WALK BIKE ROLL KANSAS

VIRTUAL SERIES

Active Transportation Planning Toolkit

Speakers:

Matt Messina, KDOT Multimodal Transportation, Chief
Jenny Kramer, KDOT Active Transportation Manager
Nelda Buckley, KU Transportation Center's Local Technical Assistance Program (LTAP)- Local Field Liaison
Tammy Sufi, Toole Design

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Webinar Housekeeping

- This meeting is being **recorded**
- Turn on closed captions from the menu bar with the CC icon. Click and drag captions to preferred location on screen.
- Submit questions via the **Q & A function or chat**
- We'll send a follow-up email within the next week with **link to recording and Q & A transcript**
- For more information on the Kansas Active Transportation Enhancement (KATE), access to webinar recordings and other resources, and to sign-up for future sessions, visit: https://www.ksdot.gov/KansasATP.asp
- You can also register for the AT Summit on the KATE page or at www.walkbikerollks.com

KDOT Staff Introductions

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Miranda Hingston

Behind the Scenes Zoom Maven

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Walk Bike Roll Virtual Series

2:00 PM, 4th Wednesdays (usually!)	
September 20-22nd	**In-Person Active Transportation Summit, McPherson**
October 25th	Increasing Safety for Pedestrians
December 13th	Mobility and Access for All: New Public Right-of-Way Accessibility Guidelines (PROWAG) under the Americans with Disablities Act

www.walkbikerollks.com

Why Develop an Active Transportation Plan?

- Document your community's intentions for walking, biking, and rolling
- Elevate walking, biking and rolling as a valid form of transportation
- Accommodate and improve safety for people who cannot or choose not to drive
- Improve quality of life and encourage aging in place for all residents with a long-term multimodal vision
- Identify priority routes with an emphasis on equity and need
- Increase competitiveness for all types of funding

Active Transportation Planning Toolkit for Small- and Mid-Sized Communities

March 2022

Photo: LiveWell Douglas County

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Examples of stakeholders you'll want to engage:

- Residents
- Property owners
- Elected and/or appointed officials
- Limited English Proficiency (LEP) speakers
- Businesses
- Schools
- Large employers
- Economic development organizations
- Transportation businesses and agencies
- Faith-based institutions
- Non-profit organizations
- Advocacy groups
- County government
- KDOT
- Metropolitan Planning Organizations if applicable
- Others

When to Get Technical Assistance

This toolkit provides guidance for the high-level elements of active transportation planning, but many municipalities may need additional resources to complete an ATP. Working with County, state, or consultant resources for technical assistance can provide cost-efficient support for certain aspects of active transportation planning if existing internal staff and resources are not available to you. Consider seeking technical assistance for the following tasks:

High-level mapping analysis: This toolkit provides guidance for creating basic maps using Powerpoint, but some projects require more advanced mapping that involves spatial analyses or complex graphics.

Engineering drawings: While concept and illustrative design can help secure grant funding and community support, technical engineering drawings are required to advance projects to implementation. In addition, for projects that involve intersections of major roadways, highways, and bridges, you'll want to get engineering support early in the project to think through realistic concept ideas.

Cost estimates: Cost estimates are critical to establish the basis for project decisions and to create metrics to measure project success. Technical support for cost estimates should include contingencies for environmental review, construction management, traffic control, and other needs, and should be based on current municipality bid items.

Steps to Create Your Plan

- Assemble a team
- Identify vision and goals
- Document current conditions
- Engage community members and stakeholders
- Identify and map out networks
- Develop and prioritize recommendations
- Identify possible funding sources
- Include plan for maintenance and evaluation
- Promote and share plan

Engagement Tools

- Sample Surveys
- Press Release Template
- Social Media Guidance and Sample Post
- Flyer Template

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Visual Glossary: Bikeway Examples

Shoulders

- A paved section of roadway outside of the travel lane with no less than 5ft wide riding space to accommodate bicycles.
- Often used in rural contexts; shoulder widths should be based on traffic volumes and posted speeds. For rural roads over 45 mph and/or 3,000-6,000 vehicles per day, shared use paths may be desirable.
- Shoulders can be differentiated with contrasting pavement materials and/or surface coloring, wide solid white edge line markings, buffered white edge lines, and/or rumble strips. Attention should be paid to rumble strip design and shoulder maintenance to ensure a usable safe facility.

Bike Boulevards

- Low-stress bikeways primarily located on low-volume, low-speed local streets.
- Treatments such as shared lane markings, wayfinding signs, and traffic calming features are implemented to prioritize bicycle travel, including at crossings with higher volume arterials.
- A key aspect design is to ensure comfortable and safe crossings of intersecting arterials so that travel along the bicycle boulevard can be maintained.
- At approaches to higher speed and volume streets, many bicycle boulevards transition to bike lanes, separated bike lanes, or shared use paths.

Conventional Bike Lanes

- Exclusive space for bicyclists to operate one-way on the roadway through the use of pavement markings and signs.
- Width determined by context, speed and traffic volumes, minimum 5 feet.
- Research shows improvements to bicyclist safety; however, many studies do not account for factors such as exposure, maintenance, or differences in implementation.
- Intersections can be enhanced with bicycle lane extensions through the intersections, green colored pavement, and regulatory signs.
- Conventional lanes may also transition to shared lanes or one-way separated bike lanes.

Buffered Bike Lanes

- Similar to conventional bike lanes, but provides additional horizontal separation between cyclists and motorized travel lanes with street painting only.
- Typically used on streets with moderate traffic volumes (1,500 to 6,000 vehicles per day) and low speeds (20 to 30 mph typical speeds).
- Often implemented on streets with excess width but without high enough vehicle speeds or volumes to warrant physical separation.
- Painted buffer increases lateral separation between bicyclists and hazards such as passing motor vehicles and car doors.

Separated Bike Lanes

- A bike lane physically separated from motor vehicle traffic by parking, landscaping, curb, flexpost, or other vertical element.
- Can provide a low-stress bicycling environment along busier corridors (greater than 6,000 vehicles per day or speeds above 30 mph).
- May be at sidewalk level, street level, or intermediate height.
- May be one-way or two-way configuration.
- Separate sidewalk is provided for pedestrians.
- Requires clear bike lane markings or protective treatments at intersections.

Shared Use Paths / Trails

- Fully separated from traffic and intended for shared use by a variety of users, including pedestrians, bicyclists, and joggers.
- Can provide a low-stress bicycling environment along busier roadway corridors (greater than 6,000 vehicles per day or speeds above 30 mph) or outside of a roadway environment in parks, along streambeds or railway corridors, etc.
- Minimum width of 10', typically range from 10' to 14' depending on frequency and the variety of users.
- Major road crossings may have signals, crossing beacons, refuge islands, or bridges and underpasses.
- Can provide connections along non-roadway corridors (e.g. rivers and railways).

Visual Glossary: Enhances Crossing Treatment Examples

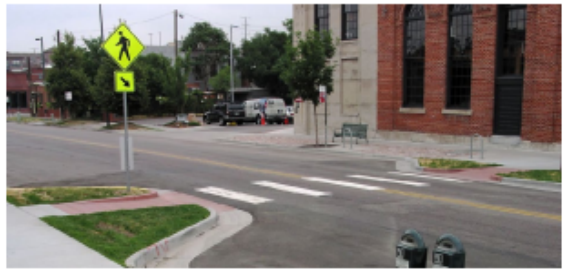
Marked Crosswalk

- Indicates to pedestrians the recommended location to cross the roadway and alerts approaching motorists as to where pedestrians may be crossing the street.
- When combined with other treatments such as curb extensions or a Rectangular Rapid Flashing Beacon,marked crosswalks improve safety.
- Crosswalks should directly connect the approaching sidewalks and should be located to maximize the visibility of pedestrians.
- Marked crosswalks should be at least 8 feet wide or the width of the approaching sidewalk, whichever is greater.

Medians and Crossing Island

- Also known as refuge islands or center islands.
- Raised areas that are constructed in the center portion of a roadway, serving as a place of refuge for people who cross the road mid-block or at an intersection.
- Allows pedestrians and bicyclists to concentrate their attention on one direction of traffic at a time while crossing the roadway.
- Refuges can drastically reduce pedestrian delay and vehicle conflicts by increasing the number of safe gaps that are available.
- A width of 8' or greater is preferred to allow storage space for a bicycle and to allow space for a level landing and truncated domes.

Curb Extension



- Extends the sidewalk into the roadway to reduce the crossing distance of the roadway for pedestrians and pedestrian exposure to vehicular traffic.
- Provides visual cues to drivers that encourage them to reduce speeds and be aware of pedestrians and bicyclists.
- Improves intersection sight distance for vehicles and pedestrians since they restrict parking near the intersection.
- Provides additional space to construct ADA-compliant curb ramps.
- Can be used at intersections and mid-block crosswalks.
- Most appropriate in urban or town settings.

Raised Crosswalk

- Combines a marked crosswalk with a speed table that extends the full width of the crossing.
- A speed table is a traffic calming device that raises the entire wheelbase of a motor vehicle. This type of vertical deflection can have a positive effect for bicyclists and pedestrians, as it reduces motor vehicle speeds.
- Typically used at midblock locations with marked crosswalks.
- Also good for locations with high bicycle and pedestrian activity, roundabout crossings, and locations where shared use paths cross commercial driveways or ramps.

Pedestrian Hybrid Beacon (PHB)

- Formerly known as a High-intensity Activated crosswalk (HAWK), a PHB is a beacon installed at unsignalized locations to assist pedestrians in crossing a street at a marked crosswalk.
- Warns and controls traffic with the use of two side-by-side red lenses and a single yellow below the red.
- Most effective at locations where signs and markings do not provide adequate safety measures and/or where installation of a conventional traffic signal is unwarranted and/or cost prohibitive.

Rectangular Rapid Flashing Beacon (RRFB)

- A crossing enhancement at uncontrolled intersections that can be activated manually by a pedestrian pushbutton or by a pedestrian detection system.
- Typically includes one RRFB device on each end of a crosswalk with two rapidly and alternatively flashing rectangular yellow indications attached to a pole supplementing the pedestrian warning sign or school crossing sign at a crosswalk.
- Most effective on roadways with volumes less than 12,000 vehicles per day and with speeds less than 40 mph.
- Can reduce vehicle-pedestrian crashes by 47%

Guide to Creating Active Transportation Maps

Microsoft PowerPoint Map Templates and How-to Guide

For more Active Transportation Planning Resources, visit the KDOT Active Transportation Planning Toolkit webpage

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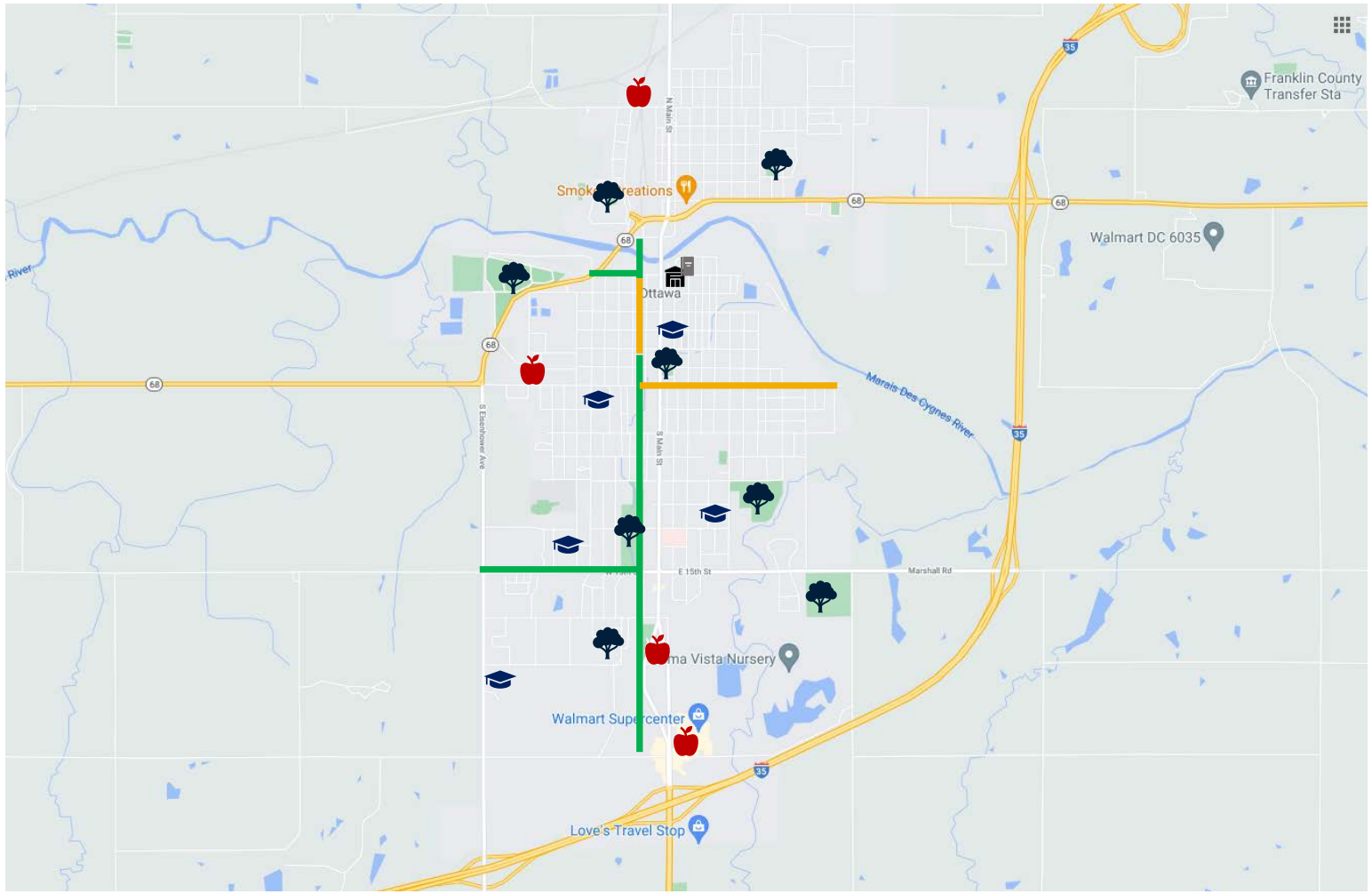
Add your community's logo here

Legend

- *Existing Sidewalk(s)*
- *Existing On-Street Bike Route*
- *Park/Open Space*
- *School*
- *City Hall*
- *Grocery Store*
- *Library*

*[CITY/TOWN NAME HERE] – **Existing** Walking and Bicycling Routes*



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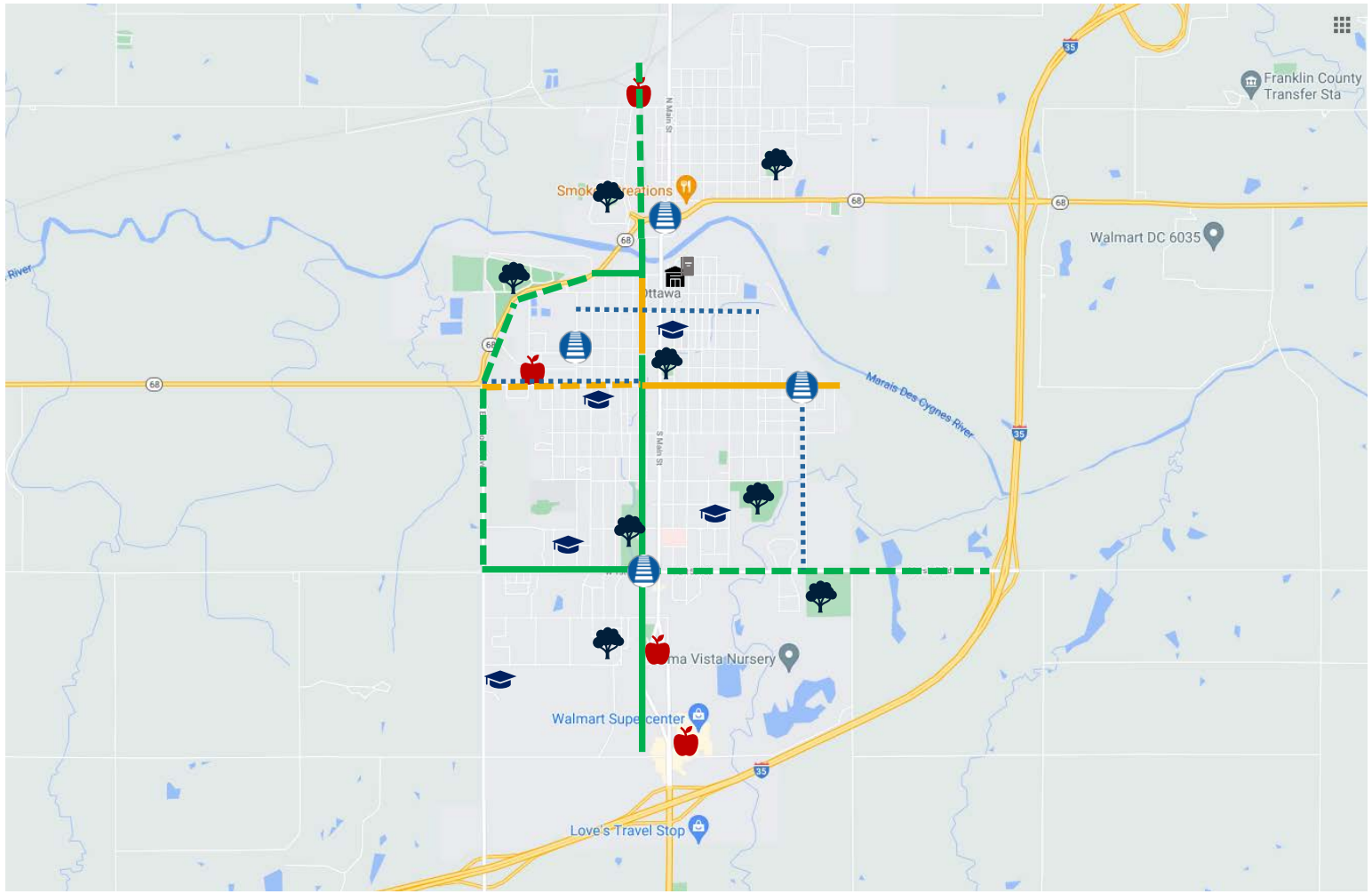
Add your community's logo here

Legend

Existing	Planned	
		Sidewalk
		On-Street Bike Route
		Off-Street Trail
		Planned Crossing Improvement
		Park/Open Space
		School
		City Hall
		Grocery Store
		Library

[CITY/TOWN NAME HERE] – Existing and Planned Walking and Bicycling Routes



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Plan Template

[Town/City Name Here] Active Transportation Plan

[Insert Date Adopted & Community Photo]

Save and edit this template to document your community's plan. For guidance, visit the KDOT Active Transportation Planning Toolkit website for the Toolkit Guidebook and other resources. Don't forget to share your plan at kdotapp.ksdot.gov/PlanRegistry.

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Introduction

The [town/city name] Active Transportation Plan (ATP) is a blueprint for the [town/city of X] to make walking, bicycling and other modes of active transportation safe, easy, convenient, and enjoyable for people of all ages, abilities, and backgrounds.

This Plan was developed following the process set forth in the KDOT Active Transportation Planning Toolkit for Small- and Mid-Sized Communities. It is organized as follows:

1. **Background**
2. **Community Engagement**
3. **Vision & Goals**
4. **Community Snapshot & Current Conditions**
5. **Key Issues, Gaps, & Barriers**
6. **Recommendations**
7. **Prioritization of Projects & Performance Measures**
8. **Maintenance & Implementation**

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1. Background

[Write a short paragraph that describes your city here.
Add additional pages as needed.]

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Photo goes here.

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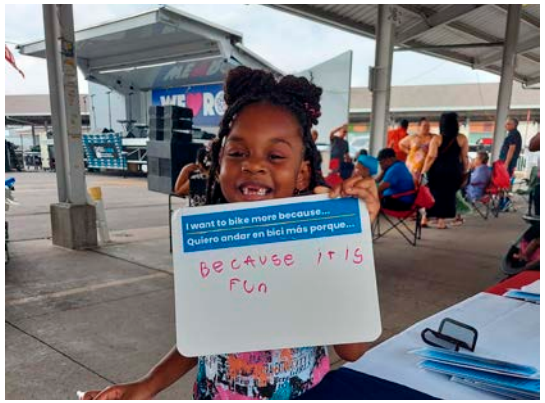
2. Community Engagement

[Write a brief summary of how you engaged the public in this plan. There is room on the following page to list key stakeholders.]

Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed do eiusmod tempor incididunt ut labore et dolore magna aliqua. Ut enim ad minim veniam, quis nostrud exercitation ullamco laboris nisi ut aliquip ex ea commodo consequat. Duis aute irure dolor in reprehenderit in voluptate velit esse cillum dolore eu fugiat nulla pariatur. Excepteur sint occaecat cupidatat non proident, sunt in culpa qui officia deserunt mollit anim id est laborum

Photo goes here.



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2. Community Engagement

Who We Talked To

[Use this space to list stakeholder involved in the planning process]

- Lorem ipsum dolor
- sit amet, consectetur adipiscing elit, sed do eiusmod
- tempor incididunt ut labore et dolore magna aliqua.
- Ut enim ad minim veniam
- quis nostrud exercitation
- ullamco laboris nisi ut aliquip

Photo goes here.

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3. Vision

[Include your active transportation vision here. We've included the statewide vision as a placeholder.]

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.

Photo goes here.

Goals

[Include your active transportation goals here. We've included the statewide goals as a placeholder.]

Safety: Reduce the frequency and severity of crashes involving pedestrians, bicyclists, 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 lives, 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.

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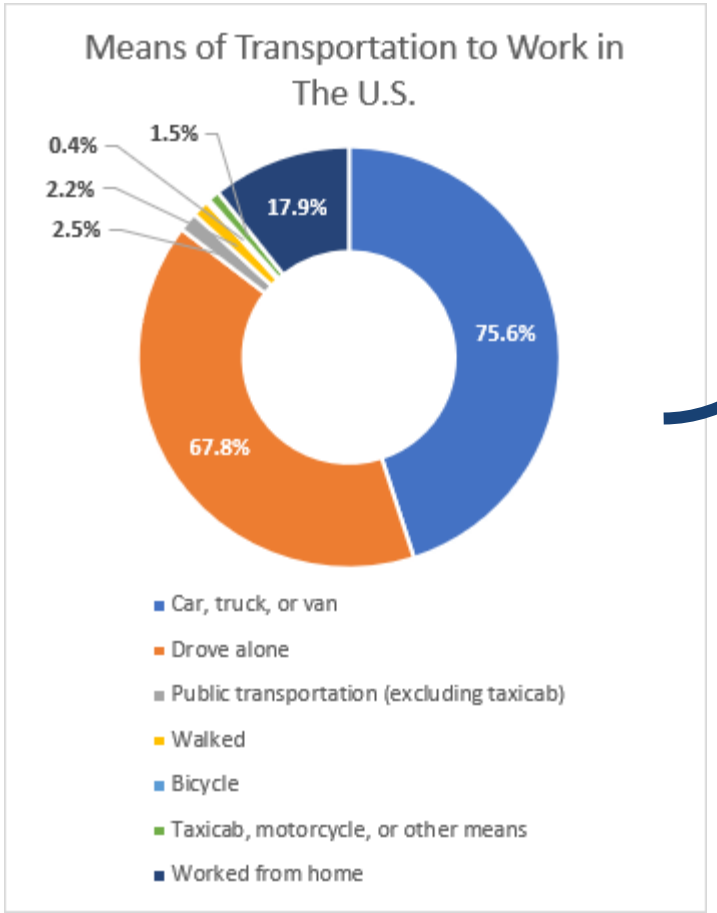
4. Community Snapshot & Current Conditions

[Use this space to provide more demographic background and the existing demographic conditions of your community as described in Section 3 of the Toolkit Guidebook. Add additional pages as needed.]



Insert tables, charts or maps of key demographic characteristics

Figure x: Describe image above

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4. Community Snapshot & Current Conditions

Current Active Transportation Conditions

[Use this space to describe your assessment of current conditions. Section 3 of the Toolkit Guidebook walks you through key questions to ask during this assessment and the Guide to Creating Walking and Bicycling Maps will help you create maps of existing conditions, gaps, and barriers. There is additional space on the following pages to include maps, lists of key issues, and photos illustrating conditions.]

Street Grid

[Describe the existing conditions of the street grid and street types].

Bicycle Routes and Infrastructure

[Describe the existing conditions of bicycle infrastructure]

Sidewalks

[Describe the existing conditions of sidewalks]

Intersections and Crossings

[Describe the existing conditions of intersections and street crossings]

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4. Community Snapshot & Current Conditions

Current Active Transportation Conditions (continued)

[Duplicate this slide as needed for additional content.]

Public Transportation

[Describe the existing conditions of transit service and bus stops]

Destinations

[Describe the location and types of neighborhood destinations as described by the community]

Crashes

[Describe where crashes have occurred in the neighborhood]

Facility Type	Existing Mileage
Sidewalks	xx mi.
Trails / Paths	xx mi.
Bikeways	xx mi.
Total	xx mi.

Table x: The existing mileage of sidewalks, trails, and bikeways in the City of [name here].

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4. Community Snapshot & Current Conditions

Current Active Transportation Conditions Map

Insert ‘Existing Active Transportation Conditions’ map here. You might also want to include a map that highlights gaps and barriers. Need Resources? Visit the **KDOT Active Transportation Planning Toolkit** webpage

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5. Key Issues, Gaps, & Barriers

[Use this space to list key issues, gaps, and barriers.]

- Xxx
- Xxx
- Xxx
- Xxx

Insert image(s) of existing conditions

Figure x: Describe image above

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5. Key Issues, Gaps, & Barriers (continued)

[Use this space to list key issues, gaps, and barriers.]

- Xxx
- Xxx
- Xxx
- Xxx

Insert image(s) of existing conditions

Figure x: Describe image above

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Key Issues, Gaps, & Barriers (continued)

[Use this space to list key issues, gaps, and barriers.]

- Xxx
- Xxx
- Xxx
- Xxx

Insert image(s) of existing conditions

Figure x: Describe image above

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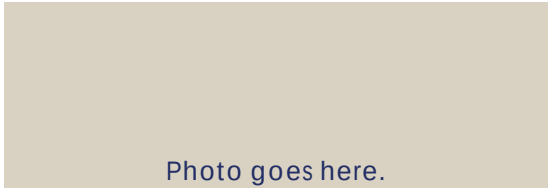
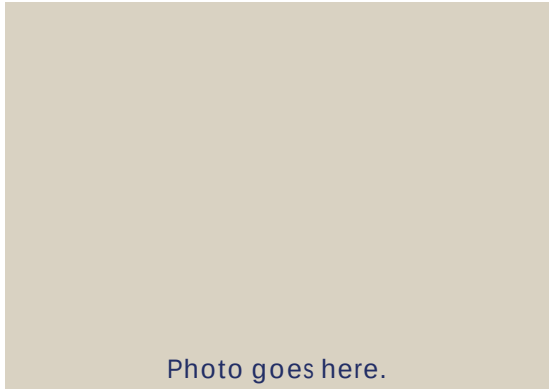
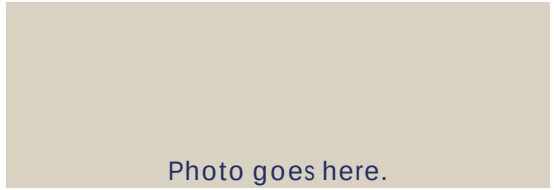
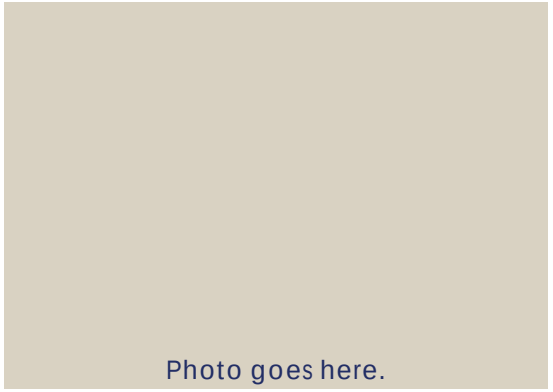
6. Recommendations - Desired Active Transportation Infrastructure

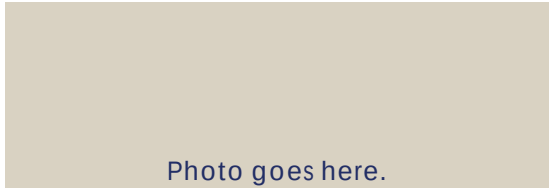
[Tailor the set of photos below to show which types of infrastructure your community is most interested in installing to improve active transportation.]

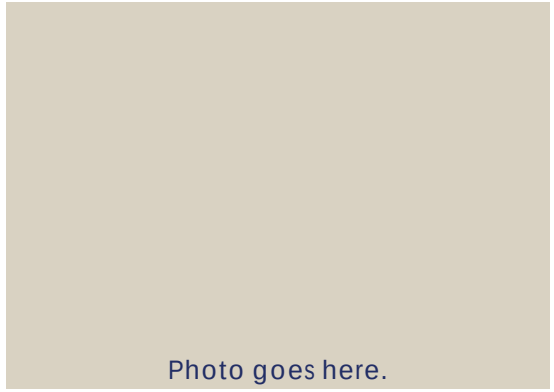








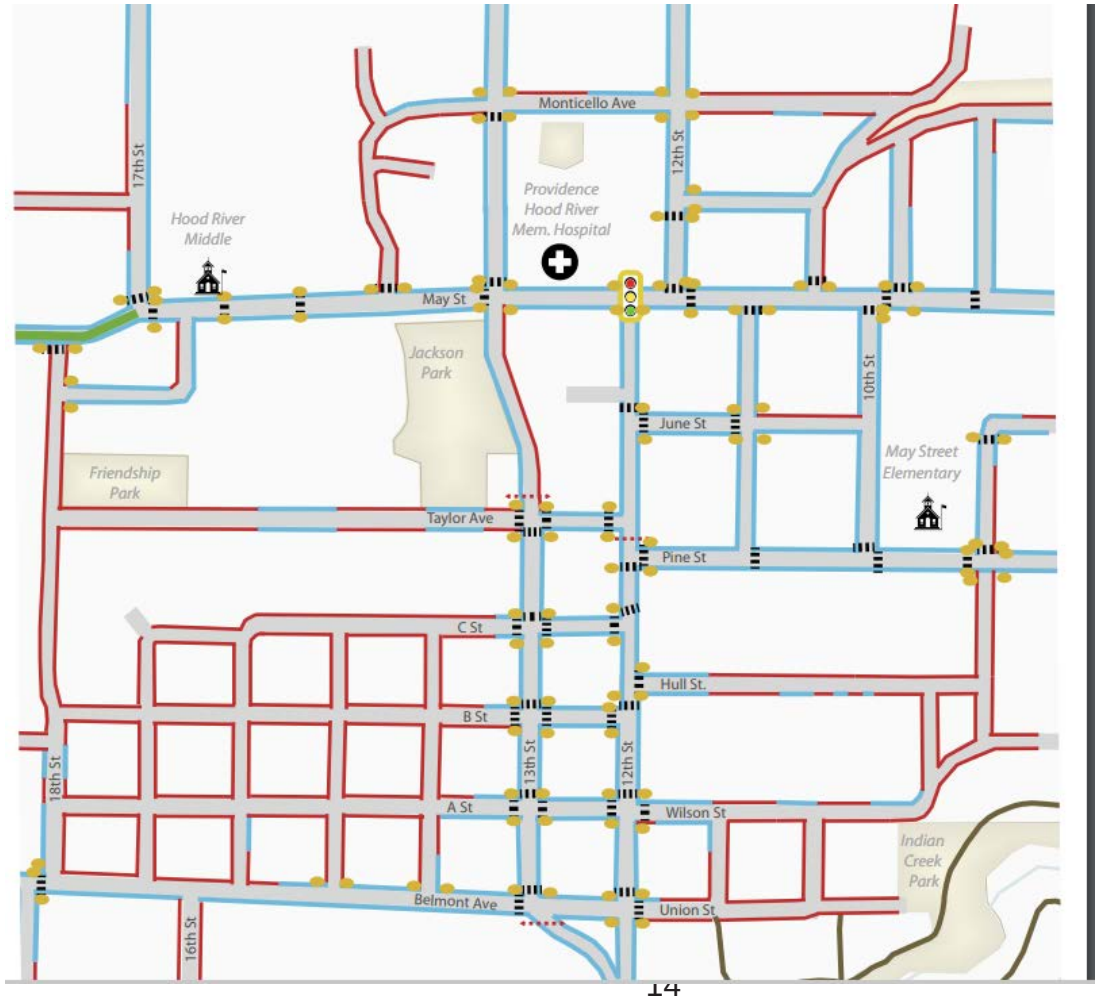




6. Recommendations

Proposed Active Transportation Network Improvements

[Insert planned network map(s) here. See the Guide to Creating Active Transportation Maps on the KDOT Active Transportation Planning Toolkit webpage. Depending on the size of your community, you may need separate maps for walking and bicycling]



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6. Recommendations

Proposed Active Transportation Network Improvements

Sidewalks				
Description	Map #	Location (s)	Priority	
[Describe the infrastructure recommendation, e.g. widen sidewalk between Main and Oak]		[Describe the location of the recommendation]		

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6. Recommendations

Proposed Active Transportation Network Improvements

Intersections				
Description	Map #	Location (s)	Priority	
	I1			
	I2			
	I3			

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6. Recommendations
Proposed Active Transportation Network Improvements

Streets				
Description	Map #	Location (s)	Priority	
		.		
		.		
		.		
		.		

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6. Recommendations

Program Recommendations

Program	Action Items	Responsible Party	Key Partners	Timeframe	Status
School curriculum on walking and biking					
Group skills rides					
Walk/bike audits					
Walk/bike challenges and competitions					
Walk/bike clubs					
Public education campaigns					
Adult cycling courses					
Crash reports that include pedestrian and bicycle crash trends					
Community events like Open Streets or “Ciclovia” events					
Community or school health and wellness policies					
Employer incentives for active transportation					
Bicycle-Friendly Businesses					
Bicycle rodeos					
Walk and bike to school/work events					
Walking school buses					
Speed reduction program					
Bicycle and pedestrian counts					
Temporary demonstration projects					
Walking/biking route maps and signage					
Other_____					

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6. Recommendations

Policy Recommendations

Policy	Action Items	Responsible Party	Key Partners	Timeframe	Status
Multimodal roadway design standards and guidelines					
Complete Streets policy					
Vision Zero Policy/Plan					
Maintenance Policy					
Zoning/Subdivision regulations					
Residential speed limits					
Parking maximums					
Other_____					

6. Recommendations

Supportive Infrastructure Recommendations

Supportive Infrastructure	Action Items	Responsible Party	Key Partners	Timeframe	Status
Bikeshare					
Wayfinding signage					
Bicycle Parking					
Street Furniture					
Lighting					
Water Fountains					
Bicycle fix-it stations					
Other _____					

7. Project Prioritization

Project prioritization is a process used to help determine the order in which projects should be built or implemented. Project prioritization balances stakeholders and community priorities with real-world constraints such as funding and project programming. Through this planning process, stakeholder and public input were considered to help group projects into three categories of priorities:

Short-term

- Projects to focus on in the next five years to kick-start the implementation of this plan and build community support

Medium-term

- Projects that may be more complicated and take 6-10 years to implement; and

Longer-term

- Projects that are not prioritized for immediate implementation but would help complete the full active transportation network.

Table x to the right shows the prioritization scoring results for each of the planned projects in [name here].

	Project Location	Project Type	Prioritization Rank/Score
Short-term (0-5 years)	X Street (x street to x street)	Trail	x
	X Street (x street to x street)	Sidewalk	x
	X Street (x street to x street)	Buffered bike lane	x
Medium-term (6-10 years)			
Long-term (10+ years)			

Table x: Project prioritization scoring results, grouped by short-term, mid-term, and long-term project priorities.

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7. Performance Measures

Adjust this table to display only measures selected for your community. Fill in the columns to make a plan for how these data will be monitored.

Measure	Baseline	Target	Timeline (how often is data collected/updated)	Data source/collection responsibility
Miles of network built	__ miles	Increase of __ miles		
Number of high priority facilities built	__ projects	Increase of __ projects		
Number of bicycle parking facilities	__ parking spaces	Increase of __parking spaces		
Number of infrastructure projects built to serve priority communities	__ facilities	Increase of __ facilities		
Increase in the number of people traveling by active transportation at count locations	__ people	__% increase		
Increase in the number of students traveling by active transportation to school	__ people	__% increase		
Number of children and adults who participate in pedestrian and bicycle education programming every year	__ people	__ people		
Number of people engaged through public education campaigns	__ people	__ people		
Number of people in target populations engaged through public education campaigns	__ people	__ people		
Number of Bicycle Friendly Businesses	__ businesses	Increase of __ businesses		
Increase in public support and comfort with active transportation as measured by community survey	__% people in support	Increase of __% support		
Number of crashes involving bicyclists/pedestrians	__ crashes	Decrease of __%		
Severity of crashes	__% high severity	Decrease of __%		

8. Maintaining the Active Transportation Network

Maintenance is a crucial component of a well-functioning trail, sidewalk, and bikeway network in [City name here]. A timely response to maintenance issues will extend the life of the City's investments, increase safety, encourage more people to walk or bike, and boost confidence in the active transportation network. Maintaining the planned and existing infrastructure in [name here] will require coordination between agencies, including KDOT, [name here] County, and [city/town name here]. The following is a list of common maintenance practices for walking and biking infrastructure:

- Funding for maintenance
- Pavement Surface Treatments (fog seal, slurry seal, chip seal, microsurfacing)
- Crack Treatments
- Pothole and Depression Repair (hot mix asphalt patching, cold mix asphalt patching, and infrared patching)
- Resurfacing (asphalt overlay, mill and overlay)
- Sweeping
- Pavement marking maintenance (striping and other markings)
- Sign and signal maintenance
- Snow and Ice Clearing
- De-Icing and Anti-icing
- Vegetation Management

Table x on page x outlines the planned biking and walking infrastructure projects, the likely party responsible for maintenance, and maintenance recommendations for each project.

Insert image(s) of an existing bikeway, sidewalk, or trail in your community.

Insert image(s) of an existing bikeway, sidewalk, or trail in your community.

8. Maintenance Plan

Project Location	Project Type	Maintenance Responsibility	Routine Maintenance Recommendations	Potential Funding Source
X Street (x Street to x Street)	Trail	Parks Department	Sweeping (quarterly); seal coating as needed, vegetation management	
X Street (x Street to x Street)	Sidewalk	County	Vegetation management; snow and ice clearing	
X Street (x Street to x Street)	Buffered bike lane	KDOT	Sweeping (quarterly); snow clearing as needed; anti-icing; pavement marking maintenance	

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8. Implementation Action Plan

[Use this space to identify the immediate Action Steps necessary to begin implementing the priority projects, policies and programs identified in your plan.]

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Active Transportation Plan and Policy Registry

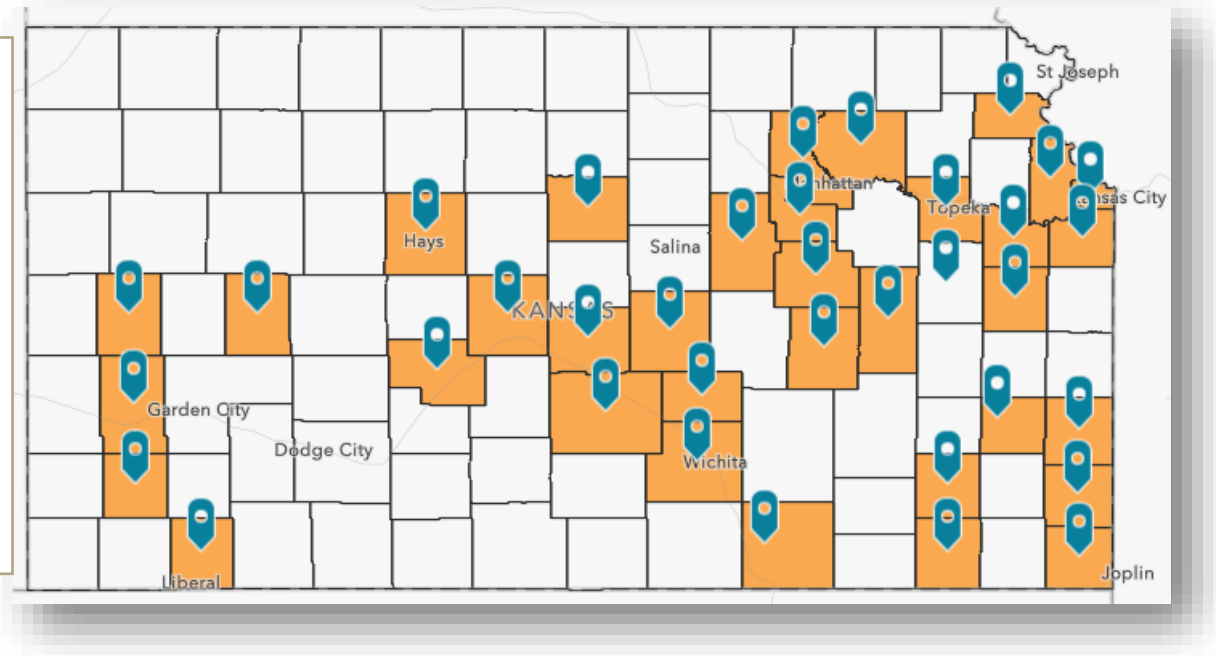
Reno County

Hutchinson Bicycle and Pedestrian Master Plan (2014)

Hutchinson Complete Streets Policy (2015)

Reno County Bicycle Transportation Study (2016)

Safe Routes to School Comprehensive Plan-USD 312, Haven (2016)



Once your Active Transportation Plan is complete, submit on the Kansas Active Transportation Plan and Policy Registry

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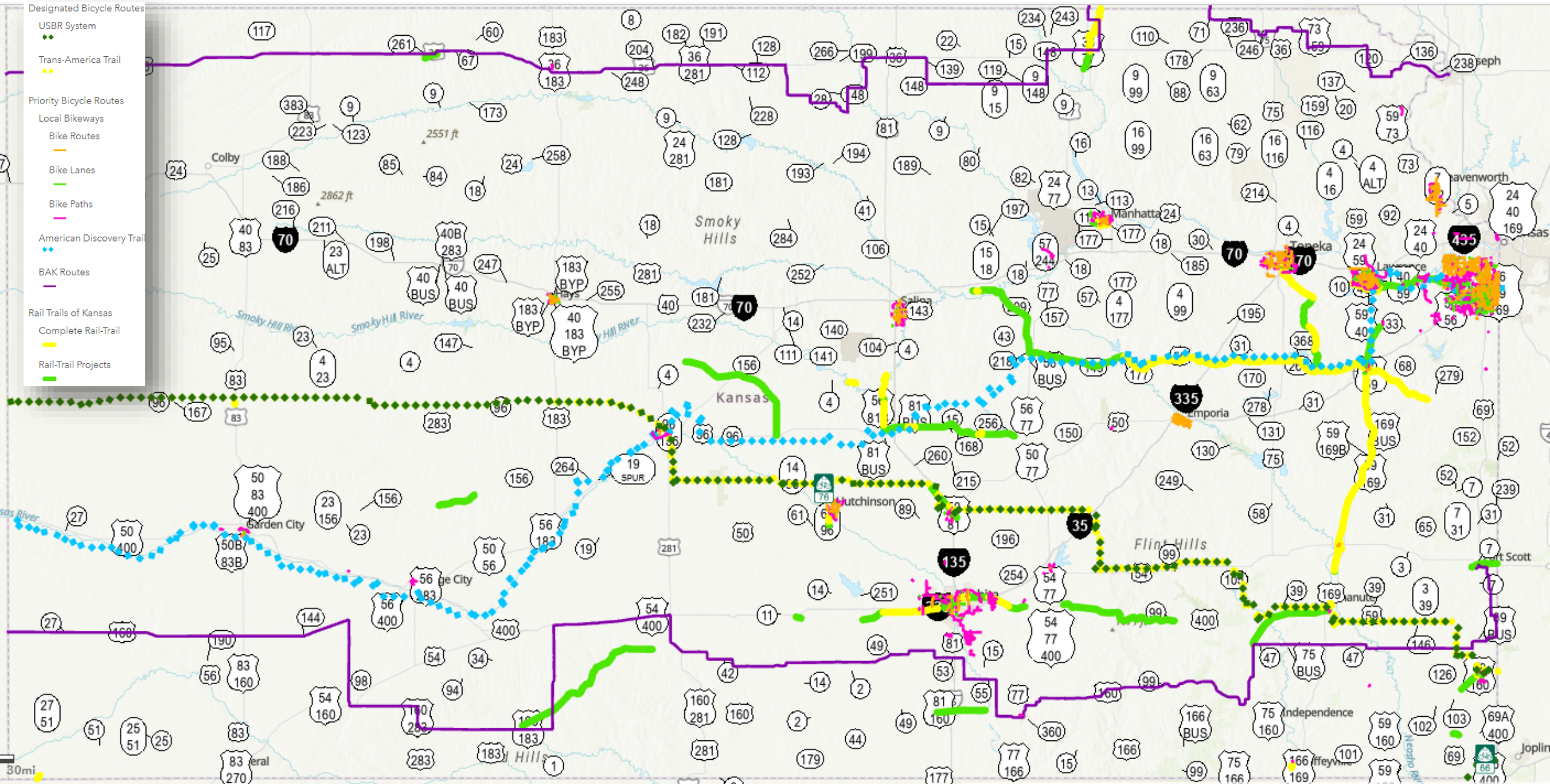
KanPlan Designated and Priority Bicycle Routes



Poll Questions

- Have you used the planning toolkit yet?
- Are you planning to develop a plan for Active Transportation soon?
- Would this toolkit be helpful to you in developing your plan?

Nelda Buckley

Nelda Buckley, KU Transportation Center's Local Technical Assistance Program (LTAP)- Local Field Liaison

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Funding Opportunities for Active Transportation

KDOT Funding Opportunities

- Transportation Alternatives - next Call for Projects expected February 2024
- IKE Program: Community Resources
- KDOT's Cost Share Program - Call for projects in Spring and Fall. Proposals to integrate pedestrian and bicycle facilities into proposed road projects is encouraged. Stand-alone active transportation projects also eligible. ACCEPTING APPS NOW!! Due Sept. 21, 2023
- Economic Development - Funds transportation improvements that will recruit new businesses and encourage growth of existing businesses
- Kansas Safe Routes to School—More funding opportunities to be announced this September!

External Funding Opportunities:

- USDOT Pedestrian and Bicycle Funding Opportunities Table
- KDWP Recreation Trail Program – Funds recreational trails, trail heads and amenities, etc. ACCEPTING APPS NOW!! Due Sept. 30, 2023
- Sunflower Trails – Funds trails and trail champion cohorts
- AARP Community Challenge - Provides small grants to fund ". quick-action" projects that make a community more livable for people of all ages and abilities
- People for Bikes – Grants to support bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride.

This list is also available on the KDOT Funding Opportunities webpage.

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Q&A Session

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Mark your Calendars!

www.walkbikerollks.com

A limited number of travel scholarships are available for those who need financial assistance to attend the Summit. Information posted on Summit website!

September 20–22, 2023

McPherson, Kansas

Join us for a three-day, in-person event for transportation professionals, advocates, and community members from across the state. You will deepen your understanding of the **Kansas Active Transportation Plan** and build valuable partnerships as you learn how to improve walking, biking,

Summit Agenda

Wednesday, September 20

- **Welcome** – McPherson Mayor Brown
- **Active Transportation in Kansas** – Jenny Kramer and Matt Messina (KDOT)
- **Setting the Stage** – Jay Aber (WSP)
- **Keynote** – Michael Kelley (BWKC)
- **Creating Peaceful Streets - New Bicycle Design Guidance from AASHTO** – Mariel Coleman (TD)
- **Mobility Justice – Building an Equitable Transportation System** - TBD
- **People-Focused Communities** – Michelle Griffin (OCCK)
- **Social Activity** (TBA)

Thursday, September 21

- **Plenary Session**: **Funding Active Transportation** – Moderated by Elizabeth Burger
- **Normalizing Walking, Biking, and Rolling for Transportation** – Moderated by Kim Neufeld
- **Mobile Workshops/Special Interest Small Groups**
- **Reconnecting Communities through Active Transportation** – Nick Hernandez and Melissa McCoy (City of Dodge, KS)
- **Operations and Maintenance Networks that Work 24/7/365** – Shaun Murphy Lopez (TD)
- **Mobile Workshops/Special Interest Small Groups**

Friday, September 23

- **Safe Routes to School Kansas Reboot** – Ann Katt (KDOT SRTS Coordinator)
- **What Kids Learn!** - SRTS educational activities
- **Kansas SRTS Success Stories**

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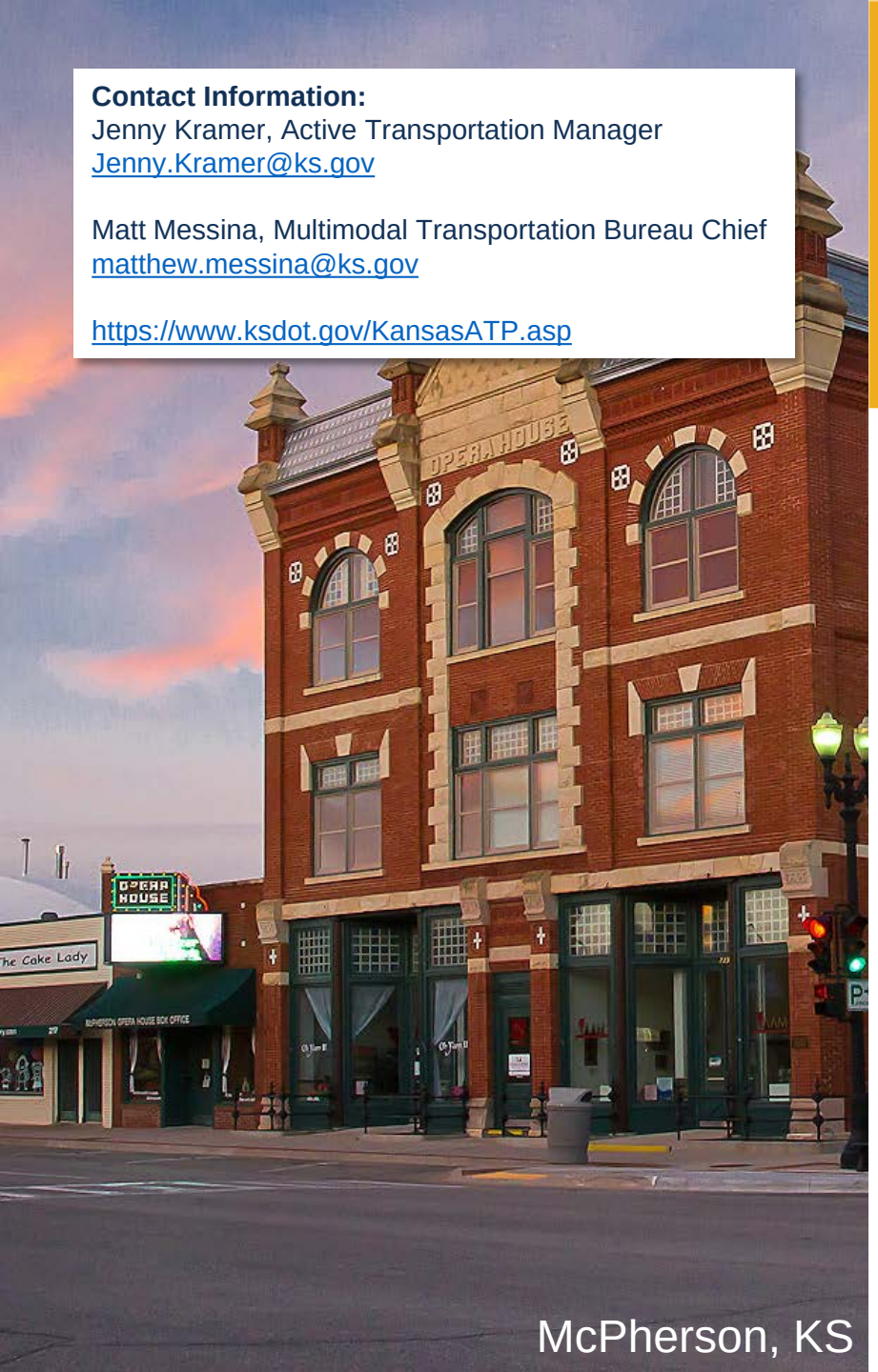

McPherson, KS

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https://www.ksdot.gov/KansasATP.asp

WALK BIKE ROLL KANSAS

VIRTUAL SERIES

WALK BIKE ROLL KANSAS ACTIVE TRANSPORTATION SUMMIT

Save the Date: September 20–22, 2023

Thank you!

Virtual Walk Bike Roll Virtual Series

Next In-Person Session: Walk Bike Roll Active Transportation Summit

September 20-22, 2023 www.walkbikerollks.com

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