



TOPEKA, KS

TOTAL POPULATION

125,092

POPULATION DENSITY

2036

TOTAL AREA (sq. miles)

63

OF LOCAL BICYCLE FRIENDLY BUSINESSES

2

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

| | Average Silver | Topeka |
|--|------------------------|------------------------|
| High Speed Roads with Bike Facilities | 35% | 9% |
| Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage | 48% | 17% |
| Bicycle Education in Schools | GOOD | NEEDS IMPROVEMENT |
| Share of Transportation Budget Spent on Bicycling | 11% | 20% |
| Bike Month and Bike to Work Events | GOOD | EXCELLENT |
| Active Bicycle Advocacy Group | YES | YES |
| Active Bicycle Advisory Committee | MEETS EVERY TWO MONTHS | MEETS AT LEAST MONTHLY |
| Bicycle-Friendly Laws & Ordinances | GOOD | AVERAGE |
| Bike Plan is Current and is Being Implemented | YES | YES |
| Bike Program Staff to Population | 1 PER 78K | 1 PER 21K |

CATEGORY SCORES

| | |
|--|----------|
| ENGINEERING <i>Bicycle network and connectivity</i> | 3.52 /10 |
| EDUCATION <i>Motorist awareness and bicycling skills</i> | 4.03 /10 |
| ENCOURAGEMENT <i>Mainstreaming bicycling culture</i> | 7.04 /10 |
| EVALUATION & PLANNING <i>Setting targets and having a plan</i> | 4.90 /10 |

KEY OUTCOMES

| | Average Silver | Topeka |
|--|----------------|--------|
| RIDERSHIP <i>Percentage of Commuters who bike</i> | 2.7% | 0.36% |
| SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i> | 537 | 1,933 |
| SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i> | 6.3 | 28.7 |



KEY STEPS TO SILVER



- » Congratulations on adopting the updated Topeka Bikeways Master Plan! This plan and the dedicated funding the city has committed to its implementation show great promise and a blueprint for improvements for a more connected network of safe and comfortable bicycle facilities.
- » Continue to expand and improve the bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. If necessary, revisit your Complete Streets policy and process to ensure better compliance.
- » Consider lowering posted speed limits, particularly on neighborhood greenways and residential streets, to under 25 MPH. Introduce road diets and traffic calming measures to ensure compliance.
- » Continue to increase the amount of high quality bicycle parking throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards.

- » Continue efforts to re-launch a new public bike share system to replace the Topeka Metro Bikeshare system that recently ceased operations. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.
- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools, including middle and high schools. This is particularly important as older students learn to drive and share the road.
- » Continue to partner with and support the great work of the Topeka Community Cycle Project to make bicycling more accessible to everyone in Topeka.