

Kansas Active Transportation Plan

February 2023



Clockwise from top left: Two Hundred, Val Renault, Two Hundred, and LiveWell Douglas County



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February 2, 2023

Dear Transportation Partners and Fellow Kansans:

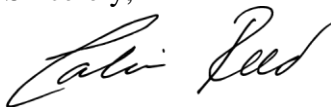
I am pleased to present the following Statewide Active Transportation Plan (ATP). Becoming a more pedestrian- and bicycle-friendly state is one of our agency's top priorities and an important step towards ensuring transportation improvements support the safety, health, education, and economic goals of Kansans of all ages, abilities, and backgrounds. This ATP advances new policies, programs, and technical resources to assist local communities, the Kansas Department of Transportation and other state agencies as they plan, design, and promote active transportation networks throughout the state.

We envision a Kansas where it is safe for children to walk, bike and roll to school or the pool; where Kansans can take advantage of sidewalks for walking, using a wheelchair or pushing a stroller; where access to our state's vast inventory of outdoor recreation facilities is enhanced; and where active transportation is an integral quality-of-life component for communities large and small.

This ATP coincides with the release of the federal Bipartisan Infrastructure Law (BIL) signed into law November 2021. The BIL increases active transportation funding and invests in infrastructure and programs for walking, biking, shared micro-mobility and transit. BIL also places a strong emphasis on traffic safety, vulnerable users, and equity. We're excited about the opportunities BIL represents.

We are grateful to everyone who helped create a strong framework for active transportation in Kansas. This ATP was developed with extensive input from Kansans and with guidance from KDOT and other state agencies, stakeholders, and partners. Active transportation is essential to a quality 21st Century transportation system. We look forward to working with you to implement this plan.

Sincerely,



Calvin E. Reed, P.E.
Acting Secretary of Transportation
Interim Director of the Kansas Turnpike Authority

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Chapter 1.

Introduction

Kansas is home to nearly three million residents and has long been considered the heart of America’s heartland: a great place to live, work, and raise a family. Every day, Kansans living and working across the state rely on our transportation network to connect to jobs, education, groceries, or healthcare and other daily needs. Increasingly, people are looking for transportation connections that don’t rely on automobiles, and the Kansas Department of Transportation (KDOT) has been working steadily to make it safer and more convenient to use active modes of transportation for many types of trips. The state’s recent 2045 Long Range Transportation Plan recognizes the importance of a robust active transportation network and that shifting demographics and an aging population will impact future transportation needs. In addition, the 2020-2024 Kansas Strategic Highway Safety Plan addresses the vulnerability of active transportation users and includes a stand-alone chapter with strategies to reduce the frequency and severity of crashes involving pedestrians and cyclists. This Active Transportation Plan (ATP) is a critical next step in improving safety and comfort for all users and outlines new policies, programs, and technical resources to assist local communities, KDOT, and other state agencies as they plan, design, and promote active transportation networks throughout the state.

What is Active Transportation?

“Active transportation” is an umbrella term for human-powered modes of transportation such as walking and cycling as opposed to the use of motor vehicles such as cars, trucks and SUVs. Recently, this term has also been used to include electric-assist bicycles, scooters, and wheelchairs. The focus of this ATP is on how Kansas communities can better accommodate and improve safety for these smaller, slower, and more vulnerable modes as accepted and welcome parts of the overall transportation system. The term “active transportation” reinforces that these modes are valid forms of transportation, not just forms of recreation.

Active Transportation Modes

Walking and cycling are often considered recreational, but for many people these modes are an important way to travel to essential destinations like work, school, grocery stores, and medical services. In addition, “active transportation” covers active modes beyond just walking and cycling, including skating, scooting, or using mobility assistance devices, and, in some instances, even equestrian use. Improving active transportation facilities makes it easier and more convenient for everyone to use these modes, whether they’re traveling from Point A to Point B or exercising recreationally.



Why an Active Transportation Plan?

Kansas supports a statewide active transportation system that promotes “user health, safety, and mobility options for accessing recreation, jobs, and amenities.”¹ This effort, the first statewide ATP since 1995, provides a policy framework to help KDOT achieve its mission and improve active transportation throughout the state. The ATP builds upon a variety of previous planning efforts, including the 2020-2024 Strategic Highway Safety Plan and the 2045 Long Range Transportation Plan, to establish statewide priorities, policies, programs, and improvements that KDOT and local jurisdictions can utilize to help people of all ages and abilities feel safer and more comfortable using active modes. This ATP will help modernize the state and local transportation networks, accommodate demand for more transportation choices, and provide a variety of safety, health, environmental, and economic benefits.

Build a Strong 21st Century Transportation System

In the 20th century, cities and states across the United States built transportation networks and other public infrastructure to prioritize the motor vehicle. Now, this car-centric approach dominates the transportation networks and heavily influences the way most people travel in the United States. Kansas is no exception and data shows which mode most Kansans prefer to travel by: **91% of Kansan commuters drive to work, with 82% driving alone, and only 5% travel to work by active modes or transit.**²

The 21st century has created new challenges, opportunities, and transportation needs. Today’s evolving transportation landscape includes new challenges: the COVID-19 pandemic, extreme weather events, a growing population aged 65 and over, varied needs of rural and urban communities, and leveraging increased funding and resources for multimodal transportation. Investments in active transportation can help address many of the challenges Kansans face traveling today and will support mode shift away from our current car-dependent transportation system. Championing active modes is crucial to sustaining a modern, efficient, and resilient transportation network statewide.

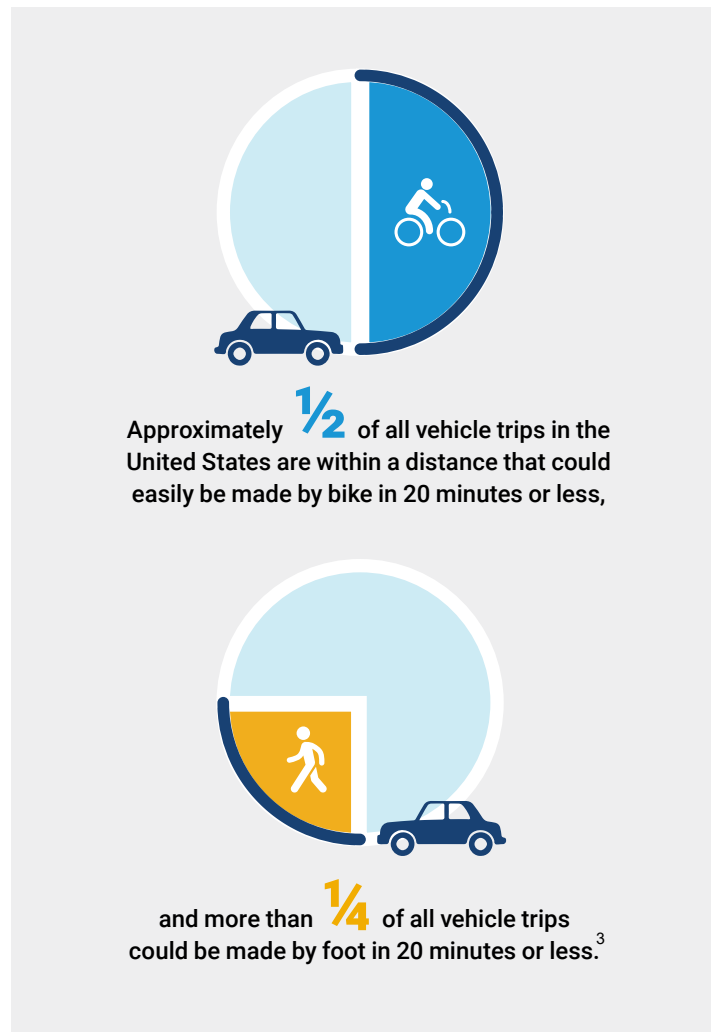
1 2045 Long Range Transportation Plan

2 2019 US Census ACS Estimates

3 Torsha Bhattacharya, Ph.D.; Kevin Mills, J.D.; and Tiffany Mulally, Ph.D., Active Transportation Transforms America: The Case for Increased Public Investment in Walking and Biking Connectivity (Washington, D.C.: Rails-to-Trails Conservancy, 2019). https://www.railstotrails.org/media/869945/activetransport_2019-report_final_reduced.pdf

Capitalize on Opportunities to Shift Modes and Address Changing Mobility Needs

No matter how you travel currently, almost every Kansan is a pedestrian at some point during their daily trips, even if it’s just a walk from the parking lot into the local grocery store. Planning for this infrastructure is important. In addition, many short vehicle trips have the potential to become active transportation trips: Approximately ½ of all vehicle trips in the United States are within a distance that could be made by bike in 20-minutes or less, and more than ¼ of all vehicle trips could be made by foot in 20-minutes or less.³ As the population grows and changes, mobility needs will also shift. Better infrastructure and policies supporting active modes throughout Kansas can help make it safer and more convenient to walk, bike, or roll for shorter trips instead of relying on a personal vehicle.



National Association of Realtors (NAR) Surveys found:

- Nearly 50 percent of people in each generation said sidewalks and places to walk are very important factors in deciding where to live
- Americans older than 55 and those with higher incomes show an increased interest in walkability.



Leverage Federal and State Resources

The November 2021 passing of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), reauthorized transportation funding through 2026 and includes significant increases and changes to active transportation funding programs. The BIL will increase opportunities to invest in infrastructure and programs for people on foot, bike, shared micromobility, and transit. It also places a strong emphasis on traffic safety, vulnerable road users, and equity. Part of the state’s role is to leverage these funding opportunities to support local transportation efforts. This ATP will help KDOT and local jurisdictions plan for more transportation

options. On a state level, the 2020 IKE transportation bill created a 10-year program to fund a variety of transportation options, including a new KDOT Multimodal set-aside program with dedicated funding for multimodal transportation projects across the state which includes active transportation projects.

Enjoy a High Quality of Life: Active Modes Contribute to Safe, Healthy, Affordable, and Connected Communities

This ATP will help Kansas achieve a wide variety of benefits that come with improvements and investments in active transportation.

- **Greater equity:** Not every Kansan has access to safe, reliable, affordable transportation. This plan puts equity at the forefront and considers the needs of communities where historic underinvestment has occurred as well as the needs of those who rely heavily on walking, cycling, and transit for their everyday transportation needs.
- **Improved safety:** Research shows that speed is a key factor in the vulnerable human body’s ability to survive a crash impact where a motor vehicle strikes a pedestrian or cyclist. The likelihood of a pedestrian sustaining a severe or fatal injury increases significantly as vehicle speeds increase. Reducing speeds in areas where land uses attract active transportation users (like neighborhoods, commercial districts, and near schools and parks) is crucial to supporting, encouraging, and improving safety for these modes in Kansas.



Source: Tefft, Brian C. Impact speed and a pedestrian’s risk of severe injury or death. Accident Analysis & Prevention. 50. 2013

REPLACING JUST 30 MINUTES

of sitting with physical activity every day can reduce mortality risk by **up to 35%**.



<https://www.minnpost.com/second-opinion/2019/01/replacing-sitting-time-with-30-minutes-of-physical-activity-linked-to-a-longer-life/>

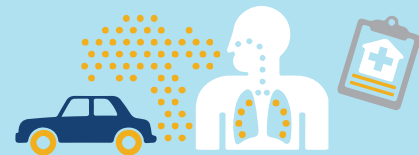
- Improved health and lower healthcare costs:** Active lifestyles can make significant positive impacts on physical and mental health and reduce the overall costs of providing healthcare in Kansas. Seven of the top 10 leading causes of death in Kansas are due to chronic diseases.⁴ Walking and cycling are basic forms of physical activity that can help address the personal and community costs of poor health outcomes that result from inactive lifestyles. The CDC (Center for Disease Control and Prevention) recommends changing the built environment in communities to make it easier for people to walk and cycle as a strategy to prevent chronic diseases.⁵ In addition, improving safety for vulnerable users can help reduce the tremendous costs of death and injury resulting from crashes involving active transportation users.



Moderate physical activity, like walking and bicycling, for at least 150 minutes per week helps prevent chronic diseases and maintain a healthy weight.

<https://www.cdc.gov/physicalactivity/basics/adults/index.htm>

- Reduced pollution:** Increasing active transportation in Kansas can have an immediate impact on air quality by reducing the amount of transportation-related emissions released into the atmosphere. Cycling and walking are low-impact transportation modes that do not require much infrastructure to support a reliable network, allowing for more open and green spaces within the built environment. Active transportation is a critical component to improving the health of the public and the environment.
- Increased economic vitality and quality of life:** Active transportation helps make communities more livable. Nationally, people who report they have places to walk to nearby are also more satisfied with their quality of life.⁶ In addition, communities that invest in mobility alternatives like



Replacing some car trips with walking and bicycle trips reduces local air pollution, which especially benefits older adults, children, and those with respiratory and cardiovascular problems.

Health Effects Institute (2010). Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects. Special Report 17.

walking and cycling often generate higher property values and tax revenues after making such investments. Active transportation can benefit everyone by expanding mobility choices and ensuring that local businesses can retain the workforce they depend on. Safe and easy opportunities to walk or bike to essential destinations and services can reduce the financial burden on households where a large percentage of household income goes toward the cost of vehicle ownership. Providing access to active transportation can therefore be a powerful strategy for improving upward economic mobility.⁷

4 2017 Annual Summary of Vital Statistics, Bureau of Epidemiology and Public Health Informatics, KDHE.
 5 US Department of Health and Human Services, Centers for Disease Control and Prevention, Division of Community Health. (2013). A Practitioner’s Guide for Advancing Health Equity: Community Strategies for Preventing Chronic Disease.
 6 National Association of Realtors 2017 Community and Transportation Preference Survey.
 7 Chetty, R., Et al. (2014). Where is the Land of Opportunity? The Geography of Intergenerational Mobility in the United States (Rep.). Harvard University and the National Bureau of Economic Research.

Economic Benefits of Active Transportation

Active transportation is an important factor to consider for economic growth and investment. As part of the development of this ATP, the project team conducted an economic impact analysis that quantifies the benefits of active transportation facilities, details case studies from other peer states, and provides a toolkit for evaluating future active transportation projects.

The total benefit of active transportation in the State of Kansas (in 2021 dollars) includes:



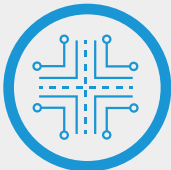
Total Annual Tourism/Events Economic Benefits: \$42,553,400



Total Annual Retail Economic Benefits: \$41,635,400



Total Annual Transportation Economic Benefits: \$70,868,000



Total Annual Facility Access Economic Benefits: \$7,494,300



Total Annual Economic Benefits: \$162,551,100

In addition to the ongoing annual benefits, trail construction has well quantified benefits to increasing property values in the area adjacent to the trail. Based on the known trails that exist in the state, it is estimated that **past trail construction was associated with an increase in property values of \$464,346,400**. This is not an on-going benefit because it is considered a one-time property value increase at the time of trail construction.

Additional economic benefits for the State of Kansas could be realized with continued investments in active transportation, recreation, and tourism.

Appendix D provides the Statewide Economic Impact Analysis Summary.

Who is This Plan for?

The ATP is a plan for all Kansans—you don't have to be an avid walker, runner, or cyclist to enjoy short walks in your neighborhood, ride a bike to get ice cream with your family, or to simply cross the street after parking your vehicle. Even if driving remains your preferred method of travel, having fewer cars on the roads means less congestion and wear and tear on Kansas roadways.

The purpose of the ATP is to provide support for more transportation options that are safe, connected, and convenient for people of all abilities, ages, and backgrounds. The contents of this plan were developed with input from Kansans from all walks of life from across the state. The formal public engagement process and input are summarized in Chapter 2, but throughout the planning process, the project team gathered personal stories of how people use active transportation in their everyday lives and those stories are shared throughout this ATP.

Whether someone chooses to walk, bike, use public transit or other active modes, this ATP can benefit everyone by focusing on the broad spectrum of needs through the updated goals and policies presented herein.

What is in This Plan?

This ATP includes background information on walking, cycling, and other active modes in Kansas and recommendations for policies, programs, and technical resources that will help KDOT and local communities create and sustain a modern, efficient, and resilient transportation network statewide. It can be used by KDOT staff, community planners, engineers, designers, health advocates, community groups, and more as we work together to make Kansas a better place for active transportation.

How Kansans Get Around Their Communities

Kansans have many ways of getting where they need to go for transportation, exercise, and recreation. Throughout the planning process, Kansans shared their stories of how they get around by walking, cycling, rolling, and other active ways. These stories are shared throughout the ATP.

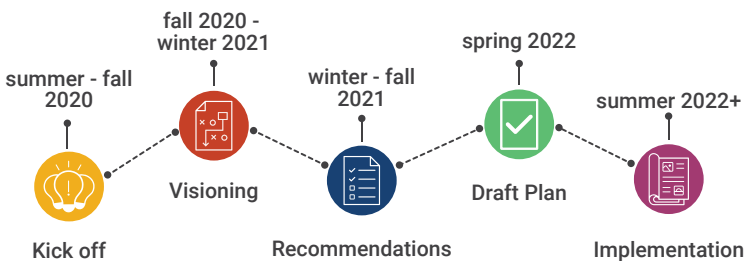


To find more transportation stories gathered for the Active Transportation Plan, visit the [Active Transportation Plan website](#).

Chapter 2. Planning Process, Timeline, and Guiding Input

Process and Timeline

This ATP represents two years of information gathering, analysis, meetings with KDOT staff and statewide stakeholders, and community conversations, all of which centered around understanding the current state of active transportation in Kansas and how to improve it. The graphic below summarizes the overall process and timeline.



Guiding Input

One of KDOT’s critical goals for the ATP process was to actively engage and gather meaningful input from as many voices as possible from across the state to establish a shared vision and guide the direction and recommendations of the ATP. Engagement included working with a Technical Advisory Committee (TAC) comprised of KDOT staff and a Core Team of stakeholders representing various groups within the state. The project team also offered multiple opportunities for community conversations with members of the public who use active transportation regularly, rarely, or somewhere in between. Due to the COVID-19 pandemic, all engagement was conducted in highly interactive online formats.

Technical Advisory Committee (TAC) and Core Team of Stakeholders

The TAC included a variety of perspectives from representatives within KDOT divisions and bureaus: Multimodal Transportation Planning, Engineering and Design, Traffic Safety, Structures and Geotechnical, Roadway Design, Communications, Local Projects, Policy, and District Engineers. The TAC met five times throughout the course of the project in addition to special work sessions with staff from Transportation Safety and Road Design. Updates were also provided to KDOT leadership throughout the course of the project to ensure that the ATP aligns with KDOT’s values and overall goals of the agency.

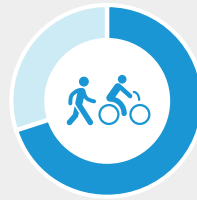
The Core Team included more than 50 members and played an essential role in the ATP’s development. This group included representatives from state agencies such as Education, Commerce, Health, Children and Families; Metropolitan Planning Organizations (MPOs); non-profits and foundations; health organizations; advocacy groups; individuals with an interest; and staff and consultant representatives from counties and various-sized cities. This group met 4 times over the course of the project.

ATP ENGAGEMENT

<p>1,863 ✓ community survey respondents</p>	<p>9 💡 online public workshops</p>
<p>100,000 👍 reached through social media (facebook, youtube, direct emails)</p>	<p>10 👥 online focus groups</p>
<p>5 🔧 meetings with the KDOT Staff Technical Advisory Committee</p>	<p>2 🗨️ online open houses</p>
	<p>4 👤 meetings with the Core Team of Stakeholders</p>

Survey

More than 1,800 people responded to an online survey made available to the general public as part of the planning process for the ATP. The survey included questions about how often and why people use active transportation, and on what kinds of facilities they feel most comfortable. Highlights of the findings are provided below:



Over 70% of those surveyed currently use walking and cycling to travel around their community at least some of the time

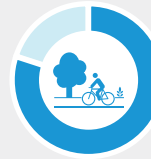
The **top 3 places** that people would like to be able to reach using active transportation are:



Health

Fun

Lifestyle



Most people (nearly 90%) travel by active transportation because of the health benefits; others do so for fun (nearly 80%) or for lifestyle (over 60%)



People find the lowest satisfaction with using active transportation when they are traveling to work or school



People find the highest satisfaction with using active transportation when they are traveling for social purposes or recreation/exercise

The biggest barriers for using active transportation are:



Lack of infrastructure



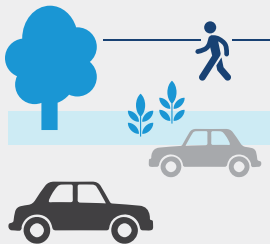
High motor vehicle speeds/volumes



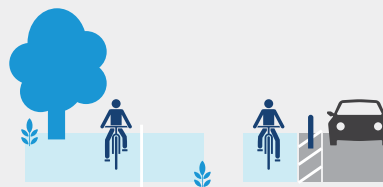
Destinations too far away



Weather



People have the highest level of comfort walking on **wide sidewalks with some form of buffer from vehicular traffic** (grass, sidewalk cafes, trees, street furniture, parked cars, etc.)



Trails and **separated bike lanes** are viewed as the most comfortable bike facilities



Shoulders are viewed as the least comfortable bike facilities

Community Conversations

In February 2021, the project team held two weeks of engagement opportunities which included nine online public workshops and ten focus groups. Each of these meetings provided an overview of the planning process for the ATP and facilitated highly interactive discussions regarding the draft vision and goals for the ATP, improvement ideas, project types, and other issues related to improving walking, cycling, and other active modes of transportation in Kansas. **Appendix A** provides a high-level summary of these meetings; key takeaways are provided on page 10. In addition to these workshops and focus groups, two online open houses were held in June 2021 where the project team presented draft recommendations and solicited feedback from participants on the plan recommendations in order to refine and prioritize the plan recommendations.

Community Feedback from Safe Routes to School Focus Group



What You Said About Active Transportation

The list below summarizes some of the key points from the online engagement. More detailed summaries are provided in **Appendix A**.

Key Themes from online engagement:

- Transportation “choices”
 - Safe, connected, funded
- Equity
 - People, modes, rural/urban, funding
- Connectivity
 - Jobs, food, healthcare, schools, parks, and other essential destinations
- Partnerships
 - Health
 - Tourism
 - Parks and Recreation
 - Disability Groups
 - Economic Development
 - Active Tourism Advocacy
 - Schools and Educators
 - Local Businesses
 - City and County Public Works
 - Law Enforcement

Workshop participants wanted the ATP to:

- Be inclusive of many groups and broad enough to cover future scenarios
- Address transportation AND recreation
- Focus on all ages, all abilities
- Provide measurable goals to determine ATP success
- Incorporate ideas into KDOT’s typical methods of doing business
- Specifically call-out Accessibility, Education, Safety, and Equity
- Focus on the environment, health benefits, and equitable access to other public transportation
- Incorporate all users, including rural users, such as equestrians
- Call out needs of people with disabilities
- Include a focus on economic development, marketing, and tourism
- Be “action-based” and given priority within KDOT
- Help “normalize” active transportation
- Think broadly about safety: theft prevention, shade, and wildlife diversion
- Address vibrancy, sustainability, and connectivity to essential services
- Address ‘end of trip’ facilities to facilitate active transportation such as lockers, showers, bike racks, etc.




Chapter 3. Existing Conditions

Active Transportation in Kansas Today

Many Kansans are discovering that walking, cycling, rolling and other forms of active transportation are fun and healthy ways to get around. For others, active transportation has long provided an essential need: an affordable way to get to work, school, transit, the store, and other important destinations. Kansans surveyed as part of the ATP expressed a latent demand for walking and cycling, noting supportive policies and infrastructure are needed to improve active transportation access to trails, parks, shopping and restaurants.⁸ In addition, the state’s non-motorized crash data reveals an undesirable trend in pedestrian and bicycle fatalities and serious injuries, reflecting a need for infrastructure improvements. More survey results are in Chapter 2 and **Appendix A**. The crash summary report is provided in **Appendix C**.

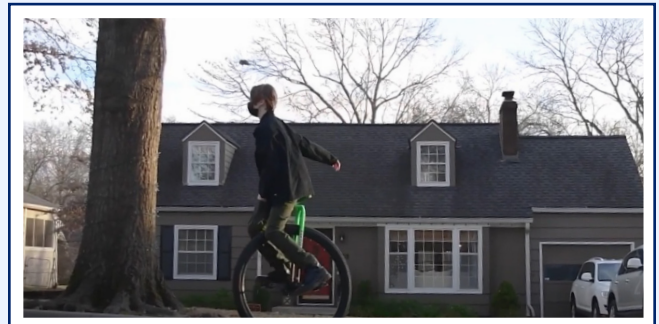
Many communities and Kansans of all walks of life could benefit from a variety of active transportation investments. Over 60,000 households don’t have a motor vehicle, and 14% of the state’s population is too young to drive. In addition, 21% of the state’s population is aged 65 or over – as the number of individuals in this age group continues to grow in Kansas, their transportation needs and capabilities are shifting. While some populations tend to rely more on active modes of transportation and transit than others, active transportation impacts every Kansan. While walking may not be every Kansan’s most frequently used mode of transportation, more than 70% of respondents to the ATP survey said they walk or bike in addition to driving when they travel in their community.⁹ Dedicating resources to improving facilities for walking, cycling, and other active modes supports healthier and more mobile communities throughout Kansas.

8, 9, 10 Online survey conducted as part of the ATP planning process.

 <p>Over 90% of Kansas drive a car, truck, or van to commute.</p>	 <p>An estimated 60,844 households have no motor vehicle or approximately 5.4% of all households.</p>	 <p>Owning a bike costs an estimated \$400/year compared to \$5000-\$9,000/year for owning a new or used car.”</p>
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Sources: US Census; Insurance.com estimate of annual car ownership based on sales tax, registration costs, gas prices, average miles per gallon, average number of miles driven by state, repair costs

Cities and counties across the state have already started investing in walking and cycling – many have existing Active Transportation Plans that have the potential to develop thousands of miles of active transportation facilities when completed. These facilities will help address the most critical barriers that Kansans said they face when using active transportation: lack of infrastructure and high motor vehicles speeds and volumes.¹⁰



Two Johnson County high schoolers, Griffin and Eero, began unicycling as a fun challenge. After they got the hang of the skill, they decided to start up a unicycle “gang”: *Hell on Wheel* and recruited a couple other friends. Unicycling gave the group a fun activity to bond over during the COVID-19 pandemic. The boys admit unicycling may not be the fastest mode of transportation, but it’s definitely the most stylish.

To learn more about Kansans and their transportation stories, visit **The Kansas Active Transportation Plan** and click the **Story Map**.

Credit: Shawnee Mission East Harbinger

Planning and Policy Context

The project team conducted a detailed review of existing plans, state laws, and policies related to active transportation, as well as KDOT's programming, funding, design guidance, and project delivery process. The full planning and policy review can be found in **Appendix B**.

Statewide Plan Review

The following plans and studies were reviewed for background information on how Kansas has included active transportation in planning efforts at the statewide level. The following list details the emphasis area of each plan.

- **Kansas Bicycle & Pedestrian Plan (KDOT, 1995):** A short plan that describes the status of walking and cycling in Kansas. It focuses on the benefits of active modes and includes a list of statewide bicycle and pedestrian projects.
- **Kansas State Trails Plan (KDWP, 2008):** This plan reviews the existing trail system across the state at that time. Recommendations include improving trail widths, standardizing the quality of trail engineering and design, improving accessibility, and gathering better data.
- **Kansas Statewide Rails to Trails Plan (KDWP/KDOT, 2013):** A collaboration between public agencies and private organizations, this plan provides information on existing rail trails at the time and offers guidance on how to contribute to the state's network.
- **Active Byways for Kansas: A Study of Possibilities (Kansas Tourism Division 2016):** This study explored possible markets for active tourism in Kansas and the feasibility of adapting the state's byway system to better support and promote active transportation in the state.
- **Strategic Highway Safety Plan (KDOT, 2020):** This federally mandated plan includes strategies for the state to reduce crashes, injuries, and fatalities, mainly focusing on vehicular collisions, however the SHSP includes specific strategies identified by a Pedestrian and Cyclist Emphasis Area Team as strategic investments to improve safety for pedestrians and cyclists.
- **KDOT Long Range Transportation Plan (KDOT, 2021):** This plan provides a high-level vision for the state's transportation system through the year 2045, with a focus on planning, maintenance, and funding.



Credit: Jared Tremblay



Credit: Jeffrey Bender, KDWP

Policy and Laws Review

In addition to the plan review described above, the project team conducted a policy review which analyzed existing state laws and policies across Kansas, focusing on those that relate to active transportation. While there are multiple statewide laws in place to protect people walking and cycling, there are areas where laws and policies could be revised or defined further to expand existing protections in line with national best practices. The project team recommended that the state update or create new laws that can positively impact the safety and comfort of active transportation users including Statutory Speed Limits, Roadway Positioning and Mandatory Use, "Dead Red" and "Idaho Stop", Dooring, Vulnerable Road Users, Complete Streets, and further defining Electric Bicycles or E-Bikes. The full policy review is provided in **Appendix B**.

Crash Analysis

Early in the ATP process, the project team conducted an analysis of pedestrian and cyclist crashes in Kansas to gain a better understanding of state trends and contributing factors and to help inform efforts to address these crashes. Cyclist and pedestrian crashes have significant impacts on the crash victims, others involved, and the state in general. For each year between 2010 and 2019, approximately 800 crashes involving pedestrians or cyclists occurred on Kansas roadways. Of those crashes, an average of 30 resulted in fatalities, nearly 100 resulted in serious injury, and nearly 630 resulted in minor injuries (five-year rolling average). These pedestrian and cyclist crashes resulted in an estimated \$500 million per year in societal costs, which include medical bills, lost wages, repairs, etc. as well as intangible consequences such as reduced quality of life.¹¹ Cyclist and pedestrian crashes are a growing problem and have been fluctuating in Kansas over the past 10 years.

While the total number of crashes have been increasing, fatal and serious injury crashes have been increasing at a higher rate, with fatal and serious injury bicycle crashes increasing almost 7% and fatal and serious injury pedestrian crashes increasing over 16% from 2010-2019. A full summary of the crash analysis conducted for this plan is provided in **Appendix C**.

The project team compared crash data to transportation roadway characteristics. From that analysis, the team identified that major determining factors in these collisions include age (people under 29 years old are the highest risk group), street context, roadway configuration, traffic volumes, and posted speed limits.

Results from the analysis found that urban roads are 50 times more likely to have a pedestrian crash and are 70 times more likely to have a cyclist crash than rural roadways.

While Kansas does not collect data indicating the number of pedestrians or cyclists using the transportation network, it is assumed that more pedestrians and cyclists are using transportation facilities in urban areas than in rural areas. However, KDOT is not able to determine the crash exposure difference between urban and rural areas.

The crash analysis examined additional roadway characteristics and found the following:

- More cyclists and pedestrians are hit and killed while in the roadway as opposed to while on sidewalks or on shared use paths when they are available.
- Roads with higher traffic volumes and roads with more than 3 lanes have higher rates of cyclist and pedestrian crashes.
- Streets with lower posted speed limits (30 mph or less) corresponded to an increased number of crashes, but streets with higher posted speed limits (35 mph or higher) corresponded to an increased proportion of fatal and serious injury crashes.
- Lighting conditions have an impact, primarily on pedestrians, with 55% of fatal and serious injury pedestrian crashes happening between dusk and dawn, and with the majority of those crashes occurring while streetlights are present and turned on.

For a detailed summary of the Crash Analysis, refer to **Appendix C**.

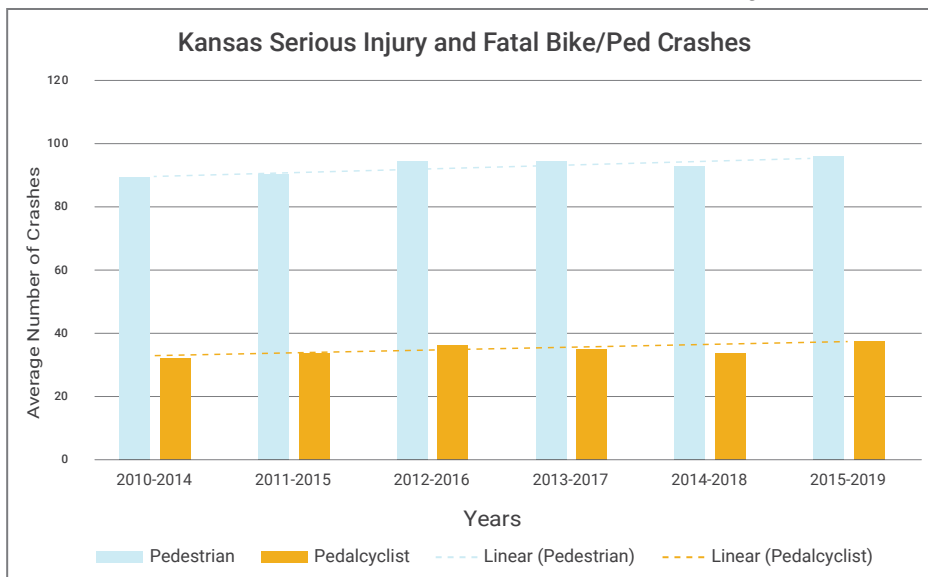


Figure 1: Kansas fatal and serious injury bicycle and pedestrian crashes as five year rolling averages (2010 – 2019)

Chapter 4. Vision, Goals, Strategies, and Performance Measures

The ATP's vision, goals, recommended strategies, and performance measures were developed as part of an extensive community-driven process, with significant input from the TAC comprised of KDOT staff, the Core Team of stakeholders, and members of the public from across the state. The ATP vision and goals align with KDOT's broader vision and mission, and they support each of the six goals identified in the KDOT Long Range Transportation Plan (2021) : Safety and Security; Transportation System Management; Asset Preservation; Freight and Economic Vitality; Stewardship; and Workforce. They also align with the IKE Program Goals of: Safer Roads, Economic Growth; and More Options for Kansans and Resources for Communities.



Credit: Andy Fry

Vision for Active Transportation

Kansas will be a place where people of all ages, abilities, and backgrounds have safe and convenient options to walk, bike, roll, and use other active modes for transportation and recreation.

Goals

- **Safety:** Reduce the frequency and severity of crashes involving pedestrians, cyclists, and other active transportation users.
- **Equity:** Invest in underserved communities and prioritize the needs of populations that rely on active transportation and transit to reach jobs and essential services.
- **Mobility:** Increase the regular use of walking, cycling, wheeling, and other active transportation modes.
- **Community Health and Vibrancy:** Promote active transportation activity and infrastructure to improve people's health, positively impact the environment, improve quality of life, and spur economic development.
- **Culture Shift and Education:** Normalize active transportation as a vital part of the overall transportation system.
- **System Longevity:** Maintain and preserve active transportation system investments and funding sources.

Strategies and Actions

The goals for this ATP are ambitious and achieving them will require various state agencies and key partners to implement multiple strategies and actions over many years. The recommended strategies and actions are summarized in the following pages and reflect the input received from the public, TAC, Core Team, and other partners throughout the course of the project.

Time Frame

The following pages of this chapter provide an implementation matrix that indicates each ATP goal followed by a strategy and the specific actions. While most actions will be initiated by the Bureau of Multimodal Transportation, the matrix also identifies additional key players required for implementation and the anticipated time frame for implementation. Each action has been assigned short-, mid-, and long-term time frames as estimates of how long it will take to complete.

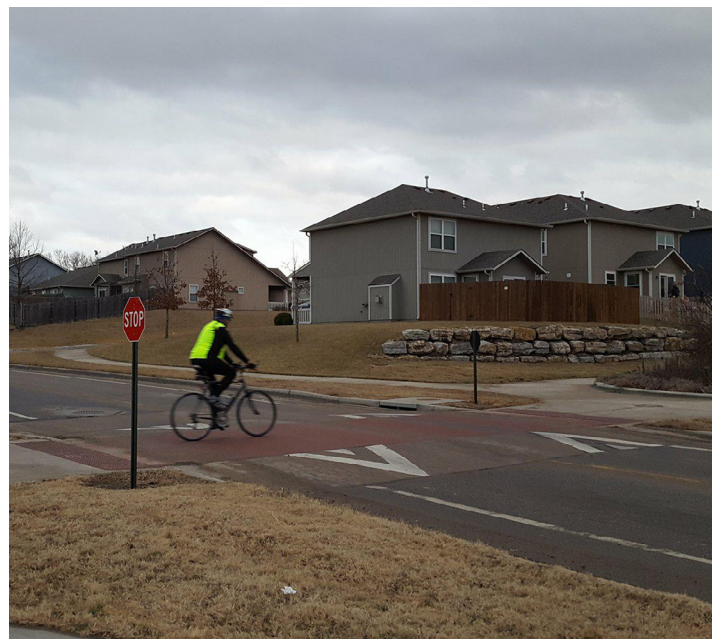
- **Short-term** actions are the immediate steps that should be taken to implement the ATP. These actions should be initiated as soon as possible, with the goal of having actions completed (or well-established in the case of on-going programs) within **two to three years**.
- **Mid-term** actions may be started in the next year or two, but will take longer to accomplish and are expected to be complete within **five to ten years**.
- **Long-term** actions are the lengthy processes that are expected to take **longer than 10 years** to complete.



Adela Valdez uses walking and transit as her preferred way of getting around Kansas City, Kansas. Even after knee surgery, she really enjoys walking. The improvements she would like to see to the transportation network are simple: better sidewalks from her home to her grocery store, a park for the kids in her neighborhood to play, and a bench to take a break and enjoy some ice cream on hot summer walks.

To learn more about Kansans and their transportation stories, visit [The Kansas Active Transportation Plan](#) and click the [Story Map](#).

Credit: Two Hundred



Credit: Friends of Lawrence Area Trails

Safety: Reduce the frequency and severity of crashes involving pedestrians, cyclists, and other active transportation users.

Strategy/Actions	Key Players	Time Frame
S1. Utilize design and speed management strategies to improve roadway safety for all users.		
S1.1 Install/improve active transportation infrastructure such as sidewalks, crossings, appropriate on- and off-street bike facilities, paved shoulders, etc.	KDOT-Engineering & Design, Program & Project Management; local governments; transit agencies; public health departments; parks and recreation departments	Short-Term
S1.2 Provide educational opportunities to staff, consultants, and potential project sponsors that reflect best practices in active transportation design (including ADA/universal design) and speed management. ¹²	KDOT-Transportation Safety, Engineering & Design; MPOs; local governments	Short-Term
S1.3 Use a data driven approach to target safety improvements for vulnerable road users ¹³ as determined by the Strategic Highway Safety Plan, KS ATP Crash Analysis, Vulnerable Road User Assessment required by BIL, and other relevant studies.	KDOT- Transportation Safety, Engineering & Design; local governments; MPOs; state and local law enforcement	Short-Term
S1.4 Implement speed management strategies that bring vehicles to a safe speed in high activity areas e.g., central business districts, school zones, shopping areas, critical services, parks, residential areas, etc.	KDOT- Transportation Safety; local governments; state and local law enforcement; businesses; schools; and school districts	Mid-Term
S2. Adopt policies, guidance, and laws that focus on the safety of active transportation users.¹⁴ (See Policy Memo in Appendix B for additional details.)		
S2.1 Adopt and begin implementing crossing safety countermeasures identified in the Safe Transportation for Every Pedestrian (STEP) guidance prepared for KDOT in cooperation with FHWA.	KDOT- Engineering & Design, Transportation Safety; MPOs; local governments	Short-Term
S2.2 Develop, adopt, and implement a KDOT Complete Streets Program that applies to new construction, reconstruction, rehabilitation, and resurfacing of existing KDOT roadways, city linkages, and local roads.	KDOT- Transportation Safety, Engineering & Design, Local Projects, Program & Project Management; local governments; transit agencies; MPOs; local governments	Short-Term
S2.3 Implement recommendations of the Speed Management Action Plan and create a Safe System Approach to implementing pedestrian and cyclist infrastructure.	KDOT-Transportation Safety, Engineering & Design; MPOs; local governments	Mid-Term
S2.4 Revise K.S.A. 8-1558 regarding statutory speed limits for local jurisdictions to better align with speed limit best practices and to reduce crash frequency and severity.	State Legislature; KDOT- Transportation Safety; advocacy organizations; state and local law enforcement; public health, trauma, and injury prevention organizations	Mid-Term

12 The Americans with Disabilities Act (ADA) is a comprehensive federal statute that prevents discrimination and requires equal opportunity in the areas of employment, transportation, state and local services, programs and activities, public accommodations and communications. Federal standards provide guidance on accessible routes, curb ramps, transit shelters, and other elements of the built environment. For more info, visit www.ada.gov/index.html

13 Additional guidance is expected on this from FHWA as it relates to the newly passed BIL.

14 Additional details provided in KS ATP policy review memo dated November 24, 2020, see **Appendix B**.

Safety: Reduce the frequency and severity of crashes involving pedestrians, cyclists, and other active transportation users. (Continued)

Strategy/Actions	Key Players	Time Frame
S2.5 Develop and implement new state statutes that provide an increased penalty for certain roadway behaviors that lead to serious injury or death of vulnerable road users.	State Legislature; KDOT- Transportation Safety; advocacy organizations; state and local law enforcement; public health, trauma, and injury prevention organizations	Mid-Term
S2.6 Revise K.S.A. 8-1577 , related to “dooring” cyclists, to better align with best practices and to provide specificity regarding vulnerable road users.	State Legislature; KDOT- Transportation Safety; advocacy organizations; state and local law enforcement; public health, trauma, and injury prevention organizations	Mid-Term
S2.7 Revise K.S.A. 8-1516(c) , related to safe passing distance, to better align with best practices and to provide stronger mechanisms for enforcement.	State Legislature; KDOT- Transportation Safety; advocacy organizations; state and local law enforcement; public health, trauma, and injury prevention organizations	Mid-Term
S3. Improve data collection and utilize a Systemic Safety Analysis Approach		
S3.1 For crashes involving non-motorists, standardize and centralize data collection, analysis, and evaluation to make such data consistent, sharable, and actionable. Collect data annually at a minimum.	KDOT- Transportation Safety; MPOs; local governments; state and local law enforcement; KDWP	Short-Term
S3.2 Work with law enforcement to evaluate and improve the current crash reporting system to incorporate best practices and reduce any biases based on mode, race, gender, age, or background. ¹⁵	KDOT-Transportation Safety; state and local law enforcement; MPOs; local governments	Mid-Term

Equity: Invest in underserved communities and prioritize the needs of populations that rely on active transportation and transit to reach jobs and essential services.

Strategy/Actions	Key Players	Time Frame
E1. Prioritize funding and construction of active transportation infrastructure and programs in areas with a disproportionate percentage of low-income residents, people of color, adults over 65, and/or low car ownership.		
E1.1 Develop and include equity criteria and weighting in project scoring for active transportation projects.	MPOs; local governments; KDHE; KDWP; local health agencies	Short-Term

¹⁵ Following updated crash reporting guidance to be produced by NHTSA as indicated in the BIL, KDOT will explore the update of the Kansas crash report form to accommodate the latest MUCC standards, which may include addressing crash reporting issues associated with pedestrian and cyclist crashes.

Equity: Invest in underserved communities and prioritize the needs of populations that rely on active transportation and transit to reach jobs and essential services. (Continued)

Strategy/Actions	Key Players	Time Frame
E1.2 Dedicate funding and technical assistance to build active transportation infrastructure and provide support in underserved and rural communities. ¹⁶	KDWP; MPOs; local governments; regional planning commissions; KDHE; local health agencies; private foundations such as Blue Cross Blue Shield of Kansas (BCBSKS) Pathways Program	Short-Term
E1.3 Promote micromobility programs that provide equitable access to transportation options.	MPOs; local governments; transit providers; local cooperatives; parks & recreation departments; BCBSKS Pathways Program	Short-Term
E2. Improve data collection and analysis.		
E2.1 Define equity measures, criteria, and data collection methods that can be used to help channel more funding to underserved communities, and to measure ongoing progress.	KDHE; KDWP; MPOs; local governments	Short-Term
E3. Strengthen community engagement.		
E3.1 Develop a statewide Active Transportation Advisory Committee that represents diverse stakeholders to assist in the implementation of Active Transportation Plan recommendations and ensure that equity is addressed.	KDOT-Transportation Safety; state agencies (health, education, parks, commerce); MPOs; local governments; advocates and advocacy organizations	Short-Term

Mobility: Increase the regular use of walking, cycling, rolling, and other active transportation modes.

Strategy/Actions	Key Players	Time Frame
M1. Develop accessible, connected, and comfortable Active Transportation networks and mitigate gaps and barriers.		
M1.1 Provide technical assistance and support for the development of local and regional active transportation plans, programs, and policies in Kansas communities of all sizes.	KDWP; KDHE; local governments; MPOs; health agencies; BCBKS Pathways; community foundations	Short-Term
M1.2 Proactively work with communities at the district level to address major needs and barriers to active transportation as identified in local planning documents, paying particular attention to priority routes that overlap with future KDOT projects.	MPOs; local governments; regional planning commissions; schools and school districts; advocacy groups; state and local law enforcement	Short-Term
M1.3 Routinely accommodate the needs of non-motorized users in roadway and bridge projects especially if a route is identified in local planning documents.	KDOT-Engineering & Design, Program & Project Management; local governments	Short-Term

¹⁶ Definitions of underserved and rural will be developed as part of E2.1.

Mobility: Increase the regular use of walking, cycling, rolling, and other active transportation modes. (Continued)

Strategy/Actions	Key Players	Time Frame
M1.4 Identify opportunities for long-distance route connections between communities and facilitate the development of sidepaths, traditional trails, and rail-trail connections.	KDWP; railroads; trail organizations; MPOs; local governments; Sunflower Foundation; community foundations; neighboring state agencies	Short-Term
M1.5 Prioritize funding active transportation networks that provide safe and convenient connections to schools, parks, recreational facilities, transit, and essential services.	Local governments; KDHE; KDWP; MPOs; schools; school districts; community foundations	Short-Term
M1.6 Implement and incentivize the provision of end of trip facilities (showers, lockers, bike parking) and other amenities into the planning and design of pedestrian, bicycle, and transit facilities.	Local governments; KDOT; KDWP; MPOs	Mid-Term
M2. Promote best practices in active transportation design.		
M2.1 Provide active transportation design and planning resources, technical assistance, and training to transportation professionals within state agencies, communities, and consultants.	KDOT-Engineering & Design, Transportation Safety; FHWA-Kansas; Kansas LTAP; MPOs; local governments; consultants; advocacy organizations	Short-Term
M2.2 Provide guidance and funding for quick-build and demonstration projects that improve conditions for active transportation and vulnerable road users.	KDOT-Engineering & Design, Transportation Safety; FHWA-Kansas; Kansas LTAP; MPOs; local governments; consultants; advocacy organizations	Short-Term
M3. Improve data collection and analysis.		
M3.1 Develop a statewide active transportation counting program and technical assistance for communities to conduct regular counts and improve data quality.	KDOT-Transportation Safety; KDWP; KDHE; Sunflower Foundation; MPOs; local governments; advocacy organizations	Short-Term
M3.2 Use mode split data for all trip purposes (not just work) to better understand trends in active transportation. ¹⁷	KDOT-Transportation Safety; MPOs; local governments	Mid-Term
M3.3 Explore third-party data sources, and alternative or supplementary methods for traffic analysis that de-emphasize vehicular level of service (LOS) and delay and consider other user needs.	KDOT-Transportation Safety, Traffic Design; FHWA-Kansas	Mid-Term

¹⁷ This would require new data sources such as cell phone data or data from the National Household Travel Survey (NHTS) Add-On program for states. NHTS Add-On data could be used to determine mode split data for trips for all purposes, not just work trips. This data also has the potential to fill in other existing gaps in active transportation data collection.

Community Health and Vibrancy: Promote active transportation activity and infrastructure to improve people’s health, positively impact the environment, improve quality of life, and spur economic development.

Strategy/Actions	Key Players	Time Frame
HV1. Strengthen partnerships and coordinate resources.		
HV1.1 Regularly meet with state agencies and task forces through the Active Transportation Advisory Committee or other means to streamline active transportation resources and coordination.	KDHE; KS Dept of Commerce- Main Street Program; KDWP; KSDE; other statewide organizations and foundations	Short-Term
HV1.2 Provide and maintain an Active Transportation Implementation webpage with current transportation resources and information.	KDOT-Office of Information Technology Services (OITS)	Short-Term
HV1.3 Promote the development of “active tourism” across the state through technical assistance and resources for marketing, management, wayfinding, etc.	KDC; KDWP; local agencies; chambers of commerce; businesses; local foundations	Short-Term
HV2. Leverage placemaking and active transportation to attract locals and visitors to Kansas communities.		
HV2.1 Promote streetscaping and placemaking programs and funding opportunities.	KDOT-Local Projects; KDHE-Bureau of Health Promotion; KDC-Main Streets Program; local governments; MPOs	Short-Term
HV2.2 Preserve downtown character and improve active transportation options.	KDOT-Local Projects; KDHE-Bureau of Health Promotion; KDC-Main Streets Program; local governments; community foundations; businesses	Mid-Term
HV2.3 Promote and support state bicycle routes, trails, scenic & historic byways, and the communities along them.	KDWP; KDC; local governments; communities; byway committees; local businesses; community foundations	Short-Term

Culture Shift and Education: Normalize active transportation as a vital part of the overall transportation system.

Strategy/Actions	Key Players	Time Frame
CE1. Provide safety education opportunities to all users of the Kansas transportation system.		
CE1.1 Conduct driver education campaigns focused on the importance of safe speeds, safe behaviors by all modes, and safe interactions with people using active transportation.	KDOT-Transportation Safety; local governments; MPOs; KTSRO; KUTC; advocacy organizations	Short-Term
CE1.2 Conduct active transportation user education campaigns.	KDOT-Transportation Safety, Communications; local governments; MPOs; KTSRO; KUTC; advocacy organizations	Short-Term

Culture Shift and Education: Normalize active transportation as a vital part of the overall transportation system. (Continued)

Strategy/Actions	Key Players	Time Frame
CE1.3 Develop walking and cycling safety education lessons for youth (or full curriculum) and make available to schools and communities.	KDOT-Transportation Safety; local governments; MPOs; KSDE-schools, school districts; KDHE; local health agencies; advocacy organizations	Short-Term
CE1.4 Provide opportunities for adult bicycle education courses.	KDOT-Transportation Safety; local communities; advocacy organizations; local health agencies; KDHE	Mid-Term
CE1.5 Provide training for law enforcement on laws and best practices related to active transportation.	KDOT-Transportation Safety; KS Highway Patrol; local law enforcement; local governments; advocacy organizations	Mid-Term
CE2. Promote the comprehensive benefits of active transportation (on physical and mental health, the environment, quality of life, economic development, etc.) to a broad audience.		
CE2.1 Conduct social media campaign focused on the Kansas Active Transportation Video Series.	KDOT-Communications; MPOs; KDHE; other state agencies; advocacy organizations	Short-Term
CE2.2 Promote and provide trainings on active transportation economic impact calculator to local communities.	MPOs; local governments; KS Department of Commerce	Short-Term
CE2.3 Create and fund positions that support the development of active transportation programs related to the promotion and education of the public, personal, and environmental health and economic benefits of active transportation.	KDOT-Transportation Safety; KDHE-SEHBP/ Healthquest; BCBSKS Pathways; KDHE Health Promotion	Short-Term
CE2.4 Coordinate a statewide Active Transportation Summit to promote implementation of the state’s Active Transportation Plan.	KDOT-Transportation Safety; KDHE; KDWP; KDC; advocacy organizations; MPOs; local communities; local health agencies; advocacy organizations	Short-Term
CE3. Adopt policies and programs that recognize the legitimacy of active transportation users on the roadway system and their unique user needs.¹⁸ (See Policy Memo in Appendix B for additional details.)		
CE3.1 Integrate transportation demand management (TDM) tools and incentives for greater physical activity into state employee benefit programs.	KDHE-SEHP (Healthquest); State Legislature	Mid-Term
CE3.2 Promote the benefits of TDM and other “active” programs to benefit businesses.	KDHE	Mid-Term
CE3.3 Support efforts to collect data and better understand the effectiveness of jaywalking and similar laws on the impacts of active transportation users. Implement best practice reforms that address equity, safety, and other identified issues.	State Legislature; advocacy organizations; KDOT-Transportation Safety, Policy; KDHE; law enforcement agencies	Mid-Term

18 Additional details provided in KS ATP policy review memo dated November 24, 2020.

Culture Shift and Education: Normalize active transportation as a vital part of the overall transportation system. (Continued)

Strategy/Actions	Key Players	Time Frame
CE3.4 Revise K.S.A. 8-1508(c)(4) regarding cyclists at controlled intersections to better align with best practices and provide additional provisions that expand options for cyclists.	State Legislature; advocacy organizations; KDOT-Transportation Planning, Transportation Safety, Policy; KDHE; KDWP; law enforcement agencies	Mid-Term
CE3.5 Modify current laws for e-bike and other electric micro-mobility devices to conform with national best practices, balancing public safety with e-bike and e-scooter usage.	State Legislature; KDWP; advocacy organizations; KDOT-Transportation Safety, Policy; KDHE; law enforcement agencies	Short-Term

System Longevity: Maintain and preserve active transportation system investments and funding sources.

Strategy/Actions	Key Players	Time Frame
L1. Promote and implement best practice standards and policies for maintenance and preservation of active transportation network.		
L1.1 Identify best practices for routine maintenance and repair to ensure accessible sidewalks, ramps, and crossings.	KDOT- Local Projects; MPOs; local governments; LTAP	Short-Term
L1.2 Identify best practices and maintenance standards for active transportation facilities.	KDOT Local projects, Construction & Materials	Short-Term
L1.3 Accommodate active transportation users during construction/ maintenance activities.	KDOT-Traffic Engineering, Transportation Safety, Construction & Materials, Local Projects; local governments	Short-Term
L2. Encourage and support sustained local funding of maintenance and preservation activities related to active transportation networks, maintenance, and operations.		
L2.1 Provide technical assistance and best practice resources related to innovative financing mechanisms for local communities for building, maintaining, and operating active transportation infrastructure.	MPOs; local governments; private partners; FHWA; LTAP	Short-Term

Performance Measures

This ATP includes a series of performance measures to help track the effectiveness of the plan and progress towards the ATP goals. Due to challenges related to data availability and burdensome/costly data collection, the performance measures include a mix of both outcome performance measures and input measures and focus on the most meaningful and accessible ones. Notes on data sources and future data needs are also included below.

Outcome Measures

Outcome measures use quantifiable data to measure outcomes or trends that can be attributed as results of the programs, policies, and investments made by KDOT and others related to active transportation. They do not measure the actions—or inputs—of KDOT, such as how much funding is allocated, but instead they measure the results of those actions, such as the reduction in active transportation-related crashes that occur each year, the number of trips made by active transportation, and the availability of accessible and connected active transportation infrastructure. Outcome measures are an important way to determine the effectiveness of actions and investments; however, there are key challenges with data availability and collection for these measures.

Baseline data must be established for each performance measure, which in some cases will require KDOT and its partners to engage in new data collection activities. Once the baseline is established, a desired trend should be identified for a specific point in the future for each performance measure. KDOT should consistently assess progress on each performance measure, preferably on an annual basis after the baseline is established.

Input Measures

Input measures track the actions taken by various stakeholders. They can be used to track the progress of KDOT, as well as other state agencies and partners in implementing the ATP and its various recommendations. Input measures are believed to have a positive impact on performance outcomes, but there is no guarantee until the relationships are established. On their own, input measures cannot be used to determine if implementation actions result in improved conditions for active transportation; rather they can only be used to determine whether implementation is occurring at an adequate pace. Input measure categories include items such as active transportation funding levels, facilities, education programs, and policies. In some instances, these are the only performance measures available.



Credit: Healthy Harvey Coalition



Credit: Blue Health Initiatives

Safety: Reduce the frequency and severity of crashes involving pedestrians, cyclists, and other active transportation users.

Performance Measures:

- Decrease in total crashes involving pedestrians and cyclists. (Source: KDOT Crash Reporting Data- 5 year rolling average)
- Decrease in total fatal and suspected serious injury crashes involving pedestrians and cyclists. (Source: KDOT Crash Reporting Data- 5 year rolling average)
- Decrease in non-motorist fatalities and serious injuries. (Source: KDOT Crash Reporting - 5 year rolling average divided per 100,000 population (U.S. Census ACS).
- Number of active transportation related infrastructure projects (separation from motorized traffic, crossings, lighting, or other elements) aimed at increased safety of vulnerable/non-motorized users. (Source: KDOT Annual Reports)

Notes on Data:

- KDOT’s Bureau of Transportation Safety is responsible for collecting crash reports from state agencies, processing those reports into crash data, and conducting safety analysis using crash data as well as other available data sets.
- As better data on active transportation user volumes becomes available through counts and mode split for all trips, crash exposure should be calculated using the active transportation activity in the state, to determine the actual crash rate for pedestrians and cyclists. See notes under Mobility Performance Measures regarding third-party data sources.
- KDOT and KDHE should continue to work to leverage hospital data to better understand crash reporting.
- Additional demographic and systemic crash analyses will be incorporated following forthcoming guidance from USDOT.



Credit: Toole Design



Dot Nary of Douglas County sees the importance of trails and smooth sidewalks: “for people who use wheelchairs or have other mobility issues, a nice flat paved trail is very, very welcoming.” Dot gets around town pretty well, but there are a couple of curb cuts nearby her home that give her issues, making it impossible to access the shopping area nearby with her wheelchair. She sees the area she lives in as a retirement destination and making investments toward accessible transportation networks is a necessity for the community.

To learn more about Kansans and their transportation stories, visit **The Kansas Active Transportation Plan** and click the **Story Map**.

Credit: Two Hundred

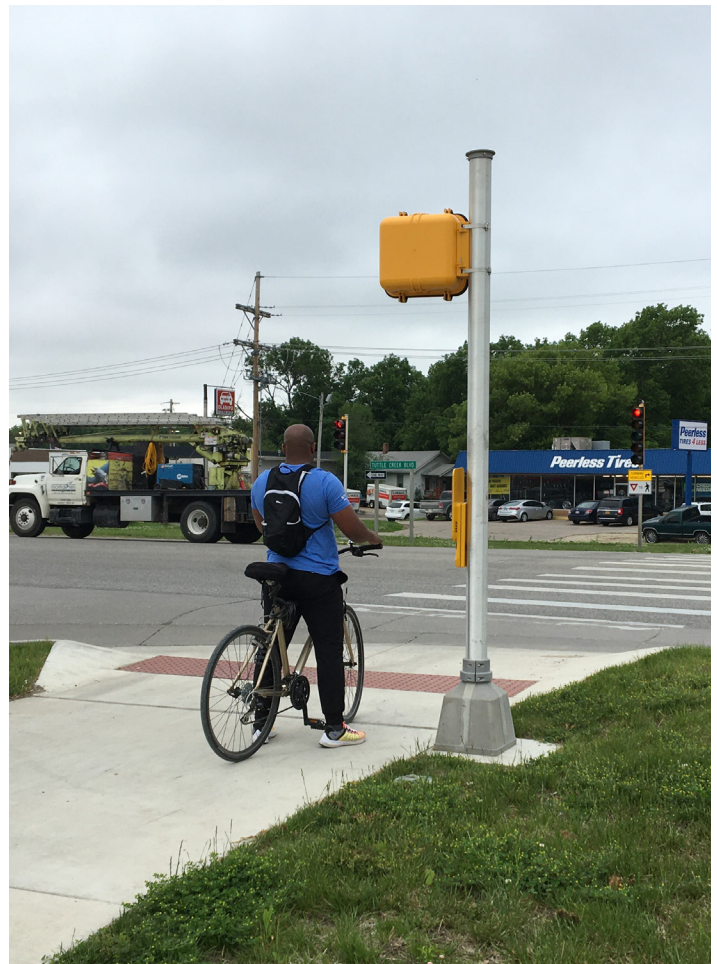
Equity: Invest in underserved communities and prioritize the needs of populations that rely on active transportation and transit to reach jobs and essential services.

Performance Measures:¹⁹

- Percent of underserved communities with access to sidewalks. (Data source: TBD)
- Percent underserved communities within ¼ mile of a bicycle facility. (Data source: TBD)
- Percent underserved communities within ¼ mile of a transit route. (Data source: TBD, current transit mapping underway)
- Percent of funds in TA, Cost Share, AIC, and KATE programs spent on projects in communities of concern.

Notes on Data:

- These data are not currently tracked in this way. Identification of target demographic groups and baseline data will be needed.
- Underserved communities data categorization will vary between urban and rural areas.
- Close coordination within KDOT and between state agencies such as KDHE, KDCF, and others will be essential to ensuring easily accessible and consistent data are utilized for these measures to the extent possible.
- It may be possible to use/add information from KDOT LIDAR surveys to help determine level of existing infrastructure.



Credit: Jared Tremblay

¹⁹ These measures will be further defined and updated based on a demographic baseline effort being conducted by KDOT consultants in 2022 and further conversations with staff and the

Mobility: Increase the regular use of walking, cycling, wheeling, and other active transportation modes.

Performance Measures:

- Percent increase in the mode split for active transportation for all trip types, not just journey to work. (Source: NHTS Optional Add-On Data)
- Increase in active transportation users. (Source: TBD)
- State transportation funds spent on active transportation infrastructure and programs. (Source: KDOT Annual Reports)
- Percent of KS population covered by an Active Transportation (or similar) plan adopted within past 10 years.

Notes on Data:

- The output measures will require new data sources to better capture non-work trips by active transportation and additional active transportation count data. (Currently, the most available active transportation user data is from the census which only captures journey to work. These trip distances are often too far to be practical for walking or cycling.)
- Potential data sources that should be explored include statewide purchase of cell phone data and data from the National Household Travel Survey (NHTS) Add-On program for states. NHTS Add-On data could be used to determine mode split data for trips for all purposes, not just work trips. This data also has the potential to fill in other gaps in active transportation data collection.
- KDOT is currently working to revise its traffic count process to incorporate pedestrian and cyclist data for improved consistency; however, this will not be as comprehensive as the mode split data would be in understanding overall active transportation activity.



“My grandson and I connect with our neighborhood via our bike commutes. We ride to swim lessons, the farmer’s market, the library, and for ice cream. Active transportation gives us a great awareness of our community and we feel more connected to the place we live.”

To learn more about Kansans and their transportation stories, visit **The Kansas Active Transportation Plan** and click the **Story Map**.

Credit: The Tobey Family - Leavenworth County



Credit: Toole Design

Community Health and Vibrancy: Promote active transportation activity and infrastructure to improve people’s health, positively impact the environment, improve quality of life, and spur economic development.

Performance Measures:

- Percent of Kansas adults participating in the recommended amount of physical activity. (Source: KS BRFSS)
- Number of applications pursuing state funding to support active transportation. (Source: KDOT TA, Cost Share, etc. program reports)
- Number of Kansas active transportation plans (or similar plans) or Complete Streets policies registered with KDOT. (Source: Data Registry of KDOT AT Program)
- State transportation funds spent on active transportation infrastructure and programs. (Source: KDOT Annual Reports)

Notes on Data:

- Baselines will need to be established.
- Coordination with KDWP and KDC will be important for tourism and park use data.
- It should be noted that public health statistics (e.g., obesity rates, percentage of seniors getting sufficient physical activity, etc.) can be utilized as performance measures. However, while active transportation are healthy activities that can positively affect these statistics, they are not the only relevant factors. Diet, genetics, socioeconomic, and other factors also have significant impacts. For this reason, health statistics should be used conservatively.
- KDOT should also coordinate with KDHE regarding questions on active transportation use that could be included in the Behavioral Risk Factor Surveillance System (BRFSS) questionnaire. Active transportation related questions have been included in some past surveys, but not in 2019.



Daryl Carrington of Wichita, Kansas sees bike paths between neighborhoods as a unique way of connecting people that automobile use cannot achieve. He says that riding a bike or walking through a neighborhood allows people to feel the pulse of the community better. He works with community groups to encourage people of all ages, abilities, and backgrounds to get on a bike and experience the various cultural centers along their town’s biking trails.

To learn more about Kansans and their transportation stories, visit **The Kansas Active Transportation Plan** and click the **Story Map**.

Credit: Two Hundred



Credit: Biking Across Kansas

Culture Shift and Education: Normalize active transportation as a vital part of the overall transportation system.

Performance Measures:

- Changes in public perception of active transportation. (Source: Statewide and locally administered surveys)
- Number of schools and school districts with safe routes to school programming, curriculum, and other programs that support and encourage active transportation. (Source: Data Registry of KDOT Active Transportation Program)

Notes on Data:

- Baselines and data sources will need to be established for these metrics.
- Some aspects of this goal may be captured by the performance metrics of other goals such as safety, mobility, and community health and vibrancy.

System Longevity: Maintain and preserve active transportation system investments.

Performance Measures:

- Percent of local active transportation plans with a maintenance goal. (Source: Data Registry of KDOT AT Program)
- Percent of state routes where investments were made to support active transportation use with paved shoulders of a minimum width of 4 feet. (Source: KDOT Lidar data)

Notes on Data:

- Baselines and data sources will need to be established for these metrics.
- Coordination will be needed with local communities for data collection as maintenance is largely a local responsibility.



“Our family has stopped our curbside recycling, and now my 10-year-old daughter and I bike to the recycling center instead. We get up before school one day every few weeks and bike 1.5 miles each way. My daughter pulls the trailer of recycling. She enjoys getting up early and riding her bike, not to mention making some money.”

To learn more about Kansans and their transportation stories, visit **The Kansas Active Transportation Plan** and click the **Story Map**.

Credit: The Tremblay Family - Riley County



Credit: CFS Engineers for KDWP

Chapter 5. Funding

Available Funding Programs

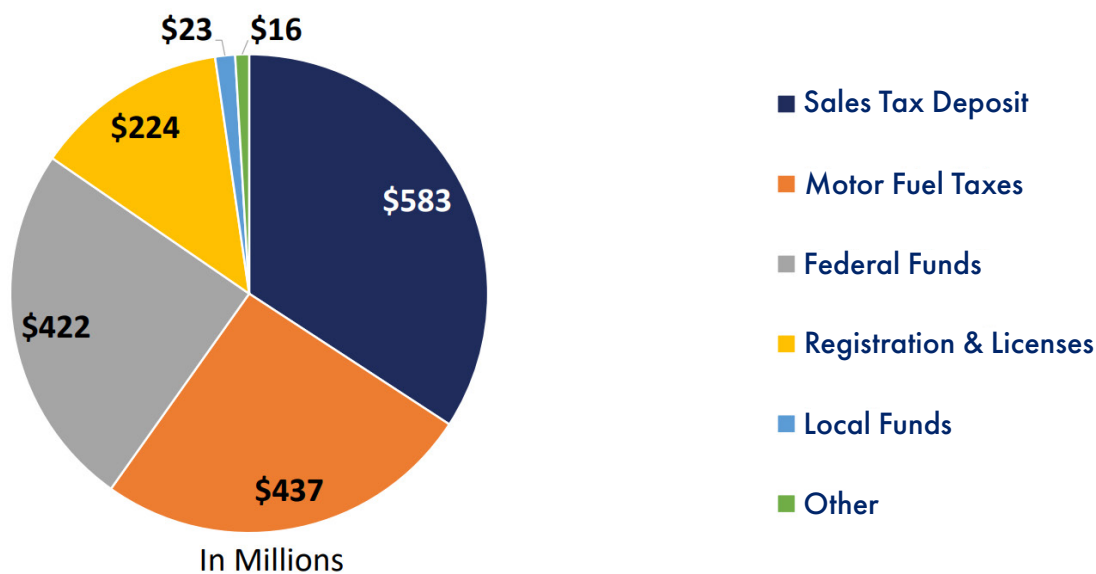
Active transportation programs must acquire sustainable and plentiful funding sources for the programs to be successful. Similar to other transportation modes, active transportation funding support comes from federal, state, local, and private funding sources, all of which have their own funding schedules, amounts, and eligibility requirements. To sustain the existing active transportation network, create new active transportation programming and facilities, and incentivize communities to achieve the goals of the ATP, new funding selection evaluation criteria may be developed to prioritize active transportation funding in low-income, black, indigenous, people of color, and other underserved communities as well as those communities with existing Complete Streets policies and active transportation plans. This chapter will review the existing funding programs and provide new strategies for KDOT to pursue. A brief overview of the current revenue mix for state transportation funding for all modes is shown below.

Federal Transportation Programs

The Bipartisan Infrastructure Law (BIL), passed in November 2021, reauthorized many important surface transportation funding programs, with more funds available and more specific language on the importance of a balanced transportation system for all users. The legislation boosts existing programs that fund planning, implementation, maintenance, and programming around active transportation. The federal programs that are most critical to funding active transportation projects include:

- Active Transportation Infrastructure Investment Program
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives STBG set-aside (TA)
- Recreational Trails Program TAP set-aside (RTP)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation and Air Quality (CMAQ)
- Safe Streets and Roads for All Grant Program (SS4A)

KDOT Fiscal Year 2022 Revenue Sources (All Funds)



Source: KDOT Budget Overview February 2021

Surface Transportation Block Grant (STBG)

On a national scale, BIL increased the overall formula funding for STBG from \$12.1 billion to an escalating annual amount starting at \$13.8 billion for projects that preserve or improve conditions and performance on any Federal-aid highway, public road bridge projects, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities. Shared micromobility was added as an eligible use

Transportation Alternatives (TA)

TA encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The BIL increased funding for the TA by 60%. The program now is a 10% set-aside (annual average of \$1.44 billion) from the STBG program. States are also now allowed to use up to 5% of available funds for technical assistance to administer grants and assist local governments in applying. In Fiscal Year 2022, approximately \$12.4 million in TA funds is allocated to Kansas with an additional \$3.8 million suballocated directly to the Kansas City and Wichita metropolitan areas. Slight increases to this amount are expected each year.

Recreational Trails Program (RTP)

The RTP provides funds to the states to develop and maintain recreational trails and trail-related facilities for motorized and nonmotorized recreational trail uses. Eligible projects include: maintenance and restoration of existing recreational trails; development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails; purchase and lease of recreational trail construction and maintenance equipment; construction of new recreational trails (with specific requirements when federal land is involved); acquisition of easements and fee simple title for recreational trail corridors; and assessment of trail conditions. The BIL funds RTP at \$84 million a year with approximately \$1.3 million for Kansas in Fiscal Year 2022. These funds are administered by KDWP.

Highway Safety Improvement Program (HSIP)

The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. HSIP

funds can be used for any transportation safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail. Distribution of HSIP funds are to be data driven and related to the goals, objectives, and strategies indicated in the Kansas Strategic Highway Safety Plan. The BIL emphasizes the importance of vulnerable road user safety in the HSIP by adding a definition for vulnerable road users, creating a vulnerable road user special rule, and requiring states to develop a vulnerable road user safety assessment and incorporate its findings in the next update of the Strategic Highway Safety Plan. All of these provisions address the national increase in the number of fatalities and serious injuries involving vulnerable road users on U.S. roads. According to FHWA HSIP guidance, "It is imperative that States consider the needs of all road users as part of the HSIP. Investment in highway safety improvement projects that promote and improve safety for all road users, particularly vulnerable road users, aligns with the BIL and will help Build a Better America. States and other funding recipients should prioritize projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety, equity, accessibility, and connectivity. Projects that separate users in time and space, match vehicle speeds to the built environment, and increase visibility (e.g., lighting) advance implementation of a Safe System approach and improve safety for vulnerable road users."²⁰ At the national level, BIL provides \$15.5 billion to the entire HSIP program over five years, an increase of \$4 billion.

Congestion Mitigation and Air Quality (CMAQ)

The CMAQ Program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). In addition to continuing to fund activities that were previously allowed under CMAQ, under BIL, these funds are also eligible for spending on shared micromobility, including bikesharing and shared scooter systems.

Safe Streets and Roads for All Grant Program (SS4A)

BIL established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over

20 https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL_HSIP_Eligibility_Guidance.pdf

the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports USDOT’s goal of zero deaths and serious injuries on the nation’s roadways.

State Programs

Not only is there a growing desire on behalf of many Kansans for more active transportation options in their communities, KDOT has increasing concerns about the safety of pedestrians and other active transportation users. KDOT has recently refocused its transportation funding program through the Eisenhower Legacy Transportation Program (IKE) and is encouraging collaboration between state and local agencies, advocacy organizations, private and local foundations, businesses, and others to work together to create balanced and well-connected active transportation networks across the state.

The Eisenhower Legacy Transportation Program (IKE)

Passed in 2020, the 10-year IKE program provides a new opportunity for KDOT to look more broadly at community transportation needs. Instead of focusing primarily on highways and bridges, the IKE program takes a holistic approach toward transportation network planning and addresses the modal needs of public transit, aviation, rail and freight, and pedestrians and cyclists. IKE is a rolling program, where project progress and overall status of the program will be reevaluated every two years to ensure the state is meeting the changing needs of communities and maximizing its transportation potential. The program is centered on four principles that guide decisions on the future of Kansas’ transportation network:

- **Flexible and Responsive:** IKE implements a two-year rolling program to keep up with ever-changing technology and desires of the community. Along with an emphasis on preservation and modernization, the program is designed to develop a stable pipeline of projects for years to come.
- **Problem Solving:** IKE helps KDOT administer several programs to be a better partner to communities and Kansans. Each year, IKE allows KDOT to direct resources toward the most pressing community needs, while investing in more transportation options for Kansans.
- **Leverage Partnerships:** IKE leverages partnerships with communities to ensure the state and local communities are

working in the same direction, supporting communities that bring their own resources and ideas forward. Residents are the experts on their community’s needs. IKE encourages KDOT to work directly with communities to generate more local match, input on improvements, and project phasing that will be the most efficient use of funds.

- **Transparency and Accountability:** It is important that Kansans know how their funds are being used to benefit them, and IKE ensures transparency by reporting schedules and budgets to the public. New tools, like the IKE website, provide on-demand data to the public and officials in Kansas.

For the most updated information on transportation funding and resources in Kansas, visit the **KDOT Active Transportation Funding** website



“I love to ride a bike. I do it to stay fit and see the country, wherever I am. I just love being out there and have ridden enough that I’m comfortable about anywhere I ride. Even on highways. I try to ride to shopping and events whenever possible but so many retail stores don’t have bike racks to lock my bike up. I’m hoping that will be one outcome of this Active Transportation Plan.”

To learn more about Kansans and their transportation stories, visit **The Kansas Active Transportation Plan** and click the **Story Map**.

Credit: K. Spangler - Sedgwick County

Chapter 6. Implementation and Action Plan

It will take many years and the efforts of individuals, local and regional entities, KDOT and other state agencies, and partners to achieve the vision and goals set forth in this ATP. In addition to planning, policy, and infrastructure, ongoing educational and promotion efforts will also play a key role in the successful implementation of this plan.

Chapter 4 provides the complete set of goals, strategies, actions, time frames (short-, mid-, long- term), and performance measures to achieve the vision of the Kansas ATP. Chapter 4 identifies many implementation partners including other state agencies, federal partners, MPOs, private foundations, advocacy groups, local communities and more; however, KDOT staff will serve as the primary implementors of the plan and will be responsible for initiating key actions with these partners to ensure the success of the ATP. The immediate steps that should be taken by KDOT staff to begin the process of implementation include the following:

- Formally adopt the Active Transportation Plan within KDOT,
- Incorporate the ATP recommendations into internal work plans and priorities within KDOT,
- Widely disseminate the plan and communicate plan priorities to a broad constituency of internal and external partners through a Statewide Active Transportation Plan Advisory Committee (E3.1), Active Transportation Summit (CE2.4), and other means,
- Develop an internal system for tracking progress on the plan's recommendations and strategies, and
- Institutionalize a process and timeline for updating the plan on a regular basis (every 5 years).

In addition to these initiation steps, the following highlights the strategies that were identified in Chapter 4 as short-term steps that should be taken immediately to implement important programs, policies, and other actions.



Credit: ATP Cameroll



Credit: Toole Design

Short Term Implementation Actions (2– to 3– Years)

These steps will help ensure that the momentum from the planning process is sustained and can be built upon to fuel future implementation the ATP. These actions should be completed (or well-established in the case of on-going programs) within two to three years. In Chapter 4 these recommendations were organized by goal and strategy. For the purposes of this implementation action plan, the short-term actions have been organized in the following categories:

1. Partnership Building,
2. Education and Technical Resources,
3. Internal and External Policies, and
4. Baseline Data and Collection Mechanisms.

Partnership Building

E1.3 Promote micromobility programs that provide equitable access to transportation options.
E3.1 Develop a statewide Active Transportation Advisory Committee that represents diverse stakeholders to assist in the implementation of Active Transportation Plan recommendations and ensure that equity is addressed.
M1.2 Proactively work with communities at the district level to address major needs and barriers to active transportation as identified in local planning documents, paying particular attention to priority routes that overlap with future KDOT projects.
HV1.1 Regularly meet with state agencies and task forces through the Active Transportation Advisory Committee or other means to streamline active transportation resources and coordination.
S1.1 Install/improve active transportation infrastructure such as sidewalks, crossings, protected/off-street bike facilities, paved shoulders, etc.
M1.4 Identify opportunities for long-distance route connections between communities and facilitate the development of sidepaths, traditional trails, and rail-trail connections.

Education and Technical Resources

S1.2 Provide educational opportunities to staff, consultants, and potential project sponsors that reflect best practices in active transportation design (including ADA) and speed management.
M1.1 Provide technical assistance and support for the development of local and regional active transportation plans in Kansas communities of all sizes.
M3.1 Develop a statewide active transportation counting program and technical assistance for communities to conduct regular counts and improve data quality.
HV1.2 Provide and maintain an Active Transportation Implementation webpage with current transportation resources and information.
HV1.3 Promote the development of “active tourism” across the state through technical assistance and resources for marketing, management, wayfinding, etc.
HV2.3 Promote and support state bicycle routes, trails, scenic & historic byways, and the communities along them.
CE1.1 Conduct driver education campaigns focused on the importance of safe speeds, safe behaviors by all modes, and safe interactions with people using active transportation.
CE1.2 Conduct active transportation user education campaigns.
CE1.3 Develop walking and cycling safety education lessons for youth (or full curriculum) and make available to schools and communities.

CE2.1 Conduct social media campaign focused on the Kansas Active Transportation Video Series.
CE2.2 Promote and provide trainings on active transportation economic impact calculator to local communities.
CE2.3 Create and fund positions that support the development of active transportation programs related to the promotion and education of the public, personal, and environmental health and economic benefits of active transportation.
CE2.4 Coordinate a statewide Active Transportation Summit to promote implementation of the state’s Active Transportation Plan.
L1.1 Identify best practices for routine maintenance and repair to ensure accessible sidewalks, ramps, and crossings.
L1.2 Identify best practices and maintenance standards for active transportation facilities.
L1.3 Accommodate active transportation users during construction/maintenance activities.
L2.1 Provide technical assistance and resources related to innovative financing mechanisms for local communities for building, maintaining, and operating active transportation infrastructure.

Internal and External Policy Reform

S2.1 Adopt and begin implementing crossing safety countermeasures identified in the Safe Transportation for Every Pedestrian (STEP) guidance prepared for KDOT, safe behaviors by all modes, and safe interactions.
S2.2 Develop, adopt, and implement a KDOT Complete Streets Program that applies to new construction, reconstruction, rehabilitation, and resurfacing of existing KDOT roadways, city linkages, and local roads.
E1.1 Include equity criteria and weighting in project scoring for active transportation projects.
E1.2 Dedicate funding and technical assistance to build active transportation infrastructure and provide support in underserved and rural communities.
M1.3 Routinely accommodate the needs of non-motorized users in roadway and bridge projects especially if a route is identified in local planning documents.
M1.5 Prioritize funding active transportation networks that provide safe and convenient connections to schools, parks, recreational facilities, transit, and essential services.
M2.1 Provide active transportation design and planning resources, technical assistance, and training to transportation professionals within state agencies, communities, and consultants.
M2.2 Provide guidance for quick-build and demonstration projects that improve conditions for active transportation and vulnerable road users.
HV2.1 Promote streetscaping and placemaking programs and funding opportunities.
CE3.5 Modify current laws for e-bike and other electric micro-mobility devices to conform with national best practices, balancing public safety with e-bike and e-scooter usage.

Baseline Data and Collection Mechanisms

S1.3 Use a data driven approach to target safety improvements for vulnerable road users as determined by the Strategic Highway Safety Plan, KS ATP Crash Analysis, Vulnerable Road User Assessment required by BIL, and other relevant studies.
S3.1 For crashes involving non-motorists, standardize and centralize data collection, analysis, and evaluation to make such data consistent, sharable, and actionable. Collect data annually at a minimum.
S3.2 Work with law enforcement to evaluate and improve crash reporting system to incorporate best practices and reduce any biases based on mode, race, gender, age, or background.
E2.1 Define equity measures, criteria, and data collection methods that can be used to help channel more funding to underserved communities, and to measure ongoing progress.

Chapter 7.

Tools and Resources

A number of tools and resources are available to help KDOT, MPOs, local communities, and others create strong active transportation networks, policies, and programs based on best practices. To ensure that communities have access to the most updated resources, a webpage has been created that will be updated regularly by KDOT staff. This webpage includes access to toolkits developed specifically for this ATP: <https://www.ksdot.org/KansasATP.asp>

Active Transportation Planning Toolkit for Small- and Mid-Sized Communities, includes the following:

- Active Transportation Plan Template
- Guide to Creating Active Transportation Maps
- Visual Glossary of Active Transportation Infrastructure
- Engagement Tools
 - Survey Questions
 - Press Release
 - Social Media Posts
 - Flyer Template
- Funding Your Plan
- Active Transportation Resources

The **resource page** also includes guidance and best practices on the following topics, including:

- Design Guidance
- Mapping and Network Planning
- Engagement and Equity
- Project Delivery
- Data Tools and Performance Measures
- Funding and Economic Impact Analysis
- Active Tourism
- Bicycle and Pedestrian Safety Education



Credit: ATP Cameraroll



Credit: Prairie Travelers



Credit: Two Hundred

Glossary

There are many terms used to describe different components of the transportation system, treatments, and bikeway types. To promote consistency and ease of understanding, the following terms are used throughout this Active Transportation Plan.

Accessible - Able to be reached or used by people of all levels of abilities. Often used to describe a facility that is, at a minimum, compliant with the Americans with Disabilities Act (ADA, see below).

Active Transportation - An umbrella term for all the ways people can get around in an active manner, such as walking, biking, using mobility assistance devices (such as wheelchairs and scooters), in-line skating, skateboarding, and more.

Americans with Disabilities Act (ADA) - The Americans with Disabilities Act (ADA) is a comprehensive federal statute that prevents discrimination and requires equal opportunity in the areas of employment, transportation, state and local services, programs and activities, public accommodations and communications. Federal standards provide guidance on accessible routes, curb ramps, transit shelters, and other elements of the built environment. For more info, visit www.ada.gov/index.html

Infrastructure – In the context of this plan, infrastructure refers to any type of physical treatment or facility designed to be used by active transportation modes (biking, walking, skateboarding, using a wheelchair, riding a scooter). Infrastructure examples could be linear, such as sidewalks, trails, or on-street bikeways, or they could be at specific locations, such as curb extensions, pedestrian crossing islands, or marked crosswalks.

Barrier – In the context of this plan, a barrier is some kind of obstacle that prevents movement or access via active transportation. Natural barriers could be lakes, rivers, or mountains, while unnatural barriers could be highways, walls, or fences.

Bikeway – Any type of bicycle facility, including paths in separate rights-of-way and on-street bikeways. Includes bike lanes, paved shoulders, signed bike routes, and sidepaths.

Bikeshare – A service made available by public or private entities where individuals may access shared bicycles on a short-term basis for a price or for free.

Capital Improvement Program (CIP) – A short-range plan that identifies and plans for capital projects and related financing options.

Complete Streets - Streets that are designed to provide safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor-vehicles, and people of all ages and abilities, including children, older adults, and individuals with disabilities.

Curb Extension – Treatment or application designed to visually and physically narrow the roadway in order to create safer and shorter crossing distances for pedestrians while increasing the available space for street furniture, benches, plantings, and trees.

FHWA – Federal Highway Administration.

Gap - In the context of this plan, a gap is a break in continuity of infrastructure. An example could be a section of sidewalk that is missing between two other segments of sidewalks.

Network – In the context of this plan, “network” refers to the system of active transportation infrastructure that are connected to enable access to a wide variety of destinations.

Micromobility: Transportation over short distances provided by lightweight, usually single-person vehicles (such as bicycles and scooters).

Mid-Block Crossing – Designated crosswalks away from an established intersection provided to facilitate crossings at places where there is a significant pedestrian desire line such as bus stops, parks, and building entrances.

Mobility: The potential for movement and the ability to get from one place to another using one or more modes of transport to meet daily needs. As such, it differs from accessibility, which refers to the ability to access or reach a desired service or activity.

Mode Split – The percentage of travelers using a particular type of transportation (e.g., driving, biking, walking, transit).

Multimodal: Refers to transportation and land use planning that considers diverse transportation options, typically including walking, cycling, public transit and automobile, and accounts for land use factors that affect accessibility.

Pavement Markings – Pavement markings are used to convey messages to roadway (or shared use path) users. They indicate

which part of the road to use, provide information about conditions ahead, and indicate where passing is allowed.

Performance Measure – A metric used to determine progress or setbacks toward achieving a specific goal and objective. Performance measures are usually tracked regularly (e.g., annually) to understand trends.

Placemaking - Creating places and focuses on transforming public spaces to strengthen the connections between people and these places. Placemaking is a process centered on people and their needs, aspirations, desires, and visions, which relies strongly on community participation.

Raised Crosswalk – Traffic calming treatment at a pedestrian crossing or crosswalk that raises the entire wheelbase of a vehicle to encourage motorists to reduce speed.

Right-of-Way – A right to make a way over a piece of land, usually to and from another piece of land, for transportation purposes.

Separated Bike Lane – One- or two-way bikeway that combines the user experience of a sidepath with the on-street infrastructure of a conventional bike lane. They are physically separated from both motor vehicle and pedestrian traffic.

Shared Lane Marking – Shared lane markings (or “sharrows”) are pavement markings that denote shared bicycle and motor vehicle travel lanes.

Shared Use Path – Shared use paths, also commonly referred to as trails or greenways, are paths designed for and generally used by bicyclists, pedestrians, and other non-motorized users.

Speed Management - A set of measures to limit the negative effects of excessive and inappropriate speeds.

Traffic Calming – A strategy to slow the speed of motor vehicle traffic to a “desired speed” by incorporating physical features, such as chicanes, mini traffic circles, speed humps, and curb extensions.

Transportation Demand Management (TDM): A set of strategies aimed at maximizing traveler choices. Managing demand is about providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel, and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability.

Vulnerable (Users and/or Modes) - Nonmotorists including pedestrians, bicyclists, other cyclists, and persons on personal conveyances.

Walkable – An area or a route that is suitable or safe for walking.

Walking - Walking is an inclusive term that includes both ambulatory and non-ambulatory modes. Walking encompasses all forms of mobility devices, including using a wheelchair, cane, walker, or other mobility device that allows the user to travel at human speed.

Wayfinding – A system of directional signs along streets or paths that assist people in finding major destinations. Wayfinding can be designed specifically for drivers, bicyclists, or pedestrians.



Credit: Toole Design



Kansas Active Transportation Plan

