

# Kansas Active Transportation Plan

## Notes from the Public Meeting on June 15, 2021

The Kansas Department of Transportation (KDOT) held its second round of public meetings for the **Kansas Active Transportation Plan (ATP)** on June 15, 2021. They were formatted as virtual meetings via Zoom. The first happened from 10:30 a.m. to 12 p.m.; the second from 5:30 to 7 p.m. A total of 89 people participated. During the meetings, KDOT and the consultant team presented the revised vision and goals. Then they discussed potential action steps for the following topics:

- Safety
- Education
- Equity
- Mobility
- Connectivity and accessibility
- Health
- Community vibrancy
- Sustainability
- Maintenance and preservation

Discussion questions included:

- What's your opinion of the potential action steps? (thumbs up, thumbs down, or questions)
- What types of action steps are missing from each goal?
- Which action steps are most important for each goal?
- How should KDOT address sustainability?

KDOT and the Team also outlined next steps in the project, such as the development of an ATP toolkit for active tourism and another for ATP planning in small- and medium-sized communities. They noted the planning document would be completed by late 2021. In response, meeting participants provided 525 comments and reactions during the morning meeting and 255 at the evening event. The project team used a combination of Mentimeter.com and Zoom chat and voice to collect feedback. Overall, comments describe a need or desire for:

- Increased education on all topics.
- More funding and active transportation prioritization.
- Increased marketing, advertisement, and cultural shifts toward active transportation planning, organizational partnerships, along with integrative planning, design, sustainability, and construction on all existing and proposed active transportation projects/networks.



An expanded summary of overall comments is available on pages 2 - 9 of this report. Verbatim comments from Mentimeter.com and the Zoom chat box are shown on the remaining pages. Screenshots of the Mentimeter.com comments are attached.

## Overall Comments

- **Safety**
  - » **Overall opinion of the safety action steps:** Mostly positive  
(re: speed and design; education; data collection and analysis; and laws)
  - » **Most important type of action(s):** Speed and design and education
  - » **Missing Action Steps:**
    - Need or desire more public awareness and education of active transportation rules and expectations. Specifically geared toward younger generations and elected officials.
      - Great desire for Driver's Ed classes for all soon-to-be-drivers in the state of Kansas as well as a driver's ed course specifically designated for active transportation users.
        - "Extending on previous comments, teaching pre-teens safe active transportation is some of the best Driver's Ed you can have."
    - Would like to see legal action or incentive for the promotion active transportation users or against reckless or rude vehicle users.
      - Harsher speed laws (especially in neighborhoods), less punitive laws, and more laws that protect the rights and safety of active transportation users.
        - "There are laws that aren't enforced. I.e. 3-foot rule, stopping for peds in crosswalks, no motorized vehicles on bike paths. Maybe it's enforcement that needs to change."
    - Harrassment
      - There is currently a bad attitude from law enforcement and drivers and how they view and treat active transportation users. Some stated there is victim-blaming present or that active transportation users are up to illegal street activities.
      - This de incentivizes active transportation users from walking or biking.
      - Example: verbal harrassment, sexual harrassment, physical harrassment



- “I see nothing here about other kinds of safety – like harassment, I have personally not yet been hit on my bike, but I HAVE been harassed, buzzed at close distance, had things thrown at me, etc.”

## ▪ Education

### » Overall opinion of the safety action steps: All positive

(re: education programs; health, safety and mobility coordinators; technical education and training)

### » Most important type of action(s): Technical education and training

### » Missing types of action steps:

- Missing education or knowledge of alternative or active transportation rules, regulations, and laws.
  - Specifically needed for strictly vehicular users, younger generations, policy makers/elected officials (local, regional and state), law enforcement, and rural engineers.
    - “Ensuring that broad education programs come through a lens of moving people safely, to the greatest extent possible avoiding a "cars vs. bikes" reaction from the average person (who is probably in a car).”
- Need education on the benefits of active or alternative transportation, GREEN paint on roadways, and first-hand experience of the active transportation user.
  - First-hand experience of an active transportation user would positively impact designers, policy makers/elected officials, and vehicle users to better understand the issues and problems of its current state of use. This first-hand experience would allow designers and policy makers to more effectively design active transportation and to enforce laws and regulations to promote better active transportation safety and place within the larger transportation network.
    - “Recommendation: every road project location should be walked/biked by design team (preferably with their family) ...this is more design related. change of perspective.”
- Cyclists should be involved in the design process and/or have a cyclist or cyclist advocate on the city planning board.
  - “Allocate at least one seat on the relevant elected bodies for a pedestrian/cyclist advocate.”



- Need more effective and wide-spread marketing of active transportation and events that promote or support active transportation.
  - Example: Commercials, YouTube Public Service Announcements, yard signs, stickers
    - “Education is okay for sure, but passive. The far more powerful action is **MARKETING**, frequent prompts and unified messaging on safety for walkers and cyclists, especially directed to drivers to watch for seniors, schoolchildren and disabled!”

- **Equity**

- » **Overall opinion of the safety action steps:** All positive (re: data; prioritiation; funding and techncial assistance)
- » **Most important type of action(s):** Funding and techical assistance
- » **Missing types of action steps:**
  - Need better definition of “equity.”
    - Does equity = parity?
      - “Make sure it’s clear what is meant by ‘equity’, so that it can’t be watered down.”
      - “To me ‘equity’ can mean parity—that pedestrians, cyclists, and handicapped accessibility are equally important to single occupancy vehicles.”
  - Need community involvement and engagement.
  - Severe lack of funding for trails and accessibility.
    - Need prioritization of funds.
      - “Funds are limited, so prioritization is critical. Good data is the key to effective prioritization.”
      - “I would like to see some kind of funding system that dovetails with local economic development funding initiatives, chambers of commerce, Main Street organizations, county economic development nonprofits, etc.”
  - Need to connect to critical services.
    - ” Cost of housing and infrastructure design as well as accessibility to healthy foods within reasonable distance.”



- “Accessible Connections to factory employers and grocery stores for where families are living.”

- **Mobility**

- » **Overall opinion of the safety action steps:** All positive

(re: cultural acceptance of active transportation; safe, attractive, and connected infrastructure)

- » **Most important type of action(s):** Safe, attractive, and connected infrastructure

- » **Missing types of action steps:**

- Desire additional, dedicated funding for facilities and supporting businesses.
  - “As a cyclist, and a distance runner, I enjoy those activities more when there is a bike shop nearby, and a specialty shoe store. I think most people will enjoy these activities more and do them more, if the supporting businesses are available nearby.”
- Re-brand or re-market attitudes about active transportation.
  - Frequent messaging and messaging towards younger audiences/users.
  - Need a cultural shift.
    - “I personally think that cultural shifts are the key to all of this -- that cycling and walking should feel safe, fun, and efficient alternatives to driving. Getting loads of drivers to just TRY these activities is key in my view -- and that's where an event/incentive could come in.”
  - Support from Rails-to-Trails and/or a “Complete Street” program.
- More transportation options/opportunities.
  - For elderly, disabled, or alternative transportation users.
  - More “parking” or facilities for bikes and scooters.
- Education for cyclists, motorists, and elected officials about the importance of active transportation connectivity and safety.
  - Idaho Stop Law.
  - “Education of City Councils on the importance of active transportation connectivity, most don't understand why we need it. And most don't have a way to fund it or don't think it's a priority.”



- “Safe, attractive, connected, GREEN infrastructure - mobility should be enhanced through design strategies like tree canopy, reduction of urban heat island effects, streambed restoration to maintain integrity of streamway trails, etc.”
- **Connectivity and Accessibility**
  - » **Overall opinion of the safety action steps:** All positive  
(re: land use/transportation connections; subdivision and zoning requirements; planning and design; regional routes and trails; community cohesiveness)
  - » **Most important type of action(s):** Planning and Design
  - » **Missing types of action steps:**
    - Define roles and responsibilities of law enforcement, the city, and maintenance.
      - Who is in charge of snow removal, debris clearing, or other maintenance? Who responds when there is a safety issue? The county sheriff or city police?
        - “Need to include some language about collaboration between city police and county sheriffs, to protect cyclists. For example, when I cyclist gets attacked by dogs outside the city limits, the county sheriff is often unresponsive, or apathetic.”
    - Design requirements.
      - Facilities on trail and at end-of-trail. (e.g. showers, bathrooms, drinking fountains/hydration stops, rest stops, shelters, safety considerations, gateways, signs, etc.)
        - “Regional trails/routes, build it and they will come.”
    - Individual land owners and eminent domain.
      - “One single landowner could derail an entire rail trail project. I would like to see broader use of eminent domain, where appropriate, to acquire land specifically for trail development projects.”
    - Sense of Place – Community Cohesiveness
      - Tie schools, commercial, and residential places to one another through trail networks.
        - “Recreational trails that tie to schools and commercial corridors should get a priority because of their increased economic benefit and health benefit that is community-wide.





## ▪ Community Vibrancy

- » **Overall opinion of the safety action steps:** Mostly positive  
(re: active tourism; other goals, e.g. safety, mobility, connectivity, and accessibility; ties in results of on-going economic impact analysis)
- » **Most important type of action(s):** To be determined
- » **Missing types of action steps:**
  - General confusion of definition and meaning of term “community vibrancy.”
    - Standalone goal or tie-in to other topic?
    - Community activism? Tourism? For tourists or long-term residents? Events? Sense of community?
      - “Only question I’d have pushing tourism is does this drown out the concerns of residents who have long-standing infrastructure concerns. How does self-determination play into the prioritization process? What if a community wants safe routes to schools more than tourism infrastructure?”
  - City should be in charge of maintaining sidewalks, same as roadways.
    - Should be the responsibility of the city and not the individual property owners.
      - “Argue for maintenance of sidewalks in the same way that streets are maintained, as public infrastructure.”
      - “We could pay for our entire bike network in Wichita with the budget we devote to a highway.”
  - Economic Impact.
    - Should be its own topic/stand-alone goal.
      - “I think the economic-impact analysis is a great inclusion here as well. But speaking specifically about how the plan will bring jobs, increase property values, and increase retail sales can really help people ask more of the right questions.”
    - Katy Trail in Missouri is good example of the positive economic benefits of a regional trail system.

## ▪ Sustainability

- » **Overall opinion on the approach to sustainability:** Make it a stand-alone goal  
(re: reduce reliance on single-occupancy vehicles through maintenance of existing infrastructure and investment in transportation that moves all Kansans safely and comfortably regardless of travel mode). Other comments include:





- What does it mean to this project? Lots of different definitions.
  - Is it preservation? Maintenance? Long-term? Short-term?
- Should be integrated into all categories. Or not?
  - “To me the sustainability is so important so rolling it into another goal dilutes it and doesn't make it as obvious a goal.”
  - “Maybe sustainability could be a stand-alone not to duplicate individually sustainable efforts but in terms of continuing to tie other goals together with a data target (such as reduced SOV), that represents the outcome of all the other goals combined.
- Need funding for long-term maintenance/resiliency/sustainability.
  - Require maintenance & preservation plans in initial project plan, cost, and development.
    - “Perhaps project grants or funding opportunities that include 5-10-year maintenance dollars (depending on the project) to help cities transition their budgets for future maintenance.”
  - Think beyond the life cycles of projects. Think about environment and health impacts.
- Prioritize:
  - Green infrastructure.
  - “Fix-it first method” vs. destroy and build new.
    - “Maintenance should be re-prioritized in relation to new development. And similar to what Michael Kelley mentioned, Maintenance departments should be viewed as leaders in redevelopment. Instead of new development.”
  - Routes to community activities, tourism sites, places of worship, places of work, underserved neighborhoods, etc.
  - Sidewalk preservations and restoration.

## Verbatim Comments by Topic

### Safety

- **Overall opinion of the safety action steps:** Mostly positive (re: speed and design; education; data collection and analysis; and laws)
- **Most important type of action(s):** Speed and design and education
- **Missing types of safety actions:**
  - » Events - proactively getting people out and on bikes/walking etc.



- » Immediate Changes: Quick Build/Demo Projects are key to making interventions in a fast way. Allow/fund quick build programs.
- » Pretty hard to comment here since you are no longer showing us the details.
- » Laws don't address speed and design section— these are great goals that could be more specific regarding who will fund and enforce these changes.
- » Good, if municipalities will actually follow through.
- » Inclusion of long-distance communication methods for rural roads in particular, e.g. cell phone service.
- » Better enforcement of higher speeds especially in small towns that are bisected by a thru highway.
- » Positive motivation? Something to encourage and promote safe and good practices, a part of or beyond education.
- » Are there any teeth or incentives for communities to cooperate?
- » There needs to be some legal mechanism to push the adoption of new and innovative infrastructure designs, that naturally cause motorists to reduce their operating speeds.
- » I like the intermediate/quick build comment. Especially for smaller communities without a lot of funding.
- » Perhaps a goal with a reduction of VMT might work in the safety (and several other) sections.
- » who monitors bike paths for motorized vehicles and tickets? I often see them and not sure what to do.
- » Education about 3-foot law.
- » Laws need to be stronger related to distracted drivers, in order to make cycling safer.
- » Need a funding source for bike/ped pedestrian improvements.
- » Design.
- » More education okay, less punitive laws.
- » How does the The Manual on Uniform Traffic Control Devices for Streets and Highways affect these action steps? Does it need to be addressed?
- » Make bicycling and walking a component of drivers' education. (What made me appreciate the risks and obstacles of biking and walking was becoming a bicyclist. Before that I was a driver who thought they were a nuisance that didn't belong on the roads).
- » Trail etiquette - share the road, share the trail education.



- » Trails along streamways can be impacted by flood events. education on safety and evacuation routes.
- » Including “reduction of single-use vehicles”. I think that might happen naturally, but it gives fodder to those against bikes/peds ... they could say something like “see, they just want to get rid of cars and the gas industry”. Could work against all the other goals if stated explicitly.
- » In my opinion, it isn’t enough to decrease statutory speeds. People drive too fast all the time. Decreasing the statutory speed must be coupled with the necessary visual and spatial design changes necessary to convince people to change their behavior.
- » Would like to see emphasis in rural areas since cyclists like to ride there. – Bob
- » @bob. absolutely. Would love to see more “sharrows” on rural roads or share-the-road signs.
- » I'm the jaded old lady who thinks laws will be tough because there will be such a fight to get anything changed.
- » Rural roads could mean gravel or dirt not just paved.
- » Gravel has become quite popular for cyclists. Especially in KS.
- » There are laws that aren’t enforced. I.e. 3-foot rule, stopping for peds in crosswalks, no motorized vehicles on bike paths. Maybe it’s enforcement that needs to change.
- » Laws should also consider decriminalizing draconian laws which unnecessarily punish vulnerable road users.
- » I see nothing here about other kinds of safety -- like harassment. I have personally not yet been hit on my bike, but I HAVE been harassed, buzzed at close distance, had things thrown at me, etc.
- » And of course, sexual harassment both cycling and walking.
- » Are the crashes more likely on state/fed roads, or do they occur more on local roads? This one may be leading down the wrong path, so to speak.
- » Could you briefly define "dooring"?
- » On this question, experience of this past weekend tells me nothing less than separate facilities will help on rural roads.
- » I don't know about Kansas as a whole. But in Wichita, I've seen traffic studies that never acknowledge bike and pedestrian users. Think that active transportation impact should be included on all traffic.



- » Thank you on the harassment issue. Not taken seriously when you bother to report it. Attitude from local law enforcement and local officials is “why don’t you just get a car”.
- » Are laws leading to disproportionate fines or punishment to these users, over policing of groups of people?
- » I believe the harassment is one thing that keeps new people from trying to bike or walk to work.
- » It does. People are totally surprised I will walk anywhere...I have been stopped by law enforcement and it implied that I may be out engaging in sex work because I bother to walk/bike.
- » The reaction of law enforcement tends to always be blamed the victim... 'you weren't riding in the bike lane' etc.
- » Had this thought about Maintenance, but also see it with the Safety: are staff being (re)trained? Or are they doing transportation work as usual even when better studies and policies are introduced?
- » From experience, it’s rare to see the behaviors of transportation/maintenance staff change when they’re set in their ways. Does the ATP address culture change?
- » Second the point [above on cultural change].
- » I second [the harassment and culture] points.
- » Could educational component be added to the driver's license exam?
- » Laws and education are the best methods for addressing safety concerns.
- » My thought exactly (re: above comment).
- » Locally, part [of] my data comments is that if the data is available, then Civil Engineering students can be used to do their own safety studies as part of college work.
- » Better safety may be addressed (incrementally) through designs, possibly.
- » From Michael Kelley - BikeWalkKC to Everyone: 06:40 PM
- » Agree with [included education component on the driver’s license exam]
- » BRING ON THE EDUCATION SLIDE :)
- » Agreed.
- » Yes, drivers ed should include cooperation with pedestrians, bikers, etc.
- » Also, in Wichita, we do not have Driver's Education in schools. If this is a statewide issue, that addresses safety.



- » Laws.
- » Agree w/ “yes, drivers ed should include cooperation with pedestrians, bikers, etc”.
- » I see overlap between speed and laws.
- » Speed and design somewhat limited. feds play a big role here as well.
- » I think tourism, commerce should be included among coordinators.
- » On education -- are there lessons we can learn from motorcycle safety initiatives? I feel like motorcycles sometimes have the same issues as cyclists and pedestrians -- not been SEEN and not being given right of way when merited.
- » At least until bike commuting is mainstream, I think all of us, especially professionals should reach out to those who are already biking and walking as their sole transportation. Including homeless. They are the current experts.
- » Elected official training. SGA is going that nationally. Still don't see electees stand up for it often enough.
- » Short, targeted videos/webinars run in schools for the younger generation (before they become drivers) to reinforce safety and laws earlier in life.
- » Agree w/” At least until bike commuting is mainstream, I think all of us, especially professionals should reach out to those who are already biking and walking as their sole transportation. Including homeless. They are the current experts.”
- » I might have missed but maybe education to decision makers on the potential increased # of users of AT if facilities are safer (and perceived as safer). I know many would use AT more in rural areas if there were more safe routes.
- » Not something missing, but a note of observation: education with facilities is limited to which facilities exist. Education is limited where networks don't exist.
- » Extending on previous comments, teaching pre-teens safe active transportation is some of the best Driver's Ed you can have.
- » Law Enforcement Officer.
- » I think there is an education component in here that biking, and walking are FUN (or SHOULD be fun...).
- » As part of the education - loaner GoPro's for current users to get video for local PSA's and involve people locally.
- » Agree on focusing on younger people to prevent another generation of people tied to motor vehicles.
- » Safety, Health, and Mobility.



- » To give an example for Michael's comment about facilities, with the development of our trailhead, we have had a bit of a change in culture within our police department on pedestrian activity in and around the trail and our trailhead amenities. It has been an interesting exercise to watch them be exposed to a new group of behaviors and users.
- » In Basehor we have older generation that drive just as reckless as the younger generation so how can we re-teach them the improvements that have changed since they "learned" how to drive? I had drivers ed in 1997 its dramatically changed in just my lifetime so how can it get to the older generation.
- » If kids are able to be active transportation users when young then driving should be an ADDITION, not a replacement.
- » Great point about cultural change.

## Education

- **Overall opinion of the safety action steps:** All positive (re: education programs; health, safety and mobility coordinators; technical education and training)
- **Most important type of action(s):** Technical education and training
- **Missing types of action steps:**
  - » Funding information.
  - » Education for local, regional, and state elected officials, enforcement (not that I want to rely on them) would be useful as well.
  - » Involve cyclists in designing structures.
  - » All car drivers should have to ride a bicycle on a road with cars as part of their driver test.
  - » Education about the GREEN paint and turn boxes on urban roads.
  - » Really focus on KDOT's rural engineers being trained in this area. A lot of times we find that bike/ped wasn't included in their schooling.
  - » Education on the benefits of active transportation.
  - » Education is okay for sure, but passive. The far more powerful action is **MARKETING**, frequent prompts and unified messaging on safety for walkers and cyclists, especially directed to drivers to watch for seniors, schoolchildren and disabled!
  - » Get creative about targeting audiences and proactive transportation ideas.



- » Ensuring that broad education programs come through a lens of moving people safely, to the greatest extent possible avoiding a "cars vs. bikes" reaction from the average person (who is probably in a car).
- » Events! :) We have to build the culture around all of this and that means getting people outside.
- » Find a reason not to include multimodal components, rather than why to include them.
- » Increase shoulder on rural paved roads.
- » Create educational materials for dissemination at the neighborhood level.
- » Put those decision makers on a bike and drop them on a highway in rural KS and have them ride to the next town. Or blindfold them and have them walk to the grocery/library/city hall/whatever
- » Commercials on TV and radio about rules for passing cyclists on the road
- » Ride the route when designing, and look for blind spots  
Add sharrows and more bike lanes
- » Trail etiquette - share the trail, share the road
- » Kansas is FLAT and easy to ride. need to advertise that it is easy exercise here!
- » Allocate at least one seat on the relevant elected bodies for a pedestrian/cyclist advocate.
- » Working with planning partners throughout the state to maximize the active transportation projects in the state.
- » Media outlets, social media outlets.
- » Funding.
- » Teaching the public what it means to be a "vulnerable" road user.
- » Designs to accommodate services?
- » Education for public safety officers/LEOs about active transportation and the communities who utilize the different modes so they can be useful allies.
- » Maybe part of the ed program but the things like stickers, yard signs, etc. that people can use to advertise active transport. Idea from the comment about motorcycles. Blanket an area with info so people repeatedly see that.
- » I feel like drivers have no idea what it's like to be driven past at 50 mph two feet away. I'd love to put drivers on a curb and blast by them at speed. That kind of experience changes your viewpoint. Maybe there's an idea for a PSA in there...



- » Encouragement efforts to increase usage of facilities.
- » YouTube PSA commercials would be great - destination safe has done some for MO.
- » Education for local, regional, and state elected officials, enforcement (not that I want to rely on them) would be useful as well.
- » Explanation for drivers of the GREEN paint on the urban roads. I get SO MANY questions about that.
- » Need to fight the anti-cyclist memes currently floating around.
- » Basic education about how transportation is currently funded might also help, since most people assume it's entirely funded by fuel taxes.
- » Technical Education should include focus groups where engineers and other transportation officials actually talk to cyclists and other pedestrians to better understand their needs. I know plenty of transportation officials who do not ride bikes.
- » Recommendation: every road project location should be walked/biked by design team (preferably with their family) ...this is more design related. change of perspective.

## Equity

- **Overall opinion of the safety action steps:** All positive (re: data; prioritiation; funding and techncial assistance)
- **Most important type of action(s):** Funding and techical assistance
- **Missing types of action steps:**
  - » Sounds good.
  - » I think public health indices are intertwined with equity as well. Still wrapping my head around this issue, myself, but any thoughts or contributions on this for this project would be great.
  - » Ok.
  - » Doing fine.
  - » Community involvement.
  - » Rural areas and inner city often have similar problems. Can in-kind labor be used as matching funds? Sidewalks are severely lacking in rural and it's almost impossible to walk, especially with a wheelchair or stroller.





- » Need to address the cost of housing and transportation combined.
- » Ok.
- » I think it's okay from what was discussed.
  - curious about metrics and data analysis piece.
- » I would like to see some kind of funding system that dovetails with local economic development funding initiatives, chambers of commerce, Main Street organizations, county economic development nonprofits, etc.
- » Is there a way KDOT can work with the areas that have MPOs to look at equity beyond just EJ? That way a similar analysis can be used on other MPO products/processes.
- » Incentivize investments in corridors and activity centers - around multi-modal hubs.
- » Cost of housing and infrastructure design as well as accessibility to healthy foods within reasonable distance.
- » Funds are limited, so prioritization is critical. Good data is the key to effective prioritization.
- » Please do not assume that urban areas get a lot of attention and funding. Ours definitely does not, even though there are so many low-income children and seniors.
- » Inclusion of members of disparate populations in action step/implementation processes.
- » Connecting to critical services especially those providing resources for low-income individuals.
- » Make sure it's clear what is meant by 'equity', so that it can't be watered down.
- » Accessible Connections to factory employers and grocery stores for where families are living.
- » Invest in areas with neglected urban park and gathering spaces, along trails and roadways.
- » Funding to make trails is really hard to find. Sidewalks are supposed to be a responsibility of government, but a lot of rural governments don't have funding for it.
- » Local community engagement.
- » Alignment of accessibility with other portions of equity focus.
- » To me 'equity' can mean parity—that pedestrians, cyclists, and handicapped accessibility are equally important to single occupancy vehicles.



- » Access to basic technical data from the city.
- » I like this a lot. I think DOTs and local planning partners haven't focused on this enough, or stopped at environmental justice, aka the bare minimum.
- » When I am in Iowa, it seems that all the rural towns have some kind of walking or biking path. How is Iowa able to do that? What is their funding source?
- » In-Kind is not a match for most federal funds (STP or TAP).
- » I think the person who asked about in-kind is wondering if in-kind COULD be a match for smaller communities with smaller budgets - and I'm thinking those communities that are less than 1,000.
- » In our town, Sedan, KS, I had tried to get sidewalks where there was none, but the city board had to sign some kind of paper, but at this point I cannot remember the name of it and we couldn't even put application in.

## Mobility

- **Overall opinion of the safety action steps:** All positive  
(re: cultural acceptance of ATP; safe, attractive, and connected infrastructure)
- **Most important type of action(s):** Safe, attractive, and connected infrastructure
- **Missing types of action steps:**
  - » Implement EV car-sharing in low-income communities.
  - » The biggest obstacle to increasing use is the lack of facilities. There is nothing in this goal about additional funding for facilities.
  - » Additional funding.
  - » Education of City Councils on the importance of active transportation connectivity, most don't understand why we need it. And most don't have a way to fund it or don't think it's a priority.
  - » As a cyclist, and a distance runner, I enjoy those activities more when there is a bike shop nearby, and a specialty shoe store. I think most people will enjoy these activities more and do them more, if the supporting businesses are available nearby.
  - » - Wheelchair accessible cut-outs at intersections.  
- Broken glass on paths and bridges - need education about that.
  - » Work proactively with city officials to change attitudes about active transportation.
  - » Add 'inviting' and 'accessible'.



- » Frequent messaging on the very strong benefits to health and independence -and to cleaner air!
- » Prioritizing vulnerable users in planning and building. Passive detection of pedestrians and cyclists prioritizing their movement since they are exposed to the elements.
- » Start young with messaging.
- » Guidance and funding for sidewalk maintenance. In Wichita, many sidewalks are not safe for all abilities and submitting a complaint to Public Works does not result in anything.
- » Funding, funding and more funding.
- » Not sure if this goes here, but consideration of integration of public transportation (esp. considering complete streets). Of course, this is only applicable with communities that have regular transit systems.
- » Assistance to counties and communities wishing to develop rail-trails.
- » Not just getting the scraps in planning decisions.
- » Safe, attractive, connected, GREEN infrastructure - mobility should be enhanced through design strategies like tree canopy, reduction of urban heat island effects, streambed restoration to maintain integrity of streamway trails, etc.
- » Work to illuminate stigma's about cyclist behavior. Many drivers think that cyclists are a danger to themselves, but most accidents involving cyclists and cars are the motorist's fault.
- » Would like expounding on the complete streets policy - what is this (exclusive to KDOT I would guess) and what are the goals of a possible policy?
- » Rails to trails support would be amazing.
- » Safe bike parking areas at destinations.
- » Need education about how to safely pass a cyclist on a two-lane road with not bike lane (the majority of Kansas roads!) when there is an oncoming car. if neither car yields the cyclist gets forced off the road or hit.
- » Right sizing facilities and scaling process and tools.
- » I support a Statewide complete streets policy. Our City's complete streets policy works well, except when the city commission decides not to implement it.
- » Maybe a Vision Zero policy?
- » Education?



- » More bike/hike trails for smaller communities and between communities.
- » Toolkits for Chamber of Commerce, Tourism, City Admin overlap for multigenerational promotion and events.
- » Special tax credits available for locally owned & operated health and wellness retailers, like bike shops, shoe stores, sports stores, etc.
- » I often go to Journey East restaurant which gives the “bicycle discount” of 10% ! :)
- » Statewide complete streets policy.
  - Recommendation
  - Top down and bottom-up approach
    - Recommending laws changes but also more routine checklists for institutionalizing these changes.
    - Law passed by legislature or by KDOT?
      - Both but needs to come from legislature and lobbying
- » Need to educate drivers how to safely pass a cyclist on a two-lane road with no shoulder when there is an oncoming car. This occurs quite often in Kansas, since most roads have no shoulder. If neither car yields, the cyclist gets hit or forced off the road.
- » Wheels means that flat surfaces are important.
- » Double thumbs up on a statewide complete streets policy and full Idaho Stop.
- » That may be part of what I was referring to earlier. Before my grandfather died, he was legally blind and still driving. We did what we could to get his driver's license taken away and were not able to. I think it was because the testers were afraid of taking away his independence.
- » Thumbs up.
- » Idaho Stop Law, adding on to existing state law that cyclists can treat STOP signs as yield signs, is a momentous idea.
- » I personally think that cultural shifts are the key to all of this -- that cycling and walking should feel safe, fun, and efficient alternatives to driving. Getting loads of drivers to just TRY these activities is key in my view -- and that's where an event/incentive could come in.
- » A collegiate educational component to teach emerging engineers so that they are taught there are already different ways in existence that can accommodate all users.
- » We had same problem with grandpa as Clayton. Maybe we need to make Planning for not driving an education thing for adults. How to get around when you can't get around yourself. That needs to be as much a thing as



planning for retirement. It could happen at any age. And if you plan, you have more control.

- » Good point, Clayton. In Lawrence, if you cannot drive, there is no public transportation after 7 pm or on Sundays. As a wheelchair user, I dread the day that I can no longer drive. I would drive less now if I had options beyond paratransit.
- » I doubt the positive value of anything that may be perceived by other road users as a special advantage for cyclists, like the Idaho proposal. I prefer laws that are common to all users.
- » That is a cool idea.
- » Perhaps a statewide cyclovia?
- » And then we need support and resources as Dot mentioned.
- » AARP, AAA, and your friendly neighborhood Mobility Manager can help with that kind of thing.
- » Re: previous comment -- totally agree. I believe drivers that harass cyclists and pedestrians see them as somehow 'entitled'? Ugh.. I don't know.. it is a such a huge problem.
- » When possible, I like the idea of neighborhoods who's design speed is 15MPH or less. At that point, traditional traffic signs and control are often not needed.
- » Thumbs up.
- » I would push to remove "consider" from "consider/accommodate" under Land Use.
- » Again, sticks and carrots.
- » Agree w/ removing 'consider' from "consider/accommodate".
- » Tie AT improvements in new construction (zoning) to increased building bonuses, faster plan review periods, and FAR bonuses. (density Bonuses).
- » Both sticks and carrots are important, but a tasty carrot goes farther than a sharp stick.
- » More bike/scooter parking, reduced vehicular parking minimum zoning, adaptable and multi-purpose construction, and smaller plot sizes are tools that need to be encouraged.
- » If you do nice things, you get to build more building on your lot.
- » What are FAR bonuses?
- » Floor to Area Ratio.



- » The under 20 or 30 commutes would be hard for my partner (specialized job, giant Metro area to go around) BUT I would like to be able to get everything except that commute (groceries, stores, things to do) closer and less time.
- » Still a 50% reduction in Vehicle Miles Driven per day.
- » Can't choose between these. They are all important, should all be part of our mission. Perhaps the way to prioritize is to focus on what can be done now.

### Connectivity and Accessibility

- **Overall opinion of the safety action steps:** All positive (re: land use/transportation connections; subdivision and zoning requirements; planning and design; regional routes and trails; community cohesiveness)
- **Most important type of action(s):** Planning and Design
- **Missing types of action steps:**
  - » The bike/ped network needs to connect to jobs too.
  - » Under maintenance - snow removal - defining roles and responsibilities (state, local, county). Might as well add sweeping as well.
  - » On-site bike/ped design requirements need to be included in the zoning action so that we don't just get people to the property but to the front door too.
  - » Funding and the understanding of property ownership along rails to trails. People don't like thinking that the rails to trails is infringing on their property rights.
  - » Gateways and signage may be good inclusions here.
  - » PnD: encourage environmental considerations and minimum design standards.
  - » Need to include some language about collaboration between city police and county sheriffs, to protect cyclists. For example, when a cyclist gets attacked by dogs outside the city limits, the county sheriff is often unresponsive, or apathetic.
  - » Hydration and rest stops along trail routes, consider shelter, shade and safety considerations.
  - » Mapping out everything in the state - gotta find those gaps!
  - » I get the idea to have communities adjust zoning or find places for parking but having showers or other end-of-facility services for bicyclists might be hard for smaller communities. That's an expense for something that might only be used a few times.



- » Suggest that instead of referring to 'rails to trails', just say 'trails'. We need trails and walk-bike-wheelchair routes that aren't necessarily where a train once ran.
- » Possibly dedicate funding for planning projects for communities - 2 steps: planning it out and then apply for the funding.
- » I've found that school principals--wonderful as they are in so many ways--lose interest entirely at the school sidewalks. School boards also want to assume that every student has a chauffeur., not want to think about walking or biking to school.
- » Unleashed dogs and their influence on active transportation are a big issue.
- » One single landowner could derail an entire rail trail project. I would like to see broader use of eminent domain, where appropriate, to acquire land specifically for trail development projects.
- » Community cohesiveness - invest in "destinations" along routes that are community gathering spaces like parklets, community gardens, sites of historical/cultural significance - a "sense of place" approach.
- » Schools, cities have provided showers for an event (Bike Across KS, etc) but daily would be hard I would think.
- » Seems complete.
- » Accessibility requirements need to exist even in construction projects. Too often in road construction, no provision is made for walking, wheelchairs and bicycles to get through the construction site. They are stuck finding a way around.
- » Require car modes to justify why they're better as whole than active transport elements when pinned against one another.
- » This one is huge in the long term. For active, slow transportation to be commonplace, we have to get most commutes to 30 minutes or less, even with active transportation's lower speed.
- » Emphasis on strengthening places and connections (rather than eliminating gaps and barriers).
- » Require communities to develop these plans and punish them if they don't.
- » Recreational trails that tie to schools and commercial corridors should get a priority because of their increased economic benefit and health benefit that is community-wide. Compared to trails connecting sub neighborhoods no one else can get to.
- » This has aspects of "defunding" in it, so coordination with the groups that will lose or at best share money should be involved.



- » Regional trails/routes, build it and they will come.
- » Regional routes/trails are also a big tourism booster.
- » Also missing: a sense of place approach; investments in community gathering spaces along routes encourages use (i.e. community gardens, parklets, shade/shelters, historical and cultural points of interest)

## Health

- **Overall opinion of the safety action steps:** Mostly positive (re: partnering)
- **Most important type of action(s):** Partnering and other activities
- **Missing types of action steps:**
  - » Access to critical health services. And grocery stores.
  - » Don't forget the unusual partners like Economic Development, Regional Health Groups, Municipalities, Regional Grant providers, Kansas Health Foundation, Blue Cross Blue Shield of Kansas, etc.
  - » KC Active Transportation Plan - <https://www.kcphysicalactivityplan.org/>
  - » What metrics would be used for the health and transportation relationships?
  - » Physicians! Nurses! Public Health Departments! They must enable and recommend WELLNESS. The obesity epidemic is scary and expensive.
  - » I think partnering is a good approach for KDOT. There are other organizations that specialize in health.
  - » Partnering does seem vague. Would like to see more specifics. What data needs to be shared? Does transportation have any requirements to consult with health depts/groups?
  - » I agree this can/should be more developed. For one thing, emphasize the need for hydration and restrooms along bike-ped routes?
  - » Healthy Neighborhoods.
  - » Chambers of Commerce/Main Street coalitions.
  - » Civil rights organizations.
  - » Bike Friendly Business Partnerships.
  - » Community Involvement.
  - » Air Quality Improvements.





- » There are many local community health improvement plans that could be referenced by local communities to support these efforts.
- » Promoting active transport as a way to potentially reduce healthcare costs (by building a healthier lifestyle) could be an attractive draw for LMI communities.
- » I agree that health is a byproduct of this entire initiative. But I do see health partnerships as a funding source i.e. Nike or GitBit sponsoring a 'walk to work' initiative.
- » This feels a little like just roll up your sleeve Kansas and I think that the health aspects of good surfaces would work too.
- » I think this goal is underdeveloped. It will take more than partnering to make it happen.
- » Health = community health, environmental health, public health, social services; establishing baselines and metrics.
- » Emphasizing the personal aspects of improved health can be emphasized, everything does not have to be measured group wise, people can do it for themselves.
- » Alex Dropped a link in the chat
  - <https://www.kcphysicalactivityplan.org/>
- » Does not mention improvement in air quality.
- » Also add in "Bike friendly businesses"
- » Exactly - I just mentioned because "30-minute commute" is catchy and in some areas I can see people glomming onto that idea at the expense of all the other things that could be less car miles. People easily tell you about their commute. They don't think to analyze how far they drove to get milk and toilet papers.
- » Health benefits of active transportation should be advertised.
- » Agree with "health benefits of active transportation should be advertised".
- » The health slide is a start, not a finish. But I'm having a hard time forming my thoughts right now.
- » From a governance perspective, I do view obesity as a national security issue.
- » I think health underlines many of the other goals. Community health comes in all forms.
- » I'd say community engagement, knowing neighbors would be part of "Health", feeling like you belong, and people support you.
- » Consider framing health as quality of life for some audiences. The term health can have baggage unfortunately. QoL aspects of AT.
- » So many of the recruits cannot meet minimum health standard to be enlisted.



- » Agree with “I’d say community engagement, knowing neighbors would be part of ‘Health’, feeling like you belong and people support you.”
- » Great point -- mental health has taken such a hit this year.
- » So, if you are actively moving around your community you meet more neighbors. Thank you - health can get very loaded depending on your community.
- » And at the Medicare and State budget perspective, sedentary health issues are a huge cost burden to the state budget.
- » Thank you everyone!
- » Thank you all for the great viewpoints.
- » Think "The Cost of Poor Health" is a central driver of the Health angle.
- » Thanks for developing the plan.
- » Really enjoyed getting to see this developed version of the plan compared to the original sessions in Feb. Looking forward to the next phase. Great feedback today!
- » There is a natural opportunity right in front of transportation planners to facilitate reduction of sedentary lifestyles!
- » BIG thanks for spearheading this.
- » Great job everyone putting this on and together.
- » Thank you everybody!
- » Thanks everyone! Let's keep it going! :)
- » Thank you everyone!

### Community Vibrancy

- **Overall opinion of the safety action steps:** Mostly positive  
(re: active tourism; other goals, e.g. safety, mobility, connectivity, and accessibility; ties in results of on-going economic impact analysis)
- **Most important type of action(s):** To be determined
- **Missing types of action steps:**
  - » Ok.
  - » This one is bit enigmatic, but seems on the right path.
  - » Looks good.
  - » Good.



- » Neighborliness is IMPORTANT to our personal mental and civic wellness!
- » Like as a stand-alone.
- » Tie it into Sustainability.
- » Goals to be bike and walk friendly communities as determined through walk or bike scores.
- » Keep as separate goal.
- » Way to save rural communities.
- » I would still like to see some creative mechanism to provide additional Financial support for supporting businesses nearby trails and active transportation routes, like bike shops, running stores, etc.
- » Perhaps economic development should be a stand-alone goal. Will elaborate in chat.
- » Measurable goals. Perhaps flushing out a definition of "Vibrancy" could narrow the focus.
- » Sense of community and healthy lifestyles.
- » Community activism? Involvement in bike/walk organizations?
- » Does tourism include having healthy communities that will attract industry?
- » A way to prioritize where or how active tourism will take place. What about expanding walkable areas?
- » I think this one needs more elaboration at some point, I almost typed in '?'
- » Use examples from other successful programs, i.e. Missouri's KATY Trail .
- » Include resiliency into the framework, tie into sustainability/resiliency.
- » I'm not sure, it may not be enough to stand alone like the other goals –
- » I think we are all community vitality contributors so it would fit with every other area.
- » OTHER - can we tie it to VMT and less of single occupancy vehicles?
- » We can probably all agree that Sustainability is a good goal. It will be harder to get rid of someday if it is a standalone policy. It might be easier to get rid of if sustainability language is a part of each other policy.
- » Yes agree. KC Climate Action Plan Goal 4: Increase resilience of the transportation system to shocks and stresses; address vulnerable infrastructure
- » Sustainable means integrated into maintenance program.
- » Resilience is what it's all about, trails to roads. Resiliency language addresses that.



- » Yes, there are too many streets without sidewalks.
- » Not clear on what the approach is.
- » Argue for maintenance of sidewalks in the same way that streets are maintained, as public infrastructure.
- » I honestly think Active Tourism is the best way to get localities excited about this type of project -- I'm just not sure it fits into "community vibrancy" which seems more of a "quality of life" idea (also totally valid of course).
- » Agreed. It starts with prioritizing those who use the sidewalks rather than the sidewalks themselves. If that makes sense. That can help drive policy changes.
- » Agree. Active tourism (dollars) will matter to a lot of communities.
- » Generally agree. But I'd give one exception. There are some spaces where the speeds and transportation are slow and safe enough that sidewalks are not necessarily needed at all. So, for example, there should be exceptions could be allowed for Pedestrian Malls.
- » Good point. Traffic calming should be included in sidewalk infill as well.
- » Yes Amber -- it's the same in Leavenworth. New developments are required to build sidewalks, but there's not support for old ones.
- » These have been some very 30,000 foot topics. It almost feels that you're trying to cover so many facets of each topic that everything is getting spread very thin. Many people will support the buzz word that they are passionate about, but there needs to be some clear, doable, timely aims here or this exercise becomes more of a wish list than a plan for action.
- » A tough, but likely necessary convo in Leavenworth/Lawrence is whether city should take responsibility for fixing old sidewalks.
- » That's my fear too.
- » Think there's a valid point. You could view Community Vibrancy could be viewed as a natural result of effective strategies.
- » Especially as legislators change over the years...
- » Also true...ha ha.
- » Same as Lawrence/Leavenworth with sidewalks in Kansas City Kansas too. Its prohibitive for a single homeowner to put in a sidewalk/curbs. We have no good system to do this as a community right now. Better quality & lower costs if we do it as blocks/neighborhoods.
- » ...was just talking to a person last week who decided not to build because of the sidewalk law -- some kind of grant for that would sure help, with the cost of concrete now sky high.
- » Only question I'd have pushing tourism is does this drown out the concerns of residents who have long-standing infrastructure concerns. How does self-



determination play into the prioritization process? What if a community wants safe routes to schools more than tourism infrastructure?

- » I believe Kansas law makes the property owner for sidewalks. This needs to change.
- » So, economic development should be a stand-alone goal, specifically because active transportation is a good investment, and it is too often presented as a price, rather than a collective good. Making this a clear goal can help to change that mindset.
- » Agree.
- » That's correct.
- » I think the economic-impact analysis is a great inclusion here as well. But speaking specifically about how the plan will bring jobs, increase property values, and increase retail sales can really help people ask more of the right questions.
- » A healthy community does tend to have lower health care costs and higher productivity. Which companies are aware of.
- » The Katy Trail in Missouri is a great example of active tourism bringing \$\$\$ and business to small, remote towns.
- » I love the point about tourism/healthy community to attract industry.
- » To address the healthy community tourism plan -- we're banking on our future as the mountain/gravel bike capital of Kansas with our Flint Hills Trail trailhead and proposed other bike/ped paths and loops. We are already seeing the economic benefit of active tourism.
- » Would just push for inclusion of word "protected and connected" bike facilities under prioritization.
- » These steps are great--I would like to see the word "accessible" incorporated.
- » Clicked thumbs up. But I do think one thing is missing, and that is an emphasis on ADA, elderly, and those who are in a physical/mental condition that makes letting them continue drive is a public safety hazard. Each of those populations needs options that keeps their independence.
- » I was just there for Unbound Gravel and was stoked to see how enthusiastic locals were. People were spending money like crazy.
- » I think people's thoughts on the eco devo & the tourism is going to vary depending on the density and needs. My neighborhood I want kids to walk the 5 blocks to school instead of the parents driving them and waiting in line. But the Flint Hills Trail is another type of work in this plan I like.
- » Neglected to 'underserved'?
- » Perhaps step back and consider the needs of the elderly, people with disabilities, people who don't/can't drive. Meeting their needs first could act as



the spine for other actions, but as a baseline, the improvements would benefit all.

- » Would say "under resourced" rather than "underserved".
- » Yes please on the accessibility! I can walk now well, but what about the future? I don't want to move but I if I can't drive.
- » Agree on inclusion of more explicit notion of accessibility.
- » Ditto.
- » I think you guys have a great scope for the equity group -- it seems like you gathered quite a lot of feedback about rural needs in our February sessions. Thank you! I love to see this attention to the specific differences.
- » On equity, for a few communities, are strategies for improving transportation explicitly designed to prevent displacement?
- » For data, I the biggest problem is access to basic technical information. Such as Wichita has an Open Data portal that shows an eGIS map showing traffic volumes. But it doesn't display peak volume day/time. I've asked for this information and have not received it.
- » Agree with using "under resourced" as that was discussed lots in Feb. for rural/small communities for example.
- » Thank you - that's a concern I see happening in KCMO with the streetcar. Formerly affordable apartments are being pushed out. Exactly my friends who'd benefit from public transport.
- » Historical costs of local infrastructure would be another example of basic data I have trouble accessing.
- » Ugh -- great point about the streetcar.
- » Other. Sticks and carrots tied to funding. More equity, more carrots.
- » "People's lives over livelihoods."
- » The funding part is a tricky one. Since many active transportation options are usually far more cost effective than the transportation systems we've been using in the past.
- » We could pay for our entire bike network in Wichita with the budget we devote to a highway.
- » Yes -- it's that near term/long term thing again, which is where the data and analysis are key.
- » Re this question - one seems useless without the others.
- » Federal dollars would be nice. Do our elected officials see the benefit?



## Sustainability

- **Overall opinion on the approach to sustainability:** Make it a stand-alone goal (re: reduce reliance on single-occupancy vehicles through maintenance of existing infrastructure and investment in transportation that moves all Kansans safely and comfortably regardless of travel mode)
  - » Integrated.
  - » Integrated.
  - » I personally feel that sustainability is a hard concept for the general public to grasp -- it's too long-term.
  - » I think people respond better to immediate benefit ideas.
  - » I generally go with Integrated as I think Sustainability should be an underlying philosophy across all the other goals.
  - » But this is a long-term plan. Doesn't make sense to focus only on immediate benefits.
  - » Good points. There are many goals and making them more direct would probably be useful.
  - » I guess sustainability to me is part of all the other goals.
  - » I thought of sustainability as building on the history/ghosts of prior generations and the transit that was available in the past. I can see how people used to move in my neighborhood so why not build on that instead of trying to make a brand-new thing.
  - » Fair enough.
  - » This aligns with broader federal goal/discussions which emphasize "fix it first" mentality instead of just building new.
  - » Sustainability in the form of Green Infrastructure!?
  - » Karlean, if it matters, my general definition of Sustainable action are taking and resources you are using will be available or not in future generations without excessive negative consequences.
  - » To me the sustainability is so important so rolling it into another goal dilutes it and doesn't make it as obvious a goal.
  - » Sorry, bad editing.
  - » Maybe sustainability could be a stand-alone not to duplicate individually sustainable efforts but in terms of continuing to tie other goals together with a data target (such as reduced SOV), that represents the outcome of all the other goals combined.
  - » Maintenance and preservation are forms of sustainability.
  - » As I have seen, preservation is just fixing what we have no matter if it works for me in the present or the future. Maintenance has seemed to be barely hanging



on. Sustainability is CAN I use the previous info + add on for now and the future. I do live in a currently urban environment that, when BUILT as rural. So, we have no sidewalks, and three cars per household in an area built for no cars. Not sustainable from a lot of POV.

- » Could you elaborate on how preservation is defined in this context. I'm having trouble making the connection.
- » By the definition I gave above, if your policies and resources currently being used are not sustainable, then it can't be maintained. And will be impossible to preserve.
- » Good point.
- **Overall opinion of sustainability as “maintenance and preservation”:** Mostly positive
- **Actions needed for maintenance and preservation:**
  - » Agree on green infrastructure, resiliency.
  - » MUCH better and many more bike lanes and sidewalks!
  - » I think DOTs need to think beyond the life cycle of projects (which is major part of their job, I acknowledge that) and think about impacts to the areas environment and public health as well.
  - » Require maintenance and preservation plans to be included in plan or project development.
  - » Need to use trail networks to connect points of interest, such as shopping district. Trails through the countryside are wonderful, but not particularly useful for busy commuters during the work week.
  - » An emphasis on fix-it first that pushes us to fix existing before building new.
  - » Long-term funding for maintenance should be tied into initial cost.
  - » Forward thinking in maintenance as well as new builds. Education, community activism.
  - » I am in Leavenworth where sidewalks are only repaired or added if there is a substantial road repair. Routes to/from schools is awful with crumbling sidewalks. I see kids having to walk in the street—those that do walk.
  - » Perhaps project grants or funding opportunities that include 5-10 year maintenance dollars (depending on the project) to help cities transition their budgets for future maintenance.
  - » Funding for different modes of transportation as Michael spoke about (Gillem Road). Also, bike/hike trails & maintenance.





- » So, I guess as an example-prioritizing sidewalks OVER streets instead of an afterthought.
- » Maintenance should be re-prioritized in relation to new development. And similar to what Michael Kelley mentioned, Maintenance departments should be viewed as leaders in redevelopment. Instead of new development.
- » Prioritize restoration of underserved communities (neighborhoods) through infill and densification, which would need to be prioritized over geographic expansion (sprawl).
- » Prioritizing Routes to community activities, tourism sites, places of worship and jobs based on local/neighborhood priorities.
- » Reducing cars and trucks! Active transportation will benefit air quality, reduce asthma, and more.
- » Green infrastructure.
- » I would like to see the Sustainability goal revised, to emphasize opening the way for all types of transportation and mobility, but not open with suppression of traditional vehicles. That will put a large group of people off unnecessarily. I bike and walk and want those options to be more viable, but don't want anyone to including myself to be shamed for driving a car.
- » I also consider this in the context of Complete Streets, which argues that major maintenance is an OPPORTUNITY to build differently, and support more sustainable forms of transportation, like walking, biking, etc.
  - Opportunity to make more sustainable by simply restriping
- » here is an example of poor sustainability -- I have just moved here from New York City, where under Bloomberg, hundreds of miles of bike lanes were built. The next mayor did not prioritize maintenance of those lanes, so now they are crumbling, full of garbage and potholes == dangerous rather than safe.
- » Good point, Christine. If we don't budget for maintenance, then we lose all the ground we've gained. -
- » My example for sustainability would include if you build a highway that over a 30-year span will cost \$1 Million per year, and your budget allows for \$800,000 a year, then that highway is unsustainable.
- » If we continue building, we will never have money to build the ATP options.
  - Two-pronged fix-it first method.
- » Sidewalks prioritization.
  - Maintenance department should be viewed as leaders.
- » So, I have a question. Listening and reading everything you all are talking about seems to be viable in the metropolitan areas, as someone in Basehor where we literally have THE WORST sidewalks as to what is there and the



majority of the town has NO sidewalks how can we plan for any improvement if it's not figured out for the true long term.

- » I think it starts with good policy to force maintenance of things like sidewalks. And to push/prioritize investment in sidewalks where they don't exist.

