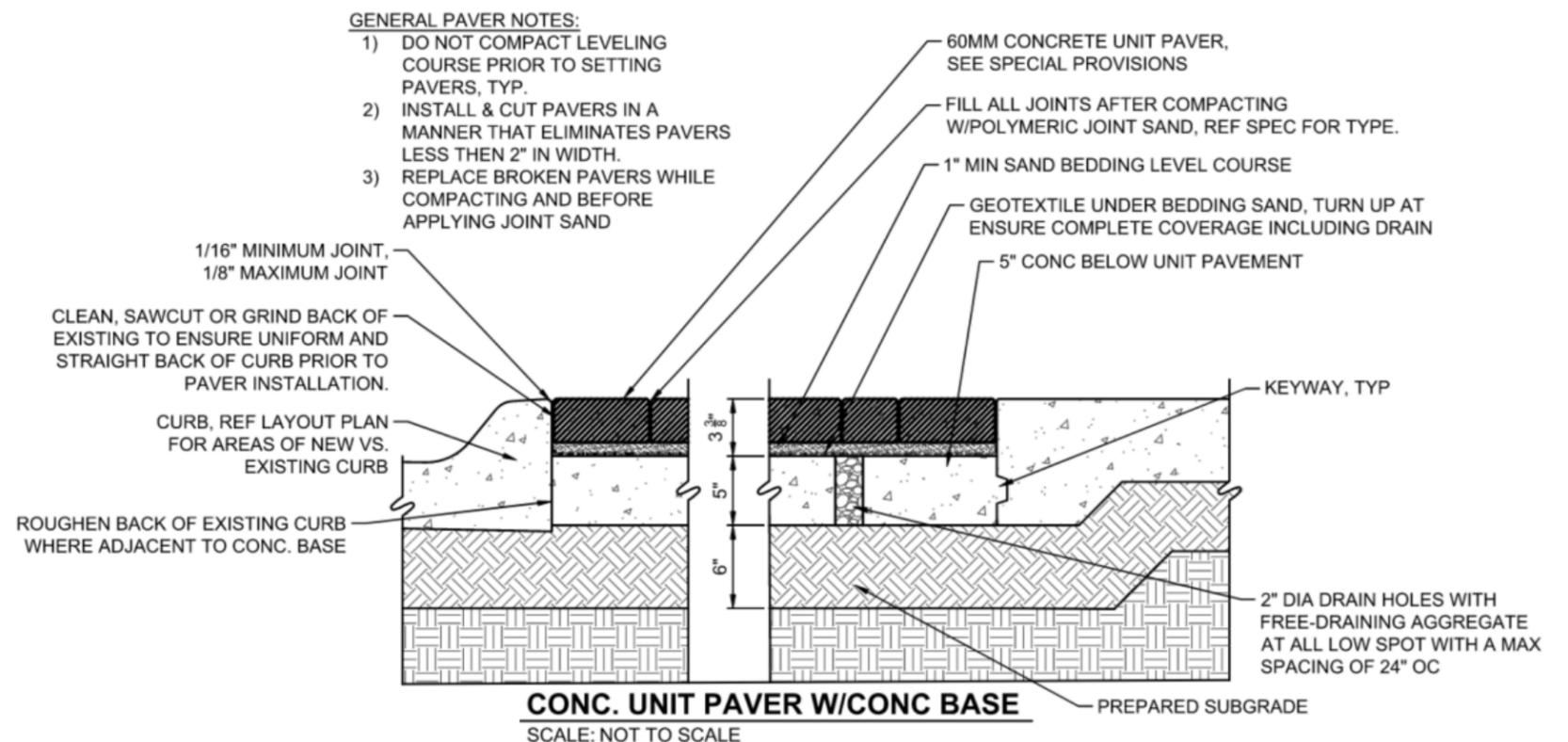


Figure 85: Examples of Construction Methods Integrating a Concrete Base or Tub into Brick Sidewalk Construction



Sharing Maintenance Responsibility

The primary way that sidewalk maintenance and construction is financed is by the adjacent owner paying for it on their own or via assessment. The City, of course, has already volunteered to share responsibility via the 50-50 program to alleviate hardships to the owners, but it still requires matching funds.

This can result in the City needing to coordinate and track performance across dozens of property owners every year. As such, addressing the outstanding maintenance and rehabilitation needs of the sidewalk system can be an administrative burden.

To streamline this further, the City might look at other ways of getting property owners to participate, such as:

1. Make curb ramps and crossings solely the City's responsibility.
2. Ensure that property redevelopments or significant renovations trigger sidewalk repair, infill, or complete streets improvements.
3. Ensure that all adjacent sidewalks are replaced and waive the owner's costs for utility and roadway work.
4. Identify strategic corridors (likely along collectors and arterial class roads, or around schools) that are critical community connections, then address them proactively as part of a "sidewalk connectivity" program.

Sharing Infill Responsibility

The City already requires all new development to implement sidewalks on both sides, but it needs to expressly include redevelopment or large property renovations as potential triggers for the infill or complete streets policies.

Other ways to help provide strategic infill:

Public/Private Partnerships

Identify commercial properties, such as shopping centers, strip malls, or large businesses, that might benefit from increased foot traffic and work on a cost-share agreement to make it happen.

Neighborhood Programs/Plans

The City can leverage neighborhood associations, planned developments, HOAs and the like to help fundraise or spread out the cost assessment via impact fees or property taxes, if it benefits a larger area than just the adjoining property.

"One Side First" Policy

In areas where there are no sidewalks at all, the City can provide better coverage by strategically selecting one side of a corridor to install a sidewalk, rather than doing so everywhere all at once. This would only be temporary, but it would effectively double the areas the City could address at least partially before revisiting further infill.

Strategic Corridors

Much like with repairs, it can be helpful to identify major corridors without continuous sidewalks and prioritize those, along with the surrounding areas. Examples include California Ave and 25th St. These are some of the most likely areas for Grant funding.

Pinch Points and Safety Concerns

The pinch point and safety analyses identified some areas that may be challenging to address and may not have an obvious owner to assess for the project. Most often, this will be a DOT or railroad right-of-way, or it will be near natural barriers. These are the other more likely Grant-eligible projects.

Enhancements

The community engagement during the previous and update to the pedestrian plan made it clear that people value amenities in the sidewalk network, such as wayfinding, landscaping, and furniture and amenities.

The City already has a wayfinding plan in place and should continue to implement it whenever possible in conjunction with sidewalk and trail projects.

Landscaping, particularly with shade trees, makes it more comfortable and desirable to use sidewalks from a recreational standpoint and can even help improve the perception of safety. It is perhaps best to refer back to the Complete Streets Guidelines on Street Trees and Plantings/Stormwater Management. These may not always be practicable, but are vital along major corridors and connections to residential areas to ensure pedestrians feel safe and comfortable when traveling on the sidewalk.

Similarly, furniture, lighting, and other amenities can make the sidewalk system feel more inviting. Balancing pedestrian-scale lighting in residential areas can be a challenge and needs to be done in coordination with trees to ensure adjacent owners are not adversely affected by light spill. In commercial areas and along busy streets, however, pedestrian-scale lighting or, at the very least, streetlights with sufficient coverage should be provided as a rule for public safety. Furniture and amenities, such as benches, seat walls, water fountains, and trash cans, can help make areas feel more welcoming, but are perhaps best suited for use in the vicinity of parks, historic districts, or areas with concentrated business activity. These require maintenance and should be kept clustered to make it easier to monitor/maintain.



9 Implementation Plan



Funding Opportunities

Funding Opportunities for Pedestrian and Multi-Use Trail Projects

Following the completion of Topeka’s updated pedestrian network analysis, which includes sidewalk pavement condition scoring, connectivity and crossing audits, and socioeconomic prioritization, the City is well-positioned to move into implementation. A critical next step is identifying and securing funding to advance high-priority sidewalk and trail improvements.

This chapter outlines local, state, federal, and nontraditional funding sources available in Kansas, including key details on match requirements, eligible uses, and application timing. It serves as a reference to guide future project scoping and grant pursuit.

Note: This is a non-exhaustive list of available resources for pedestrian and multimodal improvements in Kansas. Program-specific information is subject to change and should be reviewed with the administering agency at the time of application. After a specific project is identified and prioritized, further consultation and refinement of available options should occur.

Local Funding Tools

Topeka has historically invested in sidewalks through its Capital Improvement Plan (CIP), including a \$21 million, 10-year sidewalk improvement program with ADA ramp upgrades, as well as a 50/50 cost-share sidewalk replacement program in which eligible residential property owners share the costs with the City. The options listed in [Table 5](#) at right should be considered to strengthen local commitment.

Table 5: Local Funding Tools

Tool	Details	Examples
Development Impact Fees Require developers to fund or construct pedestrian/bike facilities related to new development.	<ul style="list-style-type: none"> Common Uses: Sidewalk infill, trail gaps, crossings Legal Requirement: Nexus to development impact 	<ul style="list-style-type: none"> Kansas City, Missouri, assesses impact fees on new residential and commercial developments to fund arterial streets, parkways, and boulevards, ensuring that infrastructure keeps pace with growth. Leawood, Kansas, has implemented the 135th Street Corridor Impact Fee to ensure that transportation infrastructure keeps pace with new development along this vital east-west arterial.
Special Assessment Districts Properties in designated zones pay for direct-benefit improvements.	<ul style="list-style-type: none"> Common Locations: Commercial districts, redevelopment zones Match Role: May be combined with public funds 	<ul style="list-style-type: none"> Kansas City, Missouri, utilizes Community Improvement Districts (CIDs), a form of special assessment district, to fund infrastructure improvements, including pedestrian enhancements, within designated areas.
Targeted Sales Tax Allocations Dedicate a portion of sales tax revenue to fund pedestrian infrastructure, often through voter-approved initiatives.	<ul style="list-style-type: none"> Common Uses: Sidewalk construction, ADA upgrades, trail connections, pedestrian crossings Implementation Method: Requires ordinance or ballot approval 	<ul style="list-style-type: none"> Kansas City, Missouri uses a 1% capital improvement sales tax to fund infrastructure projects, including sidewalks and curbs, supporting ongoing pedestrian investments citywide.
Transportation-Linked Revenues Use vehicle-related revenues to support sidewalk and trail infrastructure.	<ul style="list-style-type: none"> Potential Sources: Parking fees, vehicle registration surcharges, local fuel tax Common Uses: Sidewalk maintenance, trail extensions, ADA compliance 	<ul style="list-style-type: none"> Overland Park and Lawrence, Kansas have explored these tools in planning and budgeting discussions but have not yet implemented them for pedestrian infrastructure specifically. These strategies remain viable options for future consideration.
Dedicated Local Match Fund A standing reserve to meet local match requirements for competitive grants.	<ul style="list-style-type: none"> Recommendation: Budget annually to build a flexible pool Impact: Increases readiness for fast-turnaround Notice of Funding Opportunity (NOFO) 	



State Programs

The programs listed in [Table 6](#) at right should be considered for state funding through the Kansas Department of Wildlife and Parks (KDWP) and the Kansas Department of Transportation (KDOT).

KDOT administers several multimodal funding programs aligned with Topeka’s pedestrian and trail goals.

Table 6: State Funding Programs

	Tool	Match	Details
KDWP	Recreational Trails Program (RTP) Provides funding to develop and maintain recreational trails and trail-related facilities for both motorized and nonmotorized uses.	20%	<ul style="list-style-type: none"> ▪ Eligible Activities: Trail construction, maintenance, trailhead facilities, trail accessibility, education, and more ▪ Deadline: Typically mid-November
	Land and Water Conservation Fund (LWCF) Supports a broad range of outdoor recreation infrastructure, including trails and supporting facilities.	50%	<ul style="list-style-type: none"> ▪ Eligible Activities: Trails, playgrounds, sports fields, signage, and other outdoor recreational amenities that meet SCORP priorities ▪ Deadline: Typically mid-September (not accepting applications in 2025)
KDOT	Transportation Alternatives (TA) Program Funds projects to promote and enable the use of alternative transportation methods.	20%	<ul style="list-style-type: none"> ▪ NOFO: Every two years (next expected in 2026) ▪ Max Award: ~\$1 million ▪ Eligible Uses: Pedestrian and bicycle facilities
	Safe Routes to School (SRTS) – Planning Service KDOT-supported program offering free consultant-led assistance to develop a formal Safe Routes to School Action Plan. Direct grants are no longer available.	None Required	<ul style="list-style-type: none"> ▪ Award History: Topeka completed a Safe Routes to School Plan in 2024, which strengthens their competitiveness for future infrastructure grants focused on school-area safety improvements ▪ Services: Sidewalk audits, caregiver and student surveys, public engagement, and prioritized recommendations compiled into an actionable plan
	Cost Share Program Competitive KDOT grants supporting safety, economic development, and multimodal infrastructure projects.	15% Minimum	<ul style="list-style-type: none"> ▪ NOFO: Spring and Fall ▪ Max Award: \$1 million (varies by application cycle) ▪ Eligible Uses: Corridor improvements, sidewalks, pedestrian crossings, bundled infrastructure packages



Federal Funding Sources

The options listed in [Table 7](#) at right should be considered for federal funding sources.

Table 7: Federal Funding Sources

Tool	Match	Details
<p>BUILD (Better Utilizing Investments to Leverage Development)</p> <p>Formerly known as the RAISE program, BUILD is a highly competitive U.S. DOT grant supporting major infrastructure investments that promote safety, equity, and economic development.</p>	20% (waived in Historically Disadvantaged Communities or Areas of Persistent Poverty)	<ul style="list-style-type: none"> ▪ Award History: In 2024, Topeka received \$25M under the RAISE program to expand its sidewalk network ▪ NOFO: Varies by year; typically released in late fall or winter ▪ Eligible Uses: Sidewalks, multi-use trails, complete streets
<p>Surface Transportation Block Grant (STBG)</p> <p>Flexible federal funding program, often administered through KDOT or the Metropolitan Topeka Planning Organization (MTPO).</p>	~20%	<ul style="list-style-type: none"> ▪ Eligible Uses: Sidewalks, ADA ramps, bike lanes, and other multimodal improvements ▪ NOFO: Varies by agency and region
<p>Safe Streets and Roads for All (SS4A)</p> <p>A BIL-funded U.S. DOT program supporting both planning and implementation of comprehensive safety projects.</p>	0% (Planning)/ 20% (Implementation)	<ul style="list-style-type: none"> ▪ Award History: In 2024, Topeka received \$4.3 million to develop a Comprehensive Safety Action Plan and conduct demonstration projects. ▪ NOFO: Released annually, usually in the spring ▪ Eligible Uses: ADA ramps, speed management, pedestrian crossings, lighting, and other safety enhancements
<p>FTA Section 5307 – Urbanized Area Formula Grants</p> <p>Provides funding for transit capital and operating expenses in urbanized areas. In Topeka, Topeka Metro is the designated recipient.</p>	20–50% Depending on Project Type	<ul style="list-style-type: none"> ▪ City Relevance: The City of Topeka can partner with Topeka Metro on eligible infrastructure projects (e.g., sidewalks to bus stops, ADA connections) ▪ Eligible Uses: Sidewalks and ramps that enhance access to public transportation
<p>FTA Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities</p> <p>Supports capital and operating projects that improve transit access for older adults and people with disabilities. Administered in Kansas by KDOT.</p>	20–50% Depending on Project Scope	<ul style="list-style-type: none"> ▪ Eligibility: The City of Topeka may apply directly or in partnership with Topeka Metro or nonprofits ▪ Eligible Uses: ADA ramps, accessible sidewalks to transit, and mobility enhancements near senior centers or care facilities
<p>Community Development Block Grant (CDBG)</p> <p>As a HUD-designated entitlement community, Topeka receives annual funding to support infrastructure and programs that benefit low- and moderate-income (LMI) residents.</p>	None Required	<ul style="list-style-type: none"> ▪ 2024–25 Funding: Over \$1.8M ▪ Eligible Uses: Sidewalks, ADA ramps, and trail access — not limited to LMI neighborhoods ▪ Note: Projects must meet HUD national objectives; the program is city-administered



Kansas Infrastructure Hub

The Build Kansas Fund listed in [Table 8](#) at right is part of the Kansas Infrastructure Hub and can be considered as a funding source.

Table 8: Kansas Infrastructure Hub Funding Source

Tool	Match	Details
<p>Build Kansas Fund</p> <p>Provides matching funds exclusively for infrastructure projects that receive federal funding through the Bipartisan Infrastructure Law (BIL).</p>	<p>Applicant Contributes ~5% of Total Project Cost</p>	<ul style="list-style-type: none"> ▪ Requirement: Applicants must apply to the Build Kansas Fund before submitting their federal grant application ▪ Eligible Programs: Limited to BIL-funded grants such as BUILD, SS4A, and Transportation Alternatives (TA) ▪ Note: This program does not support loan-funded projects

Nontraditional and Philanthropic Sources

In addition to traditional funding, several foundations and institutional partners support smaller-scale or health-aligned pedestrian projects, listed in [Table 9](#) at right.

Table 9: Nontraditional and Philanthropic Funding Sources

Tool	Match	Details
<p>AARP Community Challenge</p> <p>Supports quick-build, age-friendly infrastructure projects that improve mobility and livability for people of all ages.</p>	<p>Not Required</p>	<ul style="list-style-type: none"> ▪ Max Award: ~\$50,000 ▪ Uses: Crosswalk enhancements, benches, pedestrian lighting, wayfinding signage
<p>Sunflower Foundation / Kansas Health Foundation</p> <p>Provides grants for transportation projects that advance public health, equity, and access.</p>	<p>Typically Low or None</p>	<ul style="list-style-type: none"> ▪ Eligible Uses: Multi-use trails, pedestrian gaps near schools, clinics, or underserved areas
<p>Institutional Partnerships</p> <p>Collaborate with local hospitals, universities, and major employers to co-fund or implement shared infrastructure improvements.</p>		<ul style="list-style-type: none"> ▪ Examples: Campus-adjacent trails, pedestrian routes to healthcare facilities, sidewalk improvements serving employment centers



Monitoring and Evaluation

To track implementation progress, demonstrate accountability, and inform future pedestrian investments, it is recommended that the City of Topeka and the Metropolitan Topeka Planning Organization (MTPO) adopt the following monitoring and evaluation strategies:

1. Develop an Annual Progress Report

Recommendation:

Prepare and publish an annual pedestrian infrastructure progress report. This report should include:

- Sidewalk construction and rehabilitation completed that year
- Updates on priority project implementation
- Changes in pedestrian safety data and performance indicators

2. Launch a Public-Facing Project Dashboard

Recommendation:

Create and maintain an interactive online dashboard to display:

- Project locations and timelines
- Funding sources and current status
- Key performance metrics (e.g., condition scores, crash trends)
- This tool can improve transparency and community engagement

3. Use Clear and Consistent Performance Measures

Recommendation:

Adopt a set of measurable indicators to evaluate progress and guide decision-making. These could include:

- Total linear feet or miles of new and improved sidewalks
- Average change in sidewalk condition (e.g., PCI)
- Number of pedestrian-involved crashes
- Improved sidewalk connections to major destinations such as schools, parks, transit stops, and healthcare facilities

4. Conduct Routine Field Assessments

- Reassess sidewalk conditions and accessibility every five years using digital data collection methods (e.g., tablets, GIS, mobile sensors) to ensure up-to-date information for prioritization and investment

5. Maintain a Continuous Public Feedback Loop

- Continue to use tools such as SeeClickFix, surveys, and public engagement events
- Identify emerging pedestrian needs
- Validate project impacts
- Incorporate lived experience into evaluation efforts



Adaptability

The final recommendation of this report is to renew this plan as physical, fiscal, and political conditions change. JEO recommends that Cities view all Plans as “Living Documents” that should grow with communities and adapt to their needs through regular updates and changes. To keep this Pedestrian Plan relevant and responsive to changes, it is recommended that the City of Topeka and the MTPo implement the following adaptability strategies:

1. Conduct a Biannual Plan Review

- Hold a structured review of the plan every two years to evaluate overall progress toward plan goals like shifts in sidewalk condition, safety, and connectivity as well as alignment with other local and regional planning efforts.
- Use this review to update the plan’s project lists and implementation strategies as-needed.

2. Update and Recalibrate the Prioritization Framework

- Revisit the project scoring and prioritization criteria periodically to reflect updated pavement and safety data.
- Consider new trip generators (e.g., schools, bus stops, medical services) and changes in policy or planning emphasis.

3. Align with Related Plans and Policies

- Ensure ongoing integration of the Pedestrian Plan with The Capital Improvement Plan (CIP), Vision Zero and safety strategies, the ADA Transition Plan, and comprehensive or neighborhood plans.
- This coordination ensures consistency in infrastructure planning across departments and programs.

4. Remain Responsive to New Funding and Policy Environments

- Stay informed of and prepared to respond to new state and federal grant opportunities, infrastructure funding programs, or changes in transportation policy that affect pedestrian infrastructure.
- Flexibility in implementation timelines and strategies will help maximize funding potential and policy alignment.



Appendix A: Pinch Points



No.	Location	Sidewalk	Type
1	NW Topeka Blvd & Kansas River	Y	Bridge
2	N Kansas Ave Bridge	Y	Bridge
3	Old RR Bridge over the Kansas River	Y	Bridge
4	NE Sardou Bridge	Y	Bridge
5	I-70 & SW Wanamaker Rd	Y	Overpass
6	I-70 & SW 6th Ave	Y	Overpass
7	I-70 & SW Fairlawn Rd	Y	Overpass
8	I-70 & SW Danbury Ln	N	Underpass
9	I-470 & SW 10th Ave	N	Underpass
10	I-470 & SW Huntoon St	Y	Underpass
11	I-470 & SW Wanamaker Rd	Y	Underpass
12	I-470 & SW 17th St	Y	Overpass
13	I-470 & SW 21st St	Y	Overpass
14	I-470 & SW 25th St	Y	Overpass
15	I-470 & Trail	Y	Underpass
16	I-470 & SW 29th St	Y	Underpass
17	I-470 & SW Fairlawn Rd	Y	Underpass
18	I-470 & SW Gage Blvd	Y	Underpass
19	I-470 & SW 37th St	Y	Underpass
20	I-470 & SW Burlingame Rd	Y	Overpass
21	I-470 & SW Martin Dr	N	Overpass
22	75 & SW 42nd St	N	Underpass
23	I-470 & SW Topeka Blvd	N	Underpass
24	I-470 & Landon Nature Trail	Y	Underpass
25	I-470 & SE Adams St	N	Underpass
26	I-470 & SE 37th St	Y	Underpass
27	I-470 & SE California Ave	Y	Underpass
28	I-470 & SE 29th St	Y	Overpass
29	I-470 & SE Wittenberg Rd	N	Overpass

No.	Location	Sidewalk	Type
30	I-70 & SW Gage Rd	N	Underpass
31	I-70 & W 1st Ave	N	Underpass
32	I-70 & SW Topeka Blvd	Y	Underpass
33	I-70 & SW Jackson St	N	Underpass
34	I-70 & S Kansas Ave	Y	Underpass
35	I-70 & SE Quincy St	Y	Underpass
36	I-70 & SE 3rd St	Y	Underpass
37	I-70 & SE 4th St	Y	Underpass
38	I-70 & SE 6th St	Y	Bridge
39	I-70 & SE 8th Ave	Y	Bridge
40	I-70 & SE 10th Ave	Y	Bridge
41	I-70 & Shunga Trail	Y	Underpass
42	I-70 & SE Adams	N	Underpass
43	I-70 & SE Washington St	Y	Underpass
44	I-70 & SE Indiana Ave	Y	Overpass
45	I-70 & SE California Ave	Y	Overpass
46	I-70 & SE Golden Ave	Y	Overpass
47	I-70 & SE Deer Creek Trfy	Y	Underpass
48	I-70 & SE Rice Rd	Y	Overpass
49	UPRR & NE River Rd	N	UPRR
50	UPRR & NSE 4th St	N	UPRR
51	UPRR & SE 6th Ave	Y	UPRR
52	UPRR & SE 10th Ave	Y	UPRR
53	UPRR & SE 15th St	Y	UPRR
54	UPRR & Shunga Trail	Y	UPRR
55	UPRR & SE 21st St	Y	UPRR
56	UPRR & SE 25th St	N	UPRR
57	UPRR & SE 29th St	Y	UPRR
58	UPRR & Landon Nature Trail	Y	UPRR

No.	Location	Sidewalk	Type
59	UPRR & SW 37th St	Y	ATSFRR
60	Atsf RR & SW Topeka Blvd	Y	ATSFRR
61	Shunganuga Creek & SW Wanamaker Rd	Y	Bridge
62	Shunganuga Creek & SW Arrowhead Rd	Y	Bridge
63	Shunganuga Creek & SW 29th St	Y	Bridge
64	Shunganuga Creek & SW Fairlawn Rd	Y	Bridge
65	Shunganuga Creek & Shunga Trail	Y	Bridge
66	Shunganuga Creek & SW Gage Blvd	Y	Bridge
67	Shunganuga Creek & Shunga Trail	Y	Bridge
68	Shunganuga Creek & Shunga Trail	Y	Bridge
69	Shunganuga Creek & SW Washburn Ave	Y	Bridge
70	Shunganuga Creek & SW Buchanan St	Y	Bridge
71	Shunganuga Creek & SW Fillmore St	Y	Bridge
72	Shunganuga Creek & SW 21st St	Y	Bridge
73	Shunganuga Creek & SW Topeka Blvd	Y	Bridge
74	Shunganuga Creek & S Kansas Ave	Y	Bridge
75	Shunganuga Creek & Oakland Expy	Y	Bridge
76	Shunganuga Creek & NE Goodell Rd	Y	Bridge
77	Shunganuga Creek & SE 10th Ave	Y	Bridge
78	Shunganuga Creek & SE 6th Ave	Y	Bridge
79	Shunganuga Creek & Branner St	Y	Bridge
80	Shunganuga Creek & SE 4th St	Y	Bridge
81	Shunganuga Creek & Shunga Trail	Y	Bridge
82	Shunganuga Creek & SE Golden Ave	Y	Bridge
83	Shunganuga Creek & NE Rice Rd	N	Bridge
84	Ward Cr & The Drive	Y	Bridge
85	Ward Cr & NW Roosevelt St.	Y	Bridge
86	Ward Cr & W 1st Ave	Y	Bridge
87	Ward Cr & SW 6th Ave	Y	Bridge



No.	Location	Sidewalk	Type
88	Ward Cr & SW Macvivar Ave	Y	Bridge
89	Ward Cr & SW 8th Ave	Y	Bridge
90	Ward Cr & SW Randolph Ave	Y	Bridge
91	Ward Cr & SW 10th Ave	Y	Bridge
92	Ward Cr & Ped Bridge	Y	Bridge
93	Hwy 75 & NW Lower Silver Lake Rd	N	Underpass
94	UP RR & Hwy 75	N	Overpass
95	Hwy 75 & Kansas River	N	Bridge
96	Hwy 75 & NW 25th St	N	Underpass
97	NW Rochester Rd & Soldier Creek	Y	Bridge
98	NW Topeka Blvd & Soldier Creek	N	Bridge
99	N Kansas Ave & Soldier Creek	Y	Bridge
100	NE Meriden Rd & Soldier Creek	Y	Bridge
101	Hwy 24 & Soldier Creek	N	Bridge
102	Hwy 24 & NW Stover Rd	N	Underpass
103	Hwy 24 & NW Furman Rd	N	Underpass
104	HWY 24 & NW Goodyear Rd	N	Underpass
105	Hwy 24 & NW Tyler St	Y	Intersection
106	Hwy 24 & NW 24th St	N	Intersection
107	Hwy 24 & NW Topeka Blvd	N	Intersection
108	Hwy 24 & N Kansas Ave	N	Intersection
109	Hwy 24 & NE Meriden Rd	N	Intersection
110	Hwy 24 & NE Meriden Rd	N	Intersection
111	Hwy 24 & NE Grantville Rd	N	Intersection
112	Hwy 24 & NE Kaw Valley Rd	N	Intersection
113	NW Lyman Rd & Soldier Creek	Y	Culvert
114	NW Topeka Blvd & Soldier Creek	Y	Culvert
115	N Kansas Ave & Soldier Creek	Y	Culvert
116	NW Brickyard Rd	N	UPRR

No.	Location	Sidewalk	Type
117	NW Lower Silver Lake Rd	N	UPRR
118	NW Rurman Rd	N	UPRR
119	Disposal Rd	N	UPRR
120	NW Tyler St	N	UPRR
121	N Kansas Ave	Y	UPRR
122	NE Quincy St	Y	UPRR
123	NE Morse St	Y	ARSFRR
124	NW Lyman Rd	Y	RR
125	NW 7th	N	RR
126	NW Buchaman St	N	RR
127	NW Lower Silver Lake St	N	RR
128	NW Taylor St	N	RR
129	NW Saint John St	N	RR
130	NW Morse St	N	RR
131	NW Gordon St	N	RR
132	NW Tyler St	N	RR
133	NW Laurent St	N	RR



Appendix B: Top 100 Priority List Locations

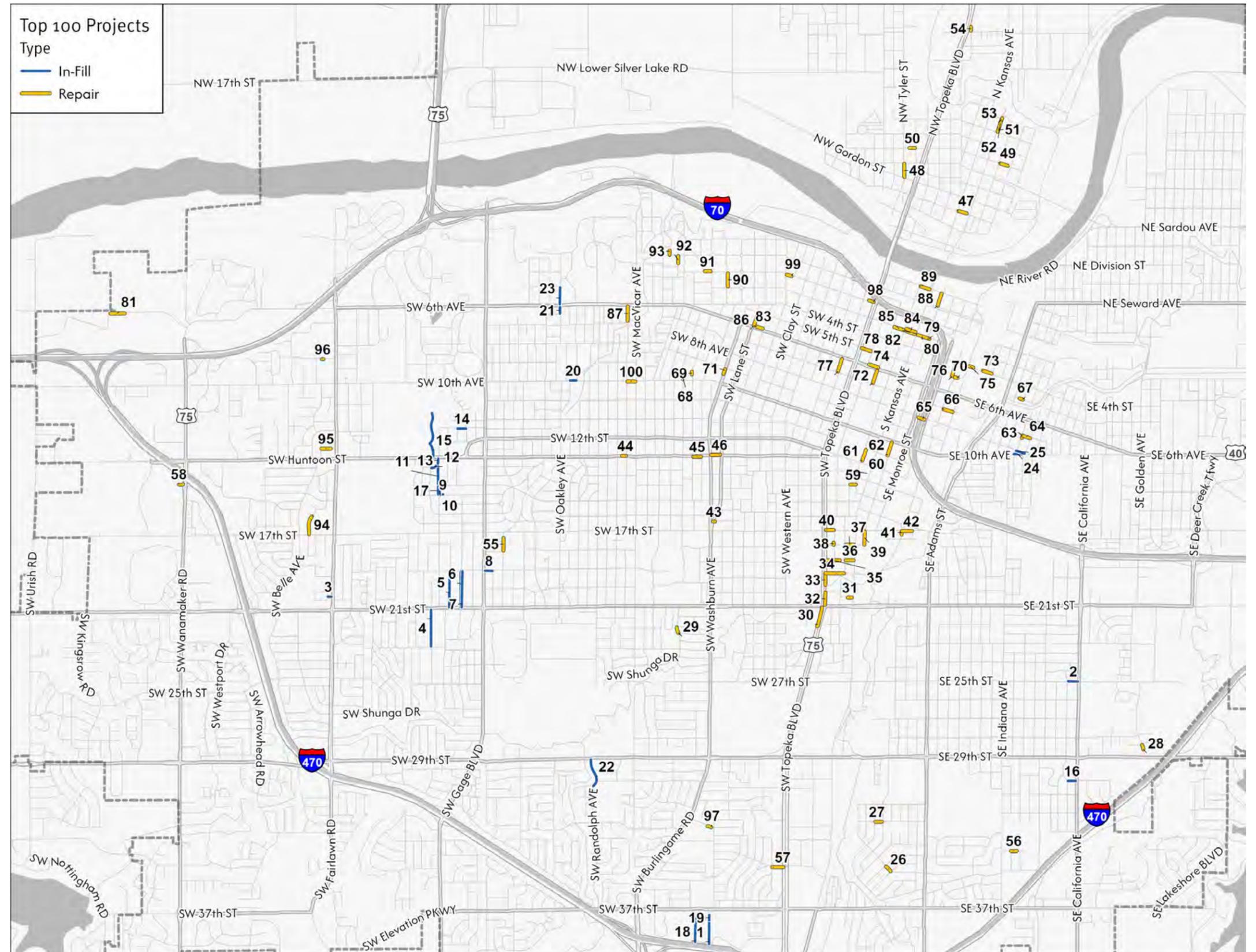


The final analysis and ratings performed in this plan assessed each existing sidewalk based on its condition, connectivity, public input, and socioeconomic impact. It also looked at every potential or proposed sidewalk infill connection that could be considered, using connectivity, socioeconomic impact, and public input. The two analyses resulted in ratings for both types of projects that were then blended into an aggregate score that also accounted for the presence of existing sidewalk in the same or adjacent corridors.

The final database provided to the city and shown in maps contained herein consist of 15,785 potential projects. For reference, provided here in Appendix B is a list and map of just the 100 highest rated projects using the aggregated scores. These projects are not necessarily those that will be constructed first but should be illustrative of the kinds of places and opportunities this plan is emphasizing for the City to consider.

The repair projects make up 75% of the top 100, each has a PCI less than 40/100 which would be considered "Very Poor" they are spread throughout the City but are generally very near to destinations or in areas of above-average socioeconomic impact. Notable repair areas are 3rd Street in the downtown area or Topeka Boulevard near the Events Center.

The 25% of the projects that are "infill" actually account for most of the highest rated projects, 6 of the top 10. Many are near schools and the remainder primarily serve to connect neighborhoods to major corridors. Notable infill projects are by Jardine Middle School, the Hummer Sports Complex, and the 10th Ave bridge of Ward Creek.



Label No.	Facility ID	Composite Score	Connectivity Score	Socio-Economic Score	PCI Avg.	Type	Start Address	Mail Address	Length (FT)
1	68417	4.59	3.8	4.13		In-Fill	1409 SW 37TH ST	1300 SOVEREIGN ROW	833.958
2	29783	4.54	4.1	3.42		In-Fill	2307 SE LIBRA AVE	1900 SE 25TH ST	345.415
3	13723	4.43	3.9	3.55		In-Fill	C/O TEDI STARMS 6971 SW Fountaindale RD	912 SCHILLING DR	134.236
4	15748	4.45	4.1	3.20		In-Fill	4509 SW 21ST ST	2229 SW BURNETT RD	1283.223
5	12772	4.93	4.7	3.15		In-Fill	4300 SW 21ST ST	4301 SW 19TH ST	1253.092
6	12769	4.95	4.7	3.20		In-Fill	2850 SW WANAMAKER RD	1901 SW SEABROOK AVE	1258.442
7	12766	4.93	4.7	3.15		In-Fill	8321 SW HOCH RD	4018 SW 21st ST	1256.662
8	9476	4.54	4.5	2.61		In-Fill	1912 SW GAGE BLVD	1912 SW GAGE BLVD	267.176
9	12551	4.53	4	3.59		In-Fill	2044 SW FILLMORE ST	1522 SW MCALISTER AVE	122.352
10	12552	4.62	4.1	3.59		In-Fill	1522 SW MCALISTER AVE	1500 SW MCALISTER AVE	271.040
11	76829	4.59	4.2	3.34		In-Fill	PO BOX 63	200 SE 7TH ST STE B-11	744.117
12	10012	4.59	4.2	3.34		In-Fill	200 SE 7TH ST STE B-11	200 SE 7TH ST STE B-11	273.702
13	10010	4.85	4.5	3.35		In-Fill	4404 SW 13TH ST	4301 SW HUNTOON ST	175.461
14	10076	4.48	3.9	3.66		In-Fill	8633 NW LANDON RD	1150 SW WOODHULL ST	297.942
15	76979	4.79	4.2	3.81		In-Fill	PO BOX 2457	PO BOX 2457	1598.040
16	29523	4.60	4	3.74		In-Fill	PO BOX 5591	3000 SE CALIFORNIA AVE	284.864
17	77660	4.51	4.1	3.34		In-Fill	4400 SW DRURY LN	PO BOX 63	275.367
18	81024	4.42	3.6	4.13		In-Fill	200 SE 7TH ST STE B-11	1300 SOVEREIGN ROW	825.235
19	81060	5.00	4.3	4.13		In-Fill	1409 SW 37TH ST	1409 SW 37TH ST	177.350
20	7234	4.66	3.9	3.42		In-Fill	2900 SW 10TH AVE	PO BOX 24025	221.568
21	7461	4.63	4.2	3.10		In-Fill	615 SW OAKLEY AVE	615 SW OAKLEY AVE	234.632
22	91836	4.60	4.2	3.35		In-Fill	100 E ENGLISH	200 SE 7TH ST STE B-11	1014.723
23	7532	4.96	4.5	3.29		In-Fill	501 SW OAKLEY AVE	1444 NE 35TH ST	585.999
24	93204	4.56	4.1	3.44		In-Fill	200 SE 7TH ST STE B-11	200 SE 7TH ST STE B-11	417.144
25	93250	4.56	4.1	3.44		In-Fill	200 SE 7TH ST STE B-11	200 SE 7TH ST STE B-11	315.420
26	68882	4.53	1.9	3.33	8.00	Repair	6421 SW 27TH ST	336 SE PINECREST DR	235.173
27	69104	4.58	2	3.56	19.00	Repair	3200 SE GIRARD ST	3201 SE FREMONT ST	243.831
28	69754	4.57	1.7	3.72	36.00	Repair	2426 SE 29TH ST	2835 SE GOLDEN AVE	174.575
29	33011	4.58	2.3	3.38	24.00	Repair	624 SW 24TH ST	624 SW 24TH ST	218.013
30	16792	4.58	3.3	2.73	13.00	Repair	2245 SW TOPEKA BLVD	2245 SW TOPEKA BLVD	686.116



Label No.	Facility ID	Composite Score	Connectivity Score	Socio-Economic Score	PCI Avg.	Type	Start Address	Mail Address	Length (FT)
31	4074	4.59	2.9	3.02	39.00	Repair	1801 S 54TH ST	118 SW ROBY PL	140.147
32	71502	4.66	3.3	3.20	8.00	Repair	1517 SW 21ST TER	1517 SW 21ST TER	439.054
33	71594	4.74	3.4	3.61	39.00	Repair	6130 SW 38TH ST	6130 SW 38TH ST	361.544
34	71631	4.62	3.2	3.02	31.00	Repair	3731 SW TOPEKA BLVD	3731 SW TOPEKA BLVD	654.512
35	28820	4.57	2.8	3.02	27.00	Repair	1900 SW TOPEKA BLVD		483.096
36	71742	4.61	3.1	3.02	31.00	Repair	6520 SE SHAWNEE HEIGHTS RD	6520 SE SHAWNEE HEIGHTS RD	280.212
37	71884	4.63	3.3	3.02	40.00	Repair	1275 SW TOPEKA BLVD	7801 SW 29TH ST	295.013
38	71894	4.62	3.2	3.02	33.00	Repair	7801 SW 29TH ST	7801 SW 29TH ST	80.005
39	72072	4.75	3.5	3.61	32.00	Repair	4305 W OKMULGEE ST APT 108	1735 SE QUINCY ST	463.628
40	72080	4.79	4.1	3.45	31.00	Repair	5120 SW 34TH ST	5120 SW 34TH ST	267.880
41	6717	4.63	3.3	3.02	23.00	Repair	501 SE 17TH ST	501 SE 17TH ST	120.949
42	72106	4.61	3.1	3.02	30.00	Repair	501 SE 17TH ST	501 SE 17TH ST	364.813
43	72127	4.86	3.8	4.09	25.00	Repair	1234 E 17TH ST	1234 E 17TH ST	66.389
44	72962	4.50	2.4	2.50	32.00	Repair	1243 SW Wayne AVE	1246 SW HIGH AVE	144.277
45	72987	4.64	3.6	2.57	38.00	Repair	2813 SW BURLINGAME RD	1243 SW GARFIELD AVE	274.936
46	73041	4.87	4	3.70	40.00	Repair	1122 N TOPEKA ST	1122 N TOPEKA ST	330.018
47	73994	4.71	4	3.07	29.00	Repair	121 NE GORDON ST	908 N KANSAS AVE	298.963
48	413	4.68	3.3	3.30	33.00	Repair	1034 NW TYLER ST	3515 SW 6TH ST APT 153	475.880
49	74734	4.60	2.9	3.10	32.00	Repair	1303 NE MADISON ST	1302 NE MONROE ST	273.997
50	3157	4.57	3.1	2.81	25.00	Repair	5014 NW STERLING CHASE DR	622 NW GRANT ST	200.039
51	75075	4.70	3.9	3.08	30.00	Repair	624 SW 24TH ST	624 SW 24TH ST	165.596
52	75162	4.70	3.9	3.08	16.00	Repair	624 SW 24TH ST	200 SE 7TH ST STE B-11	282.117
53	75170	4.69	3.8	3.08	39.00	Repair	200 SE 7TH ST STE B-11	200 SE 7TH ST STE B-11	55.232
54	15168	4.51	1	3.84	40.00	Repair	2001 NW CENTRAL AVE	3035 SW TOPEKA BLVD	131.867
55	76721	4.64	3.3	3.09	40.00	Repair	Attn: CFO 12615 PARALLEL PKWY	Attn: CFO 12615 PARALLEL PKWY	452.395
56	77094	4.48	1.9	3.03	23.00	Repair	624 SW 24TH ST	624 SW 24TH ST	206.548
57	81543	4.56	2.7	3.01	37.00	Repair	PO BOX 67028	PO BOX 67028	387.772
58	83436	4.50	2.6	2.67	38.00	Repair	Attn: Ryan LLC Po Box 460169	Attn: Ryan LLC Po Box 460169	161.801
59	83533	4.66	3.2	3.28	36.00	Repair	1305 S KANSAS AVE	214 SW 14TH ST	196.461
60	83669	4.71	3.6	3.28	38.00	Repair	8549 SW 53RD ST	225 SW 12TH ST	204.132



Label No.	Facility ID	Composite Score	Connectivity Score	Socio-Economic Score	PCI Avg.	Type	Start Address	Mail Address	Length (FT)
61	84020	4.80	3.7	3.78	40.00	Repair	2010 SE CALIFORNIA AVE	2010 SE CALIFORNIA AVE	397.346
62	84250	4.75	3.3	3.78	36.00	Repair	1001 SE QUINCY ST STE 2	PO BOX 5318	483.219
63	84460	4.78	3.7	3.69	26.00	Repair	708 SE LIME ST	708 SE LIME ST	84.090
64	84461	4.78	3.7	3.69	26.00	Repair	708 SE LIME ST	701 SE LAWRENCE ST	275.994
65	84932	4.62	2.9	3.23	29.00	Repair	200 SE 7TH ST STE B-11	217 SE 8TH AVE	225.227
66	85180	4.57	2.4	3.23	24.00	Repair	701 SE ADAMS ST	215 SE 7TH ST STE 166	330.605
67	26560	4.67	2.6	3.73	21.00	Repair	431 SE LAKE ST	431 SE LAKE ST	128.098
68	805	4.73	4.6	2.44	37.00	Repair	1820 SW 10TH AVE	7024 SW 53RD ST	141.255
69	32841	4.69	4.7	2.44	38.00	Repair	PO BOX 67028	PO BOX 67028	99.141
70	86092	4.51	2.5	2.79	36.00	Repair	414 SE JEFFERSON ST	414 SE JEFFERSON ST	117.930
71	32878	4.62	4.1	2.44	17.00	Repair	1500 SW 10TH AVE	1500 SW 10TH AVE	184.753
72	86179	4.75	4.1	3.23	30.00	Repair	900 SW JACKSON ST RM 600	900 SW JACKSON ST RM 600	460.102
73	86230	4.58	2.3	3.40	16.00	Repair	8514 CHEROKEE PL	PO BOX 961089	322.563
74	86290	4.78	4.3	3.29	33.00	Repair	900 SW JACKSON ST RM 600	6125 SW 39th ST	334.726
75	6137	4.43	1.8	2.79	36.00	Repair	PO BOX 961089	PO BOX 961089	136.955
76	86346	4.63	2.5	3.54	36.00	Repair	700 SW JACKSON ST STE 200	700 SW JACKSON ST STE 200	440.664
77	86398	4.82	4.3	3.52	32.00	Repair	512 SW 6th AVE STE 100	3406 NW 49TH ST	462.154
78	86663	4.76	4.1	3.29	33.00	Repair	1414 GENESSEE ST	3722 SW 35TH ST	332.166
79	86922	4.59	3.3	2.79	18.00	Repair	215 SE 7TH ST STE 166	215 SE 7TH ST STE 166	98.917
80	86970	4.61	3.5	2.79	39.00	Repair	215 SE 7TH ST STE 166	215 SE 7TH ST STE 166	327.716
81	12392	4.44	2.8	2.19	20.00	Repair	6425 SW 6TH AVE	601 SW COMMERCE PL	499.413
82	87063	4.75	3.8	3.41	30.00	Repair	300 SW JACKSON ST	301 S KANSAS AVE	335.717
83	87069	4.99	4.6	4.02	37.00	Repair	537 SW DANBURY LN	5619 SW 35TH ST	234.317
84	87100	4.64	3.7	2.79	32.00	Repair	PO BOX 67028	2828 NW Button RD	333.800
85	87135	4.73	3.7	3.35	38.00	Repair	300 SW JACKSON ST	301 S KANSAS AVE	334.072
86	87361	4.89	4.2	4.02	39.00	Repair	5619 SW 35TH ST	3210 SE STONELEDGE CT	461.639
87	87443	4.69	4	2.92	35.00	Repair	643 SW WAYNE AVE	PO BOX 24025	510.821
88	87794	4.56	3	2.79	37.00	Repair	115 NW VAN BUREN ST	110 E 1ST AVE	452.880
89	87892	4.65	3.8	2.79	20.00	Repair	1808 FOXFIRE DR	PO BOX 385	326.308
90	87971	4.44	2.4	2.43	36.00	Repair	338 SW WOODLAWN AVE	300 SW WOODLAWN AVE	464.686



Label No.	Facility ID	Composite Score	Connectivity Score	Socio-Economic Score	PCI Avg.	Type	Start Address	Mail Address	Length (FT)
91	27010	4.62	2.5	3.47	33.00	Repair	237 SW ELMWOOD AVE	100 NW THE DRIVE	203.678
92	30306	4.56	2.6	3.04	40.00	Repair	120 SW FRANKLIN AVE	100 SW FRANKLIN AVE	255.544
93	88300	4.53	2.3	3.11	25.00	Repair	18 MORNINGSIDE DR	PO BOX 750558	145.328
94	89215	4.77	3.3	3.88	38.00	Repair	Attn: WOGAN MANAGEMENT 5384 POPLAR AVE STE 400	Attn: WOGAN MANAGEMENT 5384 POPLAR AVE STE 400	647.410
95	89312	4.69	3	3.60	39.00	Repair	1721 NW 59TH TER	1300 SOVEREIGN ROW	324.766
96	89463	4.73	3.9	3.21	36.00	Repair	1300 SOVEREIGN ROW	1300 SOVEREIGN ROW	59.224
97	91854	4.55	1.9	3.45	31.00	Repair	624 SW 24TH ST	624 SW 24TH ST	143.964
98	26660	4.62	2.8	3.29	36.00	Repair	504 SW 2ND ST	504 SW 2ND ST	173.464
99	92261	4.66	2.9	3.44	40.00	Repair	624 SW 24TH ST	624 SW 24TH ST	178.038
100	92479	4.74	3.4	3.27	12.00	Repair	2926 NE KAW VALLEY SCHOOL RD	2315 SW 10TH AVE	289.549



Appendix C: Data for Public Engagement



MTPO Updated Pedestrian Master Plan

Open House Public Meeting Summary



Overview

The Metropolitan Topeka Planning Organization (MTPO) hosted an open house public meeting for the Updated Pedestrian Master Plan project on August 21 from 4:00 to 7:00 pm at the Topeka & Shawnee County Public Library (1515 SW 10th Ave, Marvin Auditorium, Room B).



The meeting was arranged in 4 stations for attendees to visit sequentially.

The first station provided:

- An overview of the project
- Improvements since 2016 and a 2016 heat map with areas of sidewalk demand shown
- Improvements planned with RAISE grant funding
- Neighborhood health data
- Vehicle ownership data
- Usage by modality
- Crash data
- Safe Routes to School routes

The second station allowed participants to place dots to designate their origin, destinations, and places they would like to walk to if sidewalk improvements were made. It also highlighted segments of streets where sidewalk improvements or construction are needed. A third station was set up with laptops so participants could utilize the Pin-A-Comment feature on the project website. An area for written comments was also provided in the center of the room.

A total of 26 people signed into the meeting, and an additional 10 people attended on behalf of the project. A copy of the meeting's sign-in sheets is provided in Appendix A.

Advertisement

The MTPO released a notice for the press. The notice appeared on the Channel 13 WIBW website on August 13, 2024: <https://www.wibw.com/2024/08/13/city-topeka-seeks-input-update-topekas-pedestrian-plan/>

The MTPO also distributed a public notice flyer (pictured right) to the Complete Streets Advisory Board, which serves as the Steering Committee, for broader distribution through local connections and communities to reach transportation-disadvantaged individuals. The flyer was posted on the City of Topeka's Facebook page on August 13, and a Facebook event was created on August 19.



Comment Form Results

MTPO collected the paper survey forms completed by attendees during the public meeting. These surveys will be entered into the online survey tool and included with the other online surveys submitted by the public between August 13 and September 4 for overall analysis.

JEO collected roll-plot maps on which attendees placed sticky dots for origin, destination, and future destinations with improved sidewalks and highlighted segments of roads where sidewalks were missing or problematic. Data collected on these roll plots will be entered into the online Pin-A-Comment application on the project website for overall analysis.

Meeting Conversations and Observations

In addition to feedback submitted through the comment form, project team members noted things they heard and conversations during the meeting. Topics of discussion include:

- Broad complaints were shared about sidewalks being on only one side of the street.
- Attendees mentioned neighborhoods with sidewalks just in front of houses but not connecting.
- Some schools and parks have sidewalks in and around the property, but few or no sidewalks that lead to them.
- The JEO PM shared the plan's goals with a leader of the ADA community, who planned to distribute copies of the meeting brochure to her community so they could fill out the survey
- One attendee was very active in historic preservation. She was adamant that brick sidewalks should be maintained, but they needed to be reconstructed, not to settle, i.e., with a concrete base. JEO PM explained the expense of that solution and that it would ultimately be a city decision.
- Another person in attendance liked the brick sidewalks but realized we needed to build a sidewalk that residents could afford and would last a long time.
- One attendee talked openly about the lack of sidewalks, but mostly about flooding issues she was having that the City has never addressed.
- One visually impaired person in attendance raised a few challenges with a JEO engineer for the visually impaired, deaf, and elderly community:
 - He indicated that rectangular rapid flashing beacons (RRFBs) have replaced many mid-block signalized lighted crossings. One of the main challenges is that no audible chip lets the visually impaired know that the beacon exists.
 - Many crossings have multiple lanes in each direction, and it becomes disorienting when crossing to try to listen for motorists to slow down and stop while cars in other lanes may not stop. The Kansas Drivers Manual states that drivers must yield to

pedestrians so cars slow down to avoid pedestrians but may not be required to stop. (19% of motorists fail to stop at the RRFBs. These are high-stress pedestrian crossings.)

- Downtown, there are audible chirps that aid the visually impaired. The push buttons for pedestrian crossings also have a light that indicates the button has been pressed. However, maintenance is lacking on these lights as many do not work, so it is hard for the deaf to know if the button has been activated. It is confusing when some lights work, and some don't.
- Roundabouts are challenging for the visually impaired because traffic does not stop. As a vehicle enters the roundabout, the driver is looking to their left for oncoming traffic and a gap to enter the roundabout. While looking left and entering, they are not looking to the right for pedestrians. The visually impaired are taught to step one foot into the street and listen for the car to stop before they can cross the street.
- The elderly who may not have the stamina to take long walks must walk the extra distance it takes to cross the roundabout. In a standard intersection, they can walk straight across the street. In a roundabout, they often must walk 40-50 feet around a curved sidewalk before they can cross, then another 40-50 feet on the other side to get back in line with the sidewalk parallel to the street. For some, the addition of roundabouts has made it so they can no longer walk; they must pay for a ride.

Appendices

- A. Sign-In Sheets
- B. Meeting Handouts
- C. Meeting Displays

MTPO Updated Pedestrian Master Plan

Public Meeting Summary



Overview

The Metropolitan Topeka Planning Organization (MTPO) hosted the second public meeting for the Updated Pedestrian Master Plan project on May 21, 2025 from 5:00 to 7:00 pm at the Topeka & Shawnee County Public Library (1515 SW 10th Ave, Marvin Auditorium, Room B).



The meeting format was an open house, where attendees could view displays and ask questions of the project team. Display boards were arranged for attendees to visit sequentially and provided:

- Project methodology
- Sidewalk Condition
- Socioeconomic Data
- Connectivity Demand
- Public Input
- Overall 5-point Rating
- Examples of Usage Techniques

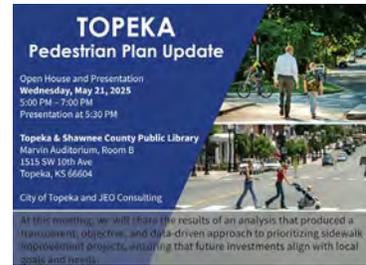
At 5:30, a presentation was provided by the JEO project team. Several slides explained Tiger Eye Engineering's sidewalk condition assessment tool, along with research and analysis on connectivity and socioeconomic factors. The approach to public engagement and the resulting map that was integrated into the overall scoring methodology were shared, along with a more extensive explanation of how a composite score for every sidewalk was developed.

A total of 17 people signed into the meeting, and an additional 5 people from JEO attended on behalf of the project. A copy of the meeting's sign-in sheets is provided in Appendix A.

Advertisement

The MTPO released a notice for the press to promote public attendance. The notice appeared on the Channel 13 WIBW website on May 12, 2025: <https://www.wibw.com/2025/05/12/city-topeka-host-another-pedestrian-plan-meeting/>.

The MTPO distributed a public notice flyer (pictured right) to the Complete Streets Advisory Board, which serves as the Steering Committee, for broader distribution through local connections and communities. The flyer was posted on the City of Topeka's Facebook page on May 8, and a Facebook event was also posted that day.



Comment Form Results

Three meeting attendees provided written comments as follows:

1. What did you find most helpful or meaningful today?
 - a. Being able to talk to planning team – cookies were nice – appreciate all the research.
 - b. Continue to do outreach like this. Something is better than nothing.
2. What could be improved or done differently?
 - a. Have meeting during time when bus service is working/running. One way to help get word out who use sidewalk is the bus system.
 - b. Can't think of anything comprehensive research into community's needs
 - c. 124 responses from public; 127 > need to get more public input!
3. Do you have any additional comments, questions, or suggestions?
 - a. I think Central Park needs sidewalks badly – their sidewalks are terrible – but the maps don't show that if I am reading them correctly.

Meeting Conversations and Observations

In addition to feedback submitted through the comment form, project team members noted things they heard and conversations during the meeting.

- An attendee commented that poor sidewalk conditions can be easily identified visually, negating the need for AI technology in their evaluation. Presenters clarified the application of AI in covering the vast network of sidewalks across the metropolitan area as an efficient way of documenting conditions systematically.
- Another attendee remarked that as a Neighborhood Association President, they could have obtained public feedback by going door-to-door. Presenters shared information on the previous public meeting, the opportunity for public comment, and the utilization of the CSAC Steering Committee to promote public involvement.
- City staff responded to an inquiry about funding the sidewalk improvements, specifically how much residents would have to pay versus how much the City would cover. An overview of the 50-50 Sidewalk Improvement Program was shared, along with information about additional funding provided for low-income residents.
- One attendee expressed disapproval of a specific intersection and the need for reduced speeds, warning City staff of the dangers, especially for residents with disabilities.

Appendices

- A. Sign-In Sheets
- B. Meeting Handouts
- C. Meeting Displays

Appendix D: PROWAG Crosswalk Analysis



Crosswalk ID	Type	ADA Ramp?	Detectable Surface?	Audible PB?	<10' Reach?	<10' from Cb Face?	Buttons 10' Apart?	<5' from Crosswalk?	Compliant?	Crosswalk Leg Crossing Street	At Intersection With	Leg of Intersection	Typical PB	Notes
61565	Intersection	Y	N	Y	N	N	N	Y	N	SW Harrison St	SW 10th Ave	South Leg		
61566	Intersection	Y	N	Y	N	N	N	Y	N	SW 10th Ave	SW Harrison St	West Leg		
61563	Intersection	Y	N	Y	Y	N	N	Y	N	SW Harrison St	SW 10th Ave	North Leg		
61564	Intersection	Y	N	Y	N	Y	N	Y	N	SW 10th Ave	SW Harrison St	East Leg		
67316	Midblock	Y	N	Y	N	Y	NA	N	N	SW 10th Ave	B/W SW Harrison St & SW Jackson St			
30580	Intersection	Y	Y	Y	Y	N	Y	Y	N	NW Rochester Rd	NW 25th Street	South Leg		
30579	Intersection	Y	Y	Y	Y	N	Y	Y	N	NW 25th Street	NW Rochester Rd	East Leg		
75499	Intersection	Y	Y	Y	N	N	Y	Y	N	NW Rochester Rd	NW 25th Street	North Leg		
30581	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	NW 25th Street	NW Rochester Rd	West Leg		
30577	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	US-24	NW Rochester Rd	East Leg		
30576	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	NW Rochester Rd	US-24	North Leg		
30586	Intersection	Y	N	N	N	N	N	N	N	NW Topeka Blvd	NW Lyman Rd	South Leg		
30585	Intersection	Y	N	N	N	N	N	Y	N	NW Lyman Rd	NW Topeka Blvd	East Leg		
30584	Intersection	Y	N	N	N	N	N	Y	N	NW Topeka Blvd	NW Lyman Rd	North Leg		
30587	Intersection	Y	Y	N	Y	N	N	Y	N	NW Lyman Rd	NW Topeka Blvd	West Leg		
30611	Intersection	Y	N	N	N	N	N	Y	N	N Kansas Ave	NE Lyman Rd	South Leg		
30612	Intersection	Y	N	N	N	N	N	N	N	NE Lyman Rd	N Kansas Ave	East Leg		
30609	Intersection	Y	N	N	N	N	N	N	N	N Kansas Ave	NE Lyman Rd	North Leg		
30610	Intersection	Y	N	N	Y	N	N	Y	N	NW Lyman Rd	N Kansas Ave	West Leg		
30628	Intersection	Y	N	N	N	N	N	Y	N	NW Topeka Blvd	NW Independence Ave	South Leg		
30627	Intersection	Y	N	N	N	N	N	Y	N	NW Independence Ave	NW Topeka Blvd	East Leg		
30626	Intersection	Y	N	N	N	N	N	Y	N	NW Topeka Blvd	NW Independence Ave	North Leg		
30629	Intersection	Y	N	N	Y	N	N	Y	N	NW Independence Ave	NW Topeka Blvd	West Leg		
30633	Intersection	Y	N	N	Y	N	N	Y	N	N Kansas Ave	NE Burgess St	South Leg		
30634	Intersection	Y	N	N	Y	N	N	Y	N	NE Burgess St	N Kansas Ave	East Leg		
30632	Intersection	Y	N	N	N	N	N	Y	N	N Kansas Ave	NE Burgess St	North Leg		
30636	Intersection	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Private Dr	N Kansas Ave	West Leg		Crossing of a driveway; no technical ramp and not a signalized crossing.
62525	Intersection	Y	Y	N	Y	Y	N/A	Y	Y	NW Topeka Blvd	NW Paramore St	North Leg		RRFB
62680	Intersection	Y	Y	Y	N	Y	N	Y	N	N Kansas Ave	NE Paramore Street	South Leg		
62678	Intersection	Y	Y	Y	Y	Y	N	Y	N	NE Paramore St	N Kansas Ave	East Leg		
62677	Intersection	Y	Y	Y	Y	Y	N	Y	N	N Kansas Ave	NE Paramore Street	North Leg		
62679	Intersection	Y	Y	Y	Y	Y	N	Y	N	NW Paramore St	N Kansas Ave	West Leg		
62425	Intersection	Y	Y	N	Y	N	N	Y	N	NW Topeka Blvd	NW Morse St	South Leg		
62424	Intersection	Y	N	N	N	N	N	Y	N	NW Morse St	NW Topeka Blvd	East Leg		
62427	Intersection	Y	Y	N	Y	N	N	N	N	NW Topeka Blvd	NW Morse St	North Leg		
62426	Intersection	Y	Y	N	N	N	N	Y	N	NW Morse St	NW Topeka Blvd	West Leg		
62619	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	N Kansas Ave	NE Morse Street	South Leg		
62618	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	NE Morse St	N Kansas Ave	East Leg		
62617	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	N Kansas Ave	NE Morse Street	North Leg		
62620	Intersection	Y	Y	Y	N	Y	Y	Y	N	NW Morse St	N Kansas Ave	West Leg		
62628	Intersection	Y	N	N	N	Y	N	Y	N	NE Quincy St	NE Morse Street	South Leg		
62627	Intersection	Y	N	N	N	N	N	Y	N	NE Morse St	NE Quincy St	East Leg		
62626	Intersection	Y	N	N	Y	Y	N	Y	N	NE Quincy St	NE Morse Street	North Leg		
74530	Intersection	Y	Y	N	Y	N	N	Y	N	NE Morse St	NE Quincy St	West Leg		
74519	Intersection	Y	N	N	N	Y	N	Y	N	NE Quincy St	NE Morse Street	South Leg		Channelized Right Turn
62323	Intersection	Y	N	N	Y	N	N	Y	N	NW Topeka Blvd	NW Gordon St	South Leg		
62322	Intersection	Y	N	N	N	N	N	Y	N	NW Gordon St	NW Topeka Blvd	East Leg		
62321	Intersection	Y	N	N	Y	N	N	Y	N	NW Topeka Blvd	NW Gordon St	North Leg	Picture	
62324	Intersection	Y	N	N	Y	N	N	Y	N	NW Gordon St	NW Topeka Blvd	West Leg		
62572	Intersection	Y	N	N	Y	N	N	Y	N	NE Quincy St	NE Gordon St	South Leg		
62571	Intersection	Y	N	N	Y	N	N	Y	N	NE Gordon St	NE Quincy St	East Leg		
62570	Intersection	Y	N	N	Y	N	N	Y	N	NE Quincy St	NE Gordon St	North Leg		
62573	Intersection	Y	N	N	Y	N	N	Y	N	NE Gordon St	NE Quincy St	West Leg		
61950	Intersection	Y	Y	Y	Y	N	Y	Y	N	SW Topeka Blvd	W 1st Ave	South Leg		
61949	Intersection	Y	Y	Y	Y	Y	N	Y	N	W 1st Ave	SW Topeka Blvd	East Leg		
61948	Intersection	Y	Y	Y	Y	N	N	Y	N	SW Topeka Blvd	W 1st Ave	North Leg		
61951	Intersection	Y	Y	Y	Y	Y	N	Y	N	W 1st Ave	SW Topeka Blvd	West Leg		
91369	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Arvonian Pl	SW Huntoon St	South Leg		
91406	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Arvonian Pl	SW Huntoon St	South Leg		91406 is part of 91369
91009	Intersection	N	N	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		91009 is not a signalized crossing
91011	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		91011 is not a signalized crossing
91010	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Huntoon St	SW Arvonian Pl	West Leg		
52000	Intersection	Y	Y	Y	Y	N	N	Y	N	SW Westridge Mall	SW 17th St	South Leg		
52001	Intersection	Y	Y	Y	Y	N	N	Y	N	SW 17th St	SW Westridge Mall	East Leg		
51998	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW Arvonian Pl	SW 17th St	North Leg		
51999	Intersection	Y	Y	Y	Y	N	N	Y	N	SW 17th St	SW Arvonian Pl	West Leg		
51872	Intersection	Y	Y	N	Y	N	N	Y	N	SW Wanamaker Rd	SW 10th Ave	South Leg		
51873	Intersection	Y	Y	N	N	N	N	Y	N	SW 10th Ave	SW Wanamaker Rd	East Leg		
67679	Intersection	Y	Y	N	N	N	N	Y	N	SW Wanamaker Rd	SW 10th Ave	North Leg		

51874	Intersection	Y	Y	N	N	N	N	Y	N	SW 10th Ave	SW Wanamaker Rd	West Leg	
51911	Intersection	Y	Y	Y	N	Y	Y	Y	N	SW Wanamaker Rd	Private Drive	South Leg	
51943	Intersection	Y	N	Y	N	Y	N	Y	N	SW Wanamaker Rd	SW Huntoon St	South Leg	
51945	Intersection	Y	N	Y	Y	N	N	Y	N	SW Huntoon St	SW Wanamaker Rd	East Leg	
51946	Intersection	Y	N	Y	N	N	N	Y	N	SW Wanamaker Rd	SW Huntoon St	North Leg	
51944	Intersection	N	N	Y	N	Y	N	Y	N	SW Huntoon St	SW Wanamaker Rd	West Leg	
51949	Intersection	Y	N	N	N	N	N	Y	N	SW Wanamaker Rd	SW Winding Rd	South Leg	
51948	Intersection	Y	N	N	N	Y	N	Y	N	I-470 On-Ramp	SW Wanamaker Rd	East Leg	
51951	Intersection	N	N	N	N	N	N	Y	N	SW Wanamaker Rd	SW Winding Rd	North Leg	
83428	Intersection	Y	N	N	N	N	N	Y	N	SW Winding Rd	SW Wanamaker Rd	West Leg	
52156	Intersection	Y	Y	N	Y	Y	Y	Y	N	SW Wanamaker Rd	SW 17th St	South Leg	
52154	Intersection	Y	Y	N	N	Y	Y	Y	N	SW 17th St	SW Wanamaker Rd	East Leg	
52153	Intersection	Y	Y	N	Y	Y	Y	Y	N	SW Wanamaker Rd	SW 17th St	North Leg	
52157	Intersection	Y	Y	N	N	Y	Y	Y	N	SW 17th St	SW Wanamaker Rd	West Leg	
67680	Intersection	Y	Y	N	Y	Y	N	Y	N	SW Wanamaker Rd	SW Westridge Mall	South Leg	
52163	Intersection	Y	Y	N	Y	N	N	Y	N	SW Westridge Mall	SW Wanamaker Rd	East Leg	
52159	Intersection	Y	Y	N	N	N	N	N	N	SW Wanamaker Rd	SW Westridge Mall	North Leg	
Missing	Intersection	Y	Y	N	N	N	N	Y	N	SW Westridge Mall	SW Wanamaker Rd	West Leg	
52171	Intersection	Y	Y	N	N	N	N	N	N	SW Wanamaker Rd	SW 19th Terr	South Leg	
52169	Intersection	Y	Y	N	N	Y	Y	Y	N	SW 19th Terr	SW Wanamaker Rd	East Leg	
52170	Intersection	Y	Y	N	N	N	N	Y	N	SW Wanamaker Rd	SW 19th Terr	North Leg	
52172	Intersection	Y	Y	N	N	N	N	Y	N	SW 19th Terr	SW Wanamaker Rd	West Leg	
52414	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Wanamaker Rd	SW 21st St	South Leg	
52415	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 21st St	SW Wanamaker Rd	East Leg	
52412	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Wanamaker Rd	SW 21st St	North Leg	
52413	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 21st St	SW Wanamaker Rd	West Leg	
30823	Intersection	Y	N	N	Y	N	N	Y	N	SW Wanamaker Rd	SW 25th St	South Leg	
30822	Intersection	Y	Y	N	N	N	N	Y	N	SW 25th St	SW Wanamaker Rd	East Leg	
30821	Intersection	Y	N	N	Y	N	N	Y	N	SW Wanamaker Rd	SW 25th St	North Leg	
30824	Intersection	Y	N	N	Y	N	N	Y	N	SW 25th St	SW Wanamaker Rd	West Leg	
52546	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Wanamaker Rd	SW 29th St	South Leg	
52545	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 29th St	SW Wanamaker Rd	East Leg	
52544	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Wanamaker Rd	SW 29th St	North Leg	
52547	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 29th St	SW Wanamaker Rd	West Leg	
52623	Intersection	Y	Y	N	N	Y	N/A	Y	N	SW Wanamaker Rd	SW 34th Terr	North Leg	RRFB
52240	Intersection	Y	N	N	Y	N	N	Y	N	SW Westport Dr	SW 21st St	North Leg	
52241	Intersection	Y	Y	N	Y	Y	N	Y	N	SW 21st St	SW Westport Dr	West Leg	Think ID is for west leg not east
52304	Intersection	Y	Y	N	Y	N	N/A	Y	N	I-470 SB On-Ramp	SW 21st St	South Leg	
52305	Intersection	Y	Y	N	Y	Y	N/A	Y	N	I-470 SB Off-Ramp	SW 21st St	North Leg	
53392	Intersection	Y	N	N	Y	Y	N/A	Y	N	I-470 NB Off-Ramp	SW 21st St	South Leg	
Missing	Intersection	Y	N	N	Y	N	N/A	Y	N	I-470 NB On-Ramp	SW 21st St	North Leg	
53157	Intersection	Y	N	N	Y	Y	N	Y	N	SW Arrowhead Rd	SW 29th St	South Leg	
89546	Intersection	Y	N	N	Y	Y	N	Y	N	SW 29th St	SW Arrowhead Rd	East Leg	
Missing	Intersection	Y	N	N	Y	Y	N	Y	N	SW Arrowhead Rd	SW 29th St	North Leg	
49618	Intersection	Y	Y	N	Y	Y	N	Y	N	SW 29th St	SW Arrowhead Rd	South Leg	
53158	Intersection	Y	Y	Y	Y	Y	N/A	Y	Y	SW McClure Rd	SW 29th St	South Leg	
53145	Intersection	Y	Y	Y	N	N	N/A	Y	N	SW Connector Rd	SW 29th St	South Leg	
53404	Intersection	Y	Y	N	N	N	N	Y	N	SW Belle Ave	SW 21st St	South Leg	
53405	Intersection	Y	Y	N	N	N	N	Y	N	SW 21st St	SW Belle Ave	East Leg	
53402	Intersection	Y	Y	N	N	N	N	Y	N	SW Belle Ave	SW 2s1t St	North Leg	
53406	Intersection	Y	Y	N	N	Y	N	Y	N	SW 21st St	SW Belle Ave	West Leg	
53537	Intersection	Y	Y	Y	Y	N	N	Y	N	SW Belle Ave	SW 17th St	South Leg	
53536	Intersection	Y	Y	Y	Y	N	N	Y	N	SW 17th St	SW Belle Ave	East Leg	
53535	Intersection	Y	Y	Y	Y	N	N	Y	N	SW Belle Ave	SW 17th St	North Leg	
53538	Intersection	Y	Y	Y	Y	N	N	Y	N	SW 17th St	SW Belle Ave	West Leg	
53411	Intersection	Y	N	N	N	N	N	Y	N	SW Chelsea Dr	SW 2s1t St	South Leg	
53410	Intersection	Y	N	N	N	N	N	Y	N	SW 21st St	SW Chelsea Dr	East Leg	
53409	Intersection	Y	N	N	N	N	N	Y	N	SW 21st St	SW Chelsea Dr	West Leg	
66867	Intersection	Y	N	N	N	N	N	N	N	SW Fairlawn Rd	SW 6th Ave	South Leg	
66868	Intersection	Y	Y	N	Y	Y	N	Y	N	SW 6th Ave	SW Fairlawn Rd	East Leg	
66866	Intersection	Y	N	N	N	Y	N	Y	N	SW Fairlawn Rd	SW 6th Ave	North Leg	
Missing	Intersection	Y	N	N	N	N	N	N	N	SW 6th Ave	SW Fairlawn Rd	West Leg	
53823	Intersection	Y	N	Y	Y	Y	N	Y	N	SW Fairlawn Rd	SW 8th Ave	South Leg	
53822	Intersection	Y	N	Y	Y	N	N	Y	N	SW 8th Ave	SW Fairlawn Rd	East Leg	
53821	Intersection	Y	N	Y	Y	Y	N	Y	N	SW Fairlawn Rd	SW 8th Ave	North Leg	
53824	Intersection	Y	N	N	Y	N	N	Y	N	SW 8th Ave	SW Fairlawn Rd	West Leg	Crossing of a driveway; no technical ramp
53702	Intersection	Y	Y	Y	N	Y	N	Y	N	SW Fairlawn Rd	SW 10th Ave	South Leg	
53703	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 10th Ave	SW Fairlawn Rd	East Leg	
53700	Intersection	Y	Y	Y	Y	N	N	Y	N	SW Fairlawn Rd	SW 10th Ave	North Leg	
53701	Intersection	Y	Y	Y	N	N	N	Y	N	SW 10th Ave	SW Fairlawn Rd	West Leg	

53599	Intersection	Y	N	N	Y	N	N	Y	N	SW Fairlawn Rd	SW Huntoon St	South Leg	
53598	Intersection	Y	N	N	Y	N	N	Y	N	SW Huntoon St	SW Fairlawn Rd	East Leg	
53597	Intersection	Y	N	N	Y	Y	N	Y	N	SW Fairlawn Rd	SW Huntoon St	North Leg	
53600	Intersection	Y	N	N	Y	Y	N	N	N	SW Huntoon St	SW Fairlawn Rd	West Leg	
53542	Intersection	Y	Y	?	Y	Y	N	Y	N	SW Fairlawn Rd	SW 17th St	South	Check with Bruce about PB Type - is it audible?
53541	Intersection	Y	Y	?	Y	Y	N	Y	N	SW 17th St	SW Fairlawn Rd	East Leg	
53540	Intersection	Y	Y	?	Y	Y	N	Y	N	SW Fairlawn Rd	SW 17th St	North Leg	
53543	Intersection	Y	Y	?	Y	Y	N	Y	N	SW 17th St	SW Fairlawn Rd	West Leg	
53448	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW Fairlawn Rd	SW 21st St	South Leg	
53447	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW 21st St	SW Fairlawn Rd	East Leg	
53446	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Fairlawn Rd	SW 21st St	North Leg	
53449	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 21st St	SW Fairlawn Rd	West Leg	
30861	Intersection	Y	N	N	Y	N	N	Y	N	SW Fairlawn Rd	SW 25th St	South Leg	
Missing	Intersection	Y	N	N	Y	N	N	N	N	SW 25th St	SW Fairlawn Rd	East Leg	
30859	Intersection	Y	N	N	N	N	N	Y	N	SW Fairlawn Rd	SW 25th St	North Leg	
30862	Intersection	Y	N	N	N	N	N	Y	N	SW 25th St	SW Fairlawn Rd	West Leg	
Missing Entire Intersection of SW Fairlawn & SW 28th St - Looks like new intersection													
53142	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW Fairlawn Rd	SW 29th St	South Leg	
53141	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 29th St	SW Fairlawn Rd	East Leg	
53144	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Fairlawn Rd	SW 29th St	North Leg	
91204	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 29th St	SW Fairlawn Rd	West Leg	
91200	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 29th St	SW Fairlawn Rd	West Leg	91200 is part of 91204
53111	Intersection	Y	Y	Y	Y	Y	N/A	Y	Y	SW Connector Rd	SW Fairlawn Rd	East Leg	
53112	Intersection	Y	Y	Y	Y	N	N/A	Y	N	SW Connector Rd	SW Fairlawn Rd	West Leg	
53110	Intersection	Y	Y	N	Y	Y	N/A	Y	N	I-470 EB On-Ramp	SW Fairlawn Rd	East Leg	On-Ramp at grade with crossing; no technical ramp
Missing	Intersection	Y	Y	Y	Y	Y	N/A	Y	Y	Private Dr	SW Fairlawn Rd	West Leg	Crossing of a driveway; no technical ramp
53029	Intersection	Y	N	N	Y	N	N	Y	N	SW Fairlawn Rd	SW 33rd St	South Leg	
53028	Intersection	Y	N	N	Y	N	N	Y	N	SW 33rd St	SW Fairlawn Rd	East Leg	
53027	Intersection	Y	N	N	N	N	N	Y	N	SW Fairlawn Rd	SW 33rd St	North Leg	
88581	Intersection	Y	N	N	Y	N	N	Y	N	SW 33rd St	SW Fairlawn Rd	West Leg	
53593	Intersection	Y	N	N	Y	Y	N/A	Y	N	SW Huntoon St	SW Huntoon St	East Leg	RRFB
53123	Intersection	Y	N	N	Y	Y	N/A	Y	N	SW 29th St	SW Prairie Rd	West Leg	RRFB
54111	Intersection	Y	N	N	Y	Y	N	Y	N	SW Eveningside Dr	SW 21st St	South Leg	
54110	Intersection	Y	N	N	N	Y	N	Y	N	SW 21st St	SW Eveningside Dr	West Leg	
54319	Intersection	Y	N	N	N	N	N	Y	N	SW Indian Tr	SW 29th St	South Leg	
54318	Intersection	Y	N	N	N	N	N	Y	N	SW 29th St	SW Indian Tr	West Leg	
54317	Intersection	Y	N	N	N	Y	N	Y	N	SW Indian Tr	SW 29th St	North Leg	
54320	Intersection	Y	N	N	N	Y	N	Y	N	SW 29th St	SW Indian Tr	West Leg	
53743	Midblock	Y	Y	N	Y	Y	N/A	Y	N	SW 10th Ave	B/W Rock Gardern Dr & SW Civitan Ln		
53728	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	SW Zoo Pkwy	SW 10th Ave	North Leg	Not a signalized crossing
53734	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW 10th Ave	SW Zoo Pkwy	West Leg	RRFB
53889	Intersection	Y	Y	Y	N	N	N	Y	N	SW Gage Blvd	SW 6th Ave	South Leg	
53888	Intersection	Y	Y	Y	Y	N	N	Y	N	SW 6th Ave	SW Gage Blvd	East Leg	
53887	Intersection	Y	Y	Y	Y	N	N	Y	N	SW Gage Blvd	SW 6th Ave	North Leg	
67293	Intersection	Y	Y	Y	N	Y	N	Y	N	SW 6th Ave	SW Gage Blvd	West Leg	
53726	Intersection	Y	Y	Y	N	N	N	Y	N	SW Gage Blvd	SW 10th Ave	South Leg	
53725	Intersection	Y	Y	Y	N	N	N	Y	N	SW 10th Ave	SW Gage Blvd	East Leg	
53723	Intersection	Y	Y	Y	N	N	N	Y	N	SW Gage Blvd	SW 10th Ave	North Leg	
53724	Intersection	Y	Y	Y	N	N	N	Y	N	SW 10th Ave	SW Gage Blvd	West Leg	
53943	Intersection	Y	Y	Y	N	Y	N	Y	N	SW Gage Blvd	SW 12th St	North Leg	
53944	Intersection	Y	Y	Y	N	N	N	Y	N	SW 12th St	SW Gage Blvd	East Leg	
53939	Intersection	Y	Y	Y	N	Y	N	Y	N	SW Gage Blvd	SW 12th St	North Leg	
53942	Intersection	Y	Y	Y	Y	N	N	Y	N	SW 12th St	SW Gage Blvd	West Leg	
76850	Intersection	Y	Y	N	Y	Y	N	Y	N	SW Gage Blvd	SW Huntoon St	South Leg	
76860	Intersection	Y	Y	N	Y	Y	N	Y	N	SW Huntoon St	SW Gage Blvd	East Leg	
76863	Intersection	Y	Y	Y	Y	N	N	Y	N	SW Gage Blvd	SW Huntoon St	North Leg	
53966	Intersection	Y	Y	Y	N	N	N	Y	N	SW Huntoon St	SW Gage Blvd	West Leg	
54024	Intersection	Y	N	N	N	Y	N	Y	N	SW Gage Blvd	SW 15th St	South Leg	
54023	Intersection	Y	N	N	N	Y	N	Y	N	SW 15th St	SW Gage Blvd	East Leg	
54022	Intersection	Y	N	N	N	Y	N	Y	N	SW Gage Blvd	SW 15th St	North Leg	
54025	Intersection	Y	Y	N	N	Y	N	Y	N	SW 15th St	SW Gage Blvd	West Leg	
54083	Intersection	Y	N	N	N	N	N	N	N	SW Gage Blvd	SW 17th St	South Leg	
54080	Intersection	Y	N	N	N	N	N	Y	N	SW 17th St	SW Gage Blvd	East Leg	
54081	Intersection	Y	N	N	N	Y	N	Y	N	SW Gage Blvd	SW 17th St	North Leg	
54082	Intersection	Y	N	N	N	N	N	N	N	SW 17th St	SW Gage Blvd	West Leg	
54097	Intersection	Y	N	N	N	Y	N	Y	N	SW Gage Blvd	SW 19th St	South Leg	
54098	Intersection	Y	Y	N	N	Y	N	Y	N	SW 19th St	SW Gage Blvd	East Leg	
54095	Intersection	Y	N	N	N	N	N	Y	N	SW Gage Blvd	SW 19th St	North Leg	
54096	Intersection	Y	N	N	Y	Y	N	Y	N	SW 19th St	SW Gage Blvd	West Leg	
54170	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Gage Blvd	SW 21st St	South Leg	

54169	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 21st St	SW Gage Blvd	East Leg		
54168	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Gage Blvd	SW 21st St	North Leg		
54171	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 21st St	SW Gage Blvd	West Leg		
54234	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW Gage Blvd	SW Mission Ct	North Leg		RRFB
54271	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW Gage Blvd	SW 29th St	South Leg		
54270	Intersection	Y	Y	N	N	Y	N	Y	N	SW 29th St	SW Gage Blvd	East Leg		
54269	Intersection	Y	Y	Y	N	Y	Y	Y	N	SW Gage Blvd	SW 29th St	North Leg		
54272	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW 29th St	SW Gage Blvd	West Leg		
54335	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW Gage Blvd	SW 30th St	North Leg		RRFB
54487	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	I-470 WB Off-Ramp	SW Gage Blvd	East Leg		Not a signalized crossing
67317	Intersection	Y	N	N	Y	Y	N/A	Y	N	I-470 WB On-Ramp	SW Gage Blvd	West Leg		On-Ramp at grade with crossing; no technical ramp
54492	Intersection	Y	N	N/A	N/A	N/A	N/A	N/A	N/A	I-470 EB On-Ramp	SW Gage Blvd	East Leg		Not a signalized crossing
Missing	Intersection	Y	N	N	Y	Y	N/A	Y	N	I-470 EB Off-Ramp	SW Gage Blvd	West Leg		Off-Ramp at grade with crossing; no technical ramp
53911	Intersection	Y	Y	N	Y	Y	N/A	N	N	SW 10th Ave	SW Parkview St	West Leg		RRFB
54155	Intersection	Y	Y	Y	Y	Y	N/A	Y	Y	SW 17th St	Whitson Elementary School	East Leg		
54371	Intersection	Y	N	N	N	Y	N/A	Y	N	SW 29th St	SW Arnold St	West Leg		RRFB
56903	Intersection	Y	Y	N	Y	N	N	N	N	SW Oakley Ave	SW 6th Ave	South Leg		
56902	Intersection	Y	Y	N	Y	N	N	Y	N	SW 6th Ave	SW Oakley Ave	East Leg		
56905	Intersection	Y	Y	N	Y	N	N	Y	N	SW Oakley Ave	SW 6th Ave	North Leg		
56904	Intersection	Y	Y	N	Y	N	N	Y	N	SW 6th Ave	SW Oakley Ave	West Leg		
56437	Intersection	Y	N	N	Y	Y	N	Y	N	SW Randolph Ave	SW 21st St	South Leg		
56436	Intersection	Y	N	N	N	N	N	Y	N	SW 21st St	SW Randolph Ave	East Leg		
56438	Intersection	Y	N	N	Y	Y	N	Y	N	SW Randolph Ave	SW 21st St	North Leg		
56439	Intersection	Y	N	N	N	Y	N	Y	N	SW 21st St	SW Randolph Ave	West Leg		
56929	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW 6th Ave	SW Tuffy Kellog Dr	East Leg		RRFB
56489	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW Medford Ave	SW 17th St	East Leg		
57065	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW Macvicar Ave	SW 2nd St	North Leg		
56955	Intersection	Y	Y	N	Y	N	N	Y	N	SW Macvicar Ave	SW 6th Ave	South Leg		
87527	Intersection	Y	Y	N	Y	N	N	Y	N	SW 6th Ave	SW Macvicar Ave	East Leg		
56947	Intersection	Y	Y	N	Y	N	N	Y	N	SW Macvicar Ave	SW 6th Ave	North Leg		
56952	Intersection	Y	Y	N	Y	N	N	Y	N	SW 6th Ave	SW Macvicar Ave	West Leg		
56776	Intersection	Y	N	N	N	Y	N	Y	N	SW Macvicar Ave	SW 10th Ave	South Leg		
56775	Intersection	Y	N	N	N	Y	N	Y	N	SW 10th Ave	SW Macvicar Ave	East Leg		
56774	Intersection	Y	Y	N	Y	N	N	Y	N	SW Macvicar Ave	SW 10th Ave	North Leg		
56777	Intersection	Y	N	N	Y	Y	N	Y	N	SW 10th Ave	SW Macvicar Ave	West Leg		
56494	Intersection	Y	Y	Y	Y	N	Y	Y	N	SW Macvicar Ave	SW 17th St	South Leg		
56493	Intersection	Y	Y	Y	Y	N	Y	Y	N	SW 17th St	SW Macvicar Ave	East Leg		
56419	Intersection	Y	N	N	N	N	N	N	N	SW Macvicar Ave	SW 21st St	South Leg		
56418	Intersection	Y	N	N	N	Y	N	Y	N	SW 21st St	SW Macvicar Ave	East Leg		
56417	Intersection	Y	N	N	N	Y	N	Y	N	SW Macvicar Ave	SW 21st St	North Leg		
56420	Intersection	Y	N	N	Y	Y	N	Y	N	SW 21st St	SW Macvicar Ave	West Leg		
56363	Intersection	Y	N	Y	Y	Y	N	Y	N	SW Macvicar Ave	SW 29th St	South Leg		
56364	Intersection	Y	N	Y	N	Y	N	Y	N	SW 29th St	SW Macvicar Ave	East Leg		
56361	Intersection	Y	N	Y	Y	Y	N	Y	N	SW Macvicar Ave	SW 29th St	North Leg		
56362	Intersection	Y	N	Y	N	Y	N	Y	N	SW 29th St	SW Macvicar Ave	West Leg		
56958	Intersection	Y	Y	N	Y	N	N/A	N	N	SW 6th Ave	SW Orchard St	East Leg		RRFB
56975	Intersection	Y	N	N	Y	Y	N/A	Y	N	SW 6th Ave	SW Franklin Ave	West Leg		RRFB
57453	Intersection	Y	N	N	Y	N	N/A	Y	N	SW 6th Ave	SW Garfield Ave	East Leg		
57446	Intersection	Y	N	N	N	N	N	N	N	SW Washburn Ave	SW 6th Ave	South Leg		
57445	Intersection	Y	Y	N	N	N	N	Y	N	SW 6th Ave	SW Washburn Ave	East Leg		
57444	Intersection	Y	Y	N	N	N	N	Y	N	SW Washburn Ave	SW 6th Ave	North Leg		
57447	Intersection	Y	Y	N	Y	N	N	Y	N	SW 6th Ave	SW Washburn Ave	West Leg		
57442	Intersection	Y	N	N	N	N	N	N	N	SW Lane St	SW 6th Ave	South Leg		
57441	Intersection	Y	Y	N	N	N	N	N	N	SW 6th Ave	SW Lane St	East Leg		
57440	Intersection	Y	Y	N	N	N	N	N	N	SW Lane St	SW 6th Ave	North Leg		
57443	Intersection	Y	Y	N	N	N	N	N	N	SW 6th Ave	SW Lane St	West Leg		
57433	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Clay St	SW 6th Ave	South Leg		
57432	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 6th Ave	SW Clay St	East Leg		
Missing	Intersection	Y	N	Y	Y	N	Y	Y	N	SW Clay St	SW 6th Ave	North Leg		
57431	Intersection	Y	N	Y	Y	N	Y	Y	N	SW 6th Ave	SW Clay St	West Leg		
30724	Intersection	Y	N	Y	Y	N	N	Y	N	SW Topeka Blvd	SW 6th Ave	South Leg		
30713	Intersection	Y	N	Y	Y	N	N	Y	N	SW 6th Ave	SW Topeka Blvd	East Leg		
30711	Intersection	Y	N	N	N	N	N	Y	N	SW Topeka Blvd	SW 6th Ave	North Leg		
30714	Intersection	Y	N	Y	Y	N	N	Y	N	SW 6th Ave	SW Topeka Blvd	West Leg		
30733	Intersection	Y	N	N	N	N	N	Y	N	SW Harrison St	SW 6th Ave	South Leg		
30730	Intersection	Y	N	N	N	N	N	Y	N	SW 6th Ave	SW Harrison St	East Leg		
30710	Intersection	Y	N	N	N	N	N	Y	N	SW Harrison St	SW 6th Ave	North Leg		
30712	Intersection	Y	N	N	Y	N	N	Y	N	SW 6th Ave	SW Harrison St	West Leg		
30771	Intersection	Y	Y	N	Y	N	N	Y	N	SW Van Buren St	SW 6th Ave	South Leg		
30772	Intersection	Y	Y	N	Y	Y	N	Y	N	SW 6th Ave	SW Van Buren St	East Leg		

30769	Intersection	Y	Y	N	Y	N	N	Y	N	SW Van Buren St	SW 6th Ave	North Leg	
30770	Intersection	Y	Y	N	Y	Y	N	Y	N	SW 6th Ave	SW Van Buren St	West Leg	
30767	Intersection	Y	Y	N	Y	N	N	Y	N	SW Jackson St	SW 6th Ave	South Leg	
30768	Intersection	Y	Y	N	Y	N	N	Y	N	SW 6th Ave	SW Jackson St	East Leg	
30765	Intersection	Y	Y	N	Y	N	N	Y	N	SW Jackson St	SW 6th Ave	North Leg	
30766	Intersection	Y	Y	N	Y	N	N	Y	N	SW 6th Ave	SW Jackson St	West Leg	
30745	Intersection	Y	Y	N	Y	Y	Y	Y	N	S Kansas Ave	SE 6th Ave	South Leg	
30749	Intersection	Y	N	N	Y	N	Y	Y	N	SE 6th Ave	S Kansas Ave	East Leg	
30744	Intersection	Y	N	N	Y	Y	Y	Y	N	S Kansas Ave	SW 6th Ave	North Leg	
30734	Intersection	Y	N	N	Y	N	Y	Y	N	SW 6th Ave	S Kansas Ave	West Leg	
30754	Intersection	Y	N	Y	Y	N	N	Y	N	SE Quincy St	SE 6th Ave	South Leg	
30755	Intersection	Y	N	N	N	Y	N	Y	N	SE 6th Ave	SE Quincy St	East Leg	
30756	Intersection	Y	N	N	N	Y	N	Y	N	SE 6th Ave	SE Quincy St	West Leg	
30761	Intersection	Y	N	N	Y	N	N	Y	N	SE Monroe St	SE 6th Ave	South Leg	
30760	Intersection	Y	N	N	Y	N	N	Y	N	SE 6th Ave	SE Monroe St	East Leg	
30759	Intersection	Y	N	N	Y	N	N	Y	N	SE Monroe St	SE 6th Ave	North Leg	
30762	Intersection	Y	N	N	N	N	N	Y	N	SE 6th Ave	SE Monroe St	West Leg	
61941	Intersection	Y	Y	Y	Y	N	N	Y	N	SW Topeka Blvd	SW 3rd St	South Leg	
61940	Intersection	Y	Y	Y	Y	N	N	Y	N	SW 3rd St	SW Topeka Blvd	East Leg	
61939	Intersection	Y	Y	Y	Y	N	N	Y	N	SW Topeka Blvd	SW 3rd St	North Leg	
61942	Intersection	Y	Y	Y	Y	N	N	Y	N	SW 3rd St	SW Topeka Blvd	West Leg	
62015	Intersection	Y	N	N	N	N	N	Y	N	S Kansas Ave	SE 3rd St	South Leg	
62014	Intersection	Y	N	N	N	Y	N	Y	N	SE 3rd St	S Kansas Ave	East Leg	
62013	Intersection	N	N	N	Y	N	N	Y	N	S Kansas Ave	SE 3rd St	North Leg	
62016	Intersection	Y	N	N	Y	Y	N	Y	N	SE 3rd St	S Kansas Ave	West Leg	
61937	Intersection	Y	N	N	N	N	N	Y	N	SW Topeka Blvd	SW 4th St	South Leg	
61936	Intersection	Y	N	N	N	N	N	Y	N	SW 4th St	SW Topeka Blvd	East Leg	
61935	Intersection	Y	N	N	Y	N	N	Y	N	SW Topeka Blvd	SW 4th St	North Leg	
61938	Intersection	Y	N	N	N	N	N	Y	N	SW 4th St	SW Topeka Blvd	West Leg	
Missing	Intersection	Y	Y	N	Y	N	N	Y	N	SW Jackson St	SW 4th St	South Leg	
30783	Intersection	Y	Y	N	Y	Y	N	Y	N	SW 4th St	SW Jackson St	East Leg	
30795	Intersection	Y	Y	N	Y	Y	N	Y	N	SW Jackson St	SW 4th St	North Leg	
30784	Intersection	Y	Y	N	N	Y	N	Y	N	SW 4th St	SW Jackson St	West Leg	
62011	Intersection	Y	N	Y	Y	N	N	N	N	S Kansas Ave	SE 4th St	South Leg	
62010	Intersection	Y	N	Y	Y	Y	N	Y	N	SE 4th St	S Kansas Ave	East Leg	
62009	Intersection	Y	N	Y	Y	N	N	Y	N	S Kansas Ave	SW 4th St	North Leg	
62012	Intersection	Y	N	Y	Y	N	N	Y	N	SW 4th St	S Kansas Ave	West Leg	
30778	Intersection	Y	N	N	Y	N	N	Y	N	SE Quincy St	SE 4th St	South Leg	
30776	Intersection	Y	N	N	Y	N	N	Y	N	SE 4th St	SE Quincy St	East Leg	
67329	Intersection	Y	N	N	Y	N	N	Y	N	SE Quincy St	SE 4th St	North Leg	Crossing of a driveway; no technical ramp
30777	Intersection	Y	N	N	Y	N	N	Y	N	SE 4th St	SE Quincy St	West Leg	
62071	Intersection	Y	N	N	N	N	N	Y	N	SE Monroe St	SE 4th St	South Leg	
62070	Intersection	Y	N	N	N	Y	N	Y	N	SE 4th St	SE Monroe St	East Leg	
62069	Intersection	Y	N	N	Y	N	N	Y	N	SE Monroe St	SE 4th St	North Leg	
62072	Intersection	Y	N	N	N	N	N	Y	N	SE 4th St	SE Monroe St	West Leg	
61933	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Topeka Blvd	SW 5th St	South Leg	
61932	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW 5th St	SW Topeka Blvd	East Leg	
61931	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW Topeka Blvd	SW 5th St	North Leg	
61934	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 5th St	SW Topeka Blvd	West Leg	
30798	Intersection	Y	Y	N	Y	N	N	Y	N	SW Jackson St	SW 5th St	South Leg	
30789	Intersection	Y	N	N	Y	N	N	Y	N	SW 5th St	SW Jackson St	East Leg	
30797	Intersection	Y	N	N	Y	Y	N	Y	N	SW Jackson St	SW 5th St	North Leg	
Missing	Intersection	Y	Y	N	Y	N	N	Y	N	SW 5th St	SW Jackson St	West Leg	
30781	Intersection	Y	N	N	Y	N	N	Y	N	S Kansas Ave	SE 5th St	South Leg	
30780	Intersection	Y	N	N	Y	N	N	Y	N	SE 5th St	S Kansas Ave	East Leg	
30779	Intersection	Y	N	N	Y	N	N	Y	N	S Kansas Ave	SW 5th St	North Leg	
30782	Intersection	Y	N	N	Y	N	N	Y	N	SW 5th St	S Kansas Ave	West Leg	
30732	Intersection	Y	N	N/A	N/A	N/A	N/A	N/A	N/A	SW 7th St	SW Topeka Blvd	East Leg	Not a signalized crossing
30731	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW Topeka Blvd	SW 7th St	North Leg	RRFB
30719	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	SW 7th St	SW Topeka Blvd	West Leg	Not a signalized crossing
30741	Intersection	Y	Y	N	Y	N	N	Y	N	SW Jackson St	SW 7th St	South Leg	
30735	Intersection	Y	Y	N	Y	N	N	Y	N	SW 7th St	SW Jackson St	East Leg	
30740	Intersection	Y	Y	N	Y	N	N	Y	N	SW Jackson St	SW 7th St	North Leg	
30737	Intersection	Y	Y	N	Y	Y	N	Y	N	SW 7th St	SW Jackson St	West Leg	
30747	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	Y	S Kansas Ave	SE 7th St	South Leg	No Pushbuttons; Ped Recall?
30750	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	Y	SE 7th St	S Kansas Ave	East Leg	No Pushbuttons; Ped Recall?
30746	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	Y	S Kansas Ave	SW 7th St	North Leg	No Pushbuttons; Ped Recall?
30736	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	Y	SW 7th St	S Kansas Ave	West Leg	No Pushbuttons; Ped Recall?
57722	Intersection	Y	Y	N	Y	N	N	Y	N	SW Lane St	SW 8th Ave	South Leg	
57719	Intersection	Y	Y	N	Y	Y	N	Y	N	SW 8th Ave	SW Lane St	East Leg	

57717	Intersection	Y	Y	N	Y	Y	Y	Y	N	SW Lane St	SW 8th Ave	North Leg		
57718	Intersection	Y	Y	N	Y	Y	N	Y	N	SW 8th Ave	SW Lane St	West Leg		
61439	Intersection	Y	Y	N	Y	N	N	Y	N	SW Topeka Blvd	SW 8th Ave	South Leg		
61438	Intersection	Y	Y	N	Y	N	N	Y	N	SW 8th Ave	SW Topeka Blvd	East Leg		
61437	Intersection	Y	Y	N	Y	N	N	Y	N	SW Topeka Blvd	SW 8th Ave	North Leg		
61440	Intersection	Y	Y	N	Y	N	N	Y	N	SW 8th Ave	SW Topeka Blvd	West Leg		
61483	Intersection	Y	Y	N	Y	N	N	Y	N	SW Harrison St	SW 8th Ave	South Leg		
61482	Intersection	Y	Y	N	Y	Y	N	Y	N	SW 8th Ave	SW Harrison St	East Leg		
61481	Intersection	Y	Y	N	Y	Y	N	Y	N	SW Harrison St	SW 8th Ave	South Leg		
61484	Intersection	Y	Y	N	Y	N	N	Y	N	SW 8th Ave	SW Harrison St	West Leg		
61569	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	SW Van Buren St	SW 8th Ave	North Leg		Not a signlized crossing
61570	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW 8th Ave	SW Van Buren St	West Leg		RRFB
61667	Intersection	Y	Y	?	Y	N	N	Y	N	SW Jackson St	SW 8th Ave	South Leg		Check with Bruce about PB Type - is it audible?
61666	Intersection	Y	Y	?	Y	N	N	Y	N	SW 8th Ave	SW Jackson St	East Leg		
61665	Intersection	Y	Y	?	Y	Y	N	Y	N	SW Jackson St	SW 8th Ave	North Leg		
61668	Intersection	Y	Y	?	Y	Y	N	Y	N	SW 8th Ave	SW Jackson St	West Leg		
61708	Intersection	Y	Y	N	Y	N	N	Y	N	S Kansas Ave	SE 8th Ave	South Leg		
61707	Intersection	Y	Y	N	N	N	N	Y	N	SE 8th Ave	S Kansas Ave	East Leg		
61706	Intersection	Y	Y	N	N	N	N	Y	N	S Kansas Ave	SW 8th Ave	North Leg		
61709	Intersection	Y	Y	N	N	N	N	Y	N	SE 8th Ave	S Kansas Ave	West Leg		
61758	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	SE Quincy St	SE 8th Ave	South Leg		No Pushbuttons; Ped Recall?
61757	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	SE 8th Ave	SE Quincy St	East Leg		No Pushbuttons; Ped Recall?
61756	Intersection	Y	N	N/A	N/A	N/A	N/A	N/A	N/A	SE Quincy St	SE 8th Ave	North Leg		No Pushbuttons; Ped Recall?
61759	Intersection	Y	N	N/A	N/A	N/A	N/A	N/A	N/A	SE 8th Ave	SE Quincy St	West Leg		No Pushbuttons; Ped Recall?
61801	Intersection	Y	N	N	Y	N	N	Y	N	SE Monroe St	SE 8th Ave	South Leg		
61800	Intersection	Y	N	N	Y	N	N	Y	N	SE 8th Ave	SE Monroe St	East Leg		
61798	Intersection	Y	N	N	Y	N	N	Y	N	SE Monroe St	SE 8th Ave	North Leg		
61799	Intersection	Y	N	N	Y	Y	N	Y	N	SE 8th Ave	SE Monroe St	West Leg		
61455	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW Topeka Blvd	SW 9th St	South Leg		RRFB
61454	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	SW 9th St	SW Topeka Blvd	East Leg		Not a signlized crossing
61453	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW Topeka Blvd	SW 9th St	North Leg		RRFB
61456	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	SW 9th St	SW Topeka Blvd	West Leg		Not a signlized crossing
61659	Intersection	Y	Y	N	Y	N	N	Y	N	SW Jackson St	SW 9th St	South Leg		
61658	Intersection	Y	N	N	Y	N	N	Y	N	SW 9th St	SW Jackson St	East Leg		
61661	Intersection	Y	N	N	Y	Y	N	Y	N	SW Jackson St	SW 9th St	North Leg		
Missing	Intersection	Y	Y	N	Y	Y	N	Y	N	SW 9th St	SW Jackson St	West Leg		
61701	Intersection	Y	Y	N	Y	N	N	Y	N	S Kansas Ave	SE 9th St	South Leg		
61700	Intersection	Y	Y	N	Y	N	N	Y	N	SE 9th St	S Kansas Ave	East Leg		
61699	Intersection	Y	Y	N	Y	N	N	Y	N	S Kansas Ave	SW 9th St	North Leg		
61702	Intersection	Y	Y	N	Y	N	N	Y	N	SW 9th St	S Kansas Ave	West Leg		
61752	Intersection	Y	N	Y	Y	Y	N	Y	N	SE Quincy St	SE 9th St	South Leg		
61751	Intersection	Y	N	Y	Y	N	N	Y	N	SE 9th St	SE Quincy St	East Leg		
61750	Intersection	Y	N	Y	Y	N	N	Y	N	SE Quincy St	SE 9th St	North Leg		
61753	Intersection	Y	N	Y	Y	N	N	Y	N	SE 9th St	SE Quincy St	West Leg		
57757	Intersection	Y	N	N	Y	Y	N/A	Y	N	SW 10th Ave	SW Boswell Ave	East Leg		RRFB
57617	Intersection	Y	N	N	Y	Y	N	Y	N	SW Mulvane St	SW 10th Ave	South Leg		
57620	Intersection	Y	N	N	Y	N	N	Y	N	SW 10th Ave	SW Mulvane St	East Leg		
57619	Intersection	Y	N	N	Y	N	N	Y	N	SW Mulvane St	SW 10th Ave	North Leg		
57618	Intersection	Y	N	N	Y	N	N	Y	N	SW 10th Ave	SW Mulvane St	West Leg		
57822	Intersection	Y	Y	N	N	Y	N/A	Y	N	SW 10th Ave	SW Garfield Ave	East Leg		RRFB
57883	Intersection	Y	N	Y	Y	N	N	Y	N	SW Washburn Ave	SW 10th Ave	South Leg		
57882	Intersection	Y	Y	Y	Y	Y	N	Y	Y	SW 10th Ave	SW Washburn Ave	East Leg		
57881	Intersection	Y	N	Y	Y	N	N	Y	N	SW Washburn Ave	SW 10th Ave	North Leg		
57884	Intersection	Y	N	Y	Y	Y	N	Y	N	SW 10th Ave	SW Washburn Ave	West Leg		
58104	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	SW Lane St	SW 10th Ave	South Leg		No Pushbuttons; Ped Recall?
58103	Intersection	Y	N	N/A	N/A	N/A	N/A	N/A	N/A	SW 10th Ave	SW Lane St	East Leg		No Pushbuttons; Ped Recall?
58102	Intersection	Y	N	N/A	N/A	N/A	N/A	N/A	N/A	SW Lane St	SW 10th Ave	North Leg		No Pushbuttons; Ped Recall?
58105	Intersection	Y	N	N/A	N/A	N/A	N/A	N/A	N/A	SW 10th Ave	SW Lane St	West Leg		No Pushbuttons; Ped Recall?
58230	Intersection	Y	Y	Y	Y	N	N	Y	N	SW Clay St	SW 10th Ave	South Leg		
58229	Intersection	Y	N	Y	Y	N	N	Y	N	SW 10th Ave	SW Clay St	East Leg		
58228	Intersection	Y	N	Y	Y	N	N	Y	N	SW Clay St	SW 10th Ave	North Leg		
58231	Intersection	Y	N	Y	Y	N	N	Y	N	SW 10th Ave	SW Clay St	West Leg		
59264	Intersection	Y	N	N	N	N	N	Y	N	SW 10th Ave	SW Western Ave	East Leg		
59263	Intersection	Y	Y	N	Y	Y	Y	N	N	SW Western Ave	SW 10th Ave	North Leg		
59265	Intersection	Y	N	N	N	N	Y	N	N	SW 10th Ave	SW Western Ave	West Leg		
59319	Intersection	Y	Y	N	Y	Y	Y	Y	N	SW 10th Ave	SW Taylor St	East Leg		
59318	Intersection	Y	Y	N	Y	Y	Y	Y	N	SW 10th Ave	SW Taylor St	West Leg		
61466	Intersection	Y	Y	N	Y	Y	N	Y	N	SW Topeka Blvd	SW 10th Ave	South Leg		
61467	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 10th Ave	SW Topeka Blvd	East Leg		
61464	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Topeka Blvd	SW 10th Ave	North Leg		

61465	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 10th Ave	SW Topeka Blvd	West Leg		
61656	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Jackson St	SW 10th Ave	South Leg		
61655	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 10th Ave	SW Jackson St	East Leg		
61654	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Jackson St	SW 10th Ave	North Leg		
61657	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 10th Ave	SW Jackson St	West Leg		
61695	Intersection	Y	N	Y	Y	N	N	Y	N	S Kansas Ave	SE 10th Ave	South Leg		
61694	Intersection	Y	N	Y	Y	N	N	Y	N	SE 10th Ave	S Kansas Ave	East Leg		
61693	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	S Kansas Ave	SW 10th Ave	North Leg		
61696	Intersection	Y	N	Y	Y	N	N	Y	N	SW 10th Ave	S Kansas Ave	West Leg		
61748	Intersection	Y	Y	N	N	N	N	Y	N	SE Quincy St	SE 10th Ave	South Leg		
61747	Intersection	Y	Y	N	Y	N	N	Y	N	SE 10th Ave	SE Quincy St	East Leg		
61746	Intersection	Y	N	N	Y	N	N	Y	N	SE Quincy St	SE 10th Ave	North Leg		
61749	Intersection	Y	N	N	Y	N	N	Y	N	SE 10th Ave	SE Quincy St	West Leg		
61786	Intersection	Y	N	N	Y	N	N	Y	N	SE Monroe St	SE 10th Ave	South Leg		
61784	Intersection	Y	N	N	Y	N	N	Y	N	SE 10th Ave	SE Monroe St	East Leg		
61783	Intersection	Y	N	N	Y	N	N	Y	N	SE Monroe St	SE 10th Ave	North Leg		
61785	Intersection	Y	Y	N	N	N	N	Y	N	SE 10th Ave	SE Monroe St	West Leg		
61683	Intersection	Y	N	N	Y	Y	N	Y	N	S Kansas Ave	SE 11th St	South Leg		
61682	Intersection	Y	Y	N	Y	N	N	Y	N	SE 11th St	S Kansas Ave	East Leg		
61681	Intersection	Y	N	N	Y	N	N	Y	N	S Kansas Ave	SW 11th St	North Leg		
61684	Intersection	Y	N	N	Y	N	N	Y	N	SW 11th St	S Kansas Ave	West Leg		
57922	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Washburn Ave	SW 12th St	South Leg		
57925	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 12th St	SW Washburn Ave	East Leg		
57924	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Washburn Ave	SW 12th St	North Leg		
57923	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 12th St	SW Washburn Ave	West Leg		
58092	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Lane St	SW 12th St	South Leg		
58091	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 12th St	SW Lane St	East Leg		
58090	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Lane St	SW 12th St	South Leg		
58093	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 12th St	SW Lane St	West Leg		
61401	Intersection	Y	N	Y	Y	Y	Y	Y	N	SW 12th St	SW Topeka Blvd	East Leg		
61391	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Topeka Blvd	SW 12th St	North Leg		
61398	Intersection	Y	N	Y	Y	Y	Y	Y	N	SW 12th St	SW Topeka Blvd	West Leg		
61393	Intersection	Y	N	Y	Y	Y	Y	Y	N	SW 12th St	SW Topeka Blvd	West Leg		
61395	Intersection	Y	N	N	Y	N	N	Y	N	SW Topeka Blvd	SW Huntoon St	South Leg		
61397	Intersection	Y	N	N	Y	Y	N	Y	N	SW Huntoon St	SW Topeka Blvd	East Leg		
61404	Intersection	Y	N	N	Y	Y	Y	Y	N	SW Huntoon St	SW Topeka Blvd	East Leg		
61402	Intersection	Y	N	N	Y	N	Y	Y	N	SW Huntoon St	SW Topeka Blvd	West Leg		
61679	Intersection	Y	N	Y	Y	Y	Y	Y	N	S Kansas Ave	SE 12th St	South Leg		
61676	Intersection	Y	N	Y	Y	Y	Y	Y	N	SE 12th St	S Kansas Ave	East Leg		
61677	Intersection	Y	N	Y	Y	Y	Y	Y	N	S Kansas Ave	SW 12th St	North Leg		
61678	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 12th St	S Kansas Ave	West Leg		
57928	Intersection	Y	N	N	Y	N	N	Y	N	SW Washburn Ave	SW Huntoon St	South Leg		
57931	Intersection	Y	N	N	Y	Y	N	Y	N	SW Huntoon St	SW Washburn Ave	East Leg		
57930	Intersection	Y	N	N	Y	N	N	Y	N	SW Washburn Ave	SW Huntoon St	North Leg		
57929	Intersection	Y	N	N	Y	Y	N	Y	N	SW Huntoon St	SW Washburn Ave	West Leg		
58089	Intersection	Y	N	N	N	N	N	Y	N	SW Lane St	SW Huntoon St	South Leg		
58088	Intersection	Y	N	N	Y	Y	N	Y	N	SW Huntoon St	SW Lane St	East Leg		
58086	Intersection	Y	N	N	Y	Y	N	Y	N	SW Lane St	SW Huntoon St	North Leg		
58087	Intersection	Y	N	N	Y	N	N	Y	N	SW Huntoon St	SW Lane St	West Leg		
59344	Intersection	Y	N	N	Y	Y	Y	Y	N	SW Huntoon St	SW Tyler St	East Leg		
59345	Intersection	Y	N	N	Y	N	Y	Y	N	SW Huntoon St	SW Tyler St	West Leg		
57944	Intersection	Y	Y	N	Y	N	N	Y	N	SW 15th St	SW Washburn Ave	East Leg		
57943	Intersection	Y	N	N	Y	N	N	Y	N	SW Washburn Ave	SW 15th St	North Leg		
57942	Intersection	Y	N	N	Y	Y	Y	Y	N	SW 15th St	SW Washburn Ave	West Leg		
Missing	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Lane St	SW 15th St	South Leg		
58068	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Lane St	SW 15th St	East Leg		
58067	Intersection	Y	Y	Y	Y	N	Y	Y	N	SW 15th St	SW Lane St	North Leg		
58069	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Lane St	SW 15th St	West Leg		
61357	Intersection	Y	N	N	Y	Y	N/A	Y	N	SW Topeka Blvd	SW 15th St	North Leg		RRFB
58307	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	Private Dr	SW 17th St	South Leg		Not a signalized crossing
58306	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW 17th St	Private Drive	East Leg		RRFB
57959	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW Washburn Ave	SW 17th St	South Leg		
57962	Intersection	Y	Y	Y	Y	N	N	Y	N	SW 17th St	SW Washburn Ave	East Leg		
57961	Intersection	Y	N	Y	Y	Y	N	Y	N	SW Washburn Ave	SW 17th St	North Leg		
57960	Intersection	Y	Y	Y	N	N	N	Y	N	SW 17th St	SW Washburn Ave	West Leg		
58466	Intersection	Y	Y	N	N	N	N	Y	N	SW 17th St	SW Clay St	East Leg		
58467	Intersection	Y	N	N	N	N	N	Y	N	SW 17th St	SW Clay St	West Leg		
61277	Intersection	Y	Y	Y	N	Y	Y	Y	N	SW Topeka Blvd	SW 17th St	South Leg		
61275	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 17th St	SW Topeka Blvd	East Leg		
61272	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW Topeka Blvd	SW 17th St	North Leg		

61269	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW 17th St	SW Topeka Blvd	West Leg	
61327	Intersection	Y	Y	N	N	N	Y	Y	N	S Kansas Ave	SW 17th St	South Leg	
61326	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 17th St	S Kansas Ave	East Leg	
61325	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	S Kansas Ave	SW 17th St	North Leg	
61328	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 17th St	S Kansas Ave	West Leg	
61288	Intersection	Y	N	N	N	Y	N	Y	N	SE Adams St	SE 15th St	South Leg	
Missing	Intersection	Y	N	N	N	N	N	Y	N	SE 15th St	SE Adams St	East Leg	
61287	Intersection	Y	N	N	N	N	N	Y	N	SE Branner Trfy	SE 15th St	North Leg	
67279	Intersection	Y	N	N	N	Y	N	Y	N	SE 15th St	SE Branner Trfy	West Leg	
57969	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW Washburn Ave	SW 19th St	South Leg	RRFB
57968	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	SW 19th St	SW Washburn Ave	West Leg	Not a signalized crossing
57986	Intersection	Y	Y	Y	N	Y	N	Y	N	SW Washburn Ave	SW 21st St	South Leg	
57989	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW 21st St	SW Washburn Ave	East Leg	
57988	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW Washburn Ave	SW 21st St	North Leg	
57987	Intersection	Y	Y	Y	N	Y	N	Y	N	SW 21st St	SW Washburn Ave	West Leg	
58383	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW 21st St	SW Buchanan St	East Leg	RRFB
50684	Intersection	Y	N	N	Y	Y	N	Y	N	SW Topeka Blvd	SW 21st St	South Leg	
50685	Intersection	Y	N	N	Y	Y	N	Y	N	SW 21st St	SW Topeka Blvd	East Leg	
50682	Intersection	Y	N	N	N	Y	N	N	N	SW Topeka Blvd	SW 21st St	North Leg	
50683	Intersection	Y	N	N	N	Y	N	Y	N	SW 21st St	SW Topeka Blvd	West Leg	
51344	Intersection	Y	Y	Y	N	Y	N	Y	N	S Kansas Ave	SE 21st St	South Leg	
51343	Intersection	Y	Y	Y	N	Y	N	Y	N	SE 21st St	S Kansas Ave	East Leg	
51346	Intersection	Y	Y	Y	N	Y	N	Y	N	S Kansas Ave	SW 21st St	North Leg	
51345	Intersection	Y	Y	Y	N	Y	N	Y	N	SW 21st St	S Kansas Ave	West Leg	
51349	Intersection	Y	N	Y	N	Y	N	Y	N	SE Adams St	SE 21st St	South Leg	
51348	Intersection	Y	N	Y	N	Y	N	Y	N	SE 21st St	SE Adams St	East Leg	
51351	Intersection	Y	N	Y	N	Y	N	Y	N	SE Adams St	SE 21st St	North Leg	
51350	Intersection	Y	N	Y	N	Y	N	Y	N	SE 21st St	SE Adams St	West Leg	
64358	Intersection	Y	N	N	Y	Y	N/A	Y	N	SE 21st St	SE Hudson Blvd	East Leg	RRFB
64782	Intersection	Y	N	N	Y	N	N	Y	N	SE Indiana Ave	SE 21st St	South Leg	
64781	Intersection	Y	N	N	N	N	N	Y	N	SE 21st St	SE Indiana Ave	East Leg	
64780	Intersection	Y	N	N	N	N	N	Y	N	SE Indiana Ave	SE 21st St	North Leg	
64783	Intersection	Y	N	N	N	N	N	Y	N	SE 21st St	SE Indiana Ave	West Leg	
64799	Intersection	Y	Y	N	N	Y	N	Y	N	SE California Ave	SE 21st St	South Leg	
64798	Intersection	Y	Y	N	N	Y	N	Y	N	SE 21st St	SE California Ave	East Leg	
64797	Intersection	Y	Y	N	N	N	N	Y	N	SE California Ave	SE 21st St	North Leg	
64800	Intersection	Y	Y	N	N	N	N	Y	N	SE 21st St	SE California Ave	West Leg	
50688	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW Topeka Blvd	SW 24th St	North Leg	
50687	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW 24th St	SW Topeka Blvd	West Leg	
Missing	Intersection	Y	Y	Y	N	Y	Y	Y	N	SW Burlingame Rd	SW 27th St	South Leg	
Missing	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 27th St	SW Burlingame Rd	East Leg	
94551	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Burlingame Rd	SW 27th St	North Leg	
Missing	Intersection	Y	Y	Y	N	Y	Y	Y	N	SW 27th St	SW Burlingame Rd	West Leg	
51337	Intersection	Y	N	N	N	Y	N	Y	N	S Kansas Ave	SE 25th St	South Leg	
51338	Intersection	Y	N	N	N	Y	N	Y	N	SE 25th St	S Kansas Ave	East Leg	
51339	Intersection	Y	N	N	N	Y	N	Y	N	S Kansas Ave	SW 27th St	North Leg	
51340	Intersection	Y	N	N	Y	Y	N	Y	N	SW 27th St	S Kansas Ave	West Leg	
60461	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE Adams St	SE 25th St	South Leg	
60460	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE 25th St	SE Adams St	East Leg	
60459	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE Adams St	SE 25th St	North Leg	
60462	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE 25th St	SE Adams St	West Leg	
51303	Intersection	Y	N	Y	N	Y	Y	Y	N	SE California Ave	SE 25th St	South Leg	
51304	Intersection	Y	Y	Y	N	Y	Y	Y	N	SE 25th St	SE California Ave	East Leg	
51301	Intersection	Y	Y	N	N	Y	N	Y	N	SE California Ave	SE 25th St	North Leg	
51302	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE 25th St	SE California Ave	West Leg	
51255	Intersection	Y	N	N	Y	Y	N/A	Y	N	SE Adams St	SE 27th St	North Leg	RRFB
51281	Intersection	Y	Y	?	Y	Y	Y	Y	Y	SE California Ave	Private Drive	South Leg	Check with Bruce about PB Type - is it audible?
51280	Intersection	Y	Y	Y	N	Y	Private Y	Y	N	Private Dr	SE California Ave	East Leg	Check with Bruce about PB Type - is it audible?
Missing	Intersection	Y	Y	Y	Y	Y	N	Y	Y	SE California Ave	Private Drive	North Leg	Check with Bruce about PB Type - is it audible?
Missing	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	Private Dr	SE California Ave	West Leg	Check with Bruce about PB Type - is it audible?
58977	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Burlingame Rd	SW 29th St	South Leg	
58978	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 29th St	SW Burlingame Rd	East Leg	
58974	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Burlingame Rd	SW 29th St	North Leg	
58976	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 29th St	SW Burlingame Rd	West Leg	
50701	Intersection	Y	N	N	N	Y	N	Y	N	SW Topeka Blvd	SW 29th St	South Leg	
50702	Intersection	Y	N	N	N	Y	N	Y	N	SW 29th St	SW Topeka Blvd	East Leg	
60405	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Van Buren St	SW 29th St	South Leg	
33545	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Van Buren St	SW 29th St	North Leg	
Missing	Intersection	Y	Y	Y	N	Y	Y	Y	N	SW 29th St	SW Van Buren St	West Leg	
50714	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	S Kansas Ave	SE 29th St	South Leg	

50711	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE 29th St	S Kansas Ave	East Leg	
50712	Intersection	Y	Y	Y	N	N	Y	N	N	S Kansas Ave	SW 29th St	North Leg	
50713	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 29th St	S Kansas Ave	West Leg	
50722	Midblock	Y	Y	Y	Y	Y	N/A	Y	Y	SE 29th St	Bike Trail Crossing		
50718	Intersection	Y	Y	N	Y	Y	N	N	Y	SE Fremont St	SE 29th St	South Leg	
50716	Intersection	Y	N	N	Y	Y	N	Y	N	SE 29th St	SE Fremont St	East Leg	
50715	Intersection	N	N	N	Y	Y	N	Y	N	SE Cunningham St	SE 29th St	North Leg	
50717	Intersection	Y	N	N	Y	N	N	Y	N	SE 29th St	SE Cunningham St	West Leg	
51141	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE Adams St	SE 29th St	South Leg	
51142	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE 29th St	SE Adams St	East Leg	
51139	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE Adams St	SE 29th St	North Leg	
51140	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE 29th St	SE Adams St	West Leg	
51152	Intersection	Y	N	N	Y	N	N	Y	N	SE Indiana Ave	SE 29th St	South Leg	
51153	Intersection	Y	N	Y	Y	N	N	N	N	SE 29th St	SE Indiana Ave	East Leg	
51150	Intersection	Y	N	N	Y	N	N	Y	N	SE Indiana Ave	SE 29th St	North Leg	
51151	Intersection	Y	N	N	Y	N	N	Y	N	SE 29th St	SE Indiana Ave	West Leg	
51163	Intersection	Y	N	N	N	Y	N	Y	N	SE 29th St	SE Wisconsin Ave	East Leg	
51162	Intersection	Y	Y	N	Y	Y	N	Y	N	SE Wisconsin Ave	SE 29th St	North Leg	
51164	Intersection	Y	N	N	Y	N	N	Y	N	SE 29th St	SE Wisconsin Ave	West Leg	
51179	Intersection	Y	Y	Y	N	Y	Y	Y	N	SE California Ave	SE 29th St	South Leg	
51176	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE 29th St	SE California Ave	East Leg	
51177	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE California Ave	SE 29th St	North Leg	
51178	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE 29th St	SE California Ave	West Leg	
59041	Intersection	Y	N	Y	Y	Y	Y	Y	N	SW Burlingame Rd	SW Clontarf St	South Leg	
59042	Intersection	Y	N	Y	Y	Y	Y	Y	N	SW Clontarf St	SW Burlingame Rd	East Leg	
59142	Intersection	Y	Y	N	Y	Y	N	Y	N	SW Topeka Blvd	SW 32nd Terr	South Leg	
59145	Intersection	Y	Y	N	N	N	N	Y	N	Private Dr	SW Topeka Blvd	East Leg	
59140	Intersection	Y	Y	N	Y	N	N	Y	N	SW Topeka Blvd	SW 32nd Terr	North Leg	
59141	Intersection	Y	Y	N	Y	Y	Y	Y	N	SW 32nd Terr	SW Topeka Blvd	West Leg	
59032	Intersection	Y	N	N	N	Y	N	Y	N	SW Burlingame Rd	SW 33rd St	South Leg	
59031	Intersection	Y	N	N	N	Y	Y	Y	N	SW Burlingame Rd	SW 33rd St	North Leg	
59030	Intersection	Y	N	N	Y	N	N	Y	N	SW 33rd St	SW Burlingame Rd	West Leg	
64977	Intersection	Y	N	N	Y	Y	N	Y	N	SE 34th St	SE Indiana Ave	East Leg	
64976	Intersection	Y	N	N	Y	Y	N	Y	N	SE Indiana Ave	SE 34th St	North Leg	
59134	Intersection	Y	N	N	Y	Y	N	Y	N	SW Topeka Blvd	SW Croix St	North Leg	
59133	Intersection	Y	N	N	N	N	N	Y	N	SW Croix St	SW Topeka Blvd	West Leg	
55261	Intersection	Y	Y	N	N	Y	N	Y	N	SW Burlingame Rd	SW 37th St	South Leg	
55260	Intersection	Y	Y	N	Y	N	N	Y	N	SW 37th St	SW Burlingame Rd	East Leg	
55259	Intersection	Y	Y	N	N	Y	N	Y	N	SW Burlingame Rd	SW 37th St	North Leg	
55262	Intersection	Y	Y	N	Y	Y	N	Y	N	SW 37th St	SW Burlingame Rd	West Leg	
55249	Intersection	Y	N	?	N	Y	N	Y	N	SW Burlingame Rd	I-470 WB Off-Ramp	South Leg	Check with Bruce about PB Type - is it audible?
55248	Intersection	Y	N	?	N	Y	N	Y	N	I-470 WB Off-Ramp	SW Burlingame Rd	East Leg	Check with Bruce about PB Type - is it audible?
55239	Intersection	Y	N	?	N	Y	N	Y	N	SW Burlingame Rd	I-470 EB Off-Ramp	North Leg	Check with Bruce about PB Type - is it audible?
55240	Intersection	Y	N	N	Y	Y	N	Y	N	I-470 EB Off-Ramp	SW Burlingame Rd	West Leg	Check with Bruce about PB Type - is it audible?
59085	Intersection	Y	N	N	Y	Y	N	Y	N	Private Dr	SW 37th St	South Leg	
59084	Intersection	Y	N	N	Y	Y	N	Y	N	SW 37th St	SW Kirklawn Ave	East Leg	
59083	Intersection	Y	N	N	N	Y	N	Y	N	SW Kirklawn Ave	SW 37th St	North Leg	
59086	Intersection	Y	N	N	N	Y	N	Y	N	SW 37th St	SW Kirklawn Ave	West Leg	
59125	Intersection	Y	N	N	N	N	N	Y	N	SW 37th St	SW Topeka Blvd	East Leg	
59124	Intersection	Y	N	N	Y	Y	N	Y	N	SW Topeka Blvd	SW 37th St	North Leg	
59778	Intersection	Y	Y	Y	N	Y	N	Y	N	S Kansas Ave	SW 37th St	South Leg	
59777	Intersection	Y	Y	Y	N	Y	N	Y	N	SW 37th St	S Kansas Ave	East Leg	
59776	Intersection	Y	Y	Y	N	N	N	Y	N	S Kansas Ave	SW 37th St	North Leg	
59775	Intersection	Y	Y	Y	N	Y	N	Y	N	SW 37th St	S Kansas Ave	West Leg	
59791	Midblock	Y	Y	?	Y	Y	N/A	Y	N	SW 37th St	Bike Trail Crossing		Check with Bruce about PB Type - is it audible?
59823	Intersection	Y	N	N	N	N	N	Y	N	SE Adams St	SE 37th St	South Leg	
59824	Intersection	Y	N	N	Y	Y	N	Y	N	SE 37th St	SE Adams St	East Leg	
59825	Intersection	Y	N	N	Y	N	N	N	N	SE Adams St	SE 37th St	North Leg	
59822	Intersection	Y	N	N	Y	N	N	Y	N	SE 37th St	SE Adams St	West Leg	
59119	Intersection	N	N	N	N	Y	N	Y	N	SW Topeka Blvd	SW 38th St	South Leg	
Missing	Intersection	N	N	N	N	N	N	Y	N	Private Dr	SW Topeka Blvd	East Leg	
59118	Intersection	N	N	N	N	N	N	Y	N	SW Topeka Blvd	SW 38th St	North Leg	
59120	Intersection	N	N	N	N	N	N	N	N	SW 38th St	SW Topeka Blvd	West Leg	
59500	Intersection	Y	Y	N	Y	N	N	Y	N	SE Adams St	SE 45th St	South Leg	
59499	Intersection	Y	Y	N	N	N	N	Y	N	SE 45th St	SE Adams St	East Leg	
59494	Intersection	Y	Y	N	Y	Y	Y	Y	N	SE Adams St	SE 45th St	North Leg	
59501	Intersection	Y	Y	N	Y	N	N	N	N	SE 45th St	SE Adams St	West Leg	
55620	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW 37th St	SW Woodvalley Dr	East Leg	RRFB
66778	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE Croco Rd	SE 29th St	South Leg	
66777	Intersection	Y	Y	Y	N	Y	Y	Y	N	SE 29th St	SE Croco Rd	East Leg	

66776	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE Croco Rd	SE 29th St	North Leg	
66779	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE 29th St	SE Croco Rd	West Leg	
62891	Intersection	Y	Y	N	Y	Y	N/A	Y	N	NE Sumner St	NE Sardou Ave	East Leg	RRFB
62896	Midblock	Y	Y	N	Y	Y	N/A	Y	N	NE Sardou Ave	West of NE Poplar St		RRFB
63140	Intersection	Y	Y	N	Y	Y	N/A	N	N	NE Seward Ave	NE Chandler St		RRFB
Missing	Intersection	Y	Y	Y	Y	Y	N	Y	N	NE Freeman Ave	NE Seward Ave	North Leg	
63189	Intersection	Y	Y	Y	Y	Y	N	Y	N	NE Seward Ave	NE Freeman Ave	West Leg	
62113	Intersection	Y	N	N	Y	Y	N	Y	N	SE Madison St	SE 4th St	South Leg	
62112	Intersection	Y	N	N	Y	Y	N	Y	N	SE 4th St	SE Madison St	East Leg	
62111	Intersection	Y	N	N	Y	N	N	Y	N	SE Madison St	SE 4th St	North Leg	
62114	Intersection	Y	N	N	Y	Y	N	Y	N	SE 4th St	SE Madison St	West Leg	
62760	Intersection	Y	N	Y	Y	Y	N	Y	N	SE Branner St	SE 4th St	South Leg	
62759	Intersection	Y	Y	Y	Y	N	N	Y	N	SE 4th St	SE Branner St	East Leg	
62758	Intersection	Y	Y	Y	Y	Y	N	Y	N	SE Branner St	SE 4th St	North Leg	
62761	Intersection	Y	Y	Y	N	Y	N	Y	N	SE 4th St	SE Branner St	West Leg	
61828	Intersection	Y	Y	N	N	N	N	Y	N	SE Madison St	SE 6th Ave	South Leg	
61827	Intersection	Y	N	N	Y	N	N	Y	N	SE 6th Ave	SE Madison St	East Leg	
61826	Intersection	Y	N	N	N	N	N	Y	N	SE Madison St	SE 6th Ave	North Leg	
61829	Intersection	Y	N	N	N	Y	N	Y	N	SE 6th Ave	SE Madison St	West Leg	
61853	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE Jefferson St	SE 6th Ave	South Leg	
61852	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE 6th Ave	SE Jefferson St	East Leg	
61851	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE Jefferson St	SE 6th Ave	North Leg	
61854	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE 6th Ave	SE Jefferson St	West Leg	
64273	Intersection	Y	Y	N	N	Y	N	Y	N	SE Branner St	SE 6th Ave	South Leg	
64272	Intersection	Y	Y	N	Y	N	N	N	N	SE 6th Ave	SE Branner St	East Leg	
64270	Intersection	Y	Y	N	Y	N	N	Y	N	SE Branner St	SE 6th Ave	North Leg	
64274	Intersection	Y	Y	N	N	N	N	N	N	SE 6th Ave	SE Branner St	West Leg	
64318	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SE 6th Ave	SE Lamar St	West Leg	
66521	Intersection	Y	Y	?	Y	Y	N	Y	N	SE Golden Ave	SE 6th Ave	South Leg	Check with Bruce about PB Type - is it audible?
66524	Intersection	Y	Y	?	Y	Y	Y	Y	Y	SE 6th Ave	SE Golden Ave	East Leg	Check with Bruce about PB Type - is it audible?
66523	Intersection	Y	Y	?	Y	Y	Y	Y	Y	SE Golden Ave	SE 6th Ave	North Leg	Check with Bruce about PB Type - is it audible?
66522	Intersection	Y	Y	?	Y	Y	N	Y	N	SE 6th Ave	SE Golden Ave	West Leg	Check with Bruce about PB Type - is it audible?
66593	Intersection	Y	N	N	Y	Y	N	Y	N	SE Rice Rd	SE 6th St	South Leg	
66592	Intersection	Y	N	N	N	Y	N	Y	N	SE 6th St	SE Rice Rd	East Leg	
66591	Intersection	Y	N	N	Y	N	N	Y	N	SE Rice Rd	SE 6th St	North Leg	
66594	Intersection	Y	Y	N	N	N	N	Y	N	SE 6th St	SE Rice Rd	West Leg	
73125	Intersection	Y	Y	N	N	N	Y	Y	N	SE Croco Rd	SE 6th St	South Leg	
73158	Intersection	Y	Y	N	Y	Y	Y	Y	N	SE 6th St	SE Croco Rd	East Leg	
73160	Intersection	Y	Y	N	N	Y	Y	Y	N	SE Croco Rd	SE 6th St	North Leg	
67313	Intersection	Y	Y	N	Y	Y	Y	Y	N	SE 6th St	SE Croco Rd	West Leg	
50652	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW 21st St	SW Fillmore St	West Leg	RRFB
50676	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW Topeka Blvd	SW 27th St	South Leg	RRFB
51253	Intersection	N	N	N	Y	N	N	Y	N	SE Branner Trfy	SE 10th Ave	South Leg	
51250	Intersection	N	N	N	N	Y	N	Y	N	SE 10th Ave	Branner Trfy	East Leg	
51251	Intersection	Y	N	N	Y	N	N	N	N	Branner Trfy	SE 10th Ave	North Leg	
51252	Intersection	Y	Y	N	Y	N	N	Y	N	SE 10th Ave	Branner Trfy	West Leg	
51545	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE California Ave	SE 24th St	South Leg	
51544	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE 24th St	SE California Ave	East Leg	
51543	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE California Ave	SE 24th St	North Leg	
51546	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SE 24th St	SE California Ave	West Leg	
53883	Intersection	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	SW Frazier Ave	SW 6th Ave	North Leg	Not a signlized crossing
53884	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW 6th Ave	SW Frazier Ave	West Leg	RRFB
53898	Intersection	Y	Y	N	Y	Y	N/A	Y	N	SW Gage Blvd	SW 8th Ave	North Leg	RRFB
54107	Intersection	Y	Y	N	Y	Y	N/A	N	N	SW Gage Blvd	SW 20th St	South Leg	RRFB
56320	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW Oakley Ave	SW 29th St	South Leg	
56329	Intersection	Y	Y	Y	Y	Y	N	Y	N	SW 29th St	SW Oakley Ave	East Leg	
56330	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW Oakley Ave	SW 29th St	North Leg	
56331	Intersection	Y	Y	Y	Y	Y	Y	Y	Y	SW 29th St	SW Oakley Ave	West Leg	
56448	Intersection	Y	N	N	Y	Y	N/A	Y	N	SW 21st St	SW Oakley Ave	East Leg	RRFB
58303	Midblock	Y	Y	N	Y	Y	N/A	Y	N	SW 21st St	B/W SW Potomac Dr & SW Potomac Dr		RRFB
59803	Midblock	Y	Y	Y	Y	Y	N/A	Y	Y	SW 37th Street	B/W SE Humboldt St & SE Truman Ave		
61810	Intersection	Y	N	N	Y	N	N	Y	N	I-70 WB Off-Ramp	SE 10th Ave	South Leg	
61809	Intersection	Y	N	N	N	N	N	Y	N	SE 10th Ave	SE Madison St	East Leg	
61808	Intersection	Y	N	N	N	Y	N	Y	N	SE Madison St	SE 10th Ave	North Leg	
61816	Intersection	Y	N	N	N	N	N	N	N	SE Madison St	SE 8th Ave	South Leg	
61815	Intersection	Y	N	N	Y	N	N	Y	N	SE 8th Ave	SE Madison St	East Leg	
61814	Intersection	Y	N	N	Y	N	N	Y	N	SE Madison St	SE 8th Ave	North Leg	
61817	Intersection	N	N	N	N	Y	N	Y	N	SE 8th Ave	SE Madison St	West Leg	
63168	Intersection	Y	Y	N	Y	Y	N/A	Y	N	NE Seward Ave	NE Scotland Ave	East Leg	RRFB
64958	Midblock	Y	Y	N	Y	Y	N/A	Y	N	SE California Ave	B/W SE 32nd St & SE Turnpike Ave		RRFB