

## Topeka, Kansas Bicycle and Pedestrian Documentation Data report 2013, 2014 & 2015

In September 2013, Topeka joined with other cities nationwide in participating in annual bike counts, using a standardized National Bicycle and Pedestrian Documentation (NBPDP) method developed by Alta Planning and Design and the Institute of Transportation Engineers (ITE). The basic assumptions of the methodology are that, in order to estimate existing and future bicycle and pedestrian demand and activity, agencies nationwide need to start conducting counts and surveys in a consistent manner similar to those being used by ITE and other groups for motor vehicle models. Consistency is key to the methodology, requiring consistent days and times; methods and materials; and centralized data collection and analysis practices.

This is the second year of doing counts. As we continue to do counts each year, we anticipate seeing trend lines and what areas are getting the most use. The information will be vital to deciding where to improve on the infrastructure.

Volunteers were trained on how to conduct screen line counts and how to fill out count forms. A screen line was established for all locations. Any bicyclists or pedestrian passing through the screen line was counted. Counts were conducted during three two-hour time slots. Dates for conducting the counts were chosen based on the National Bicycle and Pedestrian Documentation Project's recommended September count weeks. Site locations were chosen based on the methodology developed by NBPDP and included:

- Locations where new or improved bicycle or pedestrian facilities will be/have been constructed
- Along existing corridors and trails
- Locations where there are high numbers of bicycle or pedestrian collisions
- High activity corridors for bicyclists and pedestrians such as downtown, parks and near schools

Sites were endorsed by the Bicycle Advisory Committee.

One of the greatest challenges facing the bicycle and pedestrian field is the lack of documentation on usage and demand. Without accurate and consistent demand and usage figures, it is difficult to measure the positive benefits of investments in these modes, especially when compared to the other transportation modes such as the private automobile.

Topeka, Kansas Bicycle and Pedestrian Documentation Data Report 2015

**2015: Daily, Monthly, and Annual Projections**

	Daily	Monthly	Annual				
	Average Bicyclists and Pedestrians	Average Bicyclists and Pedestrians	Total Bicyclists and Pedestrians	Bicycling Percentage	Bicycling Totals	Walking Percentage	Walking Totals
# 1 - North Topeka, Central Avenue	21	635	7,620	18%	1,385	82%	6,234
# 2 - East 6th St	224	6,827	81,927	38%	30,805	62%	51,123
# 3 - East 25th and Landon	150	4,552	54,628	79%	43,302	21%	11,325
# 4 - 10th and Topeka	454	13,810	165,716	18%	30,594	82%	135,122
#5 - Gage Park	39	1,186	14,237	50%	7,118	50%	7,118
#6 - Clay St/Central Park	67	2,048	24,578	32%	7,762	68%	16,817
#7 - 19th and Washburn U	104	3,151	37,813	15%	5,672	85%	32,141
#8 - Randolph	45	1,358	16,299	42%	6,791	58%	9,508
#9 - Belle	25	747	8,966	23%	2,069	77%	6,897
#10 - 29th and Fairlawn	78	2,382	28,589	49%	13,962	51%	14,627
#11 - Shunga Trail	593	18,047	216,563	49%	105,209	51%	111,353
#12 - Landon Trail	191	5,815	69,781	90%	62,955	10%	6,826
#13 - 8th St	73	2,206	26,469	47%	12,499	53%	13,970
#14 - East 37th/Lake Shawnee	16	501	6,016	22%	1,337	78%	4,679

Counts were conducted in association with parameters set by the National Bicycle and Pedestrian Documentation Project. Extrapolation worksheets were provided by them and used for these number.

2015 Topeka Bicycle and Pedestrian Documentation Project Data																		
	Weekday, September 2015					Weekday, September 2015					Saturday, September, 2015							
	10am - 12pm					5pm - 7pm					12pm - 2pm							
	Bicycles				Pedestrians	Other	Bicycles				Pedestrians	Other	Bicycles				Pedestrians	Other
Sidewalk / Shared Use Path	Road / Bike Lane	Total	Wearing a Helmet	Sidewalk / Shared Use Path			Road / Bike Lane	Total	Wearing a Helmet	Sidewalk / Shared Use Path			Road / Bike Lane	Total	Wearing a Helmet			
# 1 - North Topeka, Central Avenue	1	0	1	0	1	0	0	0	0	2	0	0	1	0	6	2		
# 2 - East 6th St	3	3	6	0	9	0	21	14	35	1	28	1	6	0	41	4		
# 3 - East 25th and Landon	1	1	2	0	2	0	0	35	35	20	6	0	0	28	28	17	9	0
# 4 - 10th and Topeka	8	0	8	0	110	2	15	2	17	0	60	3	21	2	23	2	42	0
#5 - Gage Park	0	0	0	0	0	0	6	0	6	6	9	0	3	2	5	5	2	1
#6 - Clay St/Central Park	0	1	1	0	3	0	7	2	9	0	13	0	0	2	2	0	10	0
#7 - 19th and Washburn U	0	4	4	0	24	0	0	1	1	1	19	0	0	4	4	0	8	0
#8 - Randolph	0	0	0	0	6	0	0	3	3	1	2	0	0	7	7	0	6	0
#9 - Belle	0	1	1	0	2	0	0	0	0	0	2	0	0	2	2	0	6	1
#10 - 29th and Fairlawn	3	2	5	2	5	0	10	0	10	5	4	0	4	2	6	6	13	0
#11 - Shunga Trail	17	0	17	9	24	1	58	0	58	32	81	0	62	0	62	24	40	9
#12 - Landon Trail	12	3	15	6	3	0	31	6	37	16	3	0	31	0	31	20	3	0
#13 - 8th St	0	4	4	3	2	0	0	8	8	6	8	0	0	5	5	1	9	0
#14 - East 37th/Lake Shawnee	0	0	0	0	2	0	0	0	0	0	3	0	0	2	2	2	2	0

Total bicyclists counted	467
Total wearing helmets	185
<b>Percent wearing helmets</b>	<b>40%</b>

Bicyclists on shared use paths or sidewalks	320	69%
Bicyclists on the road or bike lane	147	31%
<b>Total Bicyclists</b>	<b>467</b>	

Total pedestrians	630
Total other users	24
<b>Total Bicyclists</b>	<b>467</b>

**Counts were conducted using parameters set by the National Bicycle and Pedestrian Documentation Project. Extrapolation worksheets were provided by**

	Count Totals		
	Total Bicyclists	Total Pedestrians	Total Bicyclists and Pedestrians Counted
# 1 - North Topeka, Central Avenue	2	9	11
# 2 - East 6th St	47	78	125
# 3 - East 25th and Landon	65	17	82
# 4 - 10th and Topeka	48	212	260
#5 - Gage Park	11	11	22
#6 - Clay St/Central Park	12	26	38
#7 - 19th and Washburn U	9	51	60
#8 - Randolph	10	14	24
#9 - Belle	3	10	13
#10 - 29th and Fairlawn	21	22	43
#11 - Shunga Trail	137	145	282
#12 - Landon Trail	83	9	92
#13 - 8th St	17	19	36
#14 - East 37th/Lake Shawnee	2	7	9