

SHAWNEE COUNTY TRAILS MASTERPLAN

DECEMBER 2025



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ACKNOWLEDGMENTS

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EXECUTIVE SUMMARY

The Shawnee County Trails Master Plan serves as a strategic roadmap for Shawnee County to build a comprehensive, equitable, and sustainable trail system that meets the recreational and transportation needs of its diverse community while advancing health, connectivity, and environmental stewardship for current and future generations.

This plan presents a comprehensive vision for creating an interconnected, accessible, and multi-use trail network that promotes recreation, transportation, and community health. Building on decades of trail development, this plan aims to reflect community priorities and best practices to deliver a trail system that enhances quality of life for residents and visitors.

The plan emphasizes expanding and improving trails to support outdoor recreation, healthy living, and sustainable transportation. Community engagement revealed strong interest in rural connections, links to schools and parks, and diverse trail types such as mountain biking. Equity and access are central to the plan as well, with a focus on underserved areas and improved connectivity to essential services. Maintenance and sustainability are addressed through cost frameworks and preventative strategies guided by [Great Rivers Greenway standards](#)¹. A scoring system evaluates projects based on cost, feasibility, suitability, and access, enabling a phased approach that prioritizes short-term projects in urban cores and key corridors while maintaining a long-term vision for regional connectivity.



Key Takeaways:

- » Trail connections to rural Shawnee County communities have a growing demand
- » Connectivity to schools, parks, and longer, cross-community connections are a high-priority amongst those surveyed.
- » There is interest in Shawnee County to have trails in each of the communities as well as connecting across the broader Shawnee County in the form of walking/rolling/ biking trails as well as more primitive mountain biking trails.
- » Parks + Rec continues their goal of 150 miles of trail development, established in the 2014 Shawnee County Parks + Rec Master Plan.
- » Planning for a future of trail connectivity in Shawnee County that is accessible by a broad swath of backgrounds, abilities and locations.

¹ Source: https://greatriversgreenway.org/wp-content/uploads/2024/07/GRG-LOC_Guidelines_July-2017.pdf



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Chapter 1

INTRODUCTION

UNDERSTANDING THE REPORT AND ITS PURPOSE

1.1 INTRODUCTION

The Shawnee County community has built a culture of trails and connectivity, starting with projects like the Shunga Trail in the 1990's. While the Shawnee County communities are spread across a 556 square mile swath, Shawnee County Parks + Rec maintains 30+ miles of paved trails, 28 miles of natural surface trails, and 2 ramps that connect to local water trails.

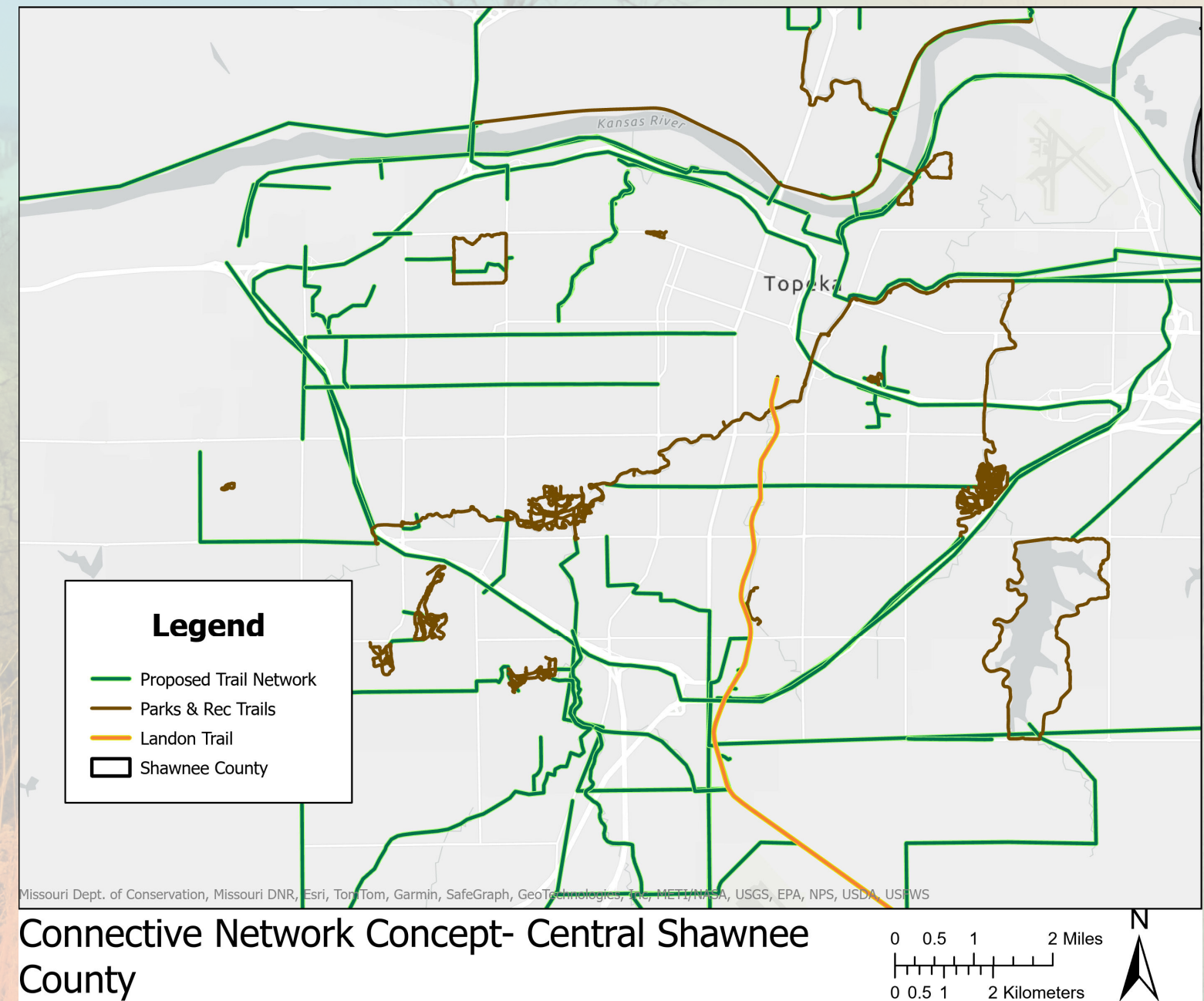
Shawnee County Parks + Rec is a consolidated agency of the former Topeka Parks and Recreation Department and the Shawnee County Parks + Rec Department. The previous plan, the Topeka-Shawnee County Regional Trails and Greenways Plan, was completed in 2001. Many of the segments and connections identified in this plan have been implemented to date, yet there are still many new developments in both community destinations as well as best practices and expectations in trail development.

The Shawnee County Trails Plan envisions a vibrant, interconnected trail system designed to enrich the lives of both residents and visitors. Rooted in a commitment to outdoor recreation, healthy living, and sustainable transportation, the plan reflects the input of the community, which was gathered through public meetings, surveys, and stakeholder feedback to ensure the trail network is inclusive, accessible, and responsive to the diverse needs of Shawnee County. By prioritizing connectivity, the plan lays the groundwork for a trail system that supports both everyday mobility and recreational enjoyment.

Figure 1 below provides a visual overview of the proposed trail network, with new trail segments shown in green. These proposed trails are strategically placed to link neighborhoods, parks, and key destinations across Shawnee County. Existing trails managed by Parks + Recreation are marked in brown, while the Landon Trail appears in orange—both of which will be integrated into the broader network. Together, these elements illustrate how the trail system will enhance mobility, encourage outdoor activity, and connect communities throughout the region.



FIGURE 1: CONNECTIVE NETWORK CONCEPT - CENTRAL SHAWNEE COUNTY



A man in a black t-shirt and shorts is running across a wooden bridge. The bridge has a wooden railing and is surrounded by trees and greenery. Two black lantern-style light fixtures are visible on the bridge. The background shows a grassy area and more trees.

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Chapter 2
**EXISTING
PLANS**

**SUMMARY OF EXISTING
PLANS AND INITIATIVES.**

2.1 EXISTING PLANS

2001 TOPEKA-SHAWNEE COUNTY REGIONAL TRAILS AND GREENWAYS PLAN

The Topeka-Shawnee County Regional Trails and Greenways Plan was completed in 2001. It was an early expression of the interest and goals in having trails in Topeka and Shawnee County beyond the existing Shunga Trails. This plan focuses on paved multi-use trails for those walking, biking, and wheeling. It laid out layers of benefits and reasons to continue developing trails that would ultimately connect the broader community. This plan was the road map for trail development for the next 20 years for initially both the City of Topeka and Shawnee County, and later the consolidated Shawnee County Parks + Rec Department. This plan was the primary focus of trail development, bringing about the Lake Shawnee Trail, Shunga and Landon Trail extensions, as well as the Deer Creek and Soldier Creek Trails. This plan has laid much of the groundwork for what those residing in Shawnee County know and expect for trails and greenways.

2024 SILVER LAKE TRAIL MASTER PLAN

The Silver Lake Trail Master Plan was a recent effort on behalf of the City of Silver Lake in coordination with Shawnee County Commissioner and former Shawnee County Parks Planner Bill Riphahn. This plan lays out the expectations of a municipal trails plan, as well as the context for trails throughout Silver Lake. This plan also addresses the larger connectivity goals of the region in connecting Silver Lake to the East to Topeka and to the West to the community of Rossville. This item is addressed within this Countywide plan as well, based on community input and continued support for such connectivity.

2014-2024 SHAWNEE COUNTY PARKS + REC MASTER PLAN (PREVIOUS)

The Shawnee County Parks + Rec Master Plan addressed goals broadly for operations and facilities in the Parks + Rec system. In relation to trails there was a connection discussed between street-adjacent pedestrian mode facilities and trail facilities. There was an implementation goal set of constructing trails to bring the total miles of trails to 150 miles in Shawnee County. Further, there was a specific goal of creating a North/South trail link, connecting South and Central Shawnee County to North Shawnee County via trail. The initial goal of construction of this link was by 2020.

2016 & 2025 TOPEKA PEDESTRIAN MASTER PLAN

The initial Topeka Pedestrian Master Plan was completed and adopted in 2015. This plan focused on walking buffers around elementary school facilities. This plan became the initial focus of the City of Topeka's pedestrian improvements for a number of years. An update to the Topeka Pedestrian Master Plan was completed in 2025. This plan used crash histories and community input to inform future sidewalk needs as well as sidewalk replacement due to decay. A large focus of this plan was an evaluation of the surface condition of all of the sidewalk segments known to the City of Topeka. This evaluation is similar to a common public works department's pavement control index process that creates a database of road conditions, and it involved a bicycle pulling a trailer of sensors and cameras to log current sidewalk conditions. This data was used in different ways to provide priorities of sidewalk repairs, etc.

TOPEKA BIKEWAYS MASTER PLANS, TOPEKA COMPLETE STREETS GUIDELINES, AND SUBSEQUENT BIKEWAYS PLANS

The product of a community visioning process (Heartland Visioning), the initial Bikeways Master Plan was completed in 2012 and brought on by a community survey and request. The initial plan and subsequent plans focus on both the on-street networks of proposed bike lanes, sharrows, cycle tracks, shared use paths, side paths, and bicycle-specific infrastructure, as well as trails and other non-city jurisdiction paths that those walking or bicycling could use. Shawnee County Trails have been integrated into all of these plans with the realization that those traveling across Shawnee County will not just stay on roads or on trails, but realistically, they will use multiple layers and jurisdictions of facilities to put together a cohesive network to cross Shawnee County while walking, wheeling, or bicycling.

TOPEKA SAFE ROUTES TO SCHOOL PLANS

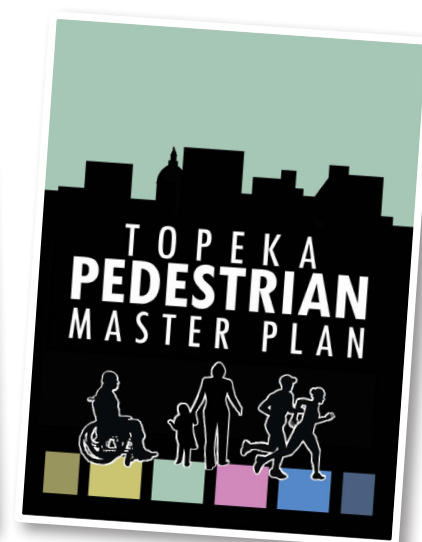
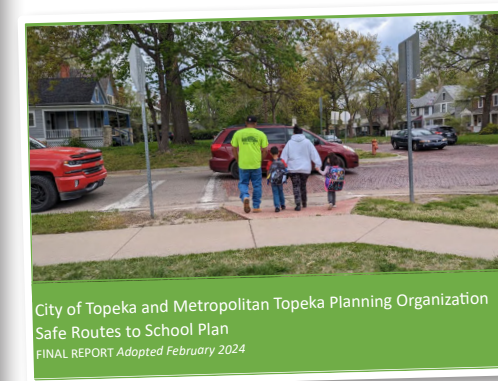
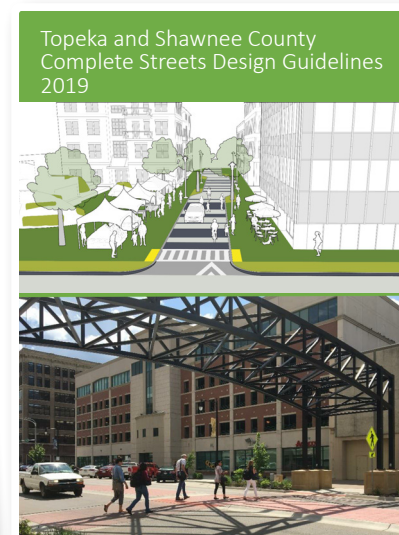
The Topeka Safe Routes to School Plans, completed in 2024 for the Metropolitan Topeka Planning Office, provided safe walking, biking, and wheeling connections to all USD 501 elementary schools in the City of Topeka. There are clearly overlaps in some connections between neighborhood connectivity and trails or recreational connections across Shawnee County. Each school had a review of how students and families commute to school, infrastructure needs within a walking buffer of the school, and goals and best practices for future focus by the City of Topeka, community, and Topeka Public Schools.

TOPEKA RIVERFRONT VISION PLAN

This 2024 plan provided an update to several previous plans detailing goals for the Kansas Riverfront found adjacent to downtown Topeka and the North Topeka area. This iteration focused on public input to gain the vision of the current community and its recreational needs. There was a focus given to connectivity throughout the scope area of the project: the Kansas River between Kansas Avenue and Topeka Boulevard bridges within the City of Topeka. Relating to trails, most notably, there was a call to improve too the level of trails and improve wayfinding signage and connection trails from the adjacent ground level streets and sidewalks, as well as up to the bridges via ramps or ADA- ADA-appropriate connections. Also worth noting was the connectivity to other River-adjacent neighborhoods like Oakland and the longer-term vision of trail connectivity to neighboring communities like Rossville, Silver Lake, and Lawrence.

SHAWNEE COUNTY CODE, CHAPTER 29, ARTICLE XI. REGIONAL TRAILS AND GREENWAYS MASTER PLAN

There is existing policies, definitions and explanation of benefits of trails found in the Shawnee County Code. It was most recently updated with the previous Trails Master Plan. It defines projects that were priorities at that time. Some of these definitions and priorities need updated to reflect the current status and practices with trails. The recommended changes can be found in the Appendices of this plan.



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Chapter 3

TRAIL CONDITIONS ANALYSIS

**WHO, WHAT AND WHERE DO
THE TRAILS CONNECT**

KEY TOPICS

» The Trail Conditions section will provide an in-depth analysis of population and equity data, evaluate potential environmental barriers, and consider existing transportation infrastructure for gaps, connections, and opportunities.

3.1 DEMOGRAPHICS/ EQUITY CONSIDERATIONS

Figure 2 shows the population by block group in Shawnee County in 2022. The tracts with the highest population are shown in red, while the areas with the lowest population are shown in yellow. Many of the existing trails (Shunga, Landon, Soldier Creek, and Deer Creek Trails) currently connect areas with population density; the proposed trail network will further connect areas of population density that are not directly accessible by trails in Shawnee County. Initial goals typically aim to provide amenities in areas where they will get used, and it's a fair assumption that placing trails and community amenities in areas of population density will create a more effective and well-used resource. Many of these proposed trail segments meet this goal.

Figure 3 shows the median household income by block group in Shawnee County, along with the proposed trails. Areas with lower household income are shown in lighter yellow, while areas with higher income are shown in darker red. Central Shawnee County has the highest concentration of median household income, falling between \$0 and \$50,000, shown in yellow. Generally, as you move out from central Topeka, the median household income increases, with block groups in the southwest and northeast averaging above \$90,000. Trails throughout Shawnee County will improve the overall system connectivity, but new trails will have additional benefits in central Topeka, where residents may use trails for both recreation and transportation. Trails in the surrounding block groups may serve a primarily recreational purpose, connecting residents with rural towns and natural attractions. All users across Shawnee County will benefit from broader connectivity for both recreation and functional trips in commuting, running errands, and daily trips without driving.

FIGURE 2: POPULATION BY BLOCK GROUP (ACS 2022)

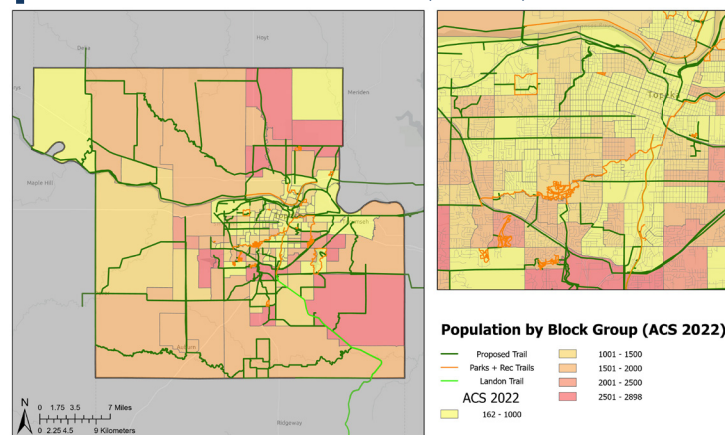


FIGURE 3: MEDIAN HOUSEHOLD INCOME

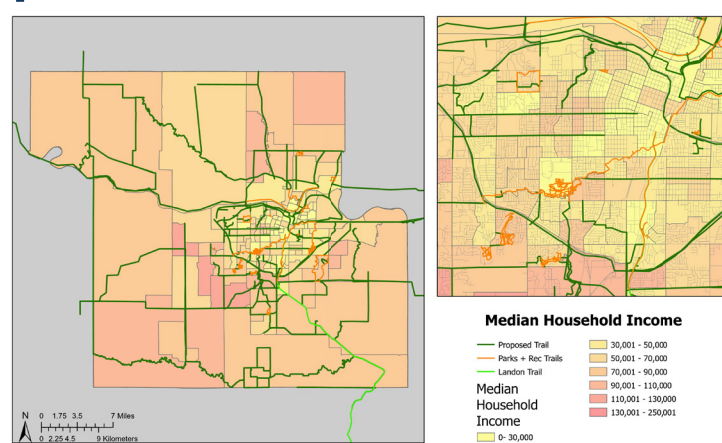


FIGURE 4: ZERO CAR HOUSEHOLDS

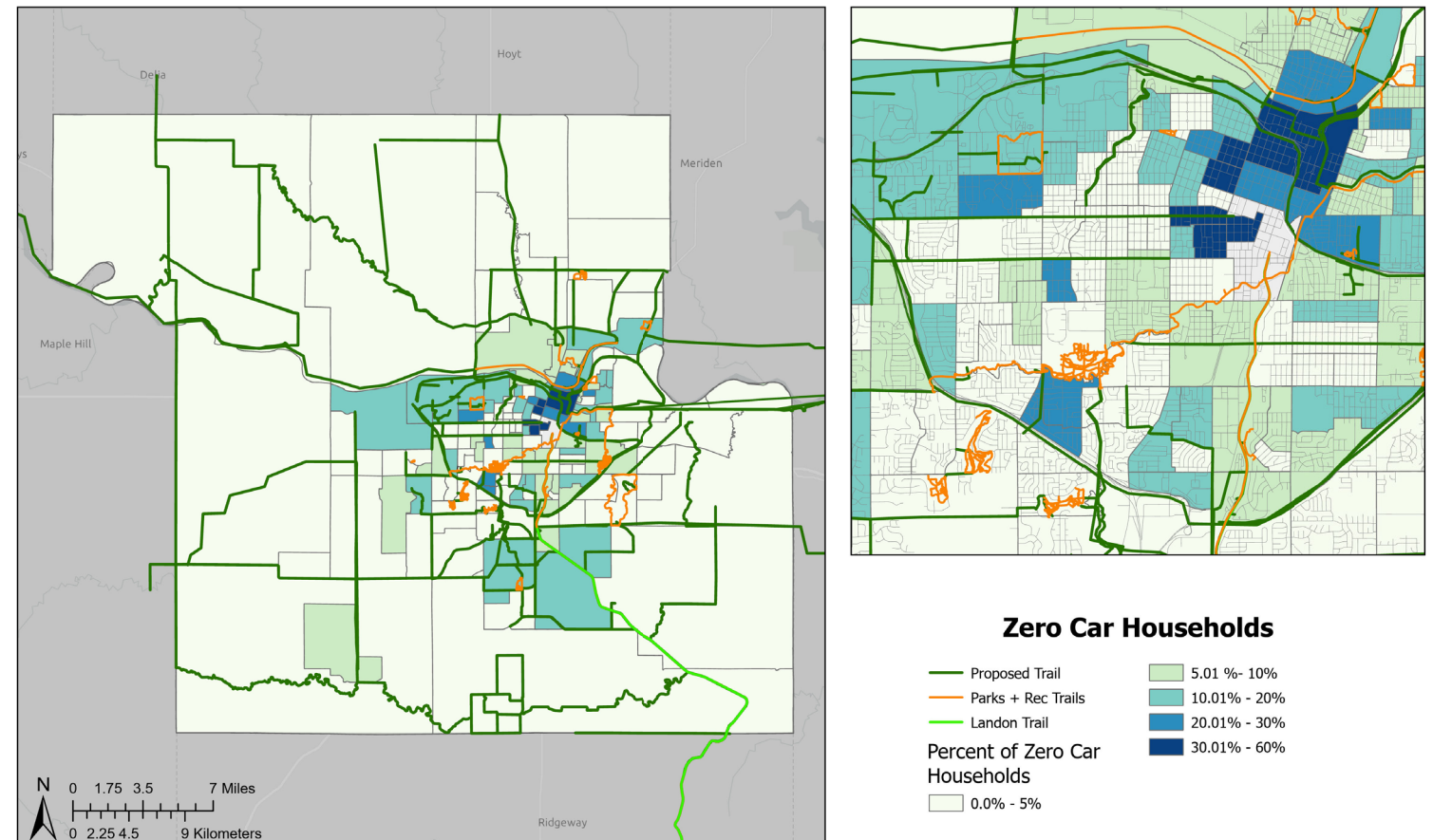


Figure 4 shows the percentage of households without access to at least one vehicle. The lighter block groups have the most consistent access to a vehicle, while the dark blue block groups have higher rates of zero-car households. Similar to the median household income map, trails in Topeka and immediately surrounding the city may provide residents with additional benefits by creating pedestrian connections to jobs, schools, and other attractions that they may not be able to access without a vehicle. The proposed trails in the outer tracts of Shawnee County may only be accessible to individuals with access to a vehicle, but they will provide great recreational opportunities.

The proposed trail network will create new connections across the community in ways that will make bicycling in particular more timely, compared to using existing on-road or road-adjacent paths. The proposed trail network will make bicycle travel more viable if your income or lifestyle restricts access to a vehicle. Examples of this would be the “ring-road” that parallels I-70 and I-470. This ring-road concept has become common and is referenced in Robert Searns’ book, *Beyond Greenways, The Next Step for City Trails and Walking Routes*.

Trails that are accessible to all income levels have been a parallel conversation to the “Safe Routes to School” plans and conversations that have been prevalent across the United States for the last 15 to 20 years. “Safe Routes to Parks” and green spaces like trails are now commonly seen as one of the next most important elements of a community to provide access to all.

3.2 LEVERAGING INFRASTRUCTURE AND NATURAL ENVIRONMENT

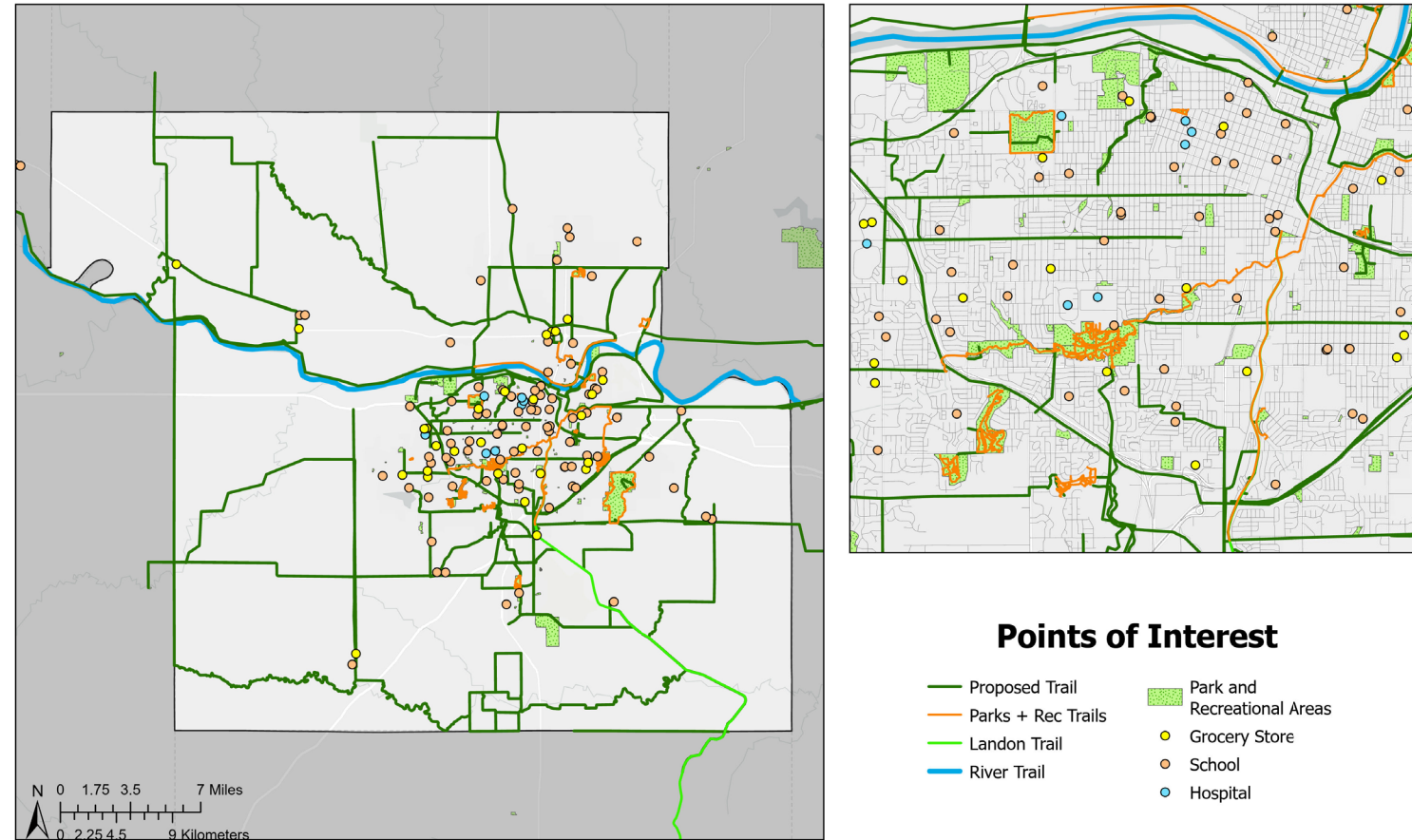


FIGURE 5: POINTS OF INTEREST

POINTS OF INTEREST

Figure 5 shows key points of interest in Shawnee County, including parks, hospitals, schools, and grocery stores. These locations are considered high trip generators, with many people coming and going from these points in the city. The trail system in Topeka can help further connect these locations and provide transportation routes that do not require a vehicle to reach these destinations. Additionally, a connected and comprehensive trail system helps create connections to and between existing park systems. The majority of park areas are located in or within a 3-mile radius of Topeka. These connections will improve residents' access to green space and allow for connections to park systems across the county.

To create a well-used and well-loved trail network in Shawnee County, trails must serve multiple purposes and should be relevant to communities beyond just being a linear recreation opportunity. The trails need to be placed adjacent to hubs of people, whether that's residential areas, schools, or workforce hubs. Trail systems are much less effective and used when they are located "out of town" or at a distance that many would have to drive to access them.

The more conveniently located a trail is to the targeted user, the more consistently the trail will be used. While regional state parks and their trail systems are seen as a destination and folks will travel to them, local trail systems, used in everyday life, have a different level of convenience and integration they hope to provide. For example, people may travel to the Tallgrass National Prairie site near Strong City, because the trails there are fixed to the prairie, etc. In contrast, local integrated trail segments need to be connected to other transportation networks and focused on population-dense areas.

In terms of trail-adjacent amenities and points of interest along the trail system, it's important to work toward connecting origin points to potential destinations in the community. Unlike a road network, complete connectivity isn't probable for all endpoints because a trail system is more of an outcome of the circumstances of development and public easements. The more forethought that's given to potential common trips, the better. Examples could include connecting to parks, schools, resource centers like hospitals, entertainment locations, retail, etc. In the case of Shawnee County, many of these locations are near or adjacent to the growing number of Topeka-based trails. The benefit the trails bring over a sidewalk or road is the lack of engagement with cars and larger vehicles. Further, there

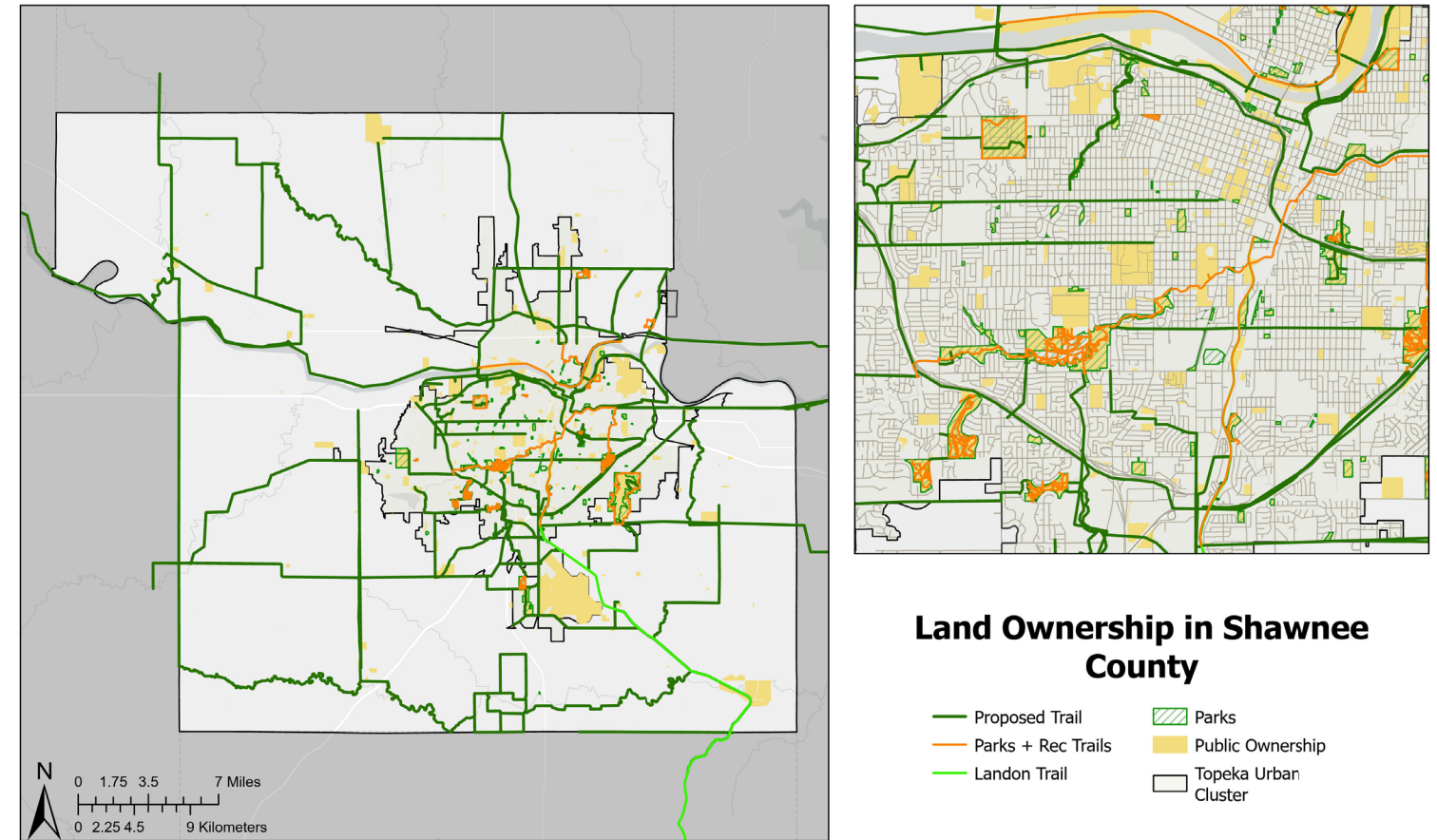


FIGURE 6: LAND OWNERSHIP IN SHAWNEE COUNTY

are fewer intersections and potential crash points in most trail contexts, even when including all the typical trail users.

Creating trails that connect the community to green spaces and parks is a key goal for Parks + Recreation planners and staff. By creating trails that allow people to access parks without needing a car, Shawnee County can ensure that more residents—regardless of their transportation options—have easy access to the essential benefits that parks offer, such as recreation, wellness, and community connection. If a resident of Oakland can walk or ride a trail to another district of Shawnee County's park or pool, this helps broaden access without the requirement of a car, which can be a huge financial burden. While there are currently some parks adjacent to the existing trail network, the proposed trail network will expand access significantly.

The proposed "ring-trail," which could run alongside the I-70 and I-470 highway loops in Topeka, stands out as a major improvement for community access. By extending trail segments around these highways, residents throughout Shawnee County would gain much easier connections to existing parks and other areas of interest. This expanded network would greatly improve opportunities for walking and biking, making it simpler for people to reach a wide range of resources and community amenities without relying on cars.

LAND OWNERSHIP

Figure 6 shows public land ownership and parks in Topeka. These areas may be more feasible to plan and construct trails because the land is publicly owned and will provide fewer barriers to trail construction. Building trails on land that is privately owned may come with additional barriers that will need to be addressed in trail implementation.

It is common practice to try and align trail corridors with existing public property or corridors. Examples in Shawnee County include the Shunga Trail that strung together various public properties. Similarly, in the future examples of such opportunities include the Kansas River adjacent property on the South side. There are properties currently owned by the City of Topeka, Shawnee County and various State of Kansas entities. Agreements and Memoradums of Understanding (MOU) could be implemented to connect a corridor for trails. Another key example could include greater connectivity from Topeka to Silver Lake and Rossville communities. This could also be along the Kansas Riverfront as well as along existing road right of ways like Highway 24 or other County roads.

LEVERAGING INFRASTRUCTURE AND NATURAL ENVIRONMENT

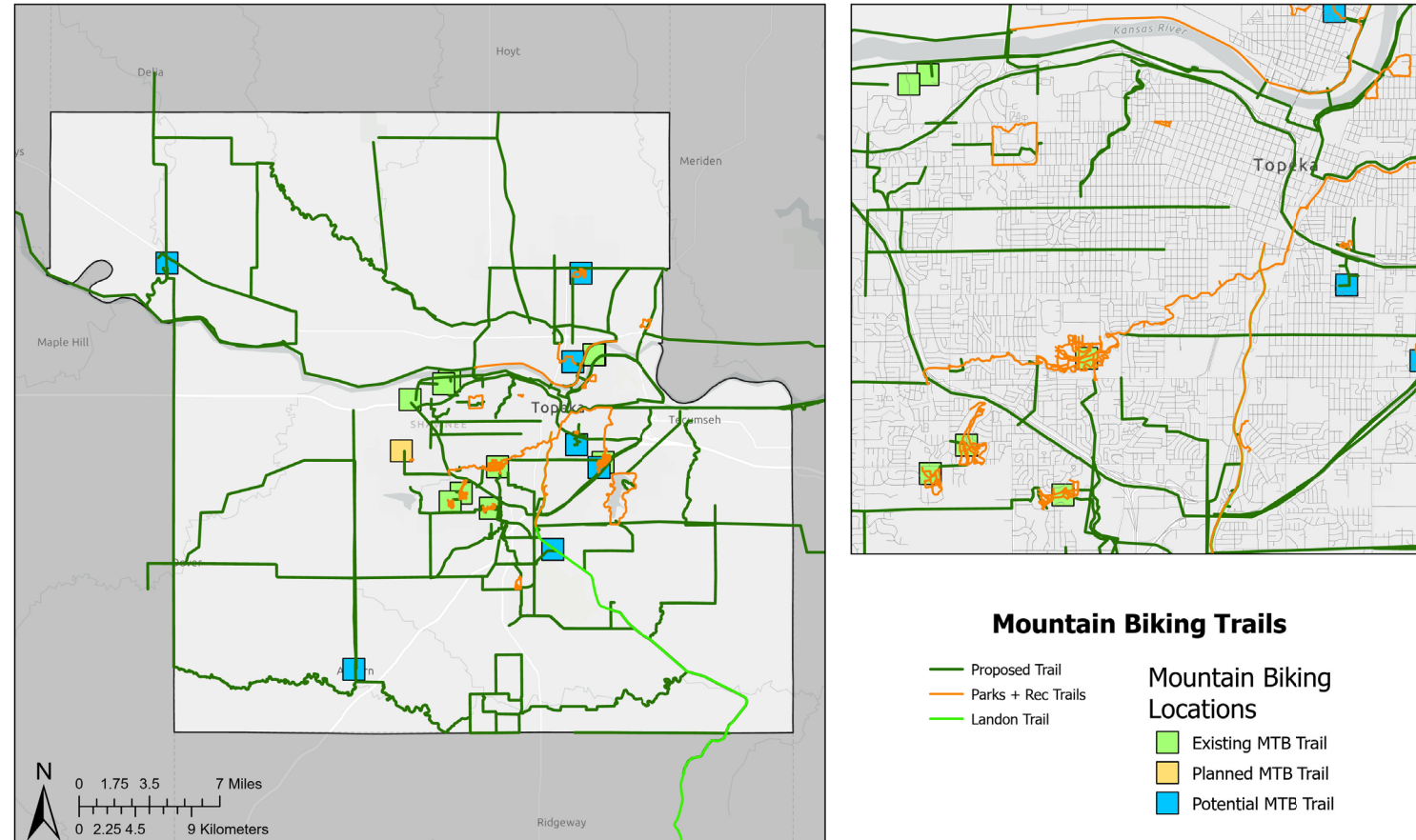


FIGURE 7: MOUNTAIN BIKING TRAILS

MOUNTAIN BIKING TRAILS (MTB)

Figure 7 shows the location of existing, planned, and potential mountain bicycling and hiking trails in Shawnee County. In the last 3-4 years, Shawnee County has seen a dramatic increase in developing additional mountain bike facilities. There are now several different entities including the Kansas Trails Council and the Top City Trails Alliance who are actively developing, maintaining and planning future hiking and mountain bicycling trails on natural surfaces. Many of these trails and facilities can be developed with a more affordable initial capital outlay and provide an initial level of outdoor recreation and exploration in an area where

such opportunities may not currently exist.

The potential mountain bike facilities could include more beginning level “pump tracks” that are inclusive for many riders. They include small undulating hills that allow all levels of riders to start pedaling and then continue movement with the rhythm of the hills, with little further pedaling movement. Other opportunities could include more developed trail networks that are localized to the greenspace, park or area. It will be key to coordinate with the local trail building groups on maximizing funding opportunities between Shawnee County Parks + Rec and the private entities. Future maintenance trail development opportunities should be a shared effort between all trail user groups and individuals as it pertains to Shawnee County Parks + Rec, which could offer some cost savings opportunities.

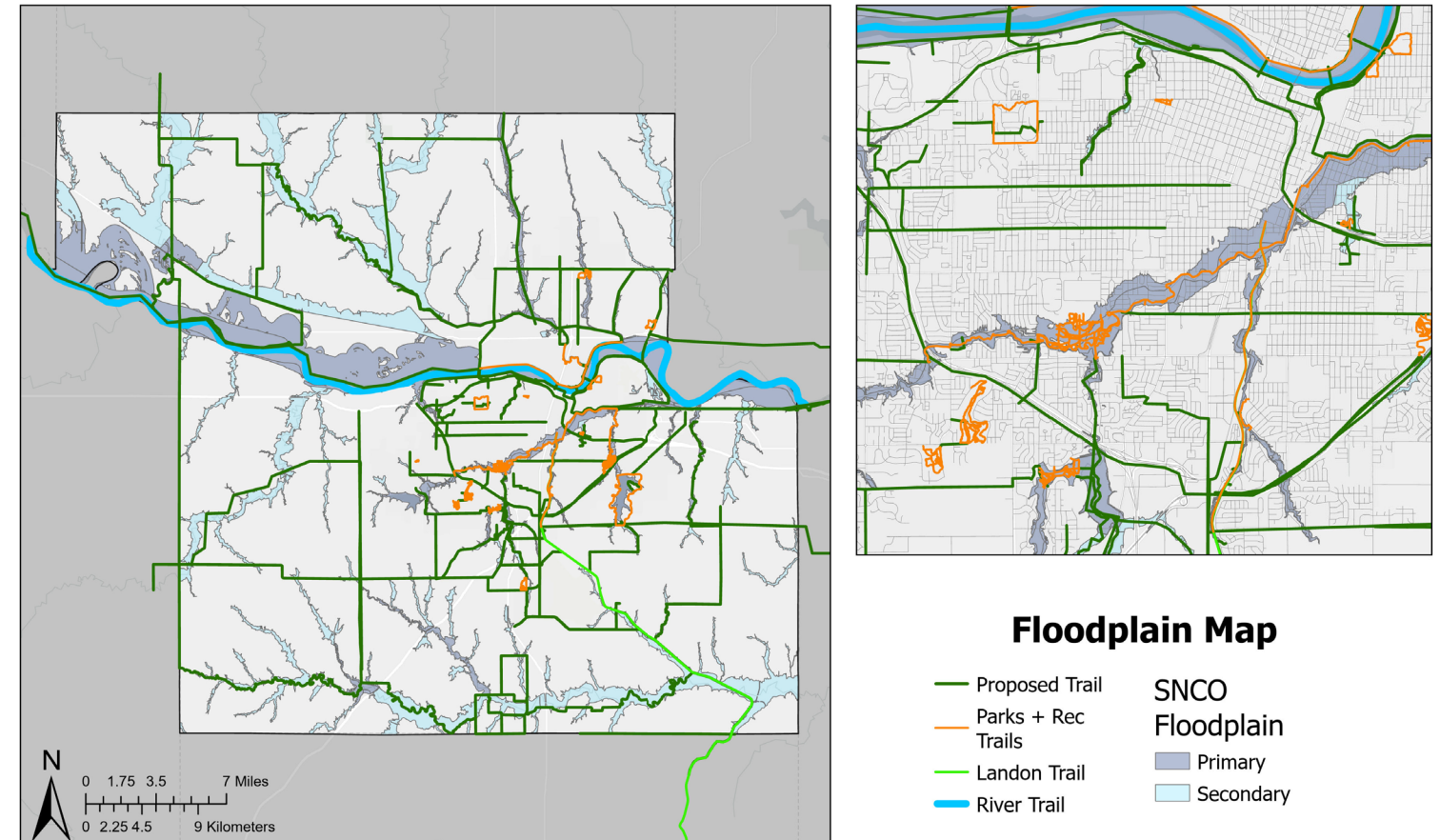


FIGURE 8: FLOODPLAIN MAP

FLOODPLAIN

Floodplains offer an opportunity to build trails in areas otherwise unsuitable for development. This is why you will see several segments of trail shown in the proposed trails that overlap these corridors. These corridors provide strategic loops and connectivity to help encourage more users, rather than just showing a single connection between the more rural areas and the more densely population areas.

Figure 8 shows the primary and secondary floodplains in Shawnee County. Waterways can be viewed as potential barriers and opportunities for pedestrians, trail users, and bicyclists, as well as potential water routes for water-based activities. The floodplain data can be used to understand areas where trails may become submerged or require additional maintenance due to flooding.

LEVERAGING INFRASTRUCTURE AND NATURAL ENVIRONMENT

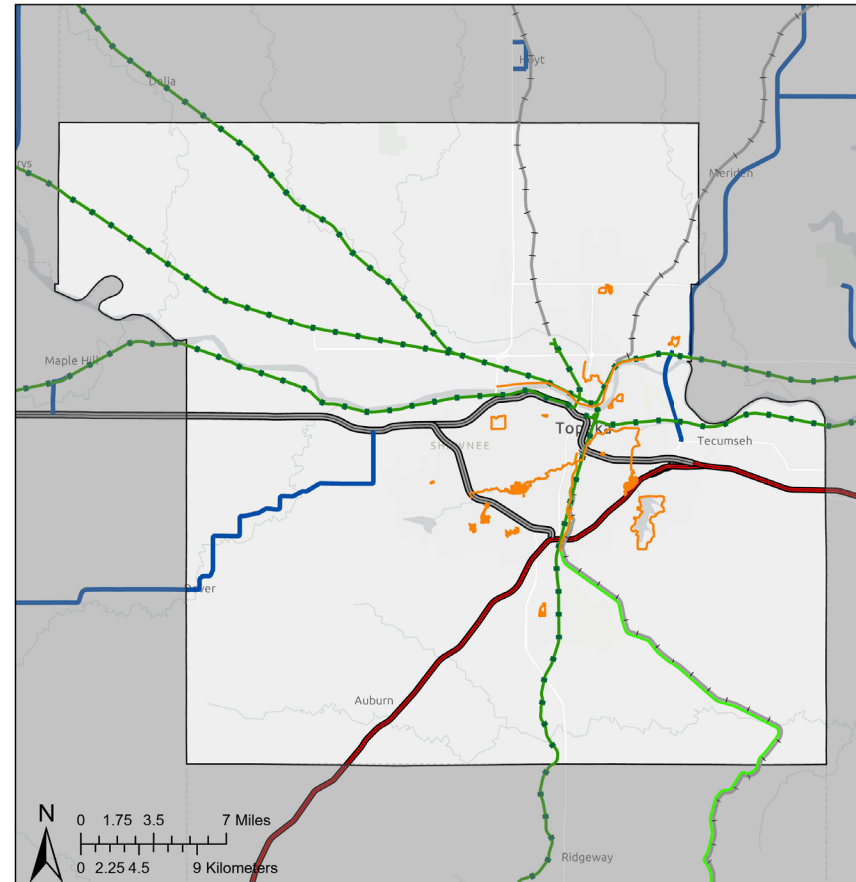
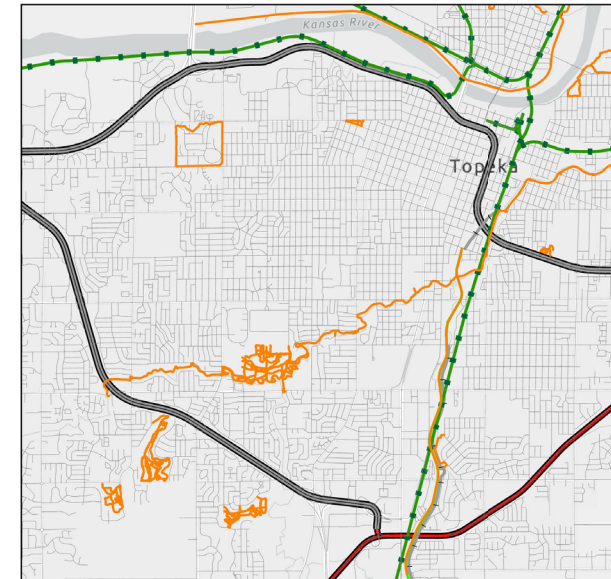


FIGURE 9: RAILROADS AND HIGHWAYS

RAILROADS + HIGHWAYS

Figure 9 shows the active and inactive railroads as well as the highway system in Shawnee County. Railroads can also act as barriers or opportunities. They may create physical barriers to pedestrian and bicyclist movement; however, some rail lines can also support “rail-trails”, a national movement to establish recreational trails that follow the alignment of existing railroads. [Kansas - Rails to Trails Conservancy](#) | [Rails to Trails Conservancy](#)

Additional consideration should be given to providing safe and comfortable highway crossings, including bridges and tunnels that will enable pedestrian and bicyclist movement across these barriers. These connections are crucial in creating a trail system that is comprehensive, functional, and meets the needs of residents and trail users.



Railroads and Highways

- | | |
|----------------------|---|
| — Parks + Rec Trail | Kansas State System
— Interstate
— Turnpike
— State Highway |
| — Landon Trail | |
| — Active Railroad | |
| — Abandoned Railroad | |
| □ Shawnee County | |

WAYFINDING PARK SIGNAGE

In the last 1-2 years, Shawnee County Parks + Rec has started placing maps and marketing of a broader system that trail users can partake in with their recreation and travels. As the Shawnee County Trails and Greenways system continues to grow, there are several challenges that lie ahead:

- » New development makes it difficult to capture all the trail segments on a single map as the area the trail covers expands across the County.
- » New development requires evolving and changing maps that will continuously be out of date or no longer accurate.
- » The scale and detail of the signs will eventually be difficult to keep from being particularly large.

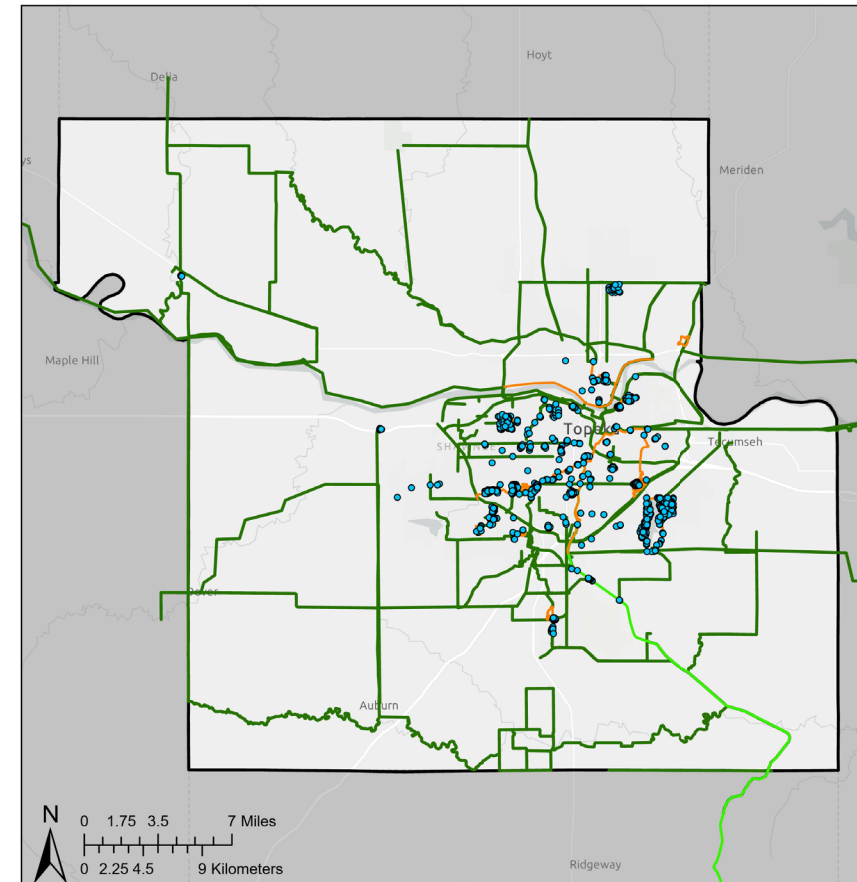
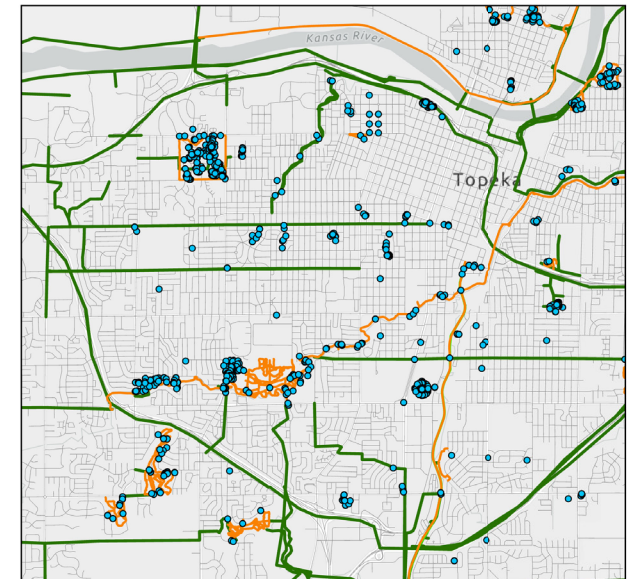


FIGURE 10: WAYFINDING PARK SIGNAGE



Wayfinding Park Signage

- | | |
|---------------------|-----------------------|
| — Proposed Trail | — Landon Trail |
| — Parks + Rec Trail | • Parks + Rec Signage |

Figure 10 displays the locations of existing signage, indicating a widespread distribution across the county. Shawnee County's trail signage system plays a vital role in enhancing the usability and enjoyment of its recreational trail network. The signage is strategically placed throughout the parks and trail system. The goal is to provide clear information for walkers, cyclists, and other trail users. These signs help users navigate the network by offering directional guidance, distance markers, and potentially educational insights about the surrounding environment. These markers ensure that users can easily access information at key junctions and trailheads.

In the interim between now and a more comprehensive build-out of the trails, Shawnee County could approach the future map-based wayfinding signs as follows. The signs could be regional and feature local connections up until they exceed the current map scaling. When a user crosses that physical boundary, another sign could be installed.

This would require more maps but allow for more reasonable scaling and detail. The signs could include more of the system map style wayfinding signs being placed across the County's trails systems. It would also be beneficial to have more of the localized “street-signs” that indicate adjacent destinations and help the community to start and make better use of the trail for functional errands and trips, in addition to recreation and fitness uses.

Another approach that could be done concurrently or independently of the mapping wayfinding signs is the use of a QR code on wayfinding signage that leads the general user to an interactive map similar to what Shawnee County currently provides via its website in a static format. This would allow users to pull up the map, which could either be maintained on Shawnee County's mapping servers or on more readily used trail sites like AllTrails etc. where trail users commonly find recreation opportunities on various types of trails.



3.3 TRANSPORTATION & COMMUNITY HEALTH AND SAFETY

Access to trails from walking, biking, or transit connectivity is key in the health outcomes of Shawnee County. If trails are only available to those in a car or motor vehicle, there are various demographics that will be left out of the opportunity to recreate, move about for wellness reasons, as well as connect to green and outdoor spaces within Shawnee County. There are known physical and mental health benefits related to access to Shawnee County's trails, parks and green spaces. Work on such social determinants of health, such as access to wellness and facilities that connect to such places, has been a focus of the Shawnee County community health coalition, called Live Well Shawnee County. Having existed for more than 17 years, Live Well is made up of community health partners, including the City of Topeka, Shawnee County Health Department, as well as the Shawnee County Parks + Rec Department. One of the longer-term impact teams has been the Active Environment group that focuses just on enhancing and adding to access opportunities to trails, recreational facilities, and programming that furthers those goals.

Many current trail crossings that interconnect with transit stops have transit bus stops that allow transit and trail users to connect with the layers of transportation networks. Certain additions of trails that interconnect with transit lines add opportunities for better connections with transit, as well as flexibility to trail users to not have to walk or ride as far if their plans change. A future enhancement to north-south trail connections in West Topeka would assist in providing connectivity that the transit lines do not currently offer. Examples would be near the Gage and Fairlawn corridors.

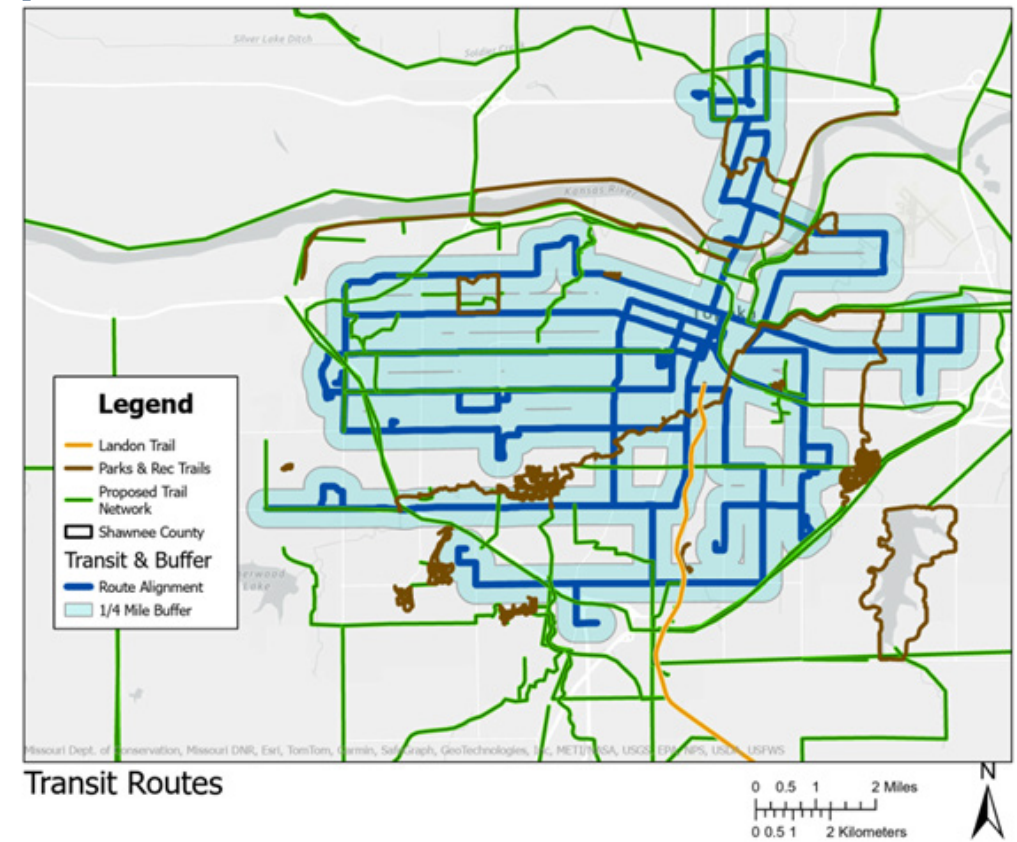


TRANSIT NETWORK

Figure 11 illustrates the intersection of transit infrastructure and trail planning within Shawnee County. It highlights how transit routes (represented with a ¼ mile buffer) could interact with proposed trail networks, emphasizing the importance of multimodal connectivity in the region.

The buffers are critical in identifying areas where transit riders can easily access trailheads, supporting the idea that trails should be reachable not only by car but by public transportation. By visualizing these connections, the map reinforces the recommendation that trail development should consider existing transit patterns. The proposed trail network must consider how people move across different modes to design trailheads and transfer hubs that support seamless transitions. This multimodal perspective is essential for creating a trail system that serves a diverse range of users and travel needs.

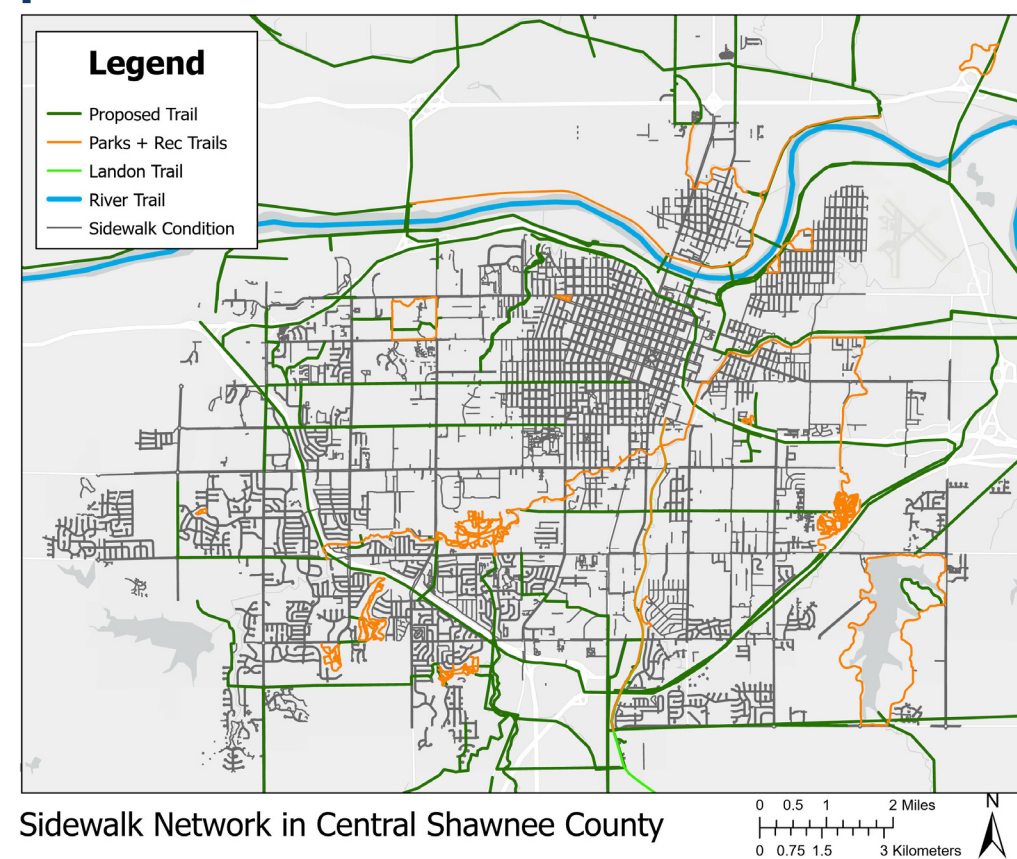
FIGURE 11: TRANSIT ROUTES



SIDEWALK NETWORK

Figure 12 shows the sidewalk network in central Shawnee County. Availability of sidewalk is one factor individuals may consider when deciding to make a trip by walking. Missing sidewalk or sidewalk in very poor condition will create barriers for individuals with mobility challenges, as well as individuals using wheelchairs, grocery carts, or strollers.

FIGURE 12: SIDEWALK NETWORK IN CENTRAL SHAWNEE COUNTY



Sidewalk Network in Central Shawnee County

TRANSPORTATION & COMMUNITY HEALTH AND SAFETY

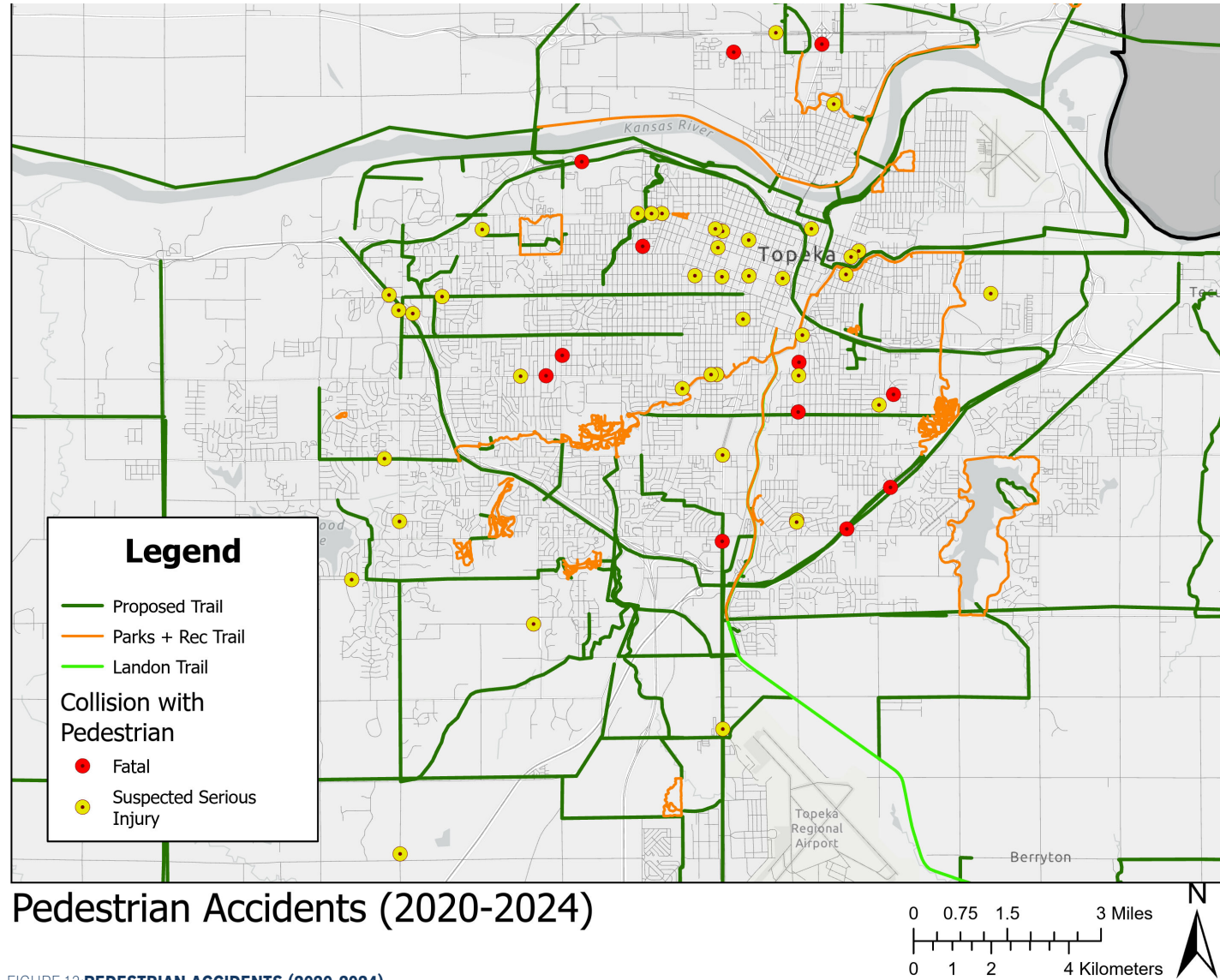


FIGURE 13: PEDESTRIAN ACCIDENTS (2020-2024)

PEDESTRIAN CRASHES

Figure 13 shows a comprehensive overview of pedestrian crashes in central Shawnee County from 2020 to 2024. Yellow dots show where suspected serious injury accidents occurred while the red dots show fatal pedestrian accidents.

The data highlights key hotspots where pedestrian safety concerns are most apparent. This map helps illustrate the coincidence of patterns of pedestrian crashes with trail facilities. It is a goal to help provide facilities as an alternative to the roads that individuals might have previously been hit while walking. It can be noted that there are various instances of crashes in areas where this plan and its community input

have developed and proposed trail facilities that could help mitigate future crashes and risk to those walking in Shawnee County. Locations of note include areas in southwest and southeast Topeka. There are several fatalities that are almost mirrored by the facilities proposed. The proposed facilities would be adjacent and utilize right of way opportunities with the Kansas Turnpike and South Topeka Boulevard as well as SW 37th Street.

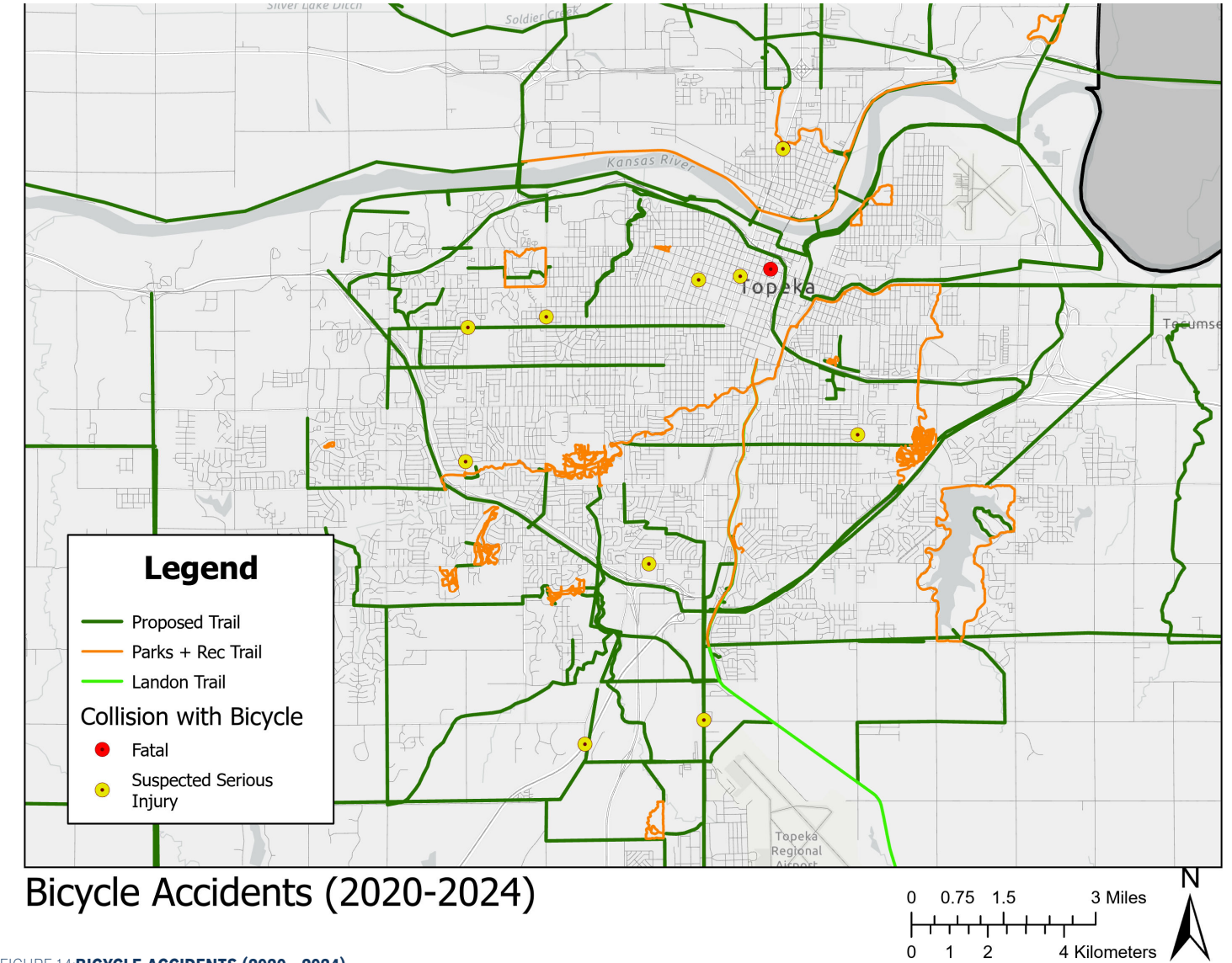


FIGURE 14: BICYCLE ACCIDENTS (2020 - 2024)

BICYCLE CRASHES

Figure 14 shows the location of bicycle crashes across Shawnee County from 2020 to 2024. This map provides insight into where bicycle safety interventions may be most needed. Yellow dots show where serious injury crashes occurred between a vehicle and bicyclist while the red dots show fatal bicyclist crashes.

The data highlights key hotspots where bicyclist safety concerns are most apparent. This map illustrates how recent bicycle related crashes might represent areas of demand by those riding. These could stand as examples of areas to investigate for opportunities to establish safer trail entries and

transitions if there was any correlation between the user and an existing trail segment. Specific segments of note include the proposed trail segments connecting from South Topeka towards Montara and the business parks and manufacturing facilities in South Shawnee County. These connections have continuous demand with little safe, convenient connections. The Landon Trail does not provide direct connectivity to these areas, and just as we would not anticipate someone to drive to Wichita from Shawnee County to access Manhattan, KS, it doesn't make sense to send someone far East of these destinations to have to back-track.

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Chapter 4

IDENTIFICATION OF BARRIERS

**TRAILS CONTINUE TO RISE
IN BOTH DESIGN AND
CONSTRUCTION COSTS.**

KEY TOPICS

- » Funding is key in both the initial capital costs to construct and then to maintain
- » Using Shawnee County's higher amount of governmental facilities as the County seat as well as State Capital could assist with establishing right of way for trail corridors
- » Existing wellness and trail-buiding coalitions offer opportunities to support the County in developing further trails

4.1FUNDING AND COSTS

As with many infrastructure and community level projects, trail costs continue to rise in both design, material and construction costs. San Luis Valley Get Outdoors, a nationally recognized trail developing and operating entity based in Alamosa, Colorado produced a document entitled “Developing Trail Systems: Costs and Best Practices” in which it captured costs for various elements and trail materials and elements.

There are various funding tracks to pursue in the current grant funding era. There are the Federal Recreational Trail Program that is funding from the Federal Highway Administration. This funding is administered in Kansas by the Kansas Wildlife and Parks Department and requires a 20% local match and provides 80% of the project costs. This program is currently an annual program.

Trail Developing Activity	COST PER MILE
Design + Planning	\$1,500-\$5,000
Natural Surface Trail Construction (Including Mountain Bike trails)	\$15,000-40,0000
Hard Packed Surface Trail Construction	\$400,000-500,000
Complex Paved (Concrete) Paths Construction	\$1,000,000
Small Pump Track Construction (6,000 sq ft)	\$12,000-20,000
Medium Pump Track Construction (10,000 sq ft)	\$20,000-40,000
Large Pump Track Construction (15,000 sq ft)	\$30,000-60,000



In certain conditions the Kansas Department of Transportation (KDOT) will provide funding for trails under its Transportation Alternatives Funding that is a pass through Federal program from the Federal Highway Administration. Other opportunities include the current KDOT Carbon Reduction Program that is administered locally by the Metropolitan Topeka Planning Office (MTPO). This program offers funding to projects that have the potential to offset vehicle trips and reduce carbon emissions. Because of this, this funding would likely not be useful in projects like mountain biking trails or pump tracks but could potentially be useful for trails that would offer to reduce car trips like grocery runs, commutes or school trips.

There are several other potential KDOT administered programs like the Cost Share Grant that requires 15% local match and the project must enhance mobility or safety in the community it is installed in. Another KDOT program is the Economic Development Program that requires a project accompany the attraction or enhancement of an existing Kansas business. Further, the project must address elements including safety, mobility or access to a business. Opportunities for this grant could potentially include providing trail access to new business parks when other adjoining road and transportation corridors do not provide pedestrian or bicycle access. A local example in which this program could be marketable would be access to the South business parks where many corporations have developed facilities and campuses.

Other non-governmental funding options include the Topeka Community Foundation and the Sunflower Foundation. The Topeka Community Foundation offers smaller grants in its Greater Topeka Fund that could cover small wayfinding or trail connections under \$10,000. Further, there is a fund called the Better Together Fund that may be able to assist with larger trails that help alleviate social determinants of health in Shawnee County. Examples of such trail projects could include providing further non-motorized access to food, medical or other life-sustaining needs. The Sunflower Foundation has a history of providing trail building and capacity building support to communities and coalitions aiming to enhance health outcomes by providing trail facilities accessible to all despite transportation and other limitations. The Sunflower Foundation has recently provided funding to the Kansas Trails Inc., a state level trail support network and coalition. This entity aims to provide grant assistance and build a network of communities across the state that can support one another with case studies and project experiences. The Sunflower Foundation periodically puts out requests for trail projects it can support with grant funding. In recent years, this not been an annual occurrence.



4.2 RIGHT OF WAY PROCUREMENT AND EASEMENT CHALLENGES

While there are various opportunities to develop trails using collective public lands throughout Shawnee County, there are challenges with other land uses that can complicate the assembly of a complete trail corridor. Unlike in more Western states Kansas has significant amounts of privatized land, rather than shared, public lands that are commonly used for recreation, business and other purposes. This doesn't inhibit trail development but could cause costs to be higher due to purchase of easement. An alternative to purchasing these lands at the time of a project is a development code or process that collects the easements as properties change hands or develop. This would require coordination with the County Appraiser's office and the County Planning Department.

Another approach could be to offer proactive incentives developed for the County to request the necessary easements in lieu of certain tax benefits to a developer as large residential or retail spaces are being developed. This is common in other markets and takes the pressure off the Department developing the trails at the time of development. Instead, the easement is secured prior to home or business owners coming in and is understood when they purchase the adjacent property.

Highways and transportation right of ways like railroads can commonly function as barriers. One example of a current opportunity in such a transportation development process is providing trails adjacent or underneath the Polk Quincy Viaduct that's being constructed in concert with the sidewalks being installed. Another element to consider is connectivity to the adjacent neighborhoods to the South, West and the Kansas Riverfront Levee, coming River Road side path to the East with the City of Topeka's impending 2023 FHWA RAISE Grant and Kansas Avenue and Topeka Blvd bridges.

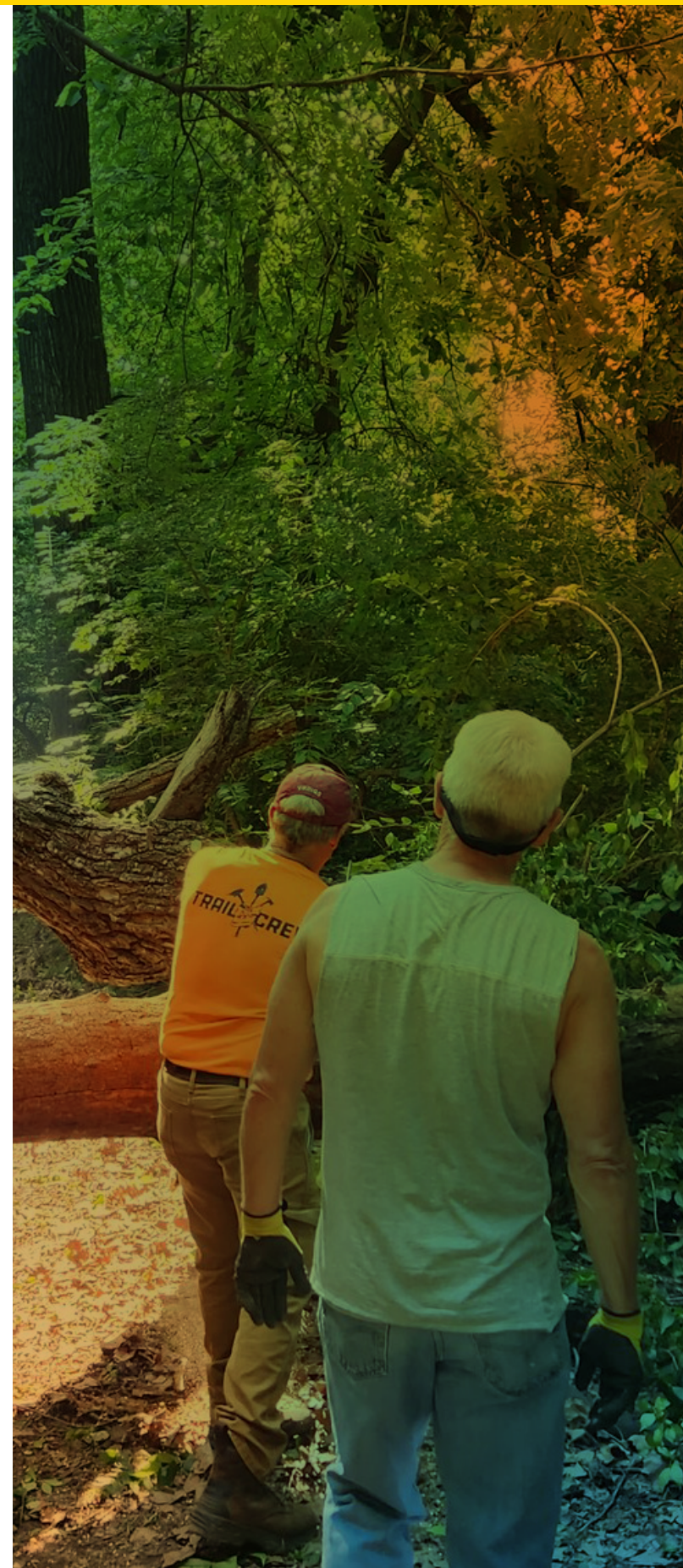


4.3 POLITICAL

Across a county space there are bound to be differences in opinions and goals. Not only are there different land-uses, but zoning expectations, different development patterns and different expectations of use of public space. Community engagement is key in all levels and steps of the trail development process, from initial concepts to planning and engineering, construction through operational status. Shawnee County Parks + Rec commonly establishes Memorandums of Understanding (MOU) with partners and mutual players in facilities. Many of the proposed trail's facilities in this plan will involve communication at a minimum and potential coordination to most effectively develop future trail segments.

Like many communities, Shawnee County Parks + Rec encountered these challenges in the past in both the conceptual and construction stages. Opportunities to avoid this are numerous and generally involve further communication. One idea from the 2014 Shawnee County Parks + Rec Master Plan recommended developing a user group and community stakeholder group. This group would not only act as a sounding board but could act as ambassadors and utilize their networks to help further the messaging behind the community and personal benefits of further developing trails throughout the County. It may not be necessary to create a completely original group to accomplish this task. The County is already a party to the MTPO's Complete Streets Advisory Committee that includes many of the same parties. This group could easily act as the trail's stakeholder body. Another entity that would complement this input is the Shawnee County Parks + Rec Advisory Board. Regardless of who fills the role of this trail-representative body, it will be key to consistently share and brainstorm plans with them to allow for a full feedback loop on concepts and priorities that fulfill the community's goals and aspirations.

Worth noting is Shawnee County has a public health coalition called LiveWell Shawnee County. This coalition consists of health providers, hospitals, behavior and physical health agencies, transportation and public works providers and community advocates. This group has long been active in the support of trails and wellness efforts. An example being that this entity helped secure funding for this plan. The established network of connections and potential supporters for grant funding or funding requests can be leveraged to assist with coalition support.



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Chapter 5

MAINTENANCE COSTS

**MAINTENANCE BECOMES
MORE VITAL AS TRAIL
USAGE INCREASES.**

KEY TOPICS

- » It is key for Shawnee County Park + Rec to anticipate future maintenance costs in its construction processes
- » Choosing contextual and relevant surfaces and connections is an opportunity for Shawnee County to add facilities in new rural parts of the County
- » Different levels of maintenance needs, which offers an opportunity to connect more of the County with natural or gravel surface trails in some instances

5.1 MAINTENANCE COSTS

The cost of trail maintenance is not well documented, which makes it very difficult to compare practices for gaining cost savings and efficiencies. However, as trail systems expand and usage increases, the need for consistent and comprehensive maintenance becomes more vital. Trails are no longer viewed solely as recreational amenities; they are key components of multimodal transportation networks, community health infrastructure, and environmental corridors. However, despite their growing importance, trail maintenance often suffers from chronic underfunding and fragmented responsibility structures. Routine upkeep is essential to ensure trails and adjacent properties remain safe, accessible, and enjoyable for all users. Neglected trails can quickly become hazardous due to overgrown vegetation, surface deterioration, or drainage failures. These issues not only compromise user safety but reduce trail usage and public support for future investments.

The table displayed is a reference from the Rails Trails Conservancy's "Maintenance Practices and Cost of Rail-Trails" study that attempted to break down the different costs attributed to maintenance of Rail Trails in particular. Other trails might be similar, but could vary based on context, construction and amenities (do they have trash cans or maintained easements between the trail and the adjacent properties.) Preventative maintenance strategies, such as regular inspections and vegetation management, can extend the lifespan of trail infrastructure and reduce emergency repair costs. Despite the benefits of preventative maintenance, securing funding remains a challenge. Many communities struggle to allocate resources and appropriate staffing level for ongoing upkeep, especially when initial construction is funded through grants or one-time capital budgets.

Maintenance Activity	% of Budget
Surface cleaning of trail	10.8%
Mowing	12.0%
Vegetation management (leaf clearing, pruning, etc.)	11.2%
Keep trail-side land clear of trash and debris	11.5%
Whole tree removal	5.4%
Application of herbicides or pesticides	2.3%
Clearing of drainage channels and culverts	5.4%
Surface maintenance of parking areas	2.7%
Litter clean up, trash cans	2.7%
Maintenance of toilets at trailheads	13.0%
Maintenance of toilets along the trail	1.2%
Trailhead parking snow removal	1.1%
Repair/maintenance of signs	6.3%
Recovery from illegal acts of vandalism/dumping	5.3%
Other trail maintenance activities	9.1%

The cost of maintaining trails varies widely depending on surface type, amenities, and location. A 2021 Rails-to-Trails Conservancy study found that low-amenity trails cost between \$600 and \$2,000 per mile annually, while high-amenity trails can exceed \$7,000 per mile per year . These figures underscore the importance of incorporating maintenance planning early in the design process. Tools like lifecycle cost estimators and maintenance zone breakdowns can help forecast needs and guide budgeting decisions.

One useful regional resource that explains and elaborates on these tools for trail maintenance planning and budgeting is the Great Rivers Greenway Level of Care Guidelines. This document helps guide planning and decision-making for maintenance, cost estimation, and implementation. It emphasizes planning for ongoing care from the start of the project. Maintenance should not be considered as an afterthought; it needs to be integrated into the design and budgeting of the trail project. The plan recommends dividing greenways into zones based on usage intensity and context, that way each zone can have tailored maintenance expectations.

The guidelines provide maintenance standards for:

- » Pavements: Surface types, repair cycles, ADA compliance.
- » Bridges & Boardwalks: Structural inspections, decking materials.
- » Lawn & Landscape: Mowing frequency, plant health, invasive species control.
- » Site Furnishings: Benches, trash bins, signage upkeep.
- » Walls & Fencing: Structural integrity, graffiti removal.
- » Stormwater Systems: Drainage inspections, erosion control.
- » Lakes & Streams: Water quality, bank stabilization.
- » Lighting & Buildings: Safety checks, bulb replacement, facility cleaning.

Each asset type includes recommended maintenance intervals, inspection protocols, and repair triggers. The guidelines include cost planning, with programmatic cost forms that help estimate annual maintenance costs, capital repair budgets and operations and maintenance costs. The guidelines include inspection guides to determine when major repairs or replacements are needed. Additionally, the Great Rivers Greenway guide provides detailed information about implementation strategies. Its framework establishes steps for pre-construction level of care programming, maintenance turnover, annual reviews, and cooperation agreements.



5.2 GEOGRAPHIC FOCUS AREAS:

The review of potential trail development within Shawnee County involved areas of focus and hubs of community development. These were areas of focus both geographically based on hubs and then the specific natural amenities and its use for trails whether that might be forested areas for mountain biking or the Kansas River and its potential for both land and water based trails. These locations became more apparent based on the input from the public input both in person and the online surveys. These locations then became the geographical themes of the potential trail development

NORTHWEST SHAWNEE COUNTY

Northwest Shawnee County includes the communities of Rossville and Silver Lake. Both have been consistent hubs of community and residential development over the past few decades. With this both Silver Lake and Rossville have recently been developing trail and pedestrian plans. These plans include integrate existing and future goals of the communities to develop trail and sidewalk network within and across their municipalities as well as connecting to each other and other Shawnee County communities. There is particular interest within these communities for using the connection of the Kansas River and it's related levees on the North and South for connectivity in Northwest Shawnee County.



TOADSTRANGLER TRAIL

SOUTHWEST SHAWNEE COUNTY

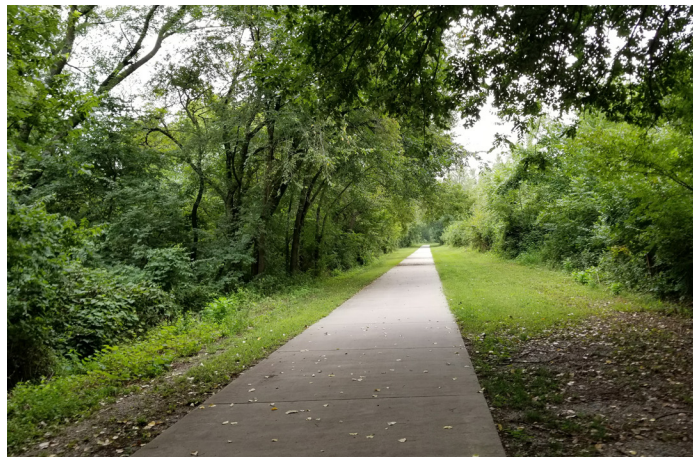
Southwest Shawnee County within the City of Topeka has significant trails with the Shunga Trail and mountain biking trails adjacent to the paved trail and the Shunga Creek. But there are other more rural parts of Southwest Shawnee County that have opportunities to be connected by trails. Connecting Auburn to Topeka is one potential goal. Auburn itself has been making progress in connecting sidewalks within the community and providing safe crossings across streets with rectangular rapid flashing beacons for several years. Further trail connectivity will complement these efforts. Another community is Dover, KS. Connections to/from Dover to nearby destinations like Echo Cliff and geographic points of interests.



SHUNGA TRAIL

SOUTH CENTRAL AND EAST SHAWNEE COUNTY

Eastern Shawnee County does have the Landon Trail covering a good part of it. Adding more trails to compliment the Landon's connectivity is the next step. Some potential goals included trails near Wakarusa that offer predictable and intentional places for nearby Shawnee County residents to use regularly as well as citizens from other parts of the County and beyond to go to as a route that is vetted and less frequented with vehicles. In the future through time, it would be the hope that these routes could develop into adjacent trails or more physical improvements. Other long-term goals are connecting more neighborhoods and areas adjacent to the Landon Trail to it. The more interconnectedness of the trails, the more effective they are.



LANDON TRAIL



RECREATION RIVER USES

WATER ACCESS POINTS ALONG WATER TRAILS (KANSAS RIVER)

There are several distinct Kansas River Access points in Shawnee County. Some key points would add tremendous value to those using the River Trail. Key connections include Rossville at the Willard bridge. The next is downtown Topeka, likely on the North side based on the recent study completed by the Topeka Riverfront Access Committee. There is benefit to breaking down the longer paddles in different segments of Shawnee County by adding a stop near the Oakland neighborhood on either the North or South side, with reasonable options being either at the motorized trail park that Shawnee County Parks + Rec maintains by the Oakland neighborhood as well as the North side of the Kansas River. In 2012 the U.S. Department of the Interior designated the Kansas River as the second ever National Water trail. The Friends of the Kaw and Dirty Girl Adventures as well as other local outfitters and water-trail enthusiasts are active in encouraging, enabling and advocating for these improvements. One such example was the 2021 completion of the weir improvements across from the Topeka Water Plant. These improvements helped make kayaking through Shawnee County significantly safer after multiple deaths in the previous 30 years. This and the establishment of the boat ramps that the Friends of Kaw advocated for and assisted in finding funding for has been the key driver in establishing other water trail options in Shawnee County. There wasn't significant other public options in Shawnee County with the Kansas River being the primary, public, navigable river.



MOUNTAIN BICYCLING

MTB TRAIL DEVELOPMENT THROUGHOUT COUNTY

There has been definite growth and interest in mountain bicycling opportunities across Shawnee County for the last 15 years, building on what has been developed prior. There are partnerships being made between groups like Kansas Trails Council as well as Top City Trail Alliance that offers trail maintenance and development in tandem with volunteer led, community organizations who want to help improve walking, biking, kayaking and recreational offerings in Shawnee County. Mountain biking trails have been prevalent in natural surfaced trails in larger swaths of natural spaces, both forested and natural prairie spaces. There has been interest in establishing pump tracks within Shawnee County. These tracks can be constructed with a variety of surface types in either temporary or permanent forms. Shawnee County would likely build permanent installations for ease of long-term maintenance cost. There may also be opportunities for grant funding of such installations and capital costs. Pump tracks could be an option for bringing a focused, localized trail to some of the more rural Shawnee County communities looking for rapid development of mountain bike facilities. This could then be followed by and complimented by more extensive mountain bike and hiking trails.

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Chapter 6

**STAKEHOLDER
+ COMMUNITY
ENGAGEMENT**

**WHAT SHAWNEE COUNTY
RESIDENTS SHARED**

KEY TOPICS

- » Shawnee County encompasses a diverse range of communities, from rural to urban areas. Trails and greenways are vital for county-wide and neighborhood connections. The engagement strategy focused on providing equitable opportunities for feedback by ‘popping-up’ at local events across the county. There were two rounds of engagement, the initial concentrated on identifying routes throughout the county and locating areas where existing users were struggling to make connections.
- » The second round of engagement looked at two broader community events, seeking feedback on identified trails. Looking to capture what routes participants preferred across the county, as well as doing a simple connections check, to ensure the design team had captured all the suggestions from the greater community.
- » Below is a breakdown of the different events that the design team popped up at, and the data they provided.

6.1 ENGAGEMENT ROUND 1:



NORTH TOPEKA FIRST FRIDAY EVENT

MAY 2ND, 2025

The design team popped up at Compass Point in partnership with Dirty Girl Adventures. A live band and food truck accompanied the project booth, resulting in heavy, spontaneous engagement. Despite the rain, the North Topeka First Friday event was well-attended, with over 100 attendees engaging with the map or the design team to learn more about the project and taking a QR code to participate in the survey.

Data collected at this event focused on larger recreational trail connections, as well as several smaller problem areas that the community would like to address. Specifically looking at connections within the greater Topeka area.



NORTH TOPEKA FIRST FRIDAY EVENT

MAY 2ND, 2025

The Mobile Area Partnership pop-up was designed to understand this underserved population and how they would most appreciate the trails and greenways system. While attendance and participation were limited, some information was gained on best practices for creating trails for this community.

Data collected at this event focused on amenities and connectivity to daily resources for those living outdoors or unhoused. Lighting was a consistent interest among those who were engaged. Emergency call boxes and wayfinding signs were mentioned as universal amenities to improve the Shawnee County Trail system. An idea for color-coded center lines on the trails was proposed as a resilient, intuitive way to communicate where a user is in the greater network.



TOADSTRANGLER TRAIL 5K

MAY 17TH, 2025

A community 5k that benefits the Northwest Shawnee County community of Rossville, the Toadstrangler Trail 5k takes its name from the nearby creek and recently designated trail. The event's proceeds go to the Rossville Community Foundation, which has been helping organize and seek funding for trails throughout Rossville.

Data collected here focused on trails and routes that are currently commonly used by those in the area for recreation and to connect with neighboring communities. Connections included to Silver Lake, Dover and Bohemian Hall northwest of Rossville at NW 86th Street and NW Crawford Road. There was significant interest in levee trails and connectivity using the Kansas River levee.



AUBURN FIRE 5K

JUNE 14TH, 2025

The Auburn Fire 5K was a lively early morning event. As runners prepared for their race, individuals would stop by the table to inquire about the project. The design team spoke with both local community members and individuals from neighboring counties. The team spoke to over 45 participants throughout the morning, with a heavy focus on the Fire Department staff.

The data collected at this event focused on regional connections, as well as education about the project's goals. Most participants provided limited specific information, but offered high praise to the County for considering trails and greenways holistically.



PROJECT WEBSITE & PUBLIC SURVEY #1

A simple two-page website was created to graphically communicate the project's goals and objectives, serving as a public survey landing page. The initial round of engagement consisted of a brief 2-question survey. The first question targeted desired trail types across the county, allowing participants to select as many types of trails as they desire.

Question two was a mapping question that allowed participants to draw routes that they would like the design team to explore, as well as leave a comment about their drawings. Answers to this question varied, but several themes emerged. Specifically identifying connections to the Kaw River State Park, as well as connections along the levee.

6.2.ENGAGEMENT ROUND 2:



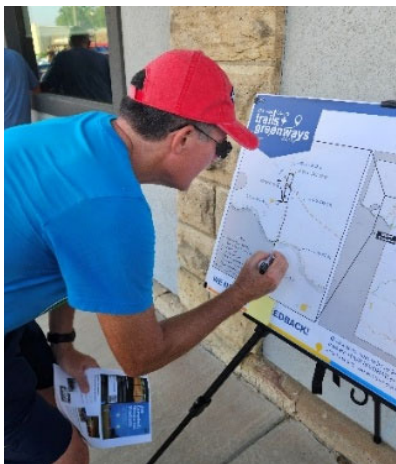
ROSSVILLE TALL CORN FESTIVAL

AUGUST 8TH, 2025

The design team popped-up at the Rossville Tall Corn Festival and Car Show. The booth was set up along Main Street as part of the festival’s car show. The focus of engagement was to hear from the Rossville community and surrounding areas about ideas and priorities for connecting local trails to the larger Shawnee County Trail System.

Data collected focused on several things:

- » A desire to see the Toadstrangler Trail extended to the Kansas River
- » Strong interest in a safe trail along Highway 24 connecting Rossville and Silver Lake
- » Trail development along the Kansas River was a popular idea
- » Several residents shared an interest in creating a trail loop within Rossville itself
- » Safety Concerns:
 - › Riding along Highway 24 feels unsafe because of traffic and narrow shoulders
 - › Desire to buffer between the road and the trail
- » Many community members said they would prefer a trail surface that’s softer than concrete, something more comfortable for running and walking



GAGE PARK FOUNDER’S FEST

AUGUST 30TH, 2025

To reach a broad audience, Shawnee County Parks and Recreation staff attended the Gage Park Founder’s Fest. Armed with QR codes to spread the word about the project’s progress and receive feedback on the proposed trails throughout the county. 300 QR codes were provided, and the surrounding community highly attended the event.

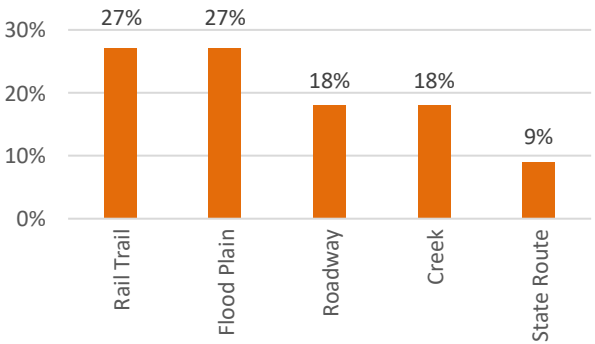


PROJECT WEBSITE & PUBLIC SURVEY #2

Building on the existing project site, an additional survey was pushed out to previous participants, stakeholders, and the broader public through social media and email campaigns. The second survey was developed based on preliminary feedback from community participants and the stakeholder group. Dividing the county into five zones and asking individuals to share their top priority within each of those zones. Followed by a ‘connections check’ to ensure that the design was not missing any connections as the design team moved into the final trail planning phase. Feedback received focused on the Indian Hills Neighborhood, interstate and waterway crossing opportunities, and the conversion of SW Van Buren to a multimodal facility.

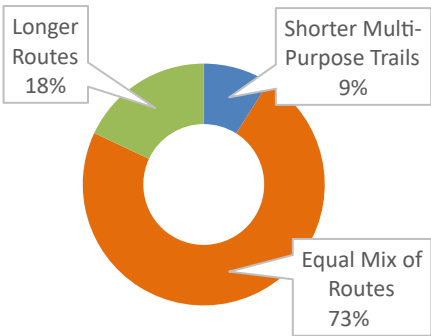
Participants were asked which trail types they were most excited about, feedback is represented in the chart below.

Which of these trail types are you most excited about?



Participants shared their views on the ‘Big Picture’, looking specifically at how trails are prioritized within the county.

Big picture: Which approach sounds best to you?



The final question in the survey focused on how the proposed trails and routes fit the community’s needs:

- » Access to various modes of transportation
- » Exercise with friends
- » Safe method of travel
- » Provide access to future development
- » Provide access around Auburn and Wakarusa

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Chapter 7

PROJECT PRIORITIZATION + SCORING PROCESS

**FOUR CRITERIA: COST,
FEASIBILITY, SUITABILITY,
AND ACCESS.**

7.1PRIORITIZATION PROCESS

Individual scores were given for each criterion: cost, feasibility, suitability, and access. These individual scores were combined to produce an overall score. Trails with higher scores, ranging from 12 to 20, are considered short-term, priority segments. Trails with scores lower than 12 are considered long-term, future segments.

This ranking is used to help identify which projects are most impactful to initiate in the short term and are most cost-effective and feasible. It provides insight into long-term trail segments, which may not be feasible in the short term, can provide additional connections and recreation in the long term.

Future planning efforts can be built from this work, which captures the community's priorities and values at this point in time. Future efforts may have additional funds, ideas, and momentum, and this work will provide the foundation for those efforts going forward.



7.2SCORING CRITERIA

- » To guide decision-making and prioritize trail investments, each proposed trail segment will be evaluated using the following four criteria: cost, feasibility, suitability, and access.
- » Each trail segment will be scored on a consistent scale across these criteria, and the results will be compiled into a total score to guide prioritization. The scoring process will include internal staff review, stakeholder input, and public feedback, with opportunities for iterative refinement based on feasibility and funding availability.

COST:	Refers to the estimated financial investment required for planning, construction, and long-term maintenance. This includes consideration of relative cost compared to similar projects and the anticipated maintenance burden.
FEASIBILITY:	Assesses the practicality of implementation, taking into account land ownership, environmental constraints, permitting requirements, and engineering challenges, such as crossings or topography.
SUITABILITY:	Evaluates how well the trail meets community needs, including its ability to serve underserved populations, support recreational and transportation goals, and reflect input gathered through public engagement.
ACCESS:	Considers how easily the trail can be reached and whether it enhances connectivity with existing or planned trails, parks, schools, transit, and employment centers.



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Chapter 8

CONCEPTUAL NETWORK PLAN

**IDENTIFIES PROPOSED TRAIL
SEGMENTS ACROSS THE
COUNTY.**

8.1 CONCEPTUAL NETWORK PLAN

The Prioritized Conceptual Network Plan identifies proposed trail segments across the county and classifies them by implementation priority. Each trail segment is labeled (e.g., T-1, T-2, T-3) and color-coded according to its priority score.

SHORT-TERM TRAILS

(SCORE ≥ 12)

They are considered high priority for near-term development due to their strong alignment with evaluation criteria such as connectivity and feasibility. The green network is concentrated around the urban core with key rural corridors to ensure improved access to parks, recreation areas, and major destinations.

LONG-TERM TRAILS

(SCORE < 12)

While important for the overall network vision, these segments are of lower priority and will be pursued as future goals. They primarily extend into outlying areas, supporting regional connectivity over time.

FIGURE 15: PRIORITIZED CONCEPTUAL NETWORK PLAN

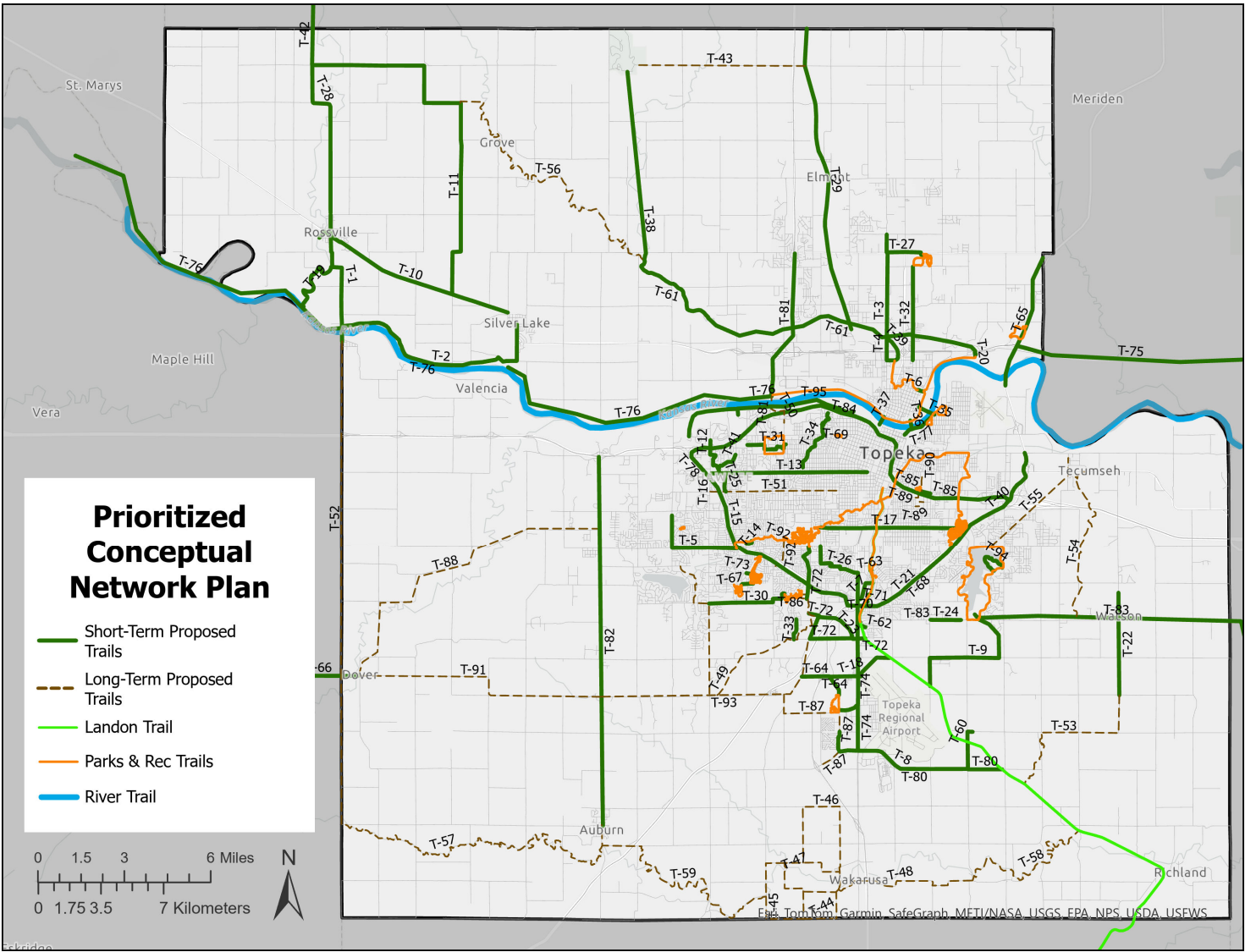
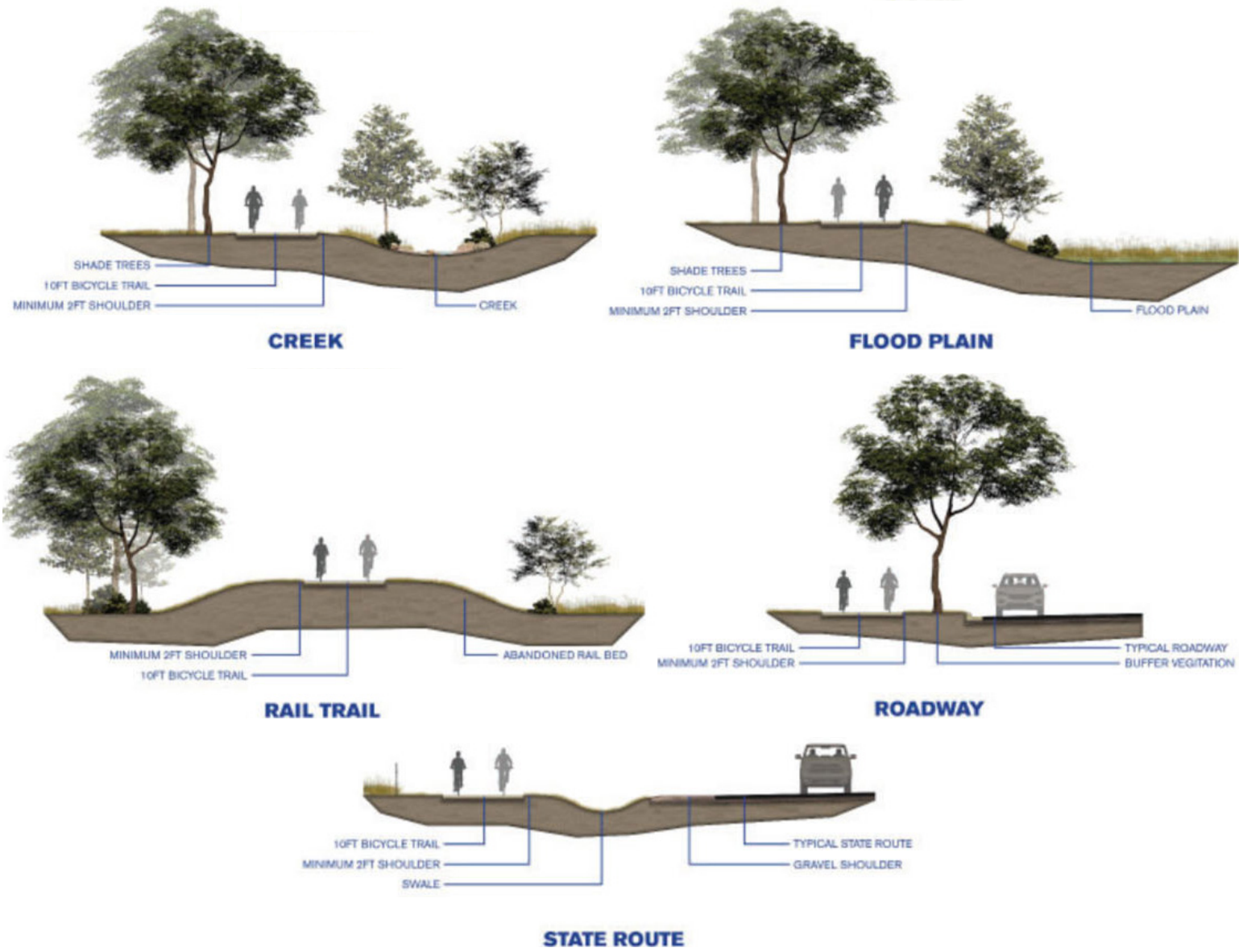


FIGURE 16: FIVE DIFFERENT TRAIL CROSS SECTIONS



The Landon Trail (shown in green) and Parks & Recreation trails (shown in orange) show existing trail infrastructure. These existing trails create immediate opportunities for connectivity and accessibility. By linking short-term priority segments (dark green) to these established corridors, the plan ensures seamless transitions between current and future infrastructure. This integration will provide continuous routes across Shawnee County, reduce gaps in the system, and enhance access to key destinations such as parks, neighborhoods, and employment centers. Over time, as long-term segments (brown dash) are implemented, these connections will expand into a fully integrated trail network, supporting regional mobility and recreational use while promoting equitable access for all users.

Overall, the plan emphasizes building out the short-term green segments first to maximize impact and user benefit, while maintaining a long-term vision for the orange segments to achieve a fully connected countywide trail system.

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Chapter 9

FINAL RECOMMENDATIONS + IMPLEMENTATION

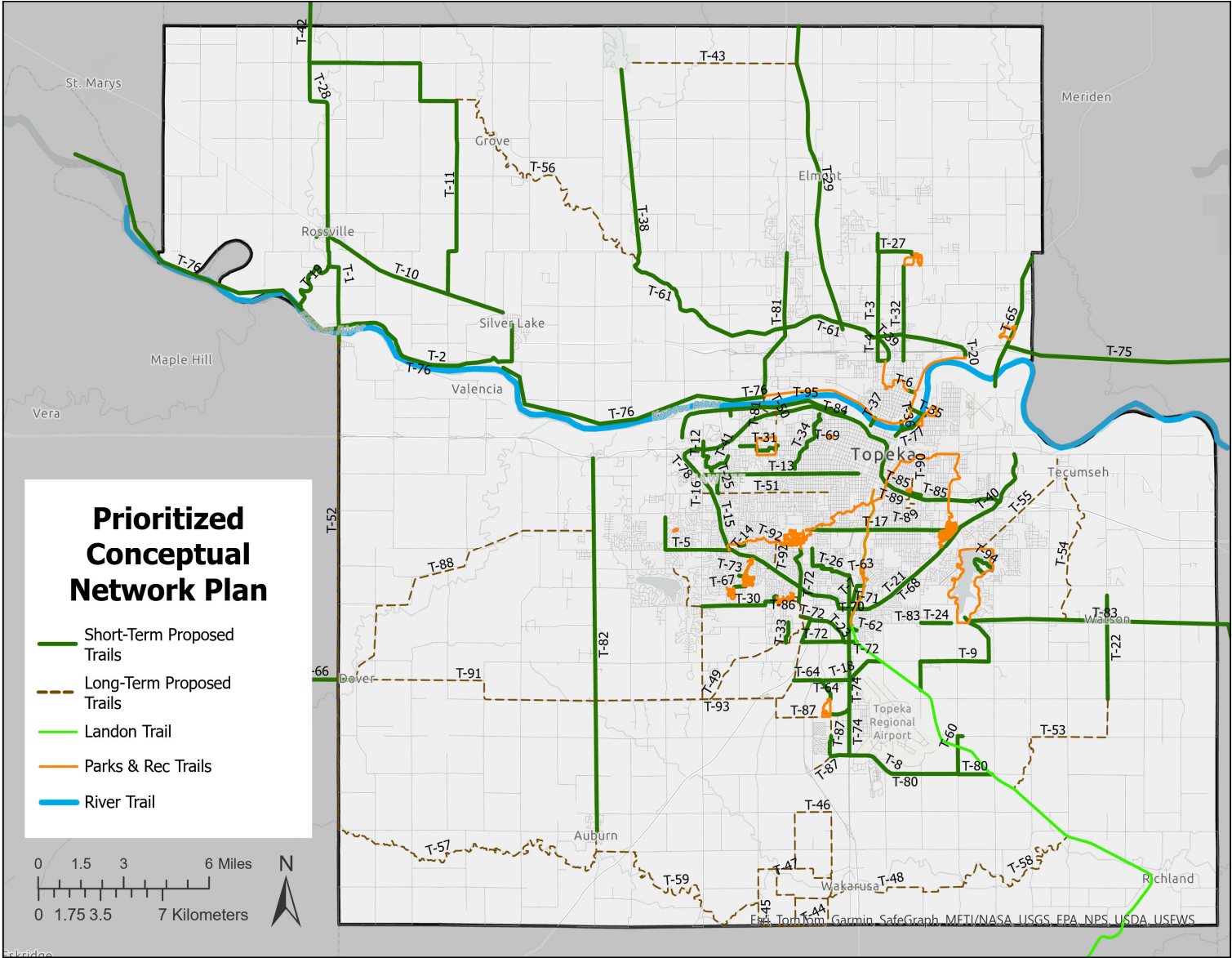
RECOMMENDED PRIORITY PROJECTS AND BENEFITS TO THE COMMUNITY

9.1PROJECT LEVEL RECOMMENDATIONS

These top tier projects represent the upper end of the proposed projects from the previously discussed evaluation process. Below is a brief description of them, their merits and the specific benefits that each has the potential to offer. **Table 1** below shows the top 20 highest scored trail segments.

TABLE 1: PROJECT RECOMMENDATIONS

ID	Name	Miles	Overall Score
T-1	Rossville River Access	4.74	19
T-60	Connecting Berryton Elementary to Landon Trail	0.57	19
T-2	Rossville-Silver Lake Levee Trail	8.11	18
T-61	Soldier Creek Trail	9.84	18
T-94	Lake Shawnee Addition (Tinman Circle)	1.43	18
T-3	Lyman to Washburn-Rochester	3.98	17
T-62	South Village Neighborhood Connection	0.16	17
T-63	Hi Crest, Betty Phillips Park Connection	0.06	17
T-64	Target Sidepath Connection	0.96	17
T-65	Trail to Iliff Commons (Unused Public Right of Way)	4.70	17
T-10	ToadStranglerEHWY24	7.34	16
T-11	Polka Dot South Route	10.74	16
T-5	Family Park-Big Shunga Connection	3.39	16
T-6	Levee-Soldier Creek	0.22	16
T-66	Dover to Echo Cliff- separated gravel shoulder	3.15	16
T-67	Connection between Skyline and Clarion Park	0.43	16
T-7	2-mile loop	0.99	16
T-8	Landon-SouthPark	6.35	16
T-9	Landon-Shawnee Lake (Deer Creek)	5.31	16
T-95	Downtown to Kansas Museum of History	6.92	16



T-1 ROSSVILLE CONNECTION DOWN TO KANSAS RIVER

This trail would connect the community of Rossville to the views and access to the Kansas River and the community of Willard.

T-60 CONNECTING BERRYTON ELEMENTARY TO LANDON TRAIL

This trail would likely come in the form of a sidepath. The connection would allow for classes to walk or bike being such close proximity to the trail. For certain families it could offer opportunities for Safe Routes to School connections from their homes. Finally it offers the community opportunities for 5ks and other recreation events.

T-2 KANSAS RIVER CONNECTION FROM ROSSVILLE TO SILVER LAKE

This trail would provide non-motorized connectivity between Rossville and Silver Lake and public access to a large portion of the Kansas River in Shawnee County.

T-61 UNDEVELOPED NORTH SOLDIER CREEK LEVEE TRAILS (NORTH OF HIGHWAY 24)

This trail would help provide another peninsula of trail out into reaches of Central Shawnee County. This section is improved as levee and primarily needs wayfinding and basic logistics of bringing public awareness to this existing trail resource.

T-94 LAKE SHAWNEE ADDITION (TINMAN CIRCLE)

This is natural connection to the amenities of Tinman Circle at Lake Shawnee that has been unaddressed in separating trail traffic from vehicular traffic.

T-3 CONNECTION FROM SOLDIER CREEK TO SHAWNEE NORTH COMMUNITY CENTER AND TRAILS

This trail would connect existing but underutilized levee facilities that could be trails to other Shawnee County Parks + Rec facilities and trails up at Shawnee North Community Center.

T-62 CONNECTION FROM LANDON TRAIL TO SOUTH VILLAGE NEIGHBORHOOD, JUST SOUTH OF 45TH STREET

The Landon Trail currently runs past this neighborhood but doesn't have direct access into the neighborhood to make ease of use by these Shawnee County residents.

T-63 LANDON TRAIL BRIDGE CONNECTION TO BETTY PHILLIPS PARK NEAR 37TH STREET

The Landon Trail currently runs past this neighborhood but doesn't have direct access into the neighborhood to make ease of use by these Shawnee County residents.

T-64 77TH STREET ADJACENT TRAIL FROM BURLINGAME OVER TO GRANT BRADBURY PRESERVE AND MONTARA

This trail could eventually provide a trail connection from Topeka to Grant Bradbury Trails as well as a trail connection to the Montara neighborhood and Shawnee South Community Park. There would need to be a trail, sidepath or sidewalk placed on Burlingame Road by the City of Topeka.

T-65 FORMER RAIL RIGHT OF WAY, CURRENTLY REGISTERED TO RAIL TO TRAILS ORGANIZATION

This trail provides a relatively clear right of way from its former rail use. The specifics of the logistics of this developing need to be investigated by the Shawnee County Counselor's office.

T-10 HIGHWAY 24 ADJACENT CONNECTION FROM ROSSVILLE TO SILVER LAKE

This trail would provide a loop or primary non-motorized connection between Rossville and Silver Lake that could be used locally as well as lengthy biking, walking and rolling opportunity.

T-11 SILVER LAKE TO NORTH NEAR BOHEMIAN HALL

This trail would connect Silver Lake to Bohemian Hall and provide defined, intentional recreational walking, biking routes out into Shawnee County.

T-5 NEED FOR TRAIL/ SIDEPATH IMPROVEMENTS ON 29TH AND URISH TO CONNECT SHUNGA TRAIL TO FAMILY PARK AND ASSOCIATED TRAILS

This trail would provide low barrier, non-motorized access to other Shawnee County Parks + Rec trails and pool and park facilities. These facilities are currently not accessible by Topeka Metro Transit routes.

T-6 EXISTING SOLDIER CREEK TRAIL CONNECTION TO NORTH KANSAS RIVER LEVEE, UNDER RAILROAD

The distance of separation of these two trails is minimal, but the railroad keeps users from making hiking and biking loops in North Topeka from the existing Soldier Creek trail to the North Kansas River levee trail.

T-66 DOVER TO ECHO CLIFF- SEPARATED GRAVEL SHOULDER

This is another example of localized trail connectivity within the rural spaces in the County. Echo Cliff is a natural destination for Dover residents and visitors. This allows individuals in collaboration with neighboring Waubunsee County to explore this Shawnee County Community on foot.

T-67 CONNECTION BETWEEN SKYLINE AND CLARION PARK

These existing parks with trail systems have long been an opportunity to create a larger, broader connected trail network in Southwest Shawnee County that offers options for hiking and mountain biking.

T-7 LANDON CONNECTION TO TOPEKA BLVD AT KANSAS AVE NEAR KANSAS TURNPIKE AUTHORITY

This trail would assist in connecting towards economic opportunities near the Frito Lay plant. When a trail or sidepath was developed along Topeka Boulevard heading South from 37th to Gary Ormsby Drive this would help attach Landon to that connection.

T-8 77TH STREET CONNECTION TO LANDON TRAIL

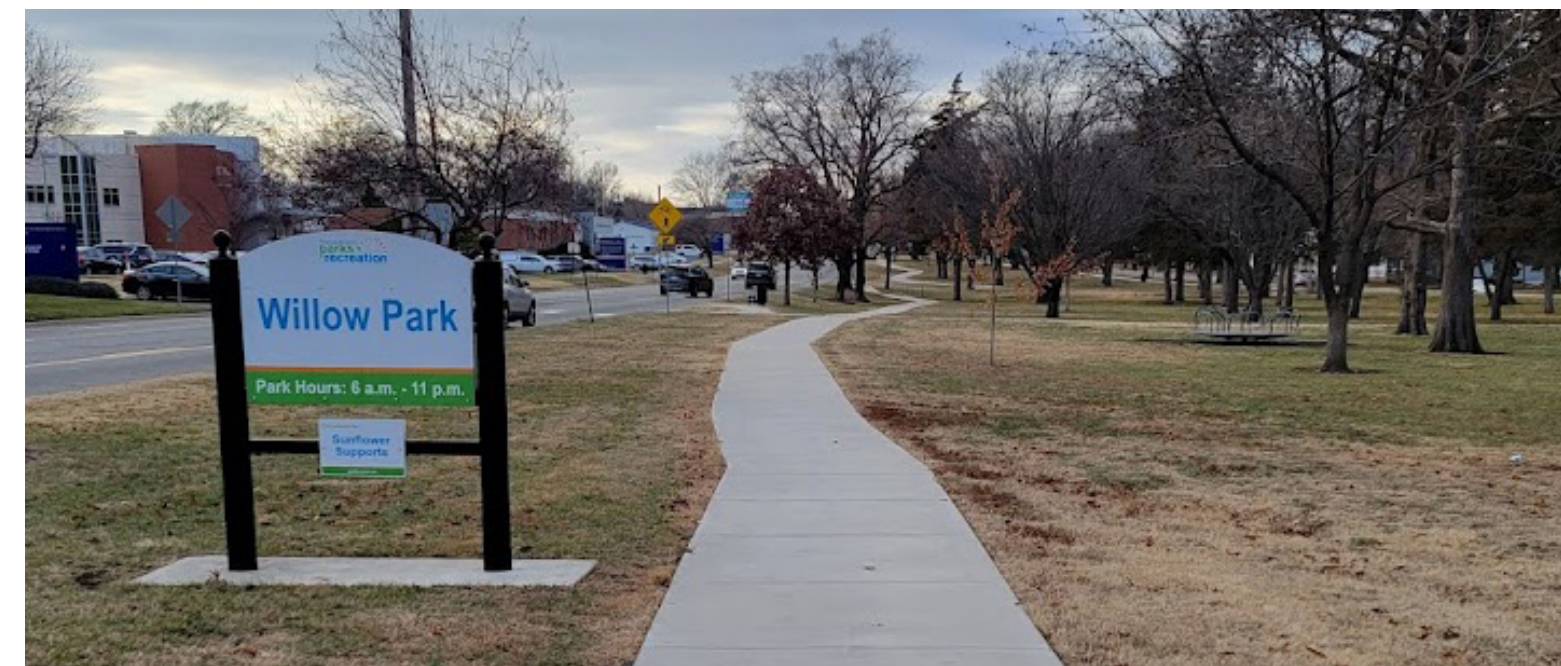
This trail would eventually connect Montara to the Landon Trail, Berryton and eventually Lake Shawnee.

T-9 CONNECTION BETWEEN LANDON TRAIL AND LAKE SHAWNEE TRAIL (ROAD ADJACENT)

This trail would connect the Landon Trail and greater Shawnee County to Shawnee Lake in another Southern route.

T-95 DOWNTOWN TO KANSAS MUSEUM OF HISTORY

Combining many City, County and State public lands, this trail connection would provide both a natural vista adjacent to the South bank of the Kansas River, but also connects some of Shawnee County's larger tourist destinations near the NOTO Arts District, the Downtown Topeka District, the Kaw River State Park, the Kansas Governor's Mansion and State Park as well as the Kansas Museum of History.



9.2 POLICY RECOMMENDATIONS

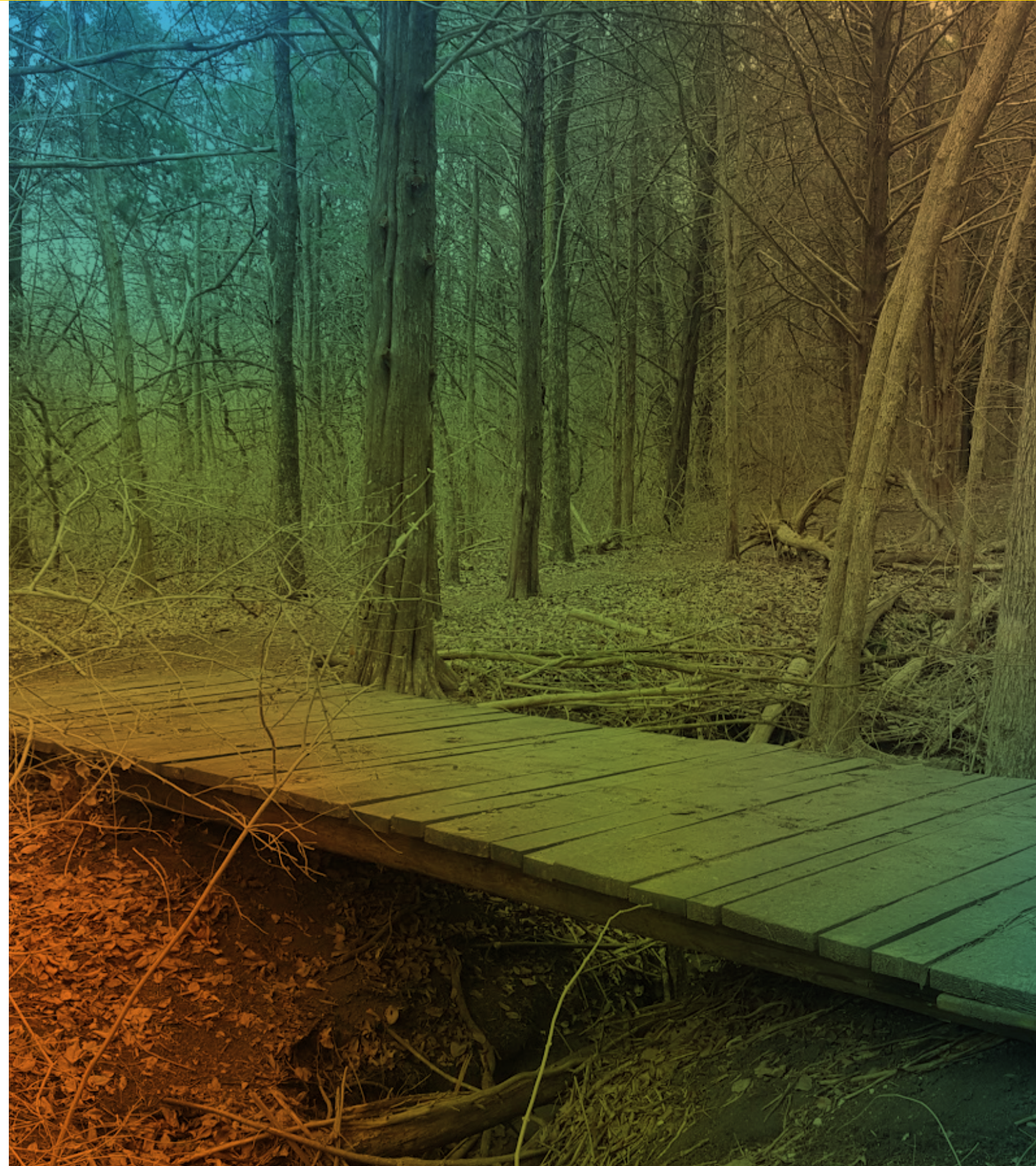
A review has been made with recommendations on potential updates on potential updates to the Shawnee County Codes' references to trails in Shawnee County, as well as the development process and benefits of trails to Shawnee County. There were some dated references and concepts to amend from their previous edits in 2001 and 2006. Shawnee County, its trails and the landscape of the community have evolved significantly in that time frame, so it seemed vital to provide potential updates to get that process initiated.

In addressing some of the discussion in the section related to trail barriers in Shawnee County it seems appropriate to now develop a formal process between the Shawnee County Parks + Rec and other relevant Shawnee County Departments to help accumulate trail easements for future development. Using a prioritized list of the trail projects for the next 8-10 years, a way of tagging and logging plots of land that are adjacent to potential trail corridors would allow the appropriate staff involved in the development of properties and transfer of deeds to flag a request for a trail easement. This would likely involve some active participation on the part of Shawnee County Parks + Rec staff to respond and help negotiate the easement. While this might not be a fast process, it would assist in the longer term to building corridors of passage for the greater good of Shawnee County's citizens.

As networks of public infrastructure grow, so does the need to maintain that asset rather than just establishing it to decay in the shorter term. Shawnee County has continued to develop its trail systems since the 1990's. In addition to developing further trails the Shawnee County Parks + Rec Department consolidated existing City of Topeka and Shawnee County Departments in 2012. Since then several notable trail extensions have occurred near Fairlawn Road as well as on the East end of the trail network approaching Lake Shawnee. The National Recreation and Parks Association (NRPA) did an agency performance review in 2019. It identified that on average agencies across the United States had 8.3 full-time employees (FTE) for every 10,000 population that they served. They broke this number down further by sharing that 49% of those individuals were focused on maintenance. The 2023 American Communities Survey administered by the U.S. Census Bureau suggested Shawnee County had a population of 177,746 people. As compared to the average Parks system in the NRPA, Shawnee County Parks + Rec would be expected to have 72.2 FTE working on maintenance.

While it is understandable that these individuals would not all be working on trails, this gives some context for goals for Shawnee County trail maintenance staff.

Other supplementary options for assisting in the growing trail maintenance needs would involve engaging the Parks + Rec Volunteer Coordinator. There was previous mention of an adopt-a-trail concept in the 2014 Shawnee County Trails Master Plan. This would be similar to the adopt-a-park model that was present in Topeka and Shawnee County in the past. There has been some of this practiced in groups like the Kaw Valley Bicycle Club volunteering to stripe center lines on corners along the Shunga and other trails. Further the local Keep America Beautiful group has enacted periodic cleanups along some trails. But a more formalized relationship between neighborhoods, churches, scout groups and civic groups could greatly enhance maintenance capacity and community buy in on the value and benefits of trails in Shawnee County.



| 9.3 SYSTEM-WIDE RECOMMENDATIONS

In reviewing the community input received, there were consistent requests for further lighting to be strategically placed throughout the Shawnee County Parks + Rec trail network. The prevalence of LED and solar lighting in growing abundance in Topeka and Shawnee County has provided numerous examples of the flexibility of the solar powered public street lighting technologies now available. Shawnee County Parks + Rec has experiences going back almost a decade with installations in 2018 at Little Oakland Park, Shunga Glen Skatepark and Burnett's Mound's Skyline Park. Other examples in the County system involve Shawnee County Public Works now installing solar powered street lighting on new corridors including the roundabout at SW 29th Street and SW Auburn Road. Like many technologies, the quality of these products and the unit cost continues to become more affordable with a larger scale of these products being manufactured and used broadly. Locations of note that might benefit as a starting point could include intersections of trails like the trail roundabout where the Shunga and Landon Trails intersect or similarly at the roundabout where the Deer Creek Trail connects to Dornwood Park via a trail roundabout. Next any street trail street crossings that are not already covered by adjacent street lighting. Trail entrances where the trail connects down to the adjacent roadway like Topeka Blvd, 25th, Shunga Blvd and many others would assist riders in recognizing the entry/exit. Of greater concern might be the lighting of areas further removed from urban development. Of particular note would be the opportunity to provide lighting in the areas along the Landon Trail that are relatively surrounded on both sides by trees.

Another large policy recommendation would be to connect the proposed neighborhood connections to existing trails. Going forward whenever there is an adjacent neighborhood or residential focal point, retail, office or manufacturing hub, connect all Shawnee County Parks + Rec trails to such adjacent developments with sidewalks or trails. This will make the facilities more accessible for all potential users.



**CONNECT ADJACENT
PARKS, TRAILS, AND
NEIGHBORHOODS FOR A
STRONGER, MORE VIBRANT
COMMUNITY.**



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Chapter 10

APPENDIX

**REFERENCE MATERIALS
INFORMING DECISION-
MAKING PROCESS.**

APPENDIX 10.1 TABLE OF RANKED TRAIL SEGMENTS AL

The following table ranks trail segments based on multiple evaluation criteria: Costs, Feasibility, Suitability, and Access. Each segment receives an overall score derived from these factors to help prioritize desirable options.

Each criterion in the table is rated on a scale of 1 to 5, with 5 representing the most favorable condition and 1 the least favorable. The Overall column sums these ratings to indicate the total desirability of each trail segment. To make interpretation easier, color coding is applied: green signifies highly desirable conditions with higher scores, yellow indicates moderate desirability with average scores, and red represents the least desirable conditions with lower scores.

ID	Costs	Feasible	Suitable	Access	Overall
T-1	4	5	5	5	19
T-2	4	5	5	4	18
T-3	3	5	4	5	17
T-5	2	4	5	5	16
T-6	2	4	5	5	16
T-7	2	4	5	5	16
T-8	3	4	4	5	16
T-9	2	4	5	5	16
T-10	3	4	5	4	16
T-11	2	4	5	5	16
T-12	2	4	4	5	15
T-13	1	5	4	5	15
T-14	2	4	4	5	15
T-15	2	4	4	5	15
T-17	3	3	4	5	15
T-18	2	3	5	5	15
T-19	3	3	5	4	15
T-20	1	5	5	4	15
T-22	3	4	2	5	14
T-23	1	4	5	4	14
T-24	1	5	3	5	14
T-25	2	4	4	4	14
T-26	1	3	5	5	14
T-27	2	3	4	5	14
T-28	3	3	3	5	14
T-29	1	4	5	4	14
T-30	1	3	4	5	13
T-31	3	3	2	5	13
T-32	1	4	3	5	13
T-33	1	5	3	4	13
T-34	2	4	3	4	13
T-35	1	2	5	5	13
T-36	1	2	5	5	13
T-37	1	2	5	5	13
T-38	1	3	5	4	13
T-39	1	4	4	4	13
T-40	1	3	5	3	12
T-41	2	3	3	4	12
T-42	2	3	2	5	12
T-43	2	2	3	4	11
T-44	2	2	2	5	11
T-45	2	2	2	5	11
T-46	2	2	2	5	11
T-47	2	2	2	5	11
T-48	2	2	2	5	11
T-49	2	2	3	4	11

ID	Costs	Feasible	Suitable	Access	Overall
T-50	1	3	3	4	11
T-51	1	2	4	4	11
T-52	1	2	3	5	11
T-53	2	1	3	4	10
T-54	1	2	4	3	10
T-55	1	3	2	4	10
T-56	1	1	3	4	9
T-57	1	2	2	2	7
T-58	1	1	3	2	7
T-59	1	1	2	2	6
T-60	4	5	5	5	19
T-61	5	5	4	4	18
T-62	3	4	5	5	17
T-63	3	4	5	5	17
T-64	3	4	5	5	17
T-65	3	4	5	5	17
T-66	3	3	5	5	16
T-67	4	3	5	4	16
T-69	2	4	4	5	15
T-70	2	3	5	5	15
T-71	2	3	5	5	15
T-72	2	4	5	4	15
T-73	4	2	5	4	15
T-74	1	4	5	5	15
T-75	2	2	5	5	14
T-76	2	2	5	5	14
T-77	1	3	5	5	14
T-79	3	2	4	4	13
T-80	2	3	3	4	12
T-81	2	2	4	4	12
T-82	1	3	4	4	12
T-83	1	2	4	5	12
T-85	3	3	4	2	12
T-86	4	3	2	2	11
T-87	1	3	3	4	11
T-88	1	2	5	3	11
T-89	2	3	3	3	11
T-90	1	2	4	4	11
T-91	1	2	3	4	10
T-92	1	2	4	2	9
T-93	1	1	2	3	7
T-94	5	4	5	4	18
T-95	4	4	4	4	16

APPENDIX 10.2 TABLE OF RANKED TRAIL SEGMENTS BY OVERALL SCORE

ID	Costs	Feasible	Suitable	Access	Overall
T-1	4	5	5	5	19
T-60	4	5	5	5	19
T-2	4	5	5	4	18
T-61	5	5	4	4	18
T-94	5	4	5	4	18
T-3	3	5	4	5	17
T-62	3	4	5	5	17
T-63	3	4	5	5	17
T-64	3	4	5	5	17
T-65	3	4	5	5	17
T-5	2	4	5	5	16
T-6	2	4	5	5	16
T-7	2	4	5	5	16
T-8	3	4	4	5	16
T-9	2	4	5	5	16
T-10	3	4	5	4	16
T-11	2	4	5	5	16
T-66	3	3	5	5	16
T-67	4	3	5	4	16
T-95	4	4	4	4	16
T-69	2	4	4	5	15
T-12	2	4	4	5	15
T-13	1	5	4	5	15
T-14	2	4	4	5	15
T-15	2	4	4	5	15
T-17	3	3	4	5	15
T-18	2	3	5	5	15
T-19	3	3	5	4	15
T-20	1	5	5	4	15
T-70	2	3	5	5	15
T-71	2	3	5	5	15
T-72	2	4	5	4	15
T-73	4	2	5	4	15
T-74	1	4	5	5	15
T-22	3	4	2	5	14
T-23	1	4	5	4	14
T-24	1	5	3	5	14
T-25	2	4	4	4	14
T-26	1	3	5	5	14
T-27	2	3	4	5	14
T-28	3	3	3	5	14
T-29	1	4	5	4	14
T-75	2	2	5	5	14
T-76	2	2	5	5	14
T-77	1	3	5	5	14
T-30	1	3	4	5	13

ID	Costs	Feasible	Suitable	Access	Overall
T-31	3	3	2	5	13
T-32	1	4	3	5	13
T-33	1	5	3	4	13
T-34	2	4	3	4	13
T-35	1	2	5	5	13
T-36	1	2	5	5	13
T-37	1	2	5	5	13
T-38	1	3	5	4	13
T-39	1	4	4	4	13
T-79	3	2	4	4	13
T-40	1	3	5	3	12
T-41	2	3	3	4	12
T-42	2	3	2	5	12
T-80	2	3	3	4	12
T-81	2	2	4	4	12
T-82	1	3	4	4	12
T-83	1	2	4	5	12
T-85	3	3	4	2	12
T-43	2	2	3	4	11
T-44	2	2	2	5	11
T-45	2	2	2	5	11
T-46	2	2	2	5	11
T-47	2	2	2	5	11
T-48	2	2	2	5	11
T-49	2	2	3	4	11
T-50	1	3	3	4	11
T-51	1	2	4	4	11
T-52	1	2	3	5	11
T-86	4	3	2	2	11
T-87	1	3	3	4	11
T-88	1	2	5	3	11
T-89	2	3	3	3	11
T-90	1	2	4	4	11
T-53	2	1	3	4	10
T-54	1	2	4	3	10
T-55	1	3	2	4	10
T-91	1	2	3	4	10
T-56	1	1	3	4	9
T-92	1	2	4	2	9
T-57	1	2	2	2	7
T-58	1	1	3	2	7
T-93	1	1	2	3	7
T-59	1	1	2	2	6

TABLE OF TRAIL SEGMENTS DISTANCE AND NAME

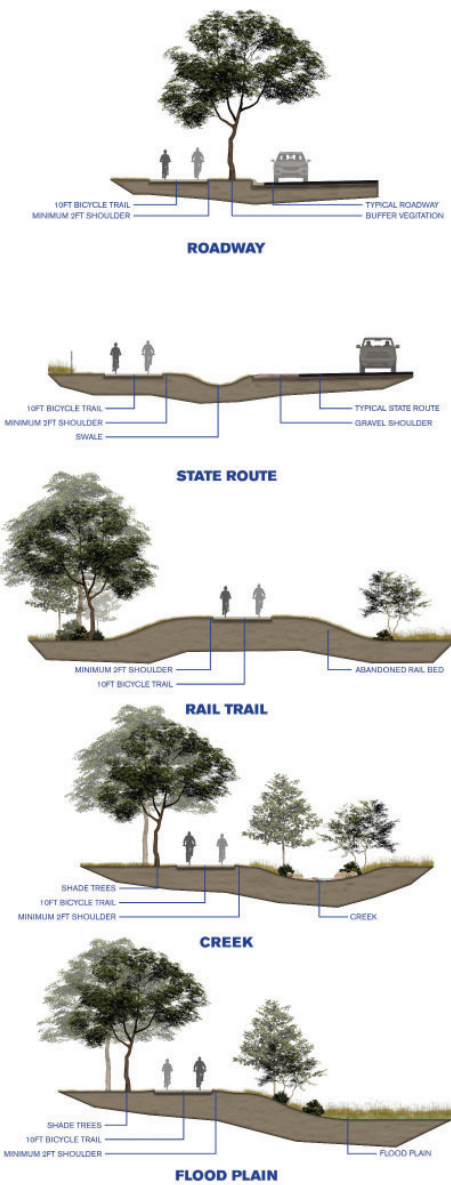
ID	Name	Miles	Overall Score
T-1	Rossville River Access	4.74	19
T-60	Connecting Berryton Elementary to Landon Trail	0.57	19
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T-61	Soldier Creek Trail	9.84	18
T-94	Lake Shawnee Addition (Tinman Circle)	1.43	18
T-3	Lyman to Washburn-Rochester	3.98	17
T-62	South Village Neighborhood Connection	0.16	17
T-63	Hi Crest, Betty Phillips Park Connection	0.06	17
T-64	Target Sidepath Connection	0.96	17
T-65	Trail to Iliff Commons (Unused Public Right of Way)	4.7	17
T-10	ToadStranglerEHWY24	7.34	16
T-11	Polka Dot South Route	10.74	16
T-5	Family Park-Big Shunga Connection	3.39	16
T-6	Levee-Soldier Creek	0.22	16
T-66	Dover to Echo Cliff- separated gravel shoulder	3.15	16
T-67	Connection between Skyline and Clarion Park	0.43	16
T-7	2-mile loop	0.99	16
T-8	Landon-SouthPark	6.35	16
T-9	Landon-Shawnee Lake (Deer Creek)	5.31	16
T-95	Downtown to Kansas Museum of History	6.92	16
T-69	Bridge connectivity for bike/ped	0.06	15
T-12	Wanamaker to 6th/KDWP offices	1.02	15
T-13	Huntoon bike lane	5.41	15
T-14	Shunga Branch Frisbee Park	0.27	15
T-15	Loop Trail	28.7	15
T-17	Dornwood to Main Trail	4.71	15
T-18	Grant BB-Landon	3.17	15
T-19	Toad Strangler to KS River	2.67	15
T-20	US-24 + RR Underpass	0.23	15
T-70	Coachlight Drive Connection	0.05	15
T-71	2nd Hi Crest Connection	0.08	15
T-72	Brookwood down Shunga Creek to Welton Grove Over to Landon to complete South Loop	4.7	15
T-73	West side connection to skyline Drive	0.24	15
T-74	Sidepath study with connection to developments or residential areas	1.52	15
T-22	Shawnee Heights Running Path	3.56	14
T-23	Welton Grove to Landon Trail, EW Connector	2.01	14
T-24	Sidepath Cali-Berryton	1.06	14
T-25	Home Depot Connection	1.12	14
T-26	Grant Bradbury-Big Shunga	7.45	14
T-27	Seaman HS- Shawnee Community Park	2.04	14
T-28	Polka Dot Route	8.22	14
T-29	Rail Trail (Potential)	10.69	14
T-75	Highway sidepath connection to Lawrence et al and Kansas City	71.19	14
T-76	River Levee to Silver Lake and Rossville and St Mary's to connect with WamSagMan trail that connects with Manhattan OR Multiuse path paralleling US-24 to same point	22.45	14
T-77	City of Topeka River Road sidewalk (part of FHWA RAISE Grant project)	1.14	14

ID	Name	Miles	Overall Score
T-30	Wanamaker - Skyline Dr Connector	3.01	13
T-31	8th-ZooConnectionFairlawn	1.73	13
T-32	NOTO-North to County	3.25	13
T-33	49th-MistyHarbor	0.74	13
T-34	Creek path-Lets Help	2.45	13
T-35	Sardou Bike Lane	0.5	13
T-36	Santa Fe bike-ped trail	0.31	13
T-37	Union Pacific bike-ped trail	0.31	13
T-38	SoldierCreek-46th-ShawneeStateLake	10.07	13
T-39	Soldier Creek Connection	0.92	13
T-79	Connection between Sardou sidewalk and levee trail	0.05	13
T-40	River Rd to Dornwood	1.99	12
T-41	HomeDepot2	0.9	12
T-42	Delia	3.21	12
T-80	Connecting Montara, Mars to Landon Trail with sidepath	1.19	12
T-81	Highway 75 Sidepath in highway right of way	5.18	12
T-82	I-70 to Auburn with a multiuse path	12.85	12
T-83	Sidepath to Lawrence, KS	18.59	12
T-85	Indiana to California trail (All County Land)	0.4	12
T-43	Elmont to Shawnee State Fishing Lake	5.9	11
T-44	S. Wakarusa	2.07	11
T-45	W. Wakarusa Running	4.83	11
T-46	N. Wakarusa Running	5.51	11
T-47	Wakarusa rec running	5.8	11
T-48	East Wakarusa running	5.33	11
T-49	Sherwood - Welton Grove	6.05	11
T-49	Sherwood - Welton Grove	5.36	11
T-50	Ped Bridge-Gage St	1.48	11
T-51	17th Street to Washburn	4.48	11
T-52	Dover-Rossville Connection	11.62	11
T-86	Welton Grove Park and Neighborhood Connection	0.21	11
T-87	Multiuse Path Connecting Montara, Pauline South, Walmart Fulfillment, Mars and Grant Bradbury Park to Topeka	4.04	11
T-88	Multiuse Path Along South K4 to Dover from Auburn Road	11.71	11
T-89	Hillcrest Trail Connections	1.04	11
T-90	10th to 11th Trail (All County)	0.49	11
T-53	Landon to Shawnee Heights HS	6.51	10
T-54	Tecumseh Creek to Shawnee Heights HS	6.49	10
T-55	Shawnee Lake - Tecumseh Former Rail Alignment	4.27	10
T-91	Auburn Road to Pauline, sidepath hard gravel	8.96	10
T-56	Grove to Shawnee State Fishing Lake Spur	13.14	9
T-92	Shunga Extension to Skyline	1.06	9
T-57	Wakarusa to Dover	20.18	7
T-58	Wakarusa to Landon Trail	7.45	7
T-93	61st to Burlingame Multiuse Path	8.48	7
T-59	Auburn to Wakarusa	10.5	6

APPENDIX 10.4 SURVEY 1 + 2

7. Trail vibes: Which of these trail types are you most excited about?

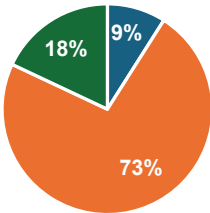
Trail Type	Instances
Rail Trail	3
Flood Plain	3
Roadway	2
Creek	2
State Route	1



8. Big picture: Which approach sounds best to you?

Focus	Support
Shorter Multi-Purpose Trails	9%
Equal Mix of Routes	73%
Longer Routes	18%

Approach Type



- Shorter Multi-Purpose Trails
- Equal Mix of Routes
- Longer Routes

9. Tell us what you think-how do these trails and routes fit your needs?

- Access to various modes of transportation
- Exercise with friends
- Safe method of travel
- Provide access to future development
- Provide access around Auburn and Wakarusa



wsp