



BICYCLE FRIENDLY STATE REPORT CARD

KANSAS

RANKED

37

OF 50

STATE ADVOCACY GROUP:
KANBIKEWALK

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Kansas, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Kansas.

Bicyclists and advocates for better bicycling and walking in Kansas should pay close attention as KDOT is currently in the public participation process for developing a new Long Range Transportation Plan (visioning for 2045). Public input opportunities, and input from local communities with goals to improve bicycling can significantly shape future decisions at this time.

Congratulations to the Kansas legislature who for the first time dedicated state funding to biking and walking projects and programs. The \$2 million dedicated for FY 2020 will provide a down payment for a statewide bicycle and pedestrian plan and other activities as the legislature works on longer term funding.

In response to safety concerns, KDOT has partnered with the Adventure Cycling Association to improve safety on the TransAmerica/USBR 76 and USBR 66. This is an exciting partnership to advance bicyclist safety.

Adopt a goal to increase the prevalence of people biking. More people biking can improve rates of physical activity, reduce emissions, and reduce cost of transportation projects compared to motor vehicle projects.

Kansas has set a safety target [https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Kansas should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

Update your state bicycle master plan. The last statewide bicycle plan was adopted in 1995 and many advances in bicycle planning, design, and infrastructure have occurred since that time.

Many states understand the connection between transportation and health. Consider how the state DOT can work with public health stakeholders to enable physical activity and mitigate the negative effects of emissions, limited access to resources, and traffic violence.

Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

Repeal the state's mandatory sidepath law. Many sidepaths are designed for recreational use and are not convenient for transportation purposes, or are not built for higher speed recreational riding. Also, the current law is written in a way that is likely to cause confusion about its applicability.

	Infrastructure & Funding	C
	Education & Encouragement	C-
	Legislation & Enforcement	C
	Policies & Programs	C-
	Evaluation & Planning	C+

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	

Federal Data on Biking		Rank
Ridership	0.4% of commuters biking to work	32/50
Safety	10.3 fatalities per 10K bike commuters ⁱⁱ	34/50
Spending	\$3.03 per capita FHWA spending on biking and walking ⁱⁱⁱ	19/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown:


KANSAS

 Infrastructure & Funding Ranked 24 of 50 States C	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	B-
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	D
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	B
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	A

 Policies & Programs Ranked 33 of 50 States C-	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	F
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	B-
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	B
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	B

 Education & Encouragement Ranked 39 of 50 States C-	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	B
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	D-

 Evaluation & Planning Ranked 27 of 50 States C+	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	B-
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	D+
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	C
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A

 Legislation & Enforcement Ranked 29 of 50 States C	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	C-
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	C+
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	B

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.



**WE'RE ALL IN THIS
TOGETHER!**

**THE LEAGUE
OF AMERICAN BICYCLISTS**

JOIN US!

As a member, you'll receive *American Bicyclist*, *Bicycling* magazine, and help propel the bike movement forward as we work to make bicycling safer, more convenient, and accessible to all. JOIN TODAY AT BIKELEAGUE.ORG/JOIN