



TRANSPORTATION IN MOTION

TIP 2024-2027 AMENDMENT

Amendment #9 2024-2027

Policy Board Date: 8/28/25

Projects Included:

- 1) **TIP # 3-25-04-6: (New Project): Carbon Reduction Program (CRP) project.** Complete Streets Improvements—SE Quincy St., between 10th and 11th Streets, Topeka, KS.
- 2) **KDOT#: C-5379-01 (New Project):** VIN Inspection Program Modernization Shawnee County Highway Patrol.
- 3) **KDOT#: KA-6481-01 (Revision):** 4.7% cost increase. Bridge replacements. Bridges #076 westbound over Goodyear Plant entrance located 1.67 miles east of the US24/US75 junction and bridge 077 eastbound over Goodyear Plant entrance located 1.25 miles east of the US24/US75 junction.
- 4) **KDOT#: N-0843-01 (New Project):** Topeka: Corridor Radar Traffic Detection. Located at multiple Topeka intersections along Madison and Monroe Streets.



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Transportation
Improvement
Program

TIP

PROJECT DATA SHEET

New TIP Project **2024-2027 TIP**

TIP #:3-25-04-6 KDOT#:

Project Type: Carbon Reduction Program
Jurisdiction: Topeka
Project Desc: SE Quincy St.: 10th –11th Complete Streets Improvements
Fiscal Year(s): 2025
Location: SE Quincy St. between 10th & 11th Streets
Total Project Cost: \$1,001,938

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

PROJECT Description and Justification: Carbon Reduction Program Project (New Project)

EXPENSE SUMMARY

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
Const.	2026	\$600,000			\$251,647	\$851,647	CRP	
CE	2026	\$91,938			\$58,353	\$150,291	CRP	
TOTAL		\$691,938			\$310,000	\$1,001,938		

Location Maps attached.

Complete Streets, Compelling Success:

Evidence-Based Impacts from 6th-8th Avenue Implementation

This brief presents outcomes from the recently-completed Quincy Street corridor improvements from 6th-8th Avenue to provide support for our proposed 10-11th Avenue expansion.



Infrastructure Implementation

The completed segment introduced a methodical approach to bicycle infrastructure:

- **Dual infrastructure design** incorporating parking-protected bike lanes (3.75'-4' width) throughout most of the corridor, with buffered bike lanes in specific segments
- **Context-sensitive adaptations** to accommodate local requirements, including modified design for Topeka Performing Arts Center tour bus access while maintaining bicycle connectivity
- **Safety components** including bicycle-friendly drainage grates, buffer zones, green bike boxes, and comprehensive pavement markings

Transportation Impact Data

Analysis of Replica platform data shows measurable changes from [Fall 2021](#) (pre-construction) to [Spring 2024](#) (post-implementation):

- **190% increase in bicycle trips** (20 → 58 trips) with a **60.2% increase in bicycle trip length** (3.21 → 5.13 miles)
- **110.5% increase in pedestrian activity** (2.1% → 4.5% mode share)
- **Overall trip volume increased by 159%** (1,027 → 2,661 trips)
- **Changes in trip purposes** with increases in work trips (+5.3%) and home trips (+10.1%), suggesting the corridor now serves more essential daily transportation needs



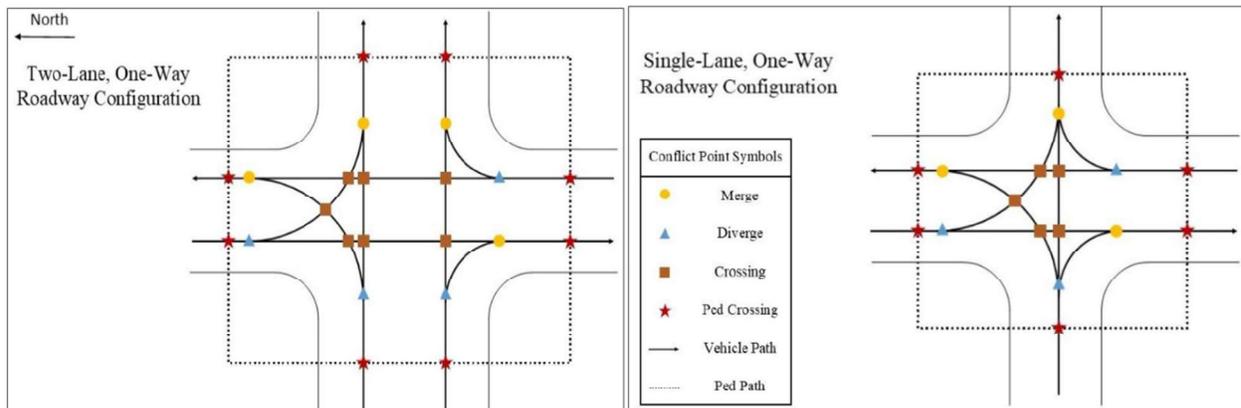
Safety Outcomes

Topeka Police Department Crash Data	2025*	2024	2023	2022	2021	2020
Number of Fatal Crashes	0	0	0	0	0	0
Number of Disabling Injury Crashes	0	0	0	0	0	0
Number of Injury Crashes	0	0	0	0	1	0
Number of Property Damage Only Crashes	0	3	3	5	4	1

*Data through 3/23/25

Crash data indicates several noteworthy trends:

- **No injury crashes recorded** in the post-implementation period (2023-2024) compared to one injury crash in the pre-project period (2020-2021)
- **Property damage only crashes** showed a modest increase from an average of 2.5/year pre-implementation to 3/year post-implementation, despite the 159% increase in corridor usage
- **No fatal or disabling injury crashes** recorded throughout the study period
- **Crash rates per trip** have decreased when normalized for the increased traffic volume
- **Road diet implementation** (reducing from two lanes to one in each direction) resulted in a 24% reduction in conflict points, significantly improving traffic safety



<i>Conflict Type</i>	<i>Number of Conflicts on a Two-Lane Roadway</i>	<i>Number of Conflicts on a Single-Lane Roadway</i>	<i>Percent Reduction</i>
<i>Merge</i>	110	92	16%
<i>Diverge</i>	109	91	17%
<i>Crossing</i>	134	94	30%
<i>Pedestrian Crossing</i>	265	191	28%
Total	618	468	24%

Future Corridor Expansion (10th-11th Avenue)

The proposed expansion would extend these improvements by:

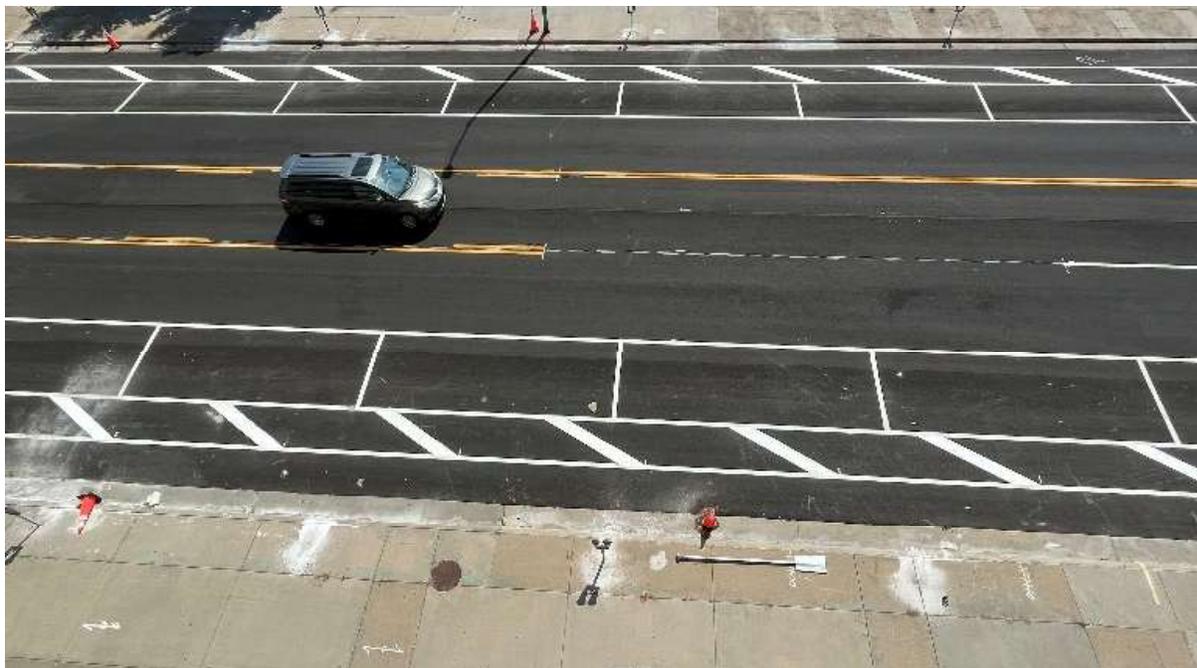
- **Creating a continuous bicycle network** connecting downtown to adjacent neighborhoods and commercial areas
- **Applying consistent design principles** while accommodating the specific context of the 10th-11th Avenue segment
- **Incorporating refinements** based on observations from the initial implementation
- **Supporting multi-modal transportation options** in this higher-volume segment of the corridor
- **Enhancing safety** for pedestrians and cyclists connecting with the Topeka Metropolitan Transit Authority bus station adjacent to the project area

Expected Benefits

Based on data from the completed segment, the 10th-11th Avenue expansion would likely provide:

- **Increased corridor capacity** within the existing roadway footprint
- **Potential crash reduction** particularly for more severe crash types
- **Improved access** for residents using all transportation modes
- **Enhanced connectivity** between residential areas and key destinations

The Replica data and crash statistics from the completed 6th-8th Avenue segment provide factual support for the effectiveness of the design approach. Extending these improvements to the 10th-11th Avenue segment represents an opportunity to create a more complete, connected corridor serving diverse transportation needs in the community.



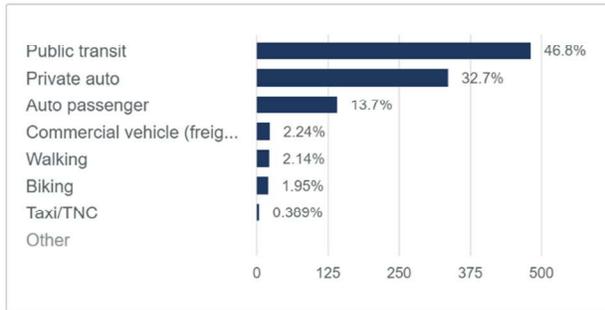
Quincy: 6th-8th Before and After Analysis

Fall 2021 vs. Spring 2024

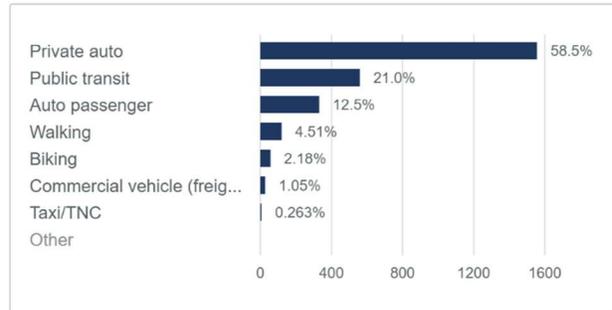
Typical Thursday

Primary Mode

Fall 2021

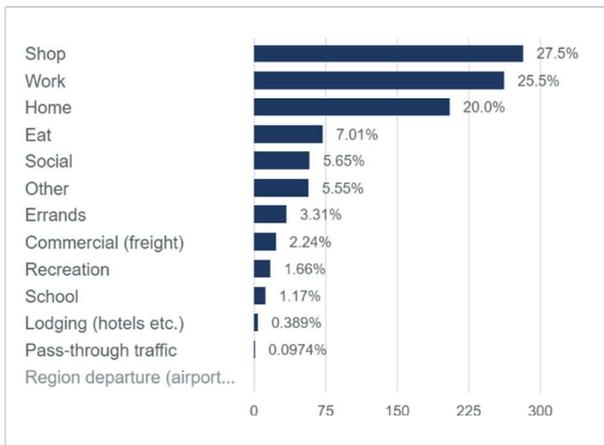


Spring 2024

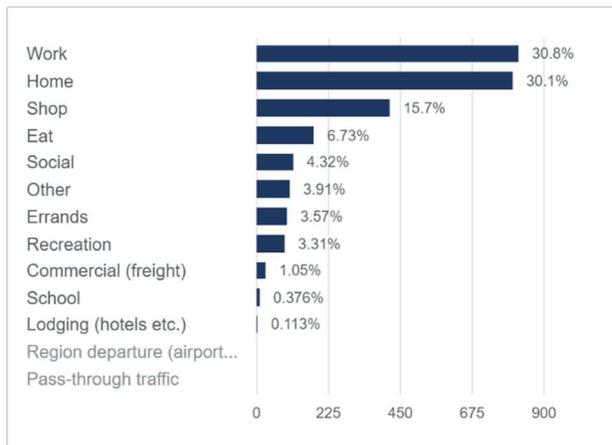


Trip Purpose

Fall 2021

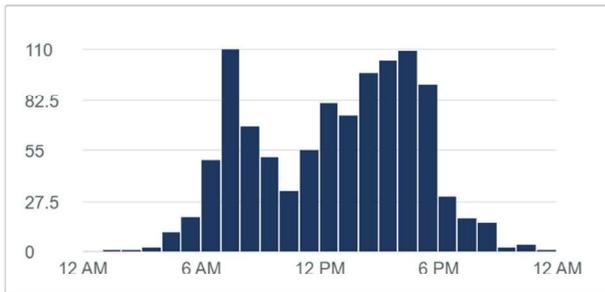


Spring 2024

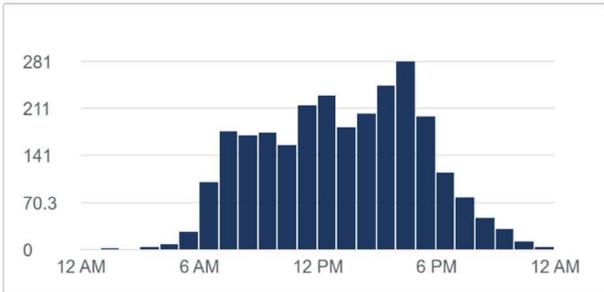


Starting Hour

Fall 2021

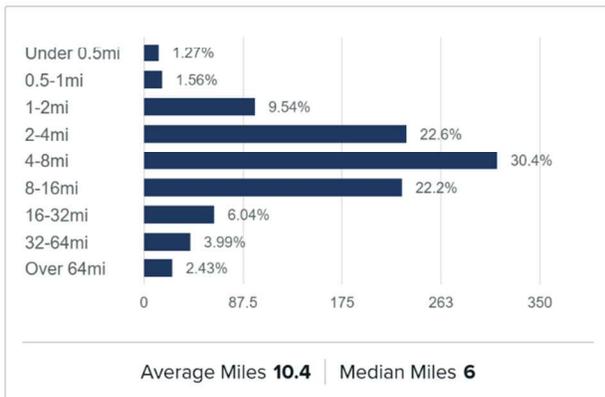


Spring 2024

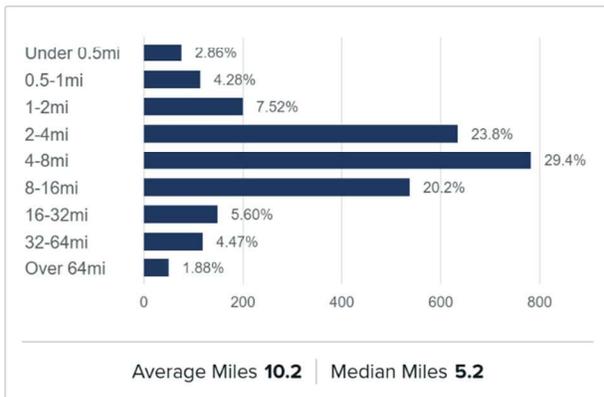


Trip Distance (in miles)

Fall 2021



Spring 2024





**KDOT TRANSPORTATION
EMISSIONS REDUCTION
STRATEGY**



MPO Transportation Emissions Reduction Program (TERP) Application

Application Deadline: July/ 10 /2025

Applications submitted after this deadline will not be considered.

Project Sponsor Information

Type of Project Sponsor (*Indicate One*)

- | | | | |
|--|--|---------------------------------------|---|
| <input type="checkbox"/> County | <input type="checkbox"/> Tribal Government | <input type="checkbox"/> State Agency | <input type="checkbox"/> School/School District |
| <input checked="" type="checkbox"/> Municipality | <input type="checkbox"/> Federal Agency | <input type="checkbox"/> Non-profit | <input type="checkbox"/> Transit Agency |

Primary Project Sponsor: Alleigh Weems

Mailing Address: 620 SE Madison St, Topeka, KS 66607

Phone Number: (785) 368-3036

Primary Contact Person

(Should be an elected official or an employee or representative of the primary project sponsor)

Name: Alleigh Weems

Title: Senior Management Analyst

Mailing Address: 620 SE Madison St, Topeka, KS 66607

Direct Phone Number: (785) 368-3036

Email: apweems@topeka.org

Secondary Contact Person

(Should be an elected official or an employee or representative of the primary project sponsor)

Name: Leigha Boling

Title: Division Director of Procurement and Grants Management

Mailing Address: 215 SE 7th St, Topeka, KS 66603

Direct Phone Number: (785) 368-0974

Email: lboling@topeka.org

Project Information *(please be as specific as possible)*

Project Title: SE Quincy: 10th to 11th Complete Streets Improvements

Project Location/Address: SE Quincy St between 10th and 11th St

Please provide a detailed map and photos of project location and attach them to this application.

Project Scope of Work and Description:

Project aims to construct pedestrian amenities on the 10th-11th block of Quincy St to accommodate future residential development and provide safe, accessible connectivity to the transit hub at 820 SE Quincy St. This connection would tie into existing infrastructure and, upon completion of the 8th to 10th segment, effectively link bike/ped access through the corridor to the transit hub. The project will implement Complete Streets improvements including sidewalk panels, PROWAG-compliant ramp replacements, intersection bulb-outs/curb extensions, buffered bike lanes (striping and pavement markings), and curb & gutter repairs.

Please describe the project’s basic design features and include an assessment of the current condition of all transportation facilities relating to the project.

Project will reflect Complete Streets improvements implemented on Quincy from 6th to 8th. Once 8th to 10th has been constructed, this will create a continuous route for bike/ped traffic. Specific items that will be addressed include sidewalk panel and ramp replacement, intersection bulb-outs/curb extensions, buffered bike lanes (striping and pavement markings), and curb & gutter repairs. The current site is served by 5' sidewalks on the west and east side of the roadway. There are also adjacent rows of parallel parking spots on either side, similar to the configuration on the northern extent of the corridor.

What is the federal Functional Classification of the facility to be improved? Minor Arterial

Project Timeline and Cost

What is the readiness level of the project? Please enter start dates for each phase of your project and indicate if phase has already begun.

	Not Initiated	Expected start date	Initiated	Complete
1. Design/Engineering	<input type="checkbox"/>	9/1/2025	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. NEPA	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. ROW Acquisition	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Utility Relocation	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Final Engineering	<input type="checkbox"/>	8/1/2026	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If initiated, is the project developed to federal aid specifications?

YES NO

If the project is a non-infrastructure project, please indicate the desired start date: _____

Detailed Total Project Cost Estimate

Please ensure that all estimates are based on prices within the last six months to ensure accurate project amounts.

Participating Costs	100% Amount	Amount of Federal Funds requested (up to 80% of participating phases)	Local Match
Construction	\$851,647	\$600,000	\$251,647
Construction Engineering (CE)	\$150,291	\$91,938	\$58,353
Total	\$1,001,938	\$691,938	\$310,000

What is the percentage of local match committed to this project? 31 %

(Extra credit points if local match provided is in excess of the minimum. The minimum required local match is 20% of the total project cost. However, project sponsors are encouraged to offer the maximum feasible match for their proposed project.)

Please include the other costs associated with this project:

(This information does not apply to the local match but helps KDOT gauge the status of the project.)

Non-participating Costs	100% Amount
Preliminary Engineering (PE)	\$120,232
Right of Way Acquisition (ROW)	N/A
Utility Relocation (Utilities)	TBD
Other	N/A
Total	\$120,232

Does the proposed project have community support? If yes, to what extent?

(Please attach letters of support from key stakeholders.)

Is the project scalable?

YES

NO

What is the minimum amount of federal funds required for this project to proceed? \$ 600,000

Explain if/how the project includes a dedicated/revenue source for operations and maintenance.

O&M will be eligible for funding through the citywide half-cent sales tax when repairs are necessary (e.g. restriping, mill and overlay, curb & gutter replacement, etc.). Future funding decisions will be determined by the governing body. Sidewalk repair will be the responsibility of the property owner.

Emission Reductions and Plan Consistency

Is your project a listed, eligible Carbon Reduction Program Activity?

YES NO

If yes, which eligible category does your project fall under? *Please refer to:* https://www.fhwa.dot.gov/environment/crp/resources/crp_guidance.pdf

C. a transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and design of on-road and off-road trail facilities

Does your proposed project benefit transportation emissions?

https://www.fhwa.dot.gov/environment/crp/resources/crp_guidance.pdf

YES NO

In what ways does your project benefit transportation emissions reductions?

This project will reduce transportation emissions by:

- Providing safe pedestrian and bicycle infrastructure that encourages active transportation modes as alternatives to vehicle trips
- Connecting a 250-unit affordable housing development directly to a transit hub, facilitating multimodal transportation options
- Creating a continuous bike/ped corridor that links residential area to public transit, reducing vehicle dependency
- Supporting mode shift from single-occupancy vehicles to walking, biking, and transit use
- Implementing Complete Streets design that prioritizes sustainable transportation options

Please describe the nature of the transportation problem at this location and the benefits that would result from the project (e.g., transportation emissions reduction, safety improvements, multimodal enhancements, accessibility, etc.):

The current gap in bike/ped infrastructure on SE Quincy Street between 10th and 11th Street creates a significant barrier to safe, accessible transportation for residents of the planned 250-unit affordable housing development. Without proper sidewalks, bike lanes, and PROWAG-compliant crossings, residents must rely on vehicular transportation to access the nearby transit hub at 820 SE Quincy St. This gap in the transportation network undermines the potential for sustainable transportation choices and transit-oriented development.

Benefits of the project include:

- Transportation Emissions Reduction: Direct alternative to vehicle trips for 250+ housing units
- Safety Improvements: PROWAG-compliant sidewalks and protected bike lanes
- Multimodal Enhancements: Seamless connection between residential area and transit hub, upon completion of 8th to 10th segment
- Accessibility: Universal design features ensuring access for all users
- Economic Development: Supporting affordable housing development through improved transportation access

How does this proposed project support the MPO's Metropolitan Transportation Plan (MTP)?

This project directly supports the MTPO's MTP guiding principles:

- Sustainability (maintain existing infrastructure): The project repairs and enhances existing curb & gutter systems while adding pedestrian infrastructure that extends the useful life of the transportation corridor.
- Health and Wellness (increase safety for all modes of transportation): PROWAG-compliant sidewalks, protected bike lanes, intersection bulb-outs, and improved crossings directly enhance safety for pedestrians, cyclists, and motorists.
- Livability (enhance quality of life, equity and access for all): The project provides equitable access to transportation options for residents of affordable housing, ensuring all community members can safely access transit and community destinations regardless of their transportation mode.
- Transportation Land-Use Connection (leverage transportation system to support economic development efforts): By connecting a 250-unit affordable housing development to the transit hub, this infrastructure investment directly supports and enables economic development while promoting sustainable transportation choices.

How does this proposed project support the implementation of the KDOT TERS? *Please refer to:*
<https://www.ksdot.gov/home/showpublisheddocument/3371/638721151487126928>

This project advances multiple TERS implementation strategies:

- Program Enhancements: Represents "low hanging fruit" - accelerating projects that meet eligibility and advance existing prioritized needs
- Partnership Opportunities: Demonstrates collaboration between municipal government (project sponsor), affordable housing developers, and transit agencies
- Policy Considerations: Supports "program synergy" by potentially leveraging federal CRP funding with other complementary funding sources

What Primary Goals does the proposed project support and how? What Secondary Goals does it support from the TERS? *Please refer to:*
<https://www.ksdot.gov/home/showpublisheddocument/3371/638721151487126928>

Primary Goals Supported:

- Safety: PROWAG-compliant infrastructure, protected bike lanes, and improved pedestrian crossings enhance safety for vulnerable road users, directly supporting KDOT's top priority that "all investments under the federal CRP will be made considering safety co-benefits"
- Equity: Provides equitable access to transportation options for residents of affordable housing, directly supporting KDOT's commitment to "investing in transportation that provides equitable benefits across the state" and "providing mobility solutions to allow all Kansans to access employment, education, and other vital destinations." This project addresses both modal equity (transportation choices) and geographic equity (connecting underserved areas to transit)
- Innovation: Complete Streets approach integrating multiple transportation modes demonstrates "new design/planning approaches to solve problems and improve lives" by maximizing existing right-of-way for accommodation of nonmotorized modes
- Sustainability: Infrastructure supporting mode shift away from single-occupancy vehicles directly contributes to "the reduction of transportation emissions and support a more sustainable and resilient

Please attach photos, maps, drawings, preliminary designs, letters of support, or any other relevant information.



PROJECT DATA SHEET

Amendment	2024-2027 TIP	
	TIP #: Program Addition	KDOT#: C-5379-01
Project Type:	Transit	
Jurisdiction:	KDOT	
Project:	VIN Inspection Program Modernization Shawnee county	
Fiscal Year(s):	2025 (Let is SEPT 2027)	
Location:	Shawnee Co Kansas Highway Patrol	
Total Project Cost:	\$80,000	

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

PROJECT Description and Justification: The Kansas Highway Patrol (KHP) seeks funding to support modernization for the agency’s Vehicle Identification Number (VIN) Inspection Program

REASON FOR CHANGE: N/A

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2026		60	No	20			
TOTAL						80		

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



PROJECT DATA SHEET

Amendment **2024-2027 TIP**
TIP #: 1-22-02-3 KDOT#: KA-6481-01

Project Type: Roadways & Bridges
Jurisdiction: KDOT
Project: Bridges #76 and #077 on U.S. 24 in Shawnee County
Fiscal Year(s): 2022-2027
Location: U.S. 24: bridge #076 westbound over Goodyear Plant Entrance located 1.67 miles east of the U.S.24/U.S. 75 junction and bridge #077 eastbound over Goodyear Plant entrance located 1.25 miles east of the U.S. 24/U.S. 75 junction

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

Total Project Cost: \$1,251,700

PROJECT Description and Justification: Bridge Replacements

REASON FOR CHANGE: Revised cost estimate and schedule. Project authorized for PE, ROW, UTL only. (Added ROW, UTL phases)

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2022		1,112.6	Y				
		890.1	(890.1)				NHPP	2029
ROW	2023		92.7					
UTL	2027		46.4	Y				
		37.1	(37.1)				NHPP	2029
TOTAL		927.2	324.5			1,251.7		

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



PROJECT DATA SHEET

Amendment	2024-2027 TIP	
	TIP #: Program Addition	KDOT#: N-0843-01
Project Type:	Roadways & Bridges	
Jurisdiction:	KDOT	
Project:	Topeka Corridor Radar Traffic Detection	
Fiscal Year(s):	2025 (Let in DEC 2027)	
Location:	Multiple Topeka intersections along Madison and Monroe	
Total Project Cost:	\$100,000	

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

PROJECT Description and Justification: Upgrade old/outdated vehicle video detection systems at five intersections on Madison and Monroe corridors in the City of Topeka. Current video detection system has been used for an estimated 12-15 years that is being maintained as best as possible with salvaged parts. The new system would be radar technology that is not affected by weather, sun blindness, or camera lenses becoming dirty. Thus, reducing maintenance while increasing reliability of vehicle detection.

REASON FOR CHANGE: Program Addition

Please attach a map showing the location of the project

EXPENSE SUMMARY (x1000)

*Phase	Year of Obligation	Federal (\$)	State (\$)	AC(?)	Local (\$)	TOTAL COST (\$)	Federal Source	AC Conv. Yr.
PE	2026		75	No	25			
TOTAL						100		

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

Monroe St.

Madison St.

Downtown Topeka

Topeka

