

Dec. 10, 2025

Leveraging Statewide Planning to Advance Trail Development

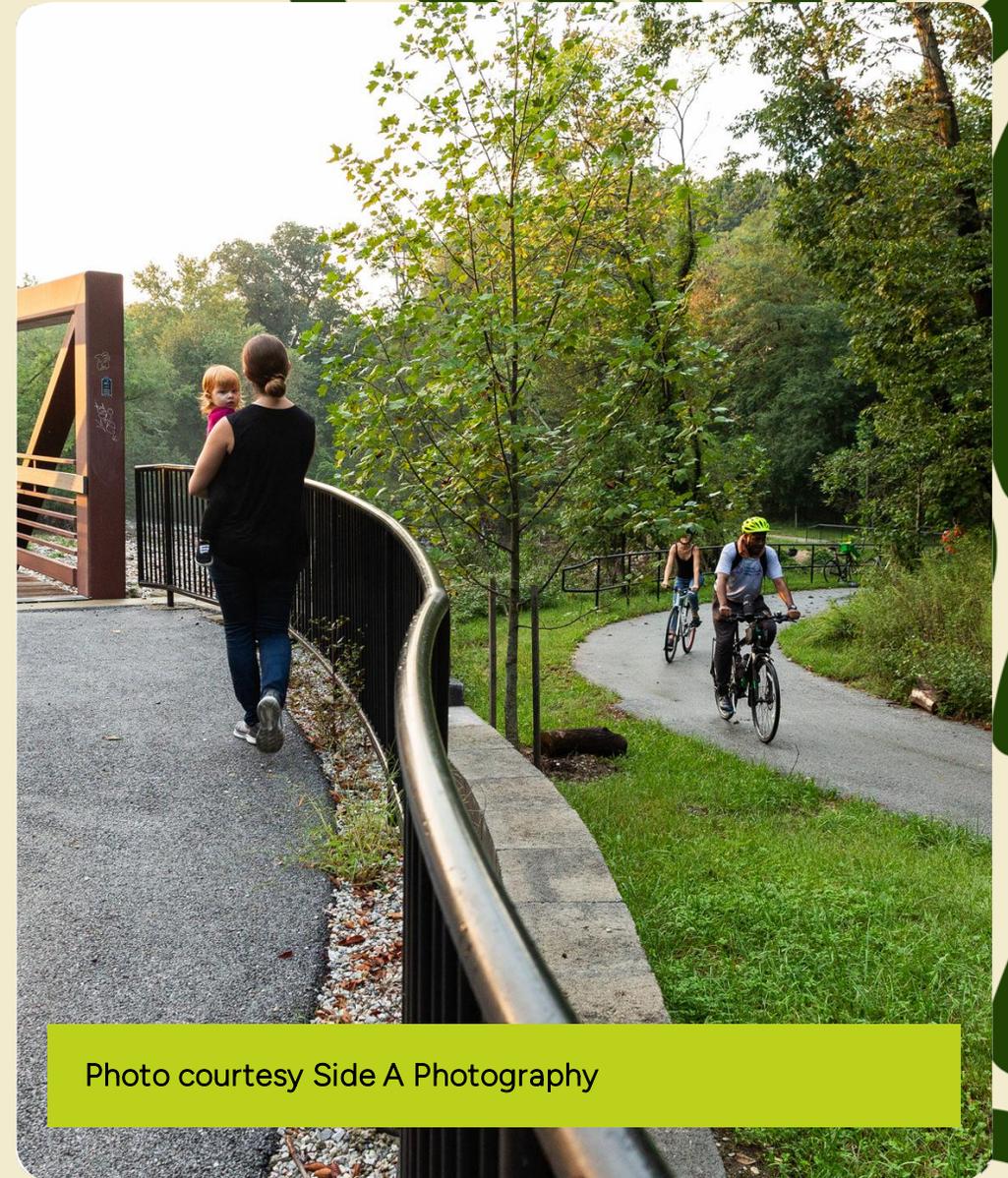
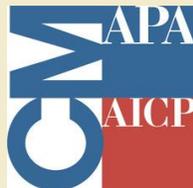


Photo courtesy Side A Photography

Before we begin:

- Drop your questions in the Q&A box.
- Live transcription is enabled for this webinar.
- Recording and slides will be made available after the webinar.
- In the event you run into technical difficulties during the webinar, here's how to troubleshoot:
 - Log out and back into the webinar
 - Webinar ID: 844 7887 1257
 - Browse Zoom Customer Support topics & contact Customer Support: <https://support.zoom.us>

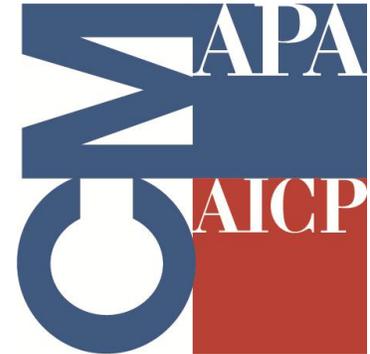
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Leveraging Statewide Planning to Advance Trail
Development

Event #9321444

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Meet Our Panelists



John Devine, AICP
Executive Director,
Go Georgia



Aviva Klugh, AICP
Strategic Planning Manager,
Maryland Department of
Transportation



Jenny Kramer
Kansas Department of
Transportation

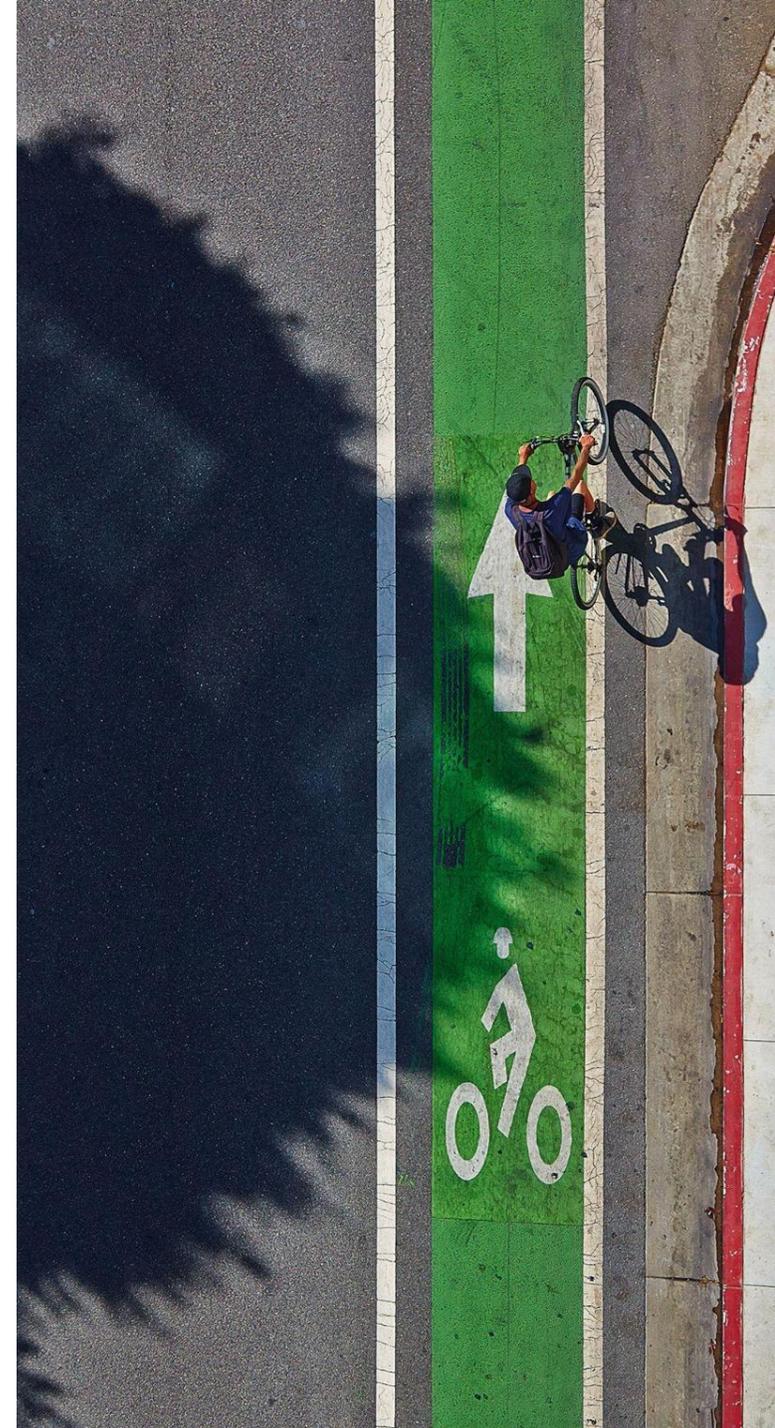


Leveraging Statewide Planning to Advance Trail Development

Georgia's Statewide Active Transportation Plan

December 10, 2025
Rails to Trails Conservancy Webinar

John Devine, AICP
Executive Director
Go Georgia
jd@go-georgia.org



Agenda

- . Go Georgia
- . Georgia's Active Transportation Plan
- . Takeaways





Who We Are

YOUR VOICE FOR ACTIVE
TRANSPORTATION & RECREATION

Our Staff Are:

- Certified Planners
- Educators certified by the League of American Bicyclists and the Georgia Peace Officer Standards and Training Council

Programs & Priorities

Education & Outreach

- Safety, enforcement, promotion

Planning

- Local, regional, state
- Grants Assistance Program

Advocacy

- Better policy / more investment



Active Transportation Plan

Origins

- Need
- Transportation Alternatives grant

Phases

- Rural Phase I / Urban Phase II

Go Georgia Role

- Project management team

Implementation Strategy

- Statewide>Regional>Local

Trails Planning in Georgia

- ATP / Beyond





Takeaways

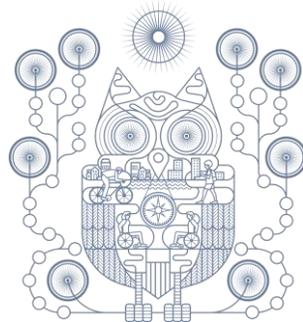
1. **Partnerships:** state DOT/DNR, advocacy alliance, etc.
2. **Funding:** TA worked for Georgia
3. **Process:** project management team
4. **Product:** streamlined document, implementation focus
5. **Trails:** ATP sets the stage



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Sign up for our newsletter:
<http://eepurl.com/b8Thlf>





MARYLAND STATE
TRANSPORTATION TRAILS
STRATEGIC PLAN



**LEVERAGING STATEWIDE
PLANNING TO ADVANCE
TRAIL DEVELOPMENT**

**Maryland's New
Statewide Transportation
Trails Strategic Plan**

December 10, 2025

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

Speaker



Aviva Klugh, AICP

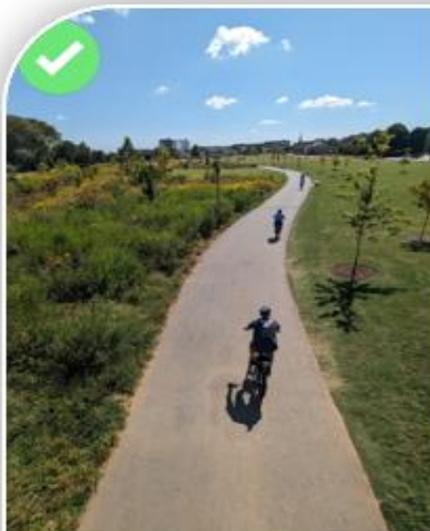
Strategic Planning Manager
Office of Planning
MDOT

Agenda

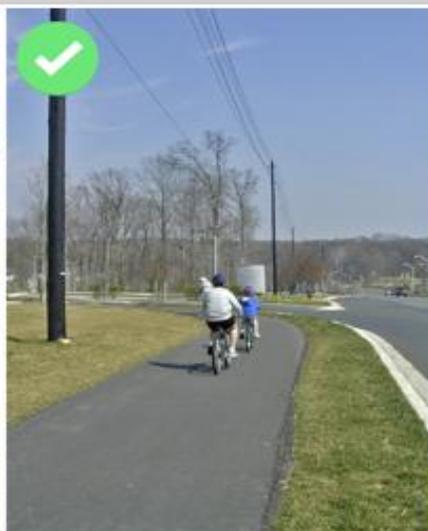
- What is a transportation trail?
- Plan History, Goals, and Development
- Tools for Transportation Trail Implementation
- Putting the Strategic Plan Into Action

What is a transportation trail?

A **transportation trail**, in short, refers to a shared-use path that is part of a transportation network, ADA compliant, and is open to the public for bicycle and pedestrian use including most forms of micromobility from e-scooters to skateboards.



Shared Use Path



Sidepath



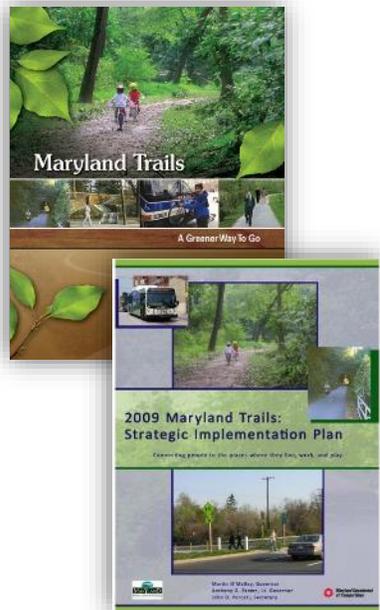
MTB Trail



Hiking Trail

Plan History

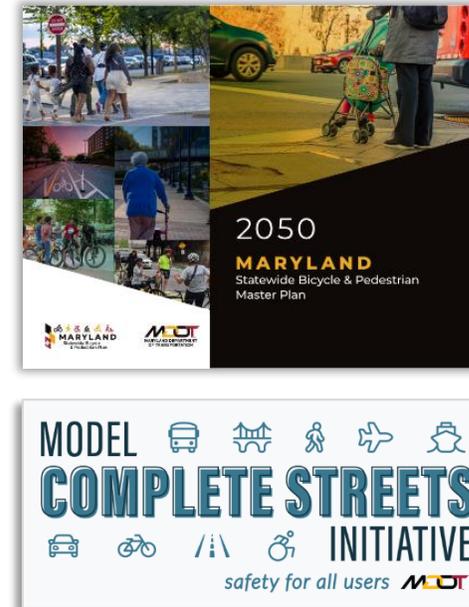
2009



2020



2024



2025



RECOMMENDATIONS FROM THE PLANS AND POLICY

- Inventory the existing shared-use path network, missing links, and railbanked corridors identified for transportation trails
- Identify planned and programmed shared-use paths/trails
- Prioritize missing links and crossings to safely connect the state across a low-traffic-stress/all-ages-and-abilities network
- Identify tools and partners to complete shared-use path/trail projects

Vision and Goals

The vision for the Maryland State Transportation Trails Strategic Plan is to create:

A safe and accessible transportation trail network that connects Marylanders to opportunities across their communities, towns, and the state.



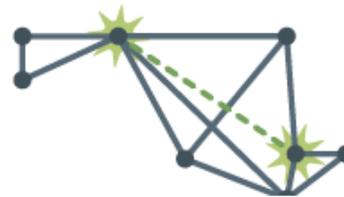
Empower local communities to plan, fund, build, and maintain locally significant transportation trails in partnership with MDOT.



Systematically prioritize and build transportation trail projects that will **reduce pedestrian and bicyclist fatalities and injuries.**



Support vibrant communities through transportation trail projects that **connect visitors and residents to Maryland's opportunities.**

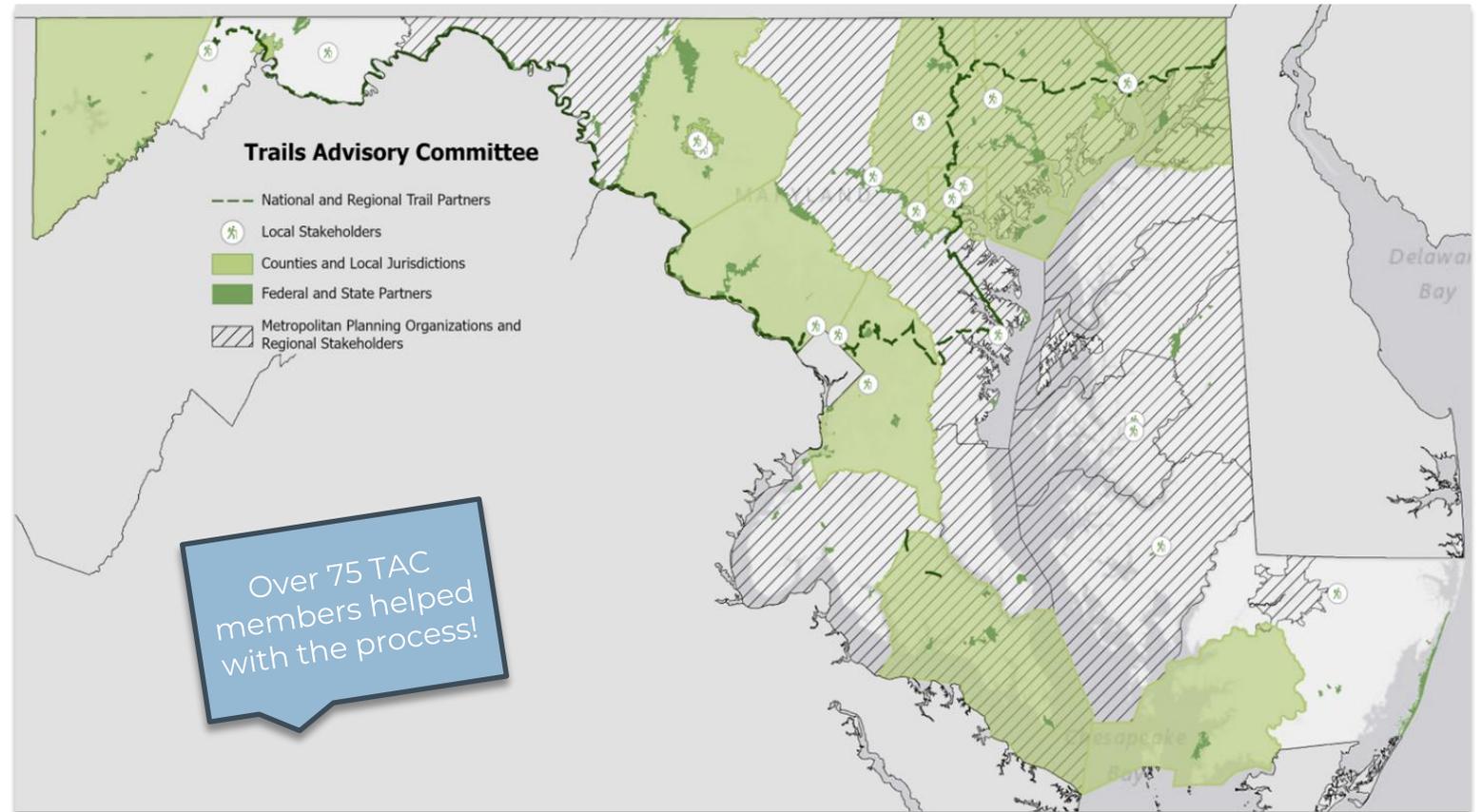


Complete a **high-quality statewide transportation trail network** that connects Maryland's regions.



Coordinate state agencies and resources to leverage resources and funding that advance connectivity and quality of life for all Marylanders.

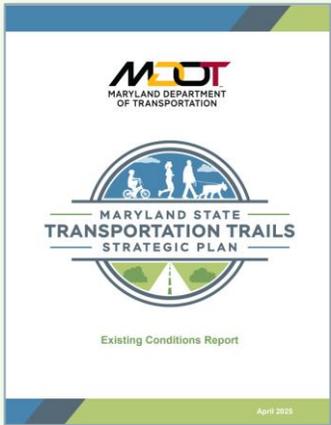
Project Team and Technical Advisory Committee Members



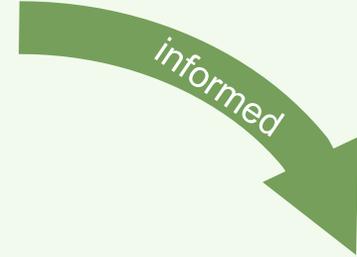
Our Process

PART ONE

Existing Conditions Report



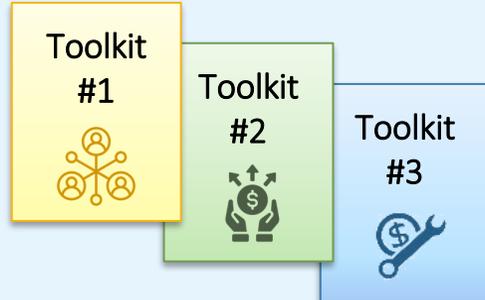
Transportation Trails Database



PART TWO



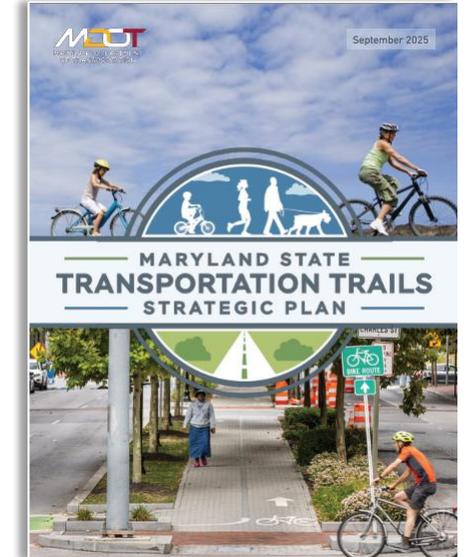
Online Survey & Listening Sessions



Implementation Toolkits



PART THREE



Final Plan & Interactive Website



Trails Database Interactive Map

Home Plan Info Trail Toolkits Community Photo Map Interactive Trail Map Progress & the Trail Ahead

Filter the View of the Trails

- View by Trail Status**
Existing / Planned / Potential
- View Tracked Projects**
MDOT Tracked Project Status
- View Trails by County**
Select a County
- View Trails by Region**
Select a Geographic Region

Maryland Trails

- Existing
- Planned
- Potential

Destination Trails

MD State Transportation Trails Strategic Plan - Trails Data Viewer

MAP & DATA INFO

Customize your map view by selecting different trail layers

Detailed information on Destination Trails can be found on the website or in the Plan

Statistic	Existing	Existing + Planned	Existing + Planned + Proposed
Total Length (in miles)	1,359	1,725 (+366)	2,921 (+1,196)
Total Population within ½ mile	2.1 million	2.6 million (+506K)	3.3 million (+752K)
% of MD Population within ½ mile	34%	42% (+8%)	54% (+12%)
Total Low-Income Households within ½ mile ¹	91,376	118,214 (+26.8K)	152,722 (+34.5K)

Survey Results

Survey Open March 28 to
May 15, 2025, on Survey123
ArcGIS Platform



- **Frequency:**
 - About 86% respondents are trail users, 13% non-users
 - Many current users (60%) use trails once a week or more
- **Trail Use:**
 - A large majority of respondents use trails for recreation (84%); about half (48%) use them for community access
 - Riding a bicycle, and walking, jogging, or running are the most common ways trail users travel on trails
- **Trail Access:**
 - Walking and biking, or driving, are the most common ways of getting to trails; 8% use public transit
- **Planned Trails:**
 - Familiarity with planned trails was mixed (50% knew about some or the majority), but most support constructing them (93% of trail users, 70% of non-users)
- **State Priorities:**
 - Many would prioritize building more trails state-wide, though non-users slightly prefer prioritizing areas without existing trails
- **Demographics:**
 - Representation from all ages 18 to over 75, genders, races, and income levels
 - Trail Users: 43% women, 52% men, most 55-64 yrs old
 - Non-Users: 52% women, 36% men, most 45-54 yrs old

Trail Project Lifecycle Analysis

Toolkits

 Building Support

 Funding

 Land Acquisition

 Planning

 Implementation

Local Plans & Priority Letters

Feasibility Study

Concept Design

30% • 60%
100% Design

Construction

 Ops & Maintenance

Policies
Case Studies
Tools



Toolkits for Transportation Trails



“Building Support for Trails”

Identifying important planning steps, outline potential allies, and case studies and resources that convey the economic benefits of transportation trails



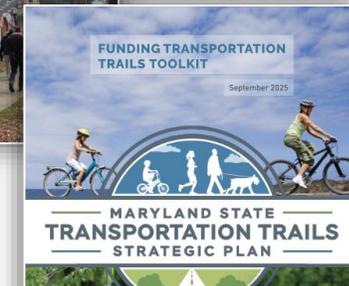
“Funding Transportation Trails”

Tips to leverage local, state, and federal funding and technical assistance opportunities to execute transportation trail projects



“Maintaining Transportation Trails”

Including strategies, costs, examples from Maryland, and best practices for maintenance of transportation trails



Explore Toolkit Case Studies

Home Plan Info Trail Toolkits Community Photo Map Interactive Trail Map Progress & the Trail Ahead

Each toolkit includes three case studies from Maryland

- Building Support for Trails Toolkit
- Case Study: Easton Rail Trail
- Case Study: Capital Crescent Trail
- Case Study: Carroll Creek Linear Park**
- Building Support | Resources

Carroll Creek Linear Park

OVERVIEW: Carroll Creek Linear Park is a 1.3-mile long park through Downtown Frederick and was constructed alongside its namesake creek, a tributary of the Monocacy River. After multiple severe flood events in the 1970s caused significant damage to the city, the park was conceived as a flood-control project to save historic downtown Frederick.

Rather than move the city center—which dates to the mid-1700s—control ditch, the Linear Park was developed to provide flood protection.

Zoom in and out on the map

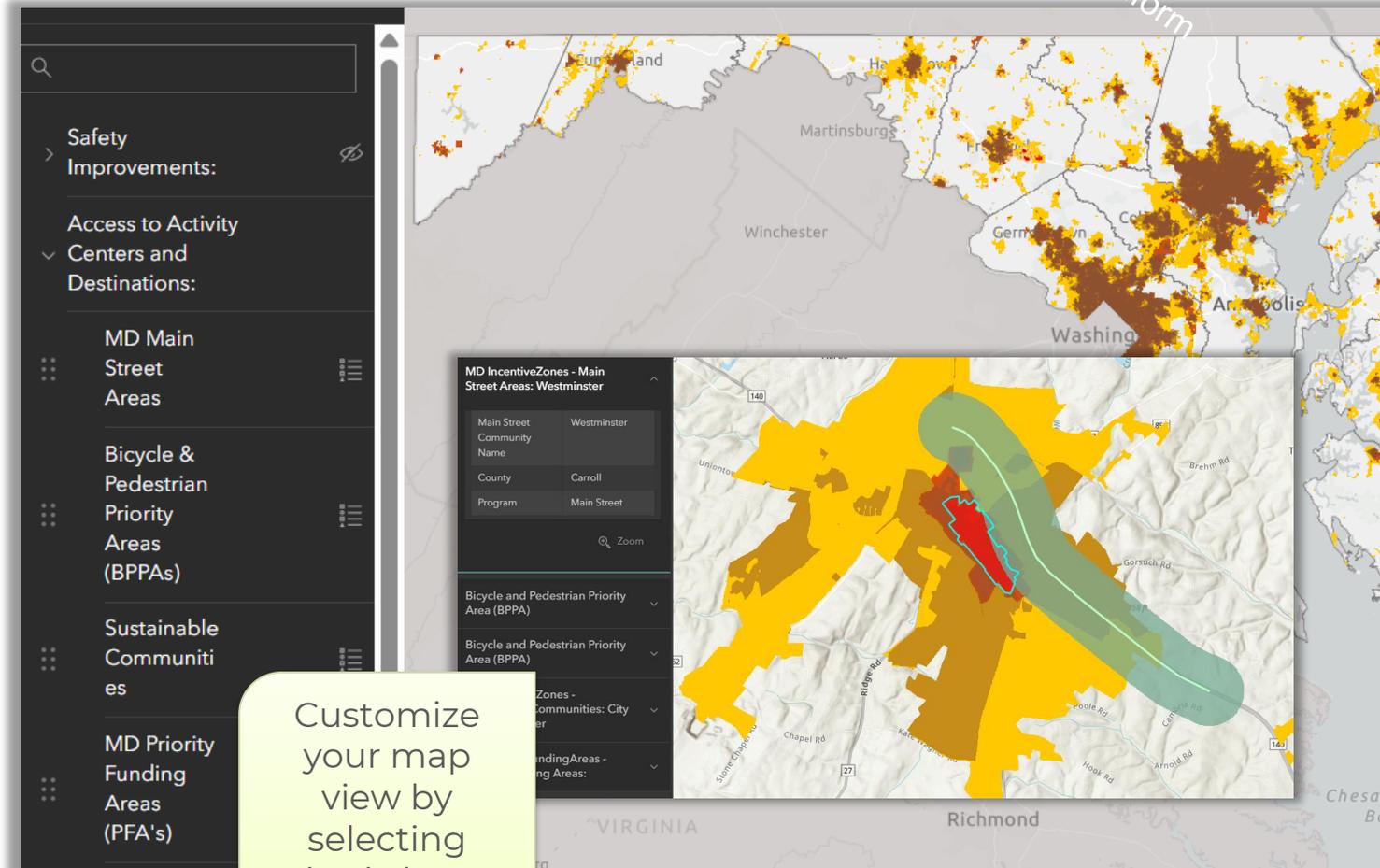
Scroll down in this box to learn more and access links!

Identify a Need or Project

MDOT's Recommended Criteria for Trail Selection:

- ✓ Improved Safety
- ✓ Access to Opportunity
- ✓ Access to Parks
- ✓ Access to Transit
- ✓ Gap-Filling Projects
- ✓ Activity Centers or Destinations

Project Selection Criteria Interactive Map



Customize
your map
view by
selecting
criteria layers

To Strengthen Your Trail Project...

Participate in Local Planning

Is your trail project in your...?

- Locally-adopted plan
 - comprehensive plan
 - transportation plan
 - bicycle/pedestrian plan
- Land preservation, parks, and recreation plan
- Annual transportation priority letter to MDOT
- Region's Comprehensive Economic Development Strategy
- MPO TIP or STIP

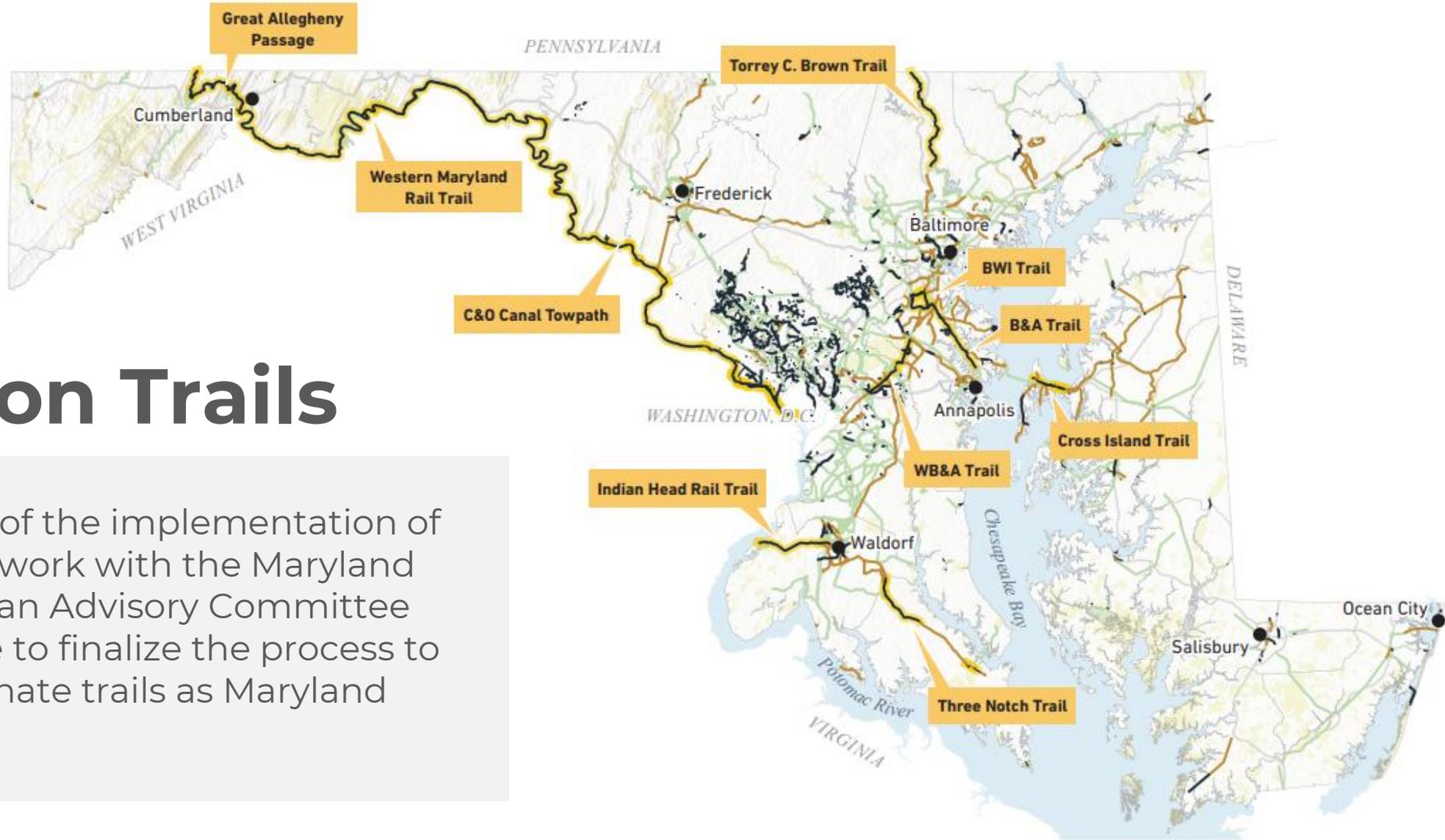
Engage with Existing Groups

Have you considered including groups and organizations that focus on the following issues in your trail project?

- Environmental conservation and restoration
- Wildlife appreciation
- Public health and active living
- Bicycling, running, walking, and other outdoor recreation activities
- Chambers of commerce and economic development
- Hotel, hospitality, and tourism development
- Historic preservation and interpretation
- Community and capacity building
- Housing and community development corporations
- Organizations serving populations that are less likely to drive for transportation

Maryland Destination Trails

Stay Tuned! As part of the implementation of this Plan, MDOT will work with the Maryland Bicycle and Pedestrian Advisory Committee Trails Subcommittee to finalize the process to nominate and designate trails as Maryland Destination Trails.



0 25 50 75 100 mi



Explore “Progress & Trail Ahead”

Policy Recommendations can be filtered and sorted

Name	Susquehanna River Crossing
Region	Central
Cross-Jurisdictional	Yes
Large Barrier	Yes
MDOT Right-of-Way	Yes
Destination Trail	No
Phase	Planning
Next Steps	Feasibility Study
Responsibility	MDOT TSO, MDTA

Trail Toolkits Community Photo Map Interactive Trail Map Progress & the Trail Ahead



Progress & the Trail Ahead
Benchmark Trail Data
Tracked Projects
Policy Recommendations

Policy Recommendation

Trail Building Phase
0 Selected

Timeframe
0 Selected

Responsibility
0 Selected

Trail Building Phase	Identified Need	Recommendations	Timeframe
Funding	Help for local jurisdictions to navigate funding sources for transportation trails.	Align project selection criteria to be consistent across MDOT discretionary funding sources.	Medium-term (2-5 years)
Land Acquisition	Formalized internal railbanking process and policy at MDOT.	Approve MDOT-wide policy to railbank inactive corridors, through acquisition, if necessary, to protect them from full abandonment and provide for future transportation needs.	Short-term (<2 years)
Building Support	Guidance for local trail sponsors to build support for transportation trails in their communities.	Build institutional capacity in local government and non-profit entities by training staff on trail building and maintenance topics.	Long-term (5+ years)

Tracked Projects are mapped

Please visit our webpages and contact us!



www.mdot.maryland.gov/trailsplan



[MDOT Experience Builder Webpage](#)

EMAIL: mbpac@mdot.maryland.gov



Leveraging Statewide Planning to Advance Trail Development in Kansas

Jenny Kramer, Active Transportation Manager

Kansas Dept. of Transportation

Dec. 10, 2025

Rails to Trails Conservancy Webinar

Active Transportation Plan

February 2023



vision

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.



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



KS ATP Goals and Strategies Related to Trails

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

M1.4 Identify opportunities for long-distance route connections between communities and facilitate the development of sidepaths, traditional trails, and rail-trail connections.

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

HV1.3 Promote the development of "active tourism" across the state through technical assistance and resources for marketing, management, wayfinding, etc.

HV2.3 Promote and support state bicycle routes, trails, scenic & historic byways, and the communities along them.



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

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



Economic Impact Analysis

Economic Benefits of Active Transportation

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

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



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



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



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



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



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

Active Tourism Toolkit

June 2022



Bike rider at BaseCamp in Humboldt, KS. Photo: Credit Beth Barlow



Kansas Active Transportation Plan Toolkits

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

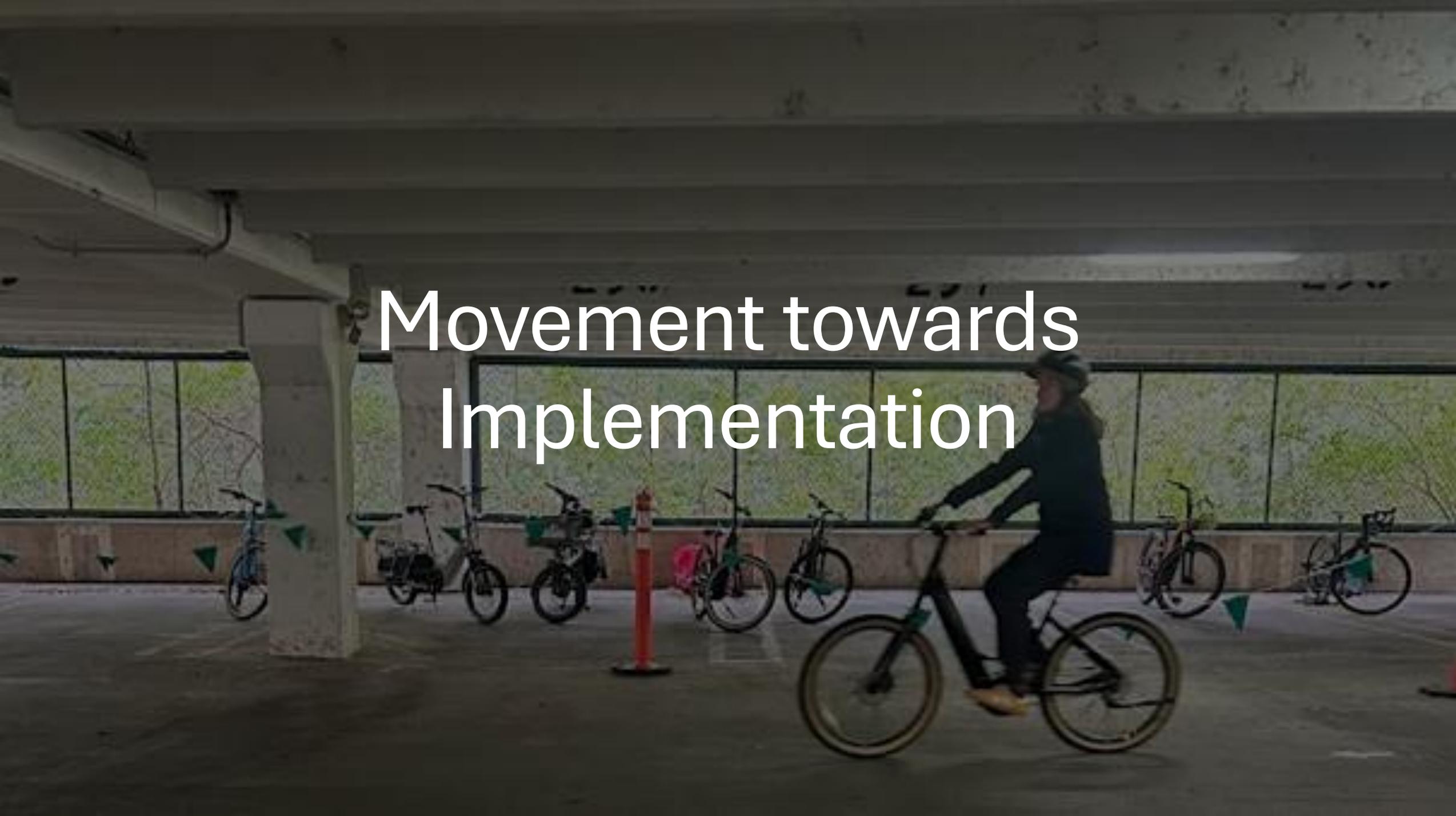
March 2022



Photo: LiveWell Douglas County



Movement towards Implementation



Kansas Active Transportation Advisory Committee



Jeff Bender



Alan Kailer



Kim Negrete



Cherie Riffey



Anthony Fadale



Jessica Mortinger



Andy Fry



Lisa Frey Blume



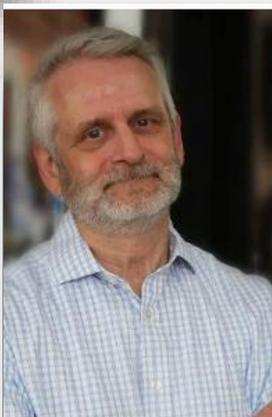
Jay Aber



Kelli Mark



Jared Tremblay



Mike Scanlon



Cherie Sage



Will Sharp



Courtney Koenig



Max Wilcox



Michael Kelley



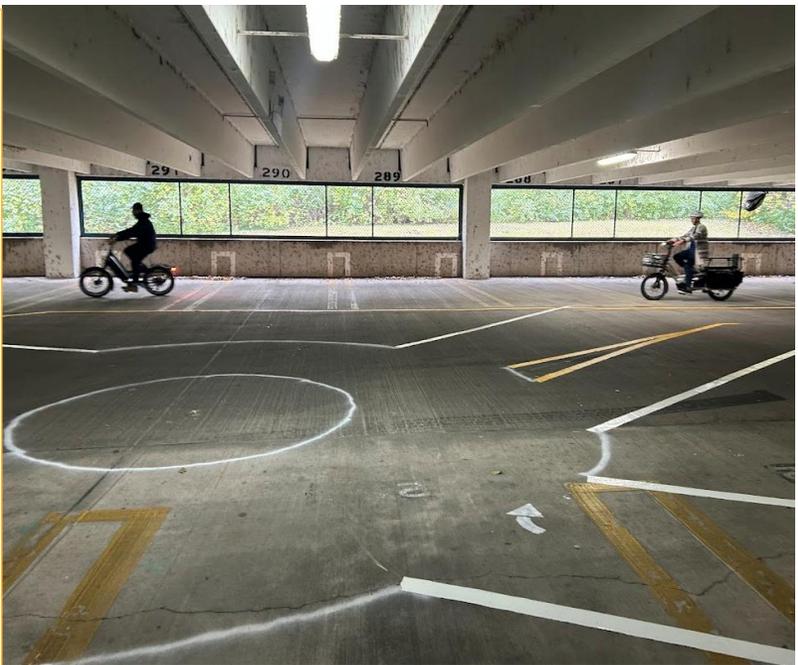
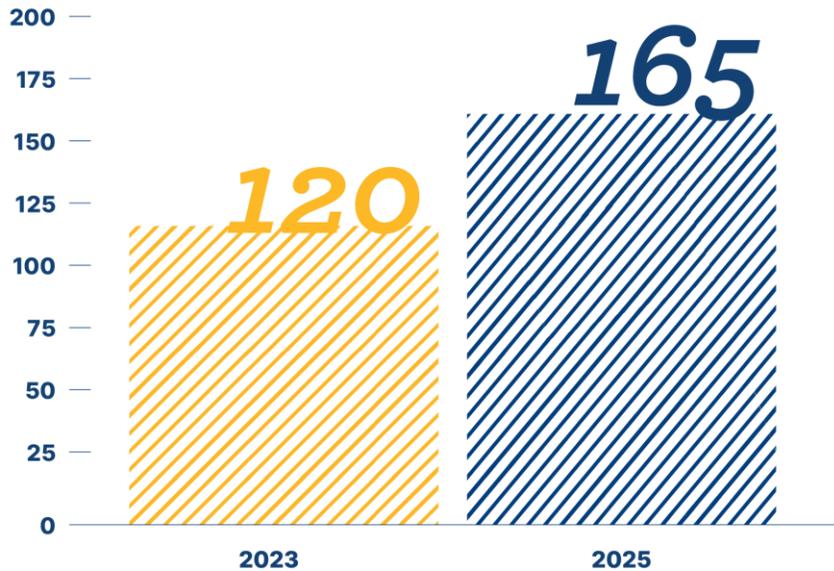
Craig Knutson

WALK BIKE ROLL KANSAS

ACTIVE TRANSPORTATION SUMMIT



Walk Bike Roll summit registrations





WALK BIKE ROLL KANSAS



VIRTUAL SERIES

Trail Maintenance

May 2023	Meet KATE
June 2023	Active Tourism
July 2023	Demonstration Projects
August 2023	KDOT Planning Toolkit
October 2023	Increasing Pedestrian Safety
December 2023	PROWAG and Active Transportation
February 2024	Trail Maintenance
April 2024	Storytelling
June 2024	Drive to Zero
August 2024	Safe Routes to School
November 2024	Walk Bike Roll Rural
January 2025	State of KATE

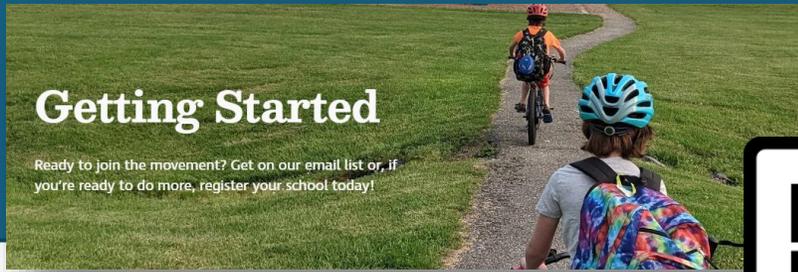
12
*sessions offered
since May of 2023*

100+
*average registrants
per session*



**Kansas Active
Transportation
Enhancement**

Pedestrian Safety Lesson 1
Walking Safely Near Traffic
 September 2025



Getting Started

Ready to join the movement? Get on our email list or, if you're ready to do more, register your school today!



SAFE ROUTES TO SCHOOL

Idea Book

April 2025

SRTS Planning Grants since 2024:

awarded **17** communities

including

53

schools



+

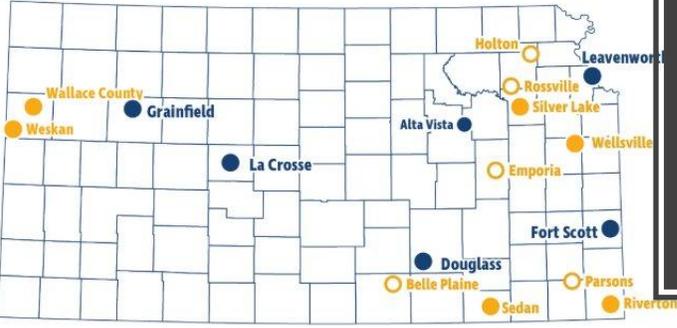
15,506

students



CONGRATS!

- 2025-2026 Grant Recipients
- 2024-2025 Grant Recipients
- 2023-2024 Grant Recipients



Safe Routes to School Program Revival

<https://saferoutes.ksdot.gov/>

2024 KDOT Transportation Alternatives Program

41 Applications received
in 2024 requesting more
than \$64M

33 Projects were
awarded funding

State and Federal
Funding awarded:
\$42.5M



August Redbud Trail Bridge
over US-400

Approximately \$6 million or 15% of funds awarded in 2024 will support trails*
*This does not include Recreation Trails Program funding that is awarded separately.

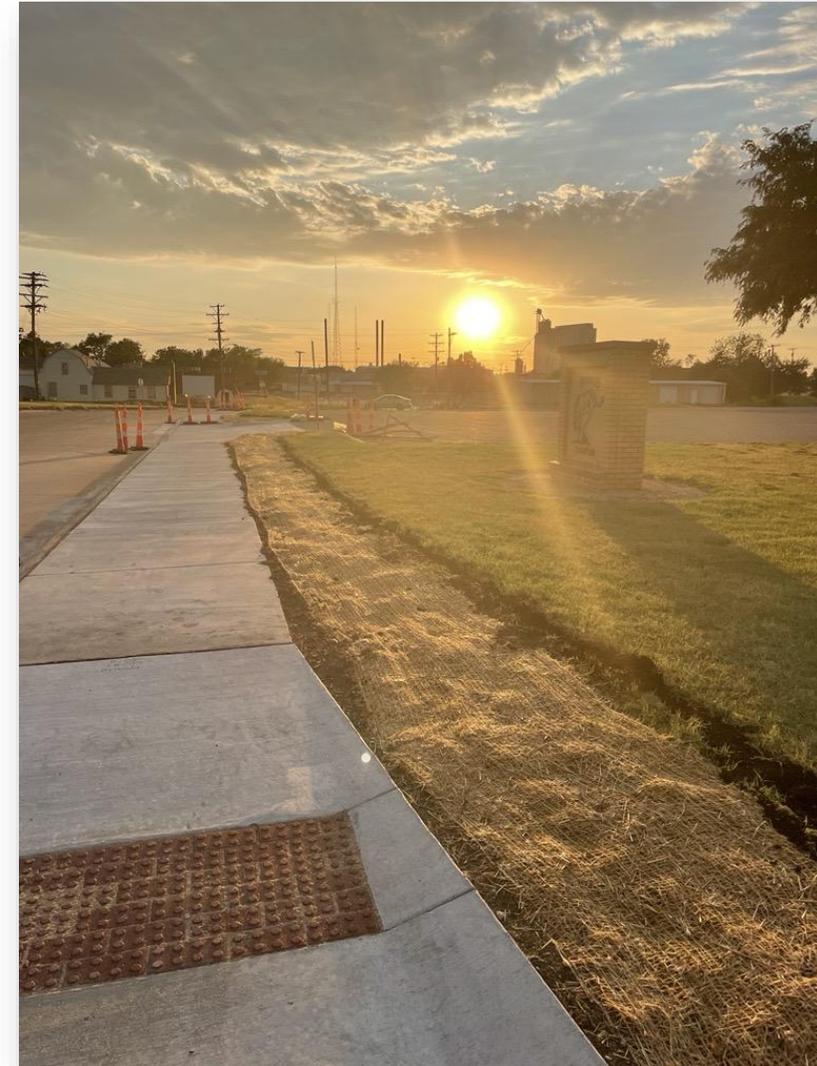
Active Transportation Funding and Projects

Active Transportation projects integrated in and funded by a variety of KDOT programs including:

- State Active Transportation Funding
- Carbon Reduction Program
- Community Connecting Links (CCLIP)
- Innovative Tech
- Cost Share

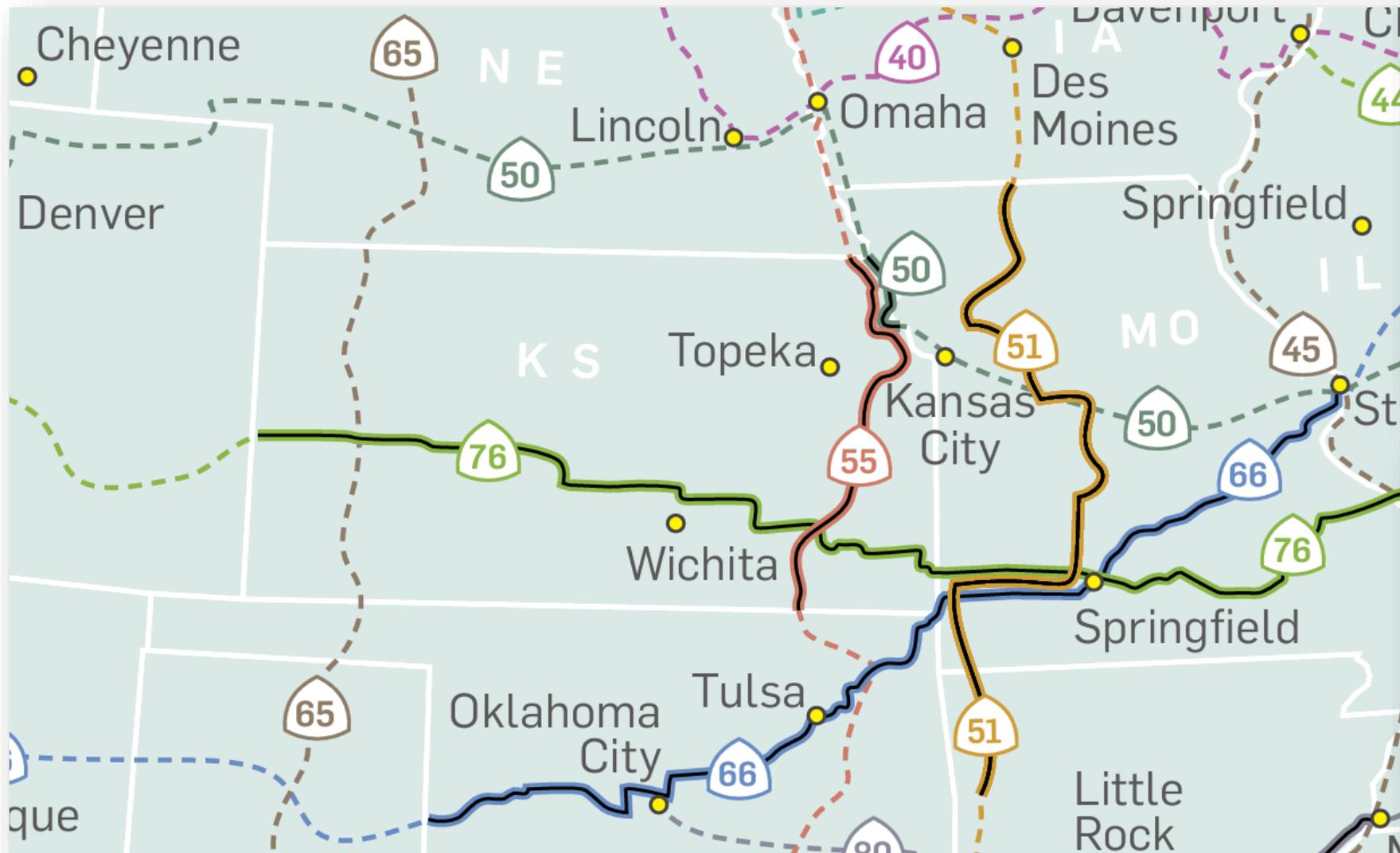
Examples of KDOT Projects that Added Bike/Ped Facilities:

- Lawrence Loop ped bridge as part of K-10 and Iowa St Ike project
- Side path added to US 83 Bridge in Garden City
- Sidewalks added to a KDOT highway project in Belle Plain
- US-56 Highway Pedestrian Crossing in Baldwin City
- South Broadway Pedestrian Pathway in Haysville
- De Soto Battery Plant 10' side paths
- Wider shoulders on USBR 76 north of Girard
- Finney County Bridge and Box Culvert for Future Trail
- Russel sidewalk and crosswalk project (shown to the right)



Russell Crosswalk Project

US Bicycle Routes 76, 66, 50 and 55



Old US 59 North of Ottawa



Dutch Country Café in Garnett

Crossing Safety

Table 3: Recommended pedestrian crossing countermeasures based on roadway configuration, speed, and volume

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 7 9	① 5 6 ⑨
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 ⑦ ⑨	① 3 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑨
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 ⑨	① 3 4 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑨	① ③ 4 5 6 7 9	① ③ 5 6 ⑨	① ③ 5 6 ⑨
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 7 8 9	① ③ 5 ⑦ 8 9	① ③ 5 8 9	① ③ 5 ⑦ 8 9	① ③ 5 8 9	① ③ 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ 8 9	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ ⑦ 8 9	① ③ 5 ⑥ 8 9	① ③ 5 ⑥ ⑦ 8 9	① ③ 5 ⑥ 8 9	① ③ 5 ⑥ 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

Plan and Policy Registry

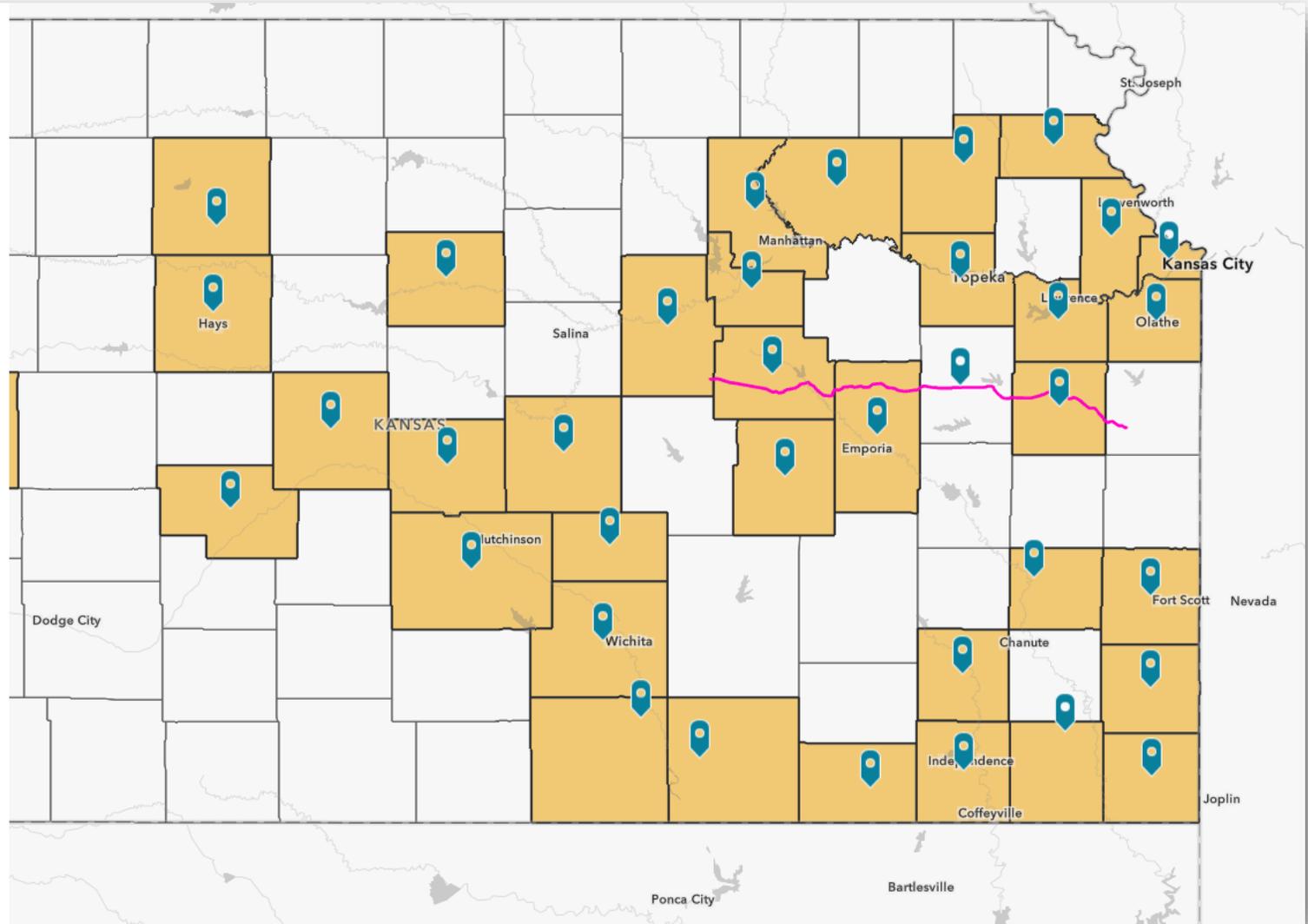
Chase County

[Safe Routes to School Master Plan-Chase County
USD 284 and the City of Strong City \(2020\)](#)

Chautauqua County

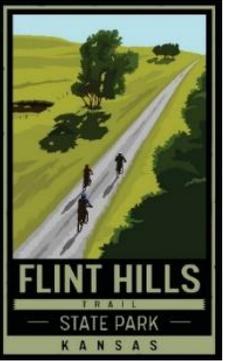
[City of Sedan/USD 286 Safe Routes to School Plan
\(2025\)](#)

Cherokee County



New Bridge Over BNSF RR West of Ottawa

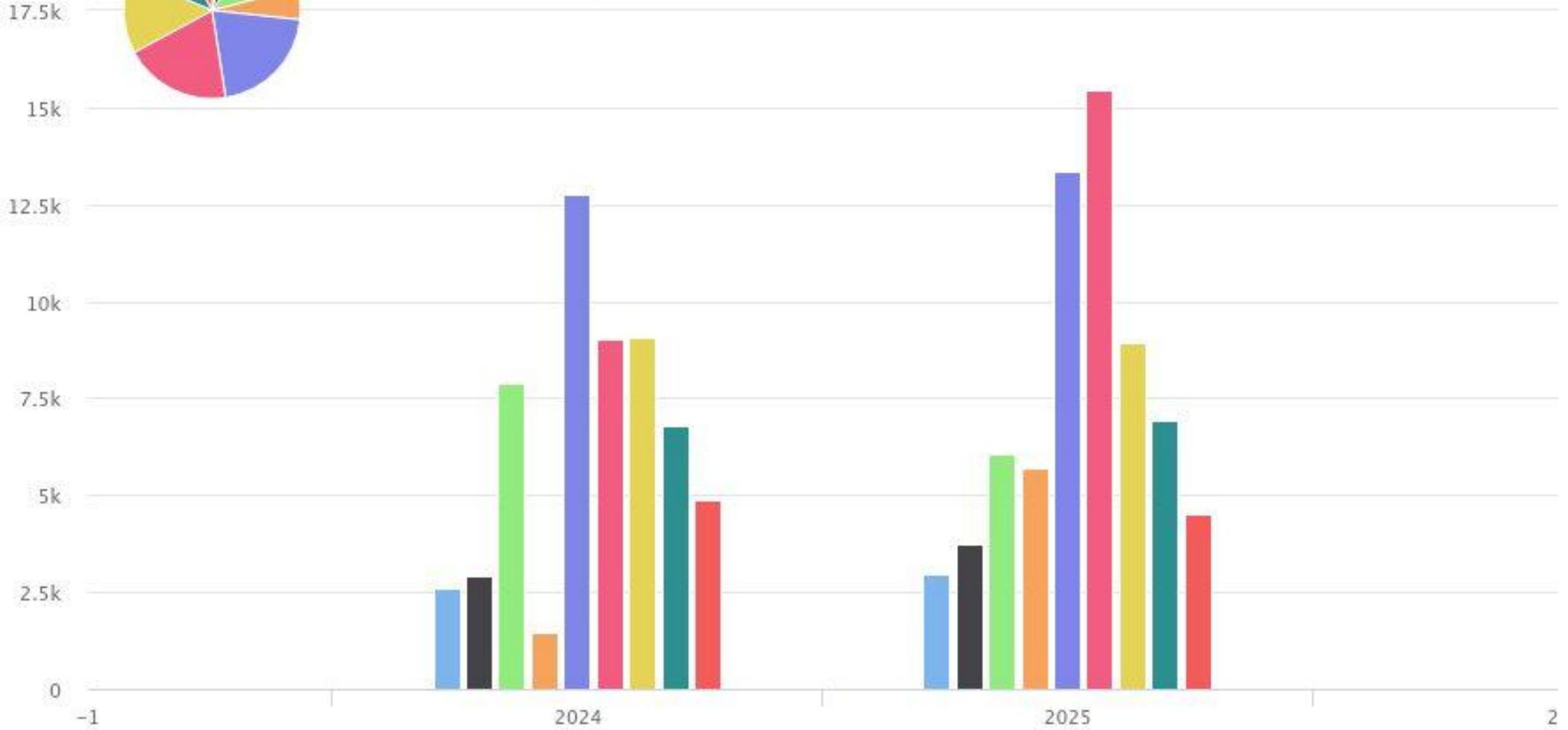




Yearly* totals

2024-06-01 to 2025-12-31 (2 years)

Avg



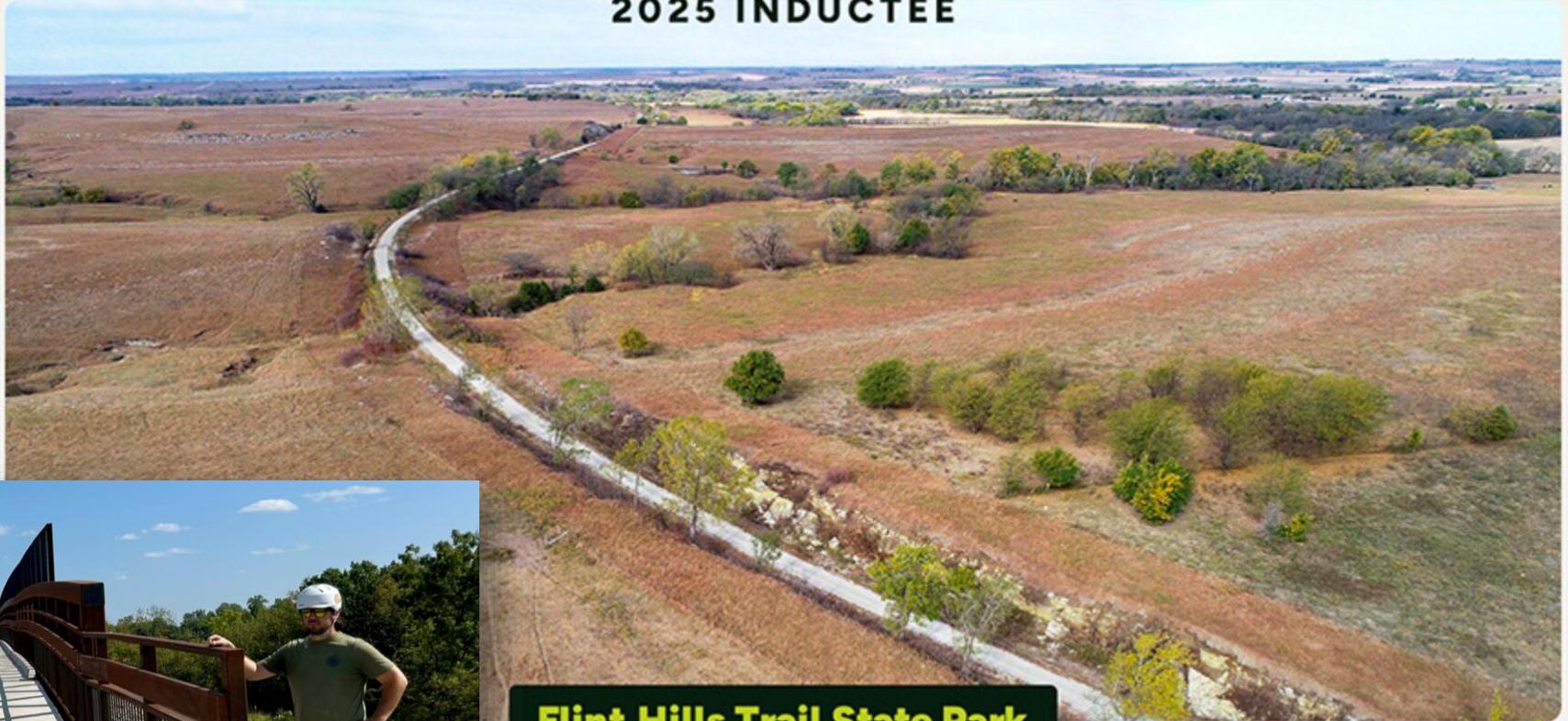
- FHT Admire
- FHT Bushong
- FHT Council Gr East
- FHT Osage City
- FHT Osawatomi Mile 0
- FHT Ottawa
- FHT Pomona
- FHT Rantoul
- FHT Vassar



rails to trails conservancy

Hall of Fame

2025 INDUCTEE



Flint Hills Trail State Park

KANSAS

Photo courtesy Kansas Department of Wildlife and Parks



PROMOTE TRAILS

Empowering Kansas trail enthusiasts with the tools, knowledge, and community to explore and create great trails.



FIND TRAILS

Discover the best trails across Kansas with accurate maps and expert recommendations.

EXPLORE →

BUILD TRAILS

Get the resources and guidance you need to plan, design, and construct sustainable trails.

START BUILDING →

SUPPORT TRAILS

Help protect and maintain Kansas trails by joining our community of trail advocates.

BECOME A MEMBER →

PROMOTE TRAILS

Showcase and share the trails you love to inspire more people to explore the outdoors.

GET THE WORD OUT →

Kansas Trails, Inc.

FIND TRAILS

Discover the best trails across Kansas with accurate maps and expert recommendations.

BUILD TRAILS

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SUPPORT TRAILS

Help our community of trail advocates.

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EXPERT MAPS, TRAIL-BUILDING AND A THRIVING OUTDOOR COMMUNITY

OUR IMPACT SPEAKS FOR ITSELF— THROUGH DEDICATED VOLUNTEERS, COUNTLESS HOURS OF EFFORT AND MILES OF TRAILS, WE'RE BUILDING A STRONGER OUTDOOR COMMUNITY IN KANSAS.



DISCOVER BEAUTIFUL TRAILS IN KANSAS AND TRACK YOUR PROGRESS ALONG THE WAY. VISIT THE MAP APP HERE!

[HTTPS://MAP.KSTRAILS.ORG/](https://map.kstrails.org/)

4,
MIL
AND

1,
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Kansas Bike Map 2026-28

BICYCLING RESOURCES AND TOURIST INFORMATION

These links are provided as information only. The Kansas Department of Transportation makes no representation or warranty of any kind, expressed or implied, about the completeness, accuracy, reliability or usability of the information presented in these websites.

Biking and Cycling in Kansas - Find gravel roads to mountain biking. Kansas has more trails than you can count!
<https://www.kansas.com/outdoors/bicycling/>

Kansas Travel Guide - The Official Kansas Travel Guide is your ultimate guide to all things adventure in the Sunflower State. Print with the guide online or download it to take a guide on the go!
<https://www.kansas.com/travel/kansas-travel-guide/>

Bike Walk KC - A non-profit organization that works to make the Kansas City region a safer and more accessible place to walk, bike, hike, work and play!
<http://www.bikewalkkc.org/>

Bike Walk Wichita - A non-profit organization dedicated to the promotion of safe, active transportation within Wichita and south west Kansas.
<http://www.bikewalkwch.com/>

Kansas Department of Wildlife and Parks - A state agency dedicated to promoting activities in Kansas, including state parks and wildlife areas.
<https://www.kdwr.com/>

Kansas Tourism - Ready for adventure? Kansas Tourism is your one stop shop to find things to do in the state, explore what makes Kansas special, and more!
<https://www.kansas.com/>

Adventure Cycling Association - Known as "America's Bicycle Travel Experts," it provides information about the United States Bicycle Route System (USBR), including USBR routes through Kansas, which usually follow the Trans America Trail.
<https://www.adventurecycling.com/>



FOR FREE DISTRIBUTION | 1.800.2.KANSAS

ADDITIONAL BICYCLING RESOURCES AND TOURIST INFORMATION

Biking Across Kansas - An annual night-day bicycle tour across Kansas usually held every June.
<https://www.bikingacrosskansas.com/>

Bicycle Map Contact Information
 Jesse Koenig, Active Recreational Manager
 Kansas Department of Transportation
 Eisenhower State Office Building
 705 2nd Street, 2nd Floor
 Topeka, KS 66602-2140
 Telephone: 785-236-2136
 Hearing Impaired: 711
 Email: jkoenig@kdot.gov
<https://www.kdwr.com/>

To order more maps, visit
<https://www.kdwr.com/active-recreation/>

For a collection of interactive cycling maps published online by KDOT, go to
<https://www.kdwr.com/active-recreation/>

Acknowledgments
 KDOT, Jerry Koenig, KDOT
 Cartographer: Esmer Reynolds, KDOT
 Cover Photo: Matthew Heston, KDOT
 Maps are an actual BMAP railroad line on the first mile. Not just lines of color.

Produced by the Kansas Department of Transportation
 For more bicycling and recreation information, including digital maps, safety tips, and state details.
<https://www.kdwr.com/active-recreation/>

The State of Kansas is an Equal Opportunity Employer.
 View employment opportunities at <https://www.kdwr.com/active-recreation/>

Rail-Trails of Kansas

1 Blue River Trail	2 First Hills Trail	3 Sun Horse Trail	4 Meritans Rail Trail	5 Newton Rail Trail	6 Redbud Trail	7 Sunflower State Trail
8 Burnhough Creek Trail	9 Haskett Rail Trail	10 Katy Hike & Bike Trail	11 Charge Creek Trail	12 Santa Fe Street Rail Trail	13 Suburban Trail	14 Uniontown Trail
15 Cloudburg Trail	16 Hospital Trail	17 Lincoln Trail	18 Midwater Trail	19 Prairie Spirit Rail Trail	20 Shawnee-Hillside Trail	21 Status Trail
22 Downtown Walking Path	23 Hutchinson Rail Trail	24 Lowell Trail	25 Missouri-Pacific Recreational Trail	26 Prairie Sunset Trail	27 Southland Rail Trail	28 White Stag Linear Park Trail

Recreating Hubs
 Includes fishing, electric and water primitive camping, family cabins, renewable energy, outdoor theater, drinking water, trails, alcohol facilities, kayak rental, bicycle repair course, fire pits, grills, and picnic tables and stoves.
<https://www.facebook.com/RecreatingHubs/>

Recreating First Hills
 Includes electric and water primitive camping, renewable energy, drinking water, trails, alcohol facilities, kayak rental, bicycle repair course, fire pits, grills, and picnic tables and stoves.
<http://www.kansasfirsthills.com/>

Open Rail Trail
 Trail open to the public and managed by a trail management agency. Funding has been distributed to the project and design or construction is underway.

Rail-Trail Project
 Corridor ownership has been transferred to a trail management agency. Funding has been distributed to the project and design or construction is underway.

For a comprehensive list of rail-trail systems across the state, visit the Sunflower Rail-Trails Conservancy at <https://www.sunflowertrails.org/>

KANSAS RAIL TRAILS

The real Kansas experience is full of the unexpected, and choosing the right trail for your group is key. Here are some tips to help you choose the right trail for your group.

Blue River Rail Trail, Mayville
 The Blue River Rail Trail is a paved trail with a gravel shoulder. It is a great trail for families and groups. The trail is paved and has a gravel shoulder. It is a great trail for families and groups.

First Hills Trail, Council Grove to Claasmore
 The First Hills Trail is a paved trail with a gravel shoulder. It is a great trail for families and groups. The trail is paved and has a gravel shoulder. It is a great trail for families and groups.

Williamson Trail, Leaning
 Williamson country "honor" in the state, is a long-term project. The trail is paved and has a gravel shoulder. It is a great trail for families and groups.

Redbud Trail, Andover
 Located near Andover, the Redbud Trail is a paved trail with a gravel shoulder. It is a great trail for families and groups. The trail is paved and has a gravel shoulder. It is a great trail for families and groups.

Midwater Trail, McPherson
 Located just south from McPherson, the Midwater Trail is a paved trail with a gravel shoulder. It is a great trail for families and groups. The trail is paved and has a gravel shoulder. It is a great trail for families and groups.

KANSAS TRAILS TO THE HORIZON

ESTABLISHED AS THE FIRST STATEWIDE NON-PROFIT SOLELY DEDICATED TO TRAILS

OUR MISSION IS TO PROVIDE THE RESOURCES, SUPPORT, AND COMMUNITY CONNECTIONS NEEDED TO MAKE KANSAS TRAILS ACCESSIBLE, SUSTAINABLE AND THRIVING FOR GENERATIONS TO COME.

TRAIL TRAILS
 Discover the best trails across Kansas with accurate maps and expert recommendations.

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4,611 MILES OF TRAILS AND ROUTES
 3,415 MILES OF GRAVEL ROUTES
 1,154 MILES OF NATURAL SURFACE TRAILS
 719+ MILES OF WATER ROUTES

JOIN OUR COMMUNITY OF TRAIL BUILDERS AND VOLUNTEERS. HELP US BUILD THE TRAILS OF THE FUTURE.
<https://www.kdwr.com/active-recreation/>

TO THE Adventurous

The project of the U.S. Bicycle Route System is to connect people across the country for safe, enjoyable cycling. Thousands of miles of trails exist throughout Kansas every year. They offer great scenic opportunities for recreation day after day, especially road routes 102B, 102C, 102D, 102E, and 102F. We through Kansas are designed for recreational cyclists capable of sharing the road with cars and trucks. For more information about USBR routes, visit <https://www.adventurecycling.com/>

U. S. BICYCLE ROUTES

Presented as either a red or blue line, these routes include:

USBR 50 AND USBR 55
 The Lincoln Park Trail, Emporia, Kansas
 Located in Lincoln Park, Emporia, the Lincoln Park Trail is a paved trail with a gravel shoulder. It is a great trail for families and groups. The trail is paved and has a gravel shoulder. It is a great trail for families and groups.

USBR 66
 The Garden Bridge, Garden Springs
 Designed by James James Smith, the Garden Bridge is a paved trail with a gravel shoulder. It is a great trail for families and groups. The trail is paved and has a gravel shoulder. It is a great trail for families and groups.

USBR 55
 The Midwater Cultural Center and Museum, Leavenworth
 The Midwater Cultural Center and Museum is a paved trail with a gravel shoulder. It is a great trail for families and groups. The trail is paved and has a gravel shoulder. It is a great trail for families and groups.

USBR 76
 The Lawrence Historical Museum, Lawrence
 The Lawrence Historical Museum is a paved trail with a gravel shoulder. It is a great trail for families and groups. The trail is paved and has a gravel shoulder. It is a great trail for families and groups.

USBR 76
 The Lawrence Historical Museum, Lawrence
 The Lawrence Historical Museum is a paved trail with a gravel shoulder. It is a great trail for families and groups. The trail is paved and has a gravel shoulder. It is a great trail for families and groups.

USBR 76
 The Lawrence Historical Museum, Lawrence
 The Lawrence Historical Museum is a paved trail with a gravel shoulder. It is a great trail for families and groups. The trail is paved and has a gravel shoulder. It is a great trail for families and groups.

U. S. Bicycle Route System through Kansas

USBR 50 (18 miles)
 Made from Nebraska/Kansas border to Johnson county

USBR 55 (281 miles)
 Made from Nebraska/Kansas border to Kansas/Oklahoma border

USBR 66 (173 miles)
 Made connecting Emporia, Garden and Garden Springs in Howard, Route 66

USBR 76 (287 miles)
 Made from Geary County to Crawford County following the TransAmerica Bicycle Trail



Grades aren't everything, but we're proud of ours!

KANSAS

#21 NATIONAL RANK (OF 50)
COMPARED TO LAST REPORT CARD: **1**

#6 Midwestern REGIONAL RANK (OF 13)

Bicycle Friendly Actions	Action Taken	Progress <small>SINCE LAST REPORT CARD</small>
Complete Streets Law/Policy	No	↔
Safe Passing Law (3ft+)	Yes	↔
Statewide bike plan last 10 years	Yes	↑
2%+ federal funds on bike/pedestrian	No	↔
Speed limit laws for #SlowRoads	Yes	↔

FEEDBACK

Adopt a statewide Complete Streets policy. Kansas is one of only 14 states without a resolution, policy, or law that addresses creating a transportation system for all of the ways that people move.

Congratulations on adopting a statewide Active Transportation Plan. This should provide a basis for investments, safety improvements, and coordination with communities throughout the state.

Spend at least 2% of federal transportation funds on biking and walking improvements.

Establish active transportation education in all schools, Safe Routes to School master plans in districts, and proactive training of adults as well as youth in preparation for walking/biking to school.

Work to inform local jurisdictions of the Vulnerable Road User Safety Assessment Tool and encourage them to use it in local planning efforts.

In 2024, the Build Kansas Fund provided \$1,407,500 in state funds to cover all or part of the local match required for Safe Streets and Roads for All grants. This is the third year where Kansas has provided help with the match, helping communities receive more than \$21 million in federal grants.

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP: [BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/bfa/awards)

The Bicycle Friendly State ranking is based on a comprehensive survey – with over 100 data points – completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at ken@bikeleague.org. See the Report Card Use Guide.

ONE SUCCESS The Kansas DOT has hired a Safe Routes to School coordinator to help schools across the state make it easier for students to bike and walk to and from class.

TOP TIP In 2022, the Kansas DOT published “Crosswalk Guidance & Guide to Crosswalk Countermeasures.” Work with communities to use this guidance to install safer crossings across KDOT roads, especially in rural parts of the state.

Federal Data on Biking		Rank
Ridership	0.3% of commuters biking to work	35/50
Safety	14.5 fatalities per 10K bike commuters	29/50
Spending	\$3.18 per capita FHWA spending on biking and walking	27/50

Categories	% of available points	Rank
Funding	53%	20/50
Infrastructure	84%	12/50
Laws	60%	18/50
Policies	54%	25/50
Capacity & Support	74%	20/50
Safety	67%	11/50
Every Ride Counts	11%	37/50

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING

Complete Streets Policies	Adopted state Complete Streets policy(ies)	0 / 5
	Has strong state Complete Streets policy	0 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	3 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		13 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING

Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	10 / 10
	Provides special consideration for high-need communities in TAP awards	6 / 6
	Provides matching funds for high-need communities	9 / 7*
	Provides support to TAP applicants	5 / 7
	Sets aside other federal (non-TAP) funding for active transportation	5 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	10 / 10
	Amount of state funding for active transportation	10 / 10
	Provides special consideration for high-need communities in state awards	5 / 5
		80 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES

Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	5 / 7
	Dedicates state or other funding for Safe Routes to School	7 / 7
	Funds SRTS non-infrastructure projects	7 / 7
	Provides Safe Routes to School planning grants or minigrants	6 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
	Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
	Supports equitable access to Safe Routes to School programming	5 / 5
		45 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS

Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	5 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling and physical activity in school design guidelines	0 / 15
		11 / 30

* Exceeds 7 points because of 2 point bonus for using Highway Safety Improvement Program funds as match (see pg. 13 for more information)
+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)

"Most Improved State"



We're on our way!



Thank You!

Jenny Kramer
Active Transportation Program Manager
Kansas Dept. of Transportation
Jenny.Kramer@ks.gov



Audience Q&A

2026 Webinar Topics

- Celebrate Trails Day: An Overview of the Celebration and Ways to Engage
- Leveraging Public-Private Partnerships in Gap-Filling Strategies
- Tools for Demonstrating Economic Impact
- Storytelling for Impact
- Developing Network-wide Trail Standards

And more!

