



Kansas

RANKING # 48

REGIONAL RANKING » MIDWEST #13

GOVERNOR: Sam Brownback

DOT COMMISSIONER: Michael King

BICYCLE/PEDESTRIAN COORDINATOR: Davonna Moore and Mike Spadafore

STATE ADVOCACY GROUP: KanBikeWalk

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

1 LEGISLATION AND ENFORCEMENT

2 POLICIES AND PROGRAMS

1 INFRASTRUCTURE AND FUNDING

2 EDUCATION AND ENCOURAGEMENT

1 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

1% OR MORE OF PEOPLE COMMUTING BY BIKE

SAFE PASSING LAW (3 FEET OR GREATER)

COMPLETE STREETS POLICY

DEDICATED STATE FUNDING

ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)

SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

OVERALL POINTS

19 of 100

2014: 22 of 100

FEEDBACK

- Kansas does not have a state bicycle plan that has been created or updated in the last 10 years. Kansas should adopt a statewide bicycle plan, or bicycle and pedestrian plan, to ensure that bicycling is included in future transportation funding decisions.
- Invest in a Bicycle and Pedestrian Count Program. Modern counting programs rely on a variety of technologies, including continuous counters, to accurately assess the prevalence of people who bike and walk in communities. Consider offering a competitive grant program for communities or fostering a partnership with a university.
- Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects. These once in a generation projects should create connections for all transportation users rather than build barriers.
- Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.
- Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.
- Few people in Kansas currently bike to work. Adopt a mode share goal of people biking to work at a national average rate. Providing safe and convenient networks of bicycle infrastructure in communities is likely to help you reach your goal.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.