

Dec. 10, 2025

Leveraging Statewide Planning to Advance Trail Development

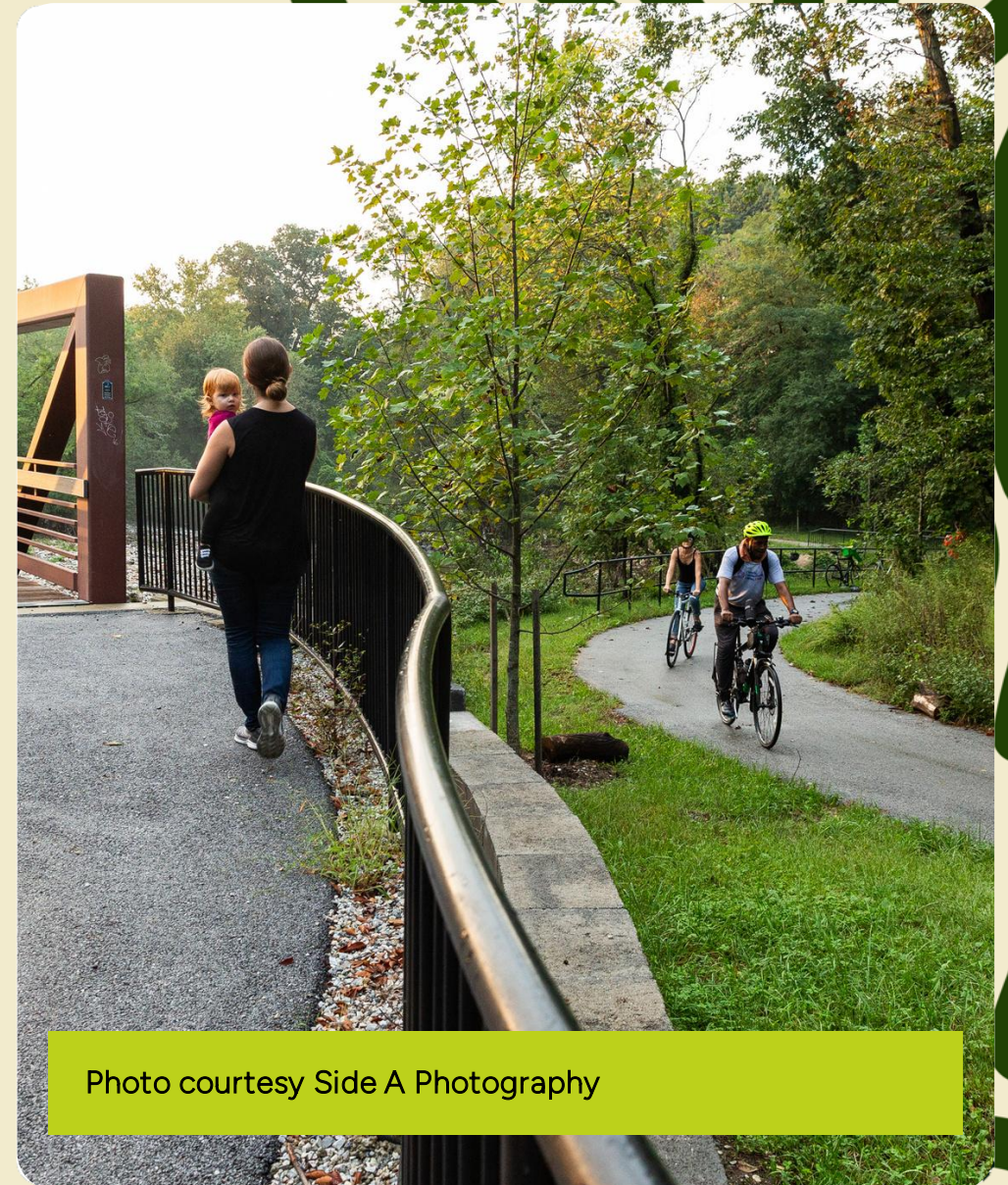
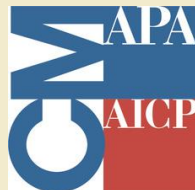


Photo courtesy Side A Photography

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:
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 - Webinar ID: 844 7887 1257
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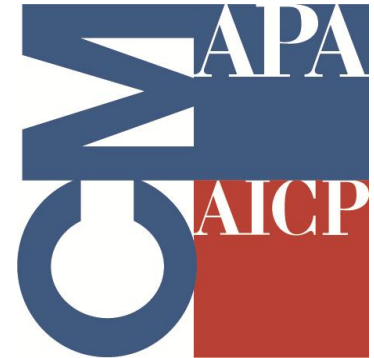
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Meet Our Panelists



John Devine, AICP
Executive Director,
Go Georgia



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



Jenny Kramer
Kansas Department of
Transportation

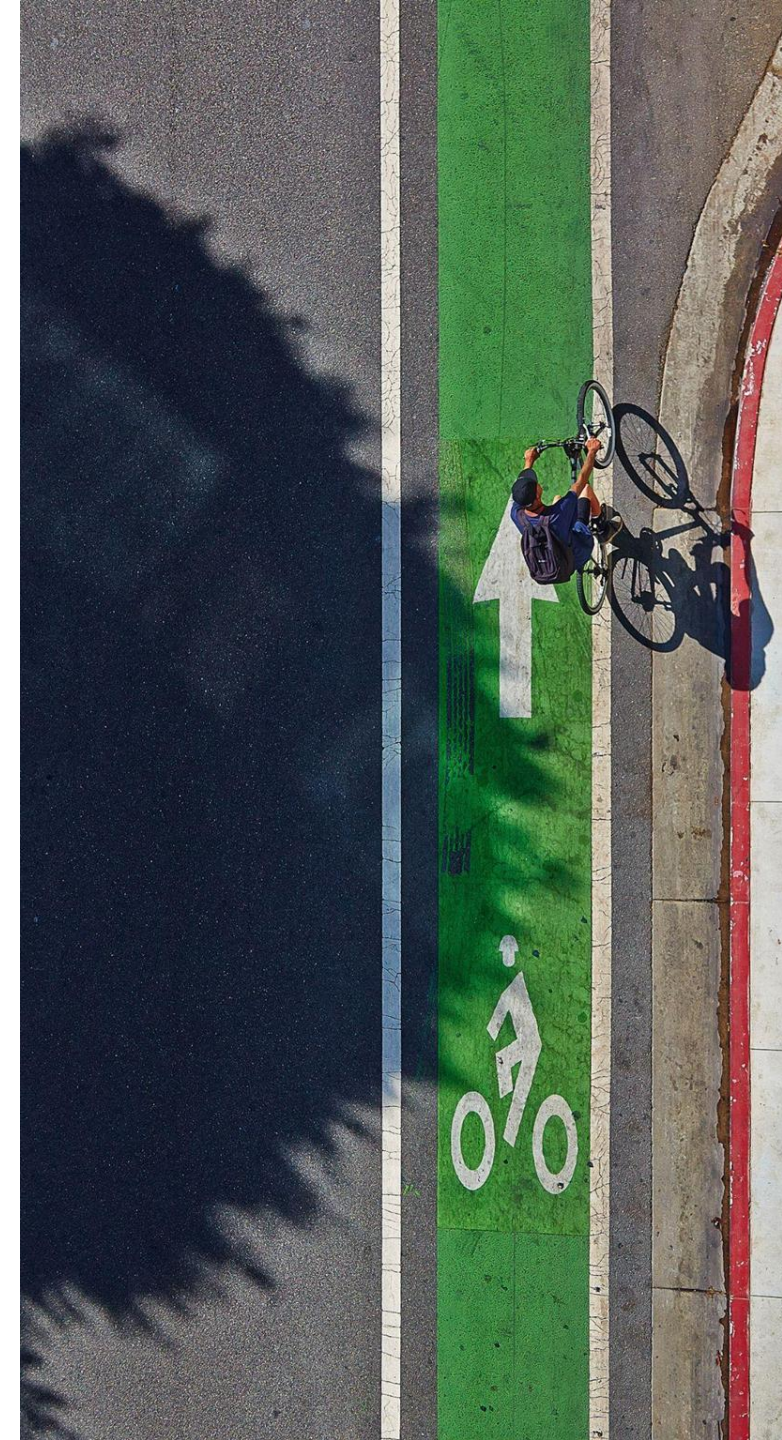


Leveraging Statewide Planning to Advance Trail Development

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

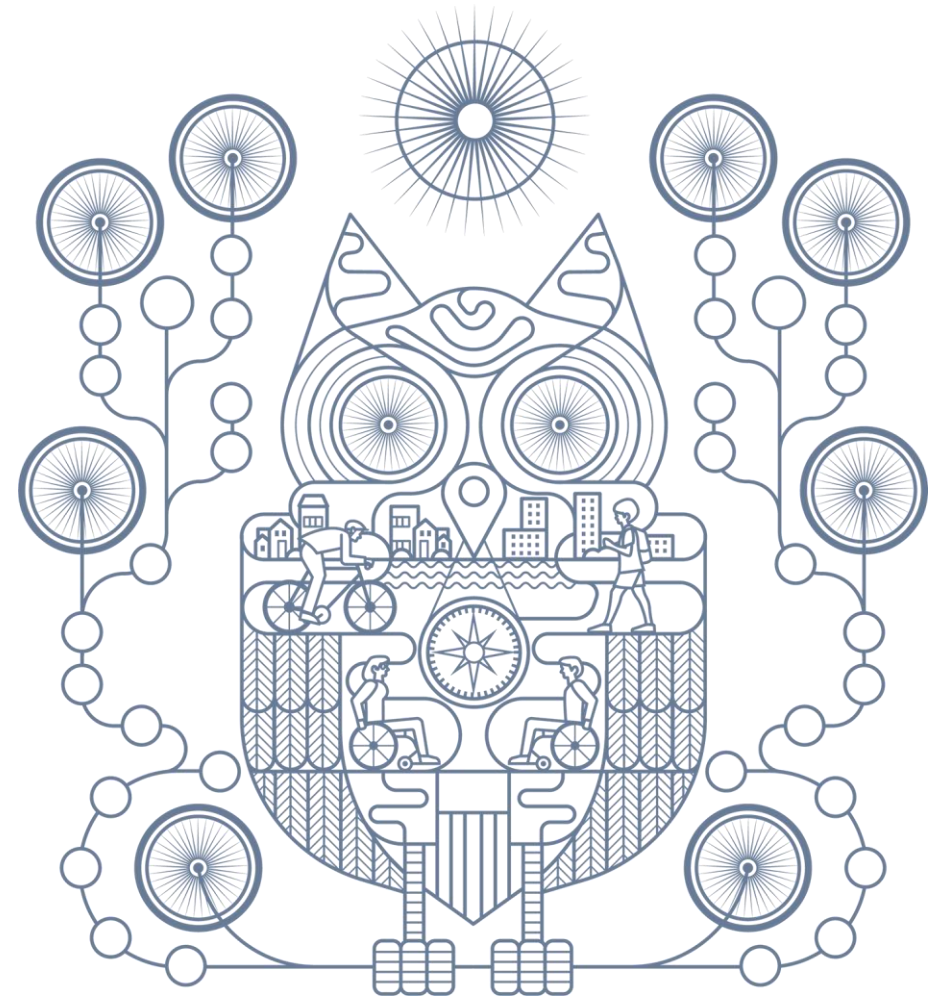
Advocacy

- Better policy / more investment





Georgia's Statewide Active Transportation Plan



Active Transportation Plan

Origins

- Need
- Transportation Alternatives grant

Phases

- Rural Phase I / Urban Phase II

Go Georgia Role

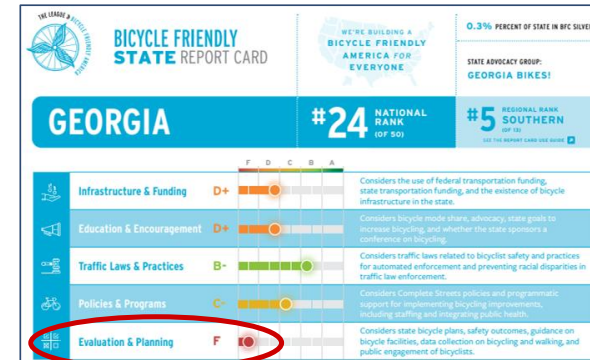
- Project management team

Implementation Strategy

- Statewide>Regional>Local

Trails Planning in Georgia

- ATP / Beyond





Takeaways

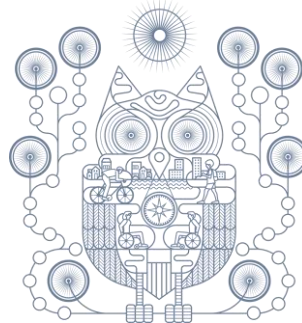
1. **Partnerships:** state DOT/DNR, advocacy alliance, etc.
2. **Funding:** TA worked for Georgia
3. **Process:** project management team
4. **Product:** streamlined document, implementation focus
5. **Trails:** ATP sets the stage



John Devine, AICP
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www.go-georgia.org



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<http://eepurl.com/b8Thlf>





**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.



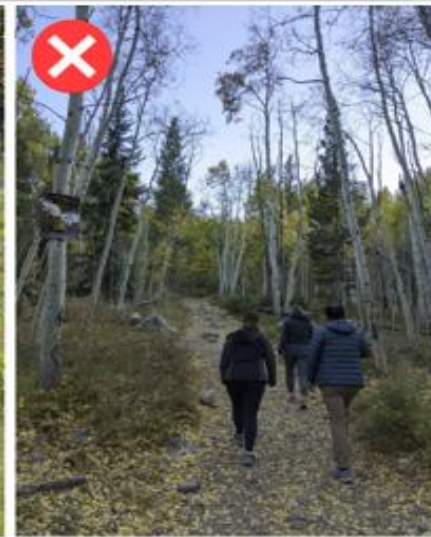
Shared Use Path



Sidepath



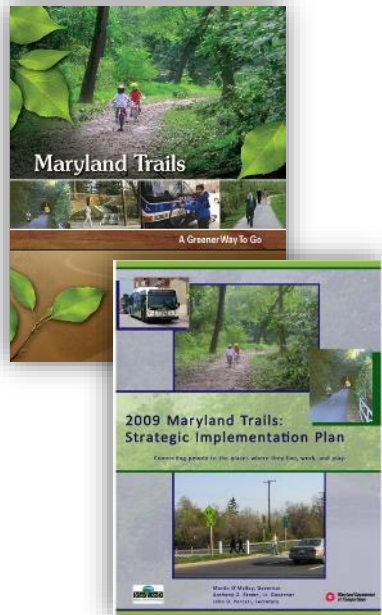
MTB Trail



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.**

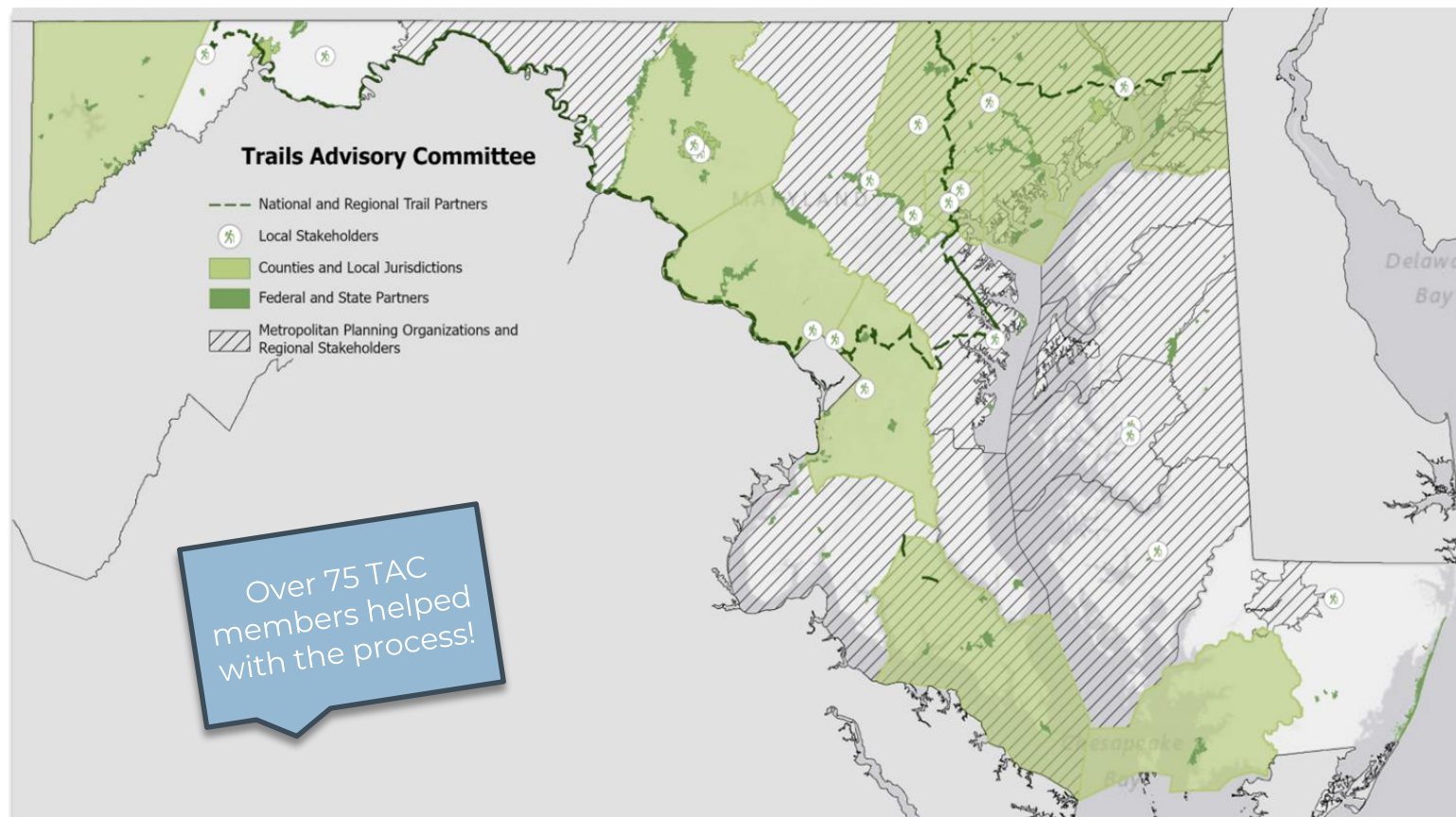


Complete a **high-quality statewide transportation trail network** that connects Maryland's regions.



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



informed

MDOT Policy Conversations, Best Practices Research, Interviews, etc.

PART TWO



Online Survey & Listening Sessions

informed

Toolkit #1



Toolkit #2



Toolkit #3



Implementation Toolkits

informed

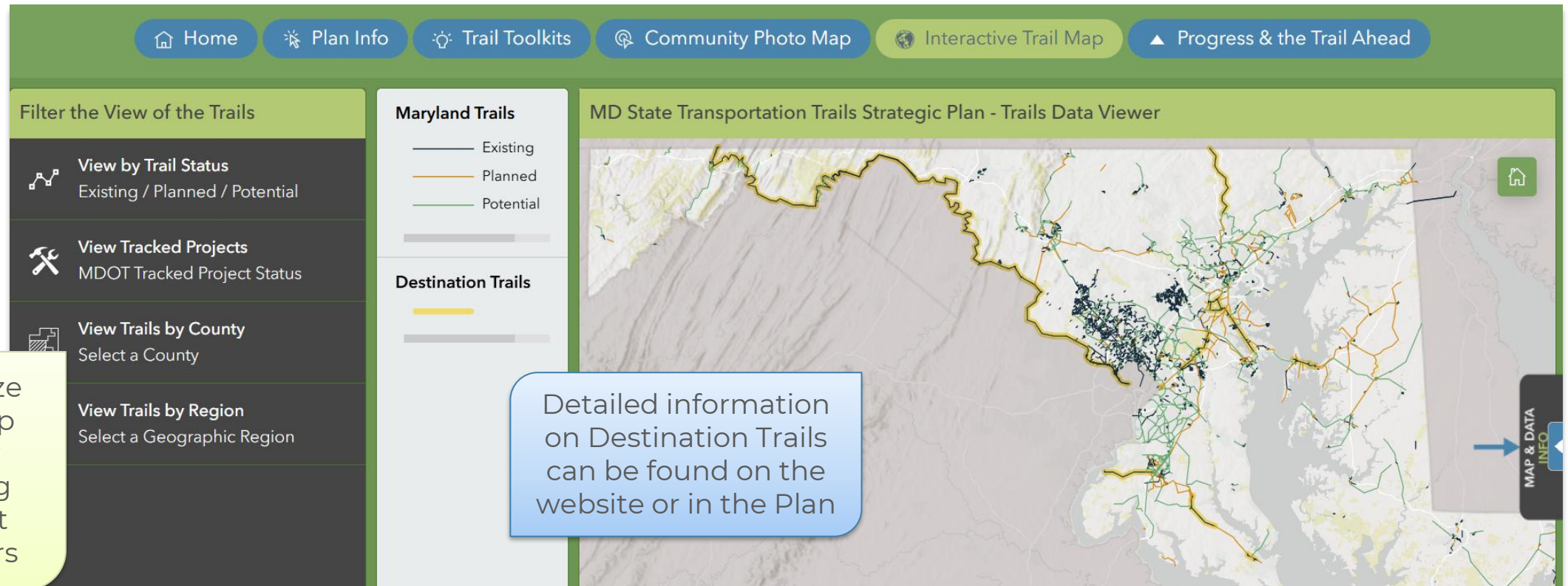
PART THREE



Final Plan & Interactive Website



Trails Database Interactive Map



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

Local Plans &
Priority Letters

Feasibility
Study



Implementation

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

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

Home

Plan Info

Trail Toolkits

Community Photo Map

Interactive Trail Map

Progress & the Trail Ahead



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.

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

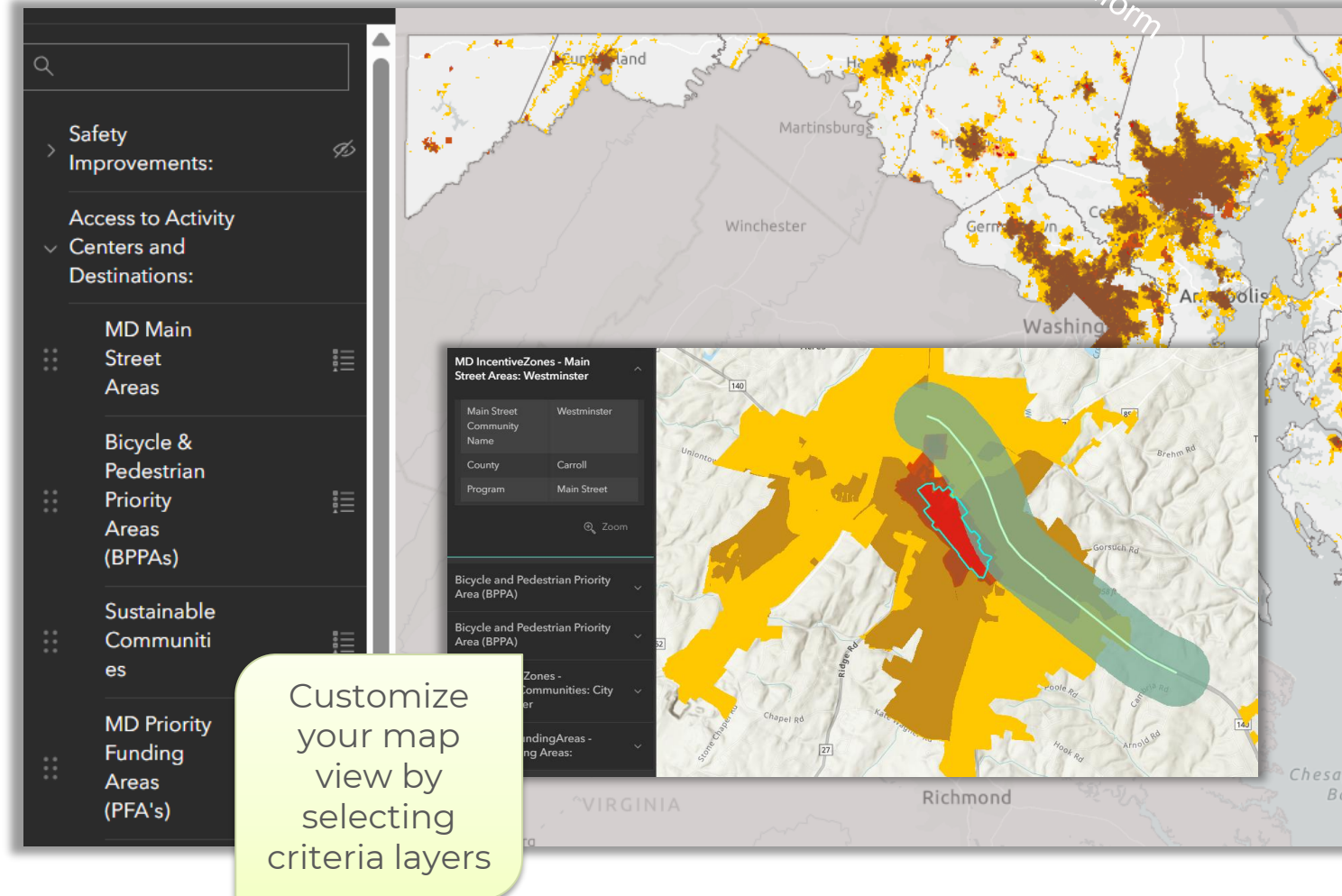
Zoom in and out on the map

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



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

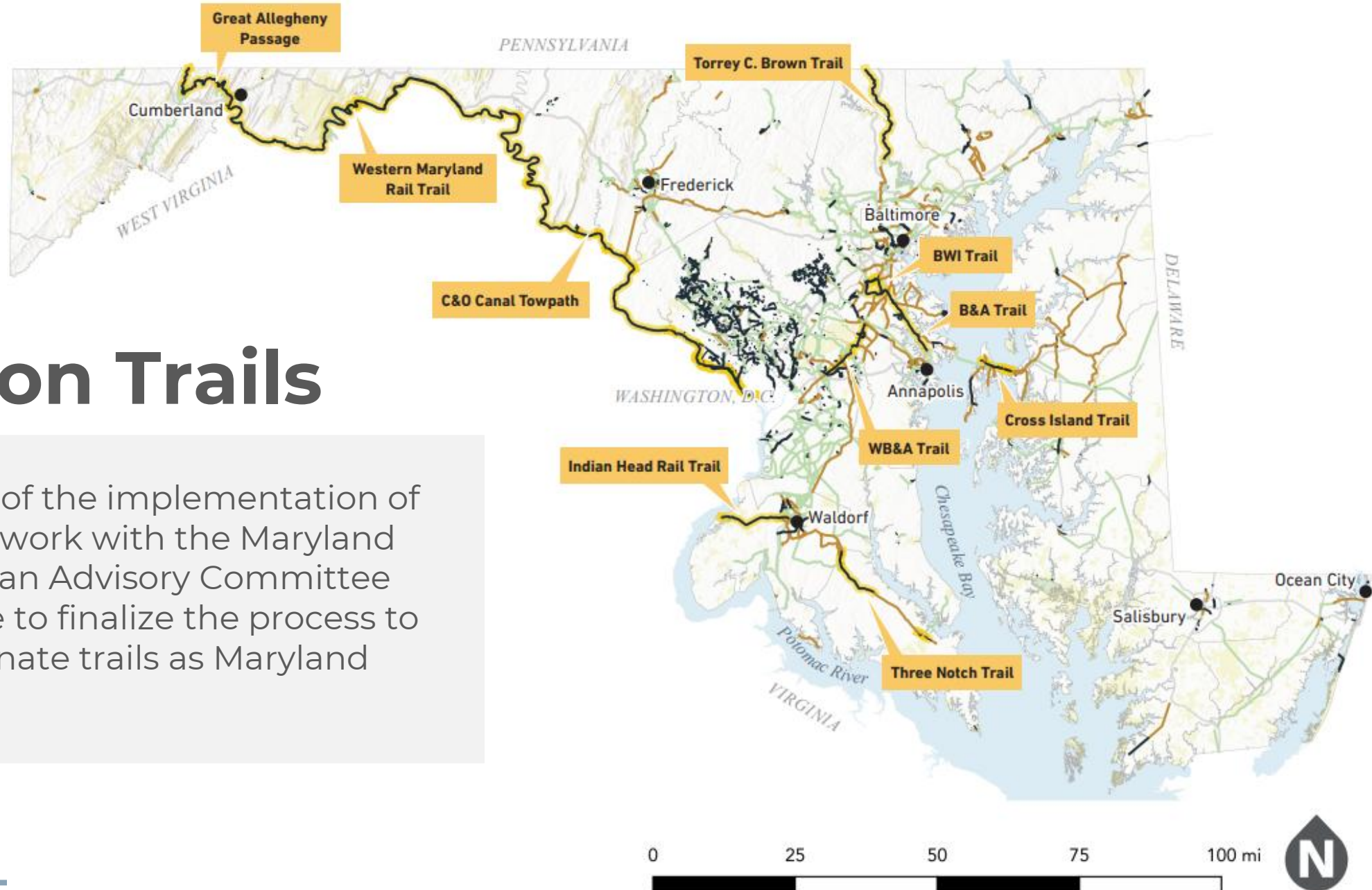
Engage with Existing Groups

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.



Explore “Progress & Trail Ahead”

Policy Recommendations
can be filtered and sorted

Home

Plan Info

Trail Toolkits

Community Photo Map

Interactive Trail Map

Progress & the Trail Ahead

Progress & the Trail Ahead

Benchmark Trail Data

Tracked Projects

Policy Recommendations

+

-

Map

Tracked Projects

A selection of MDOT tracked projects are listed as snapshots below. Click on a snapshot and the map will adjust to the location of each tracked project selected.

Click on a trail in the map to view additional information about each trail in a pop-up menu.

These tracked projects are further documented in the Implementation Plan section of the Plan as well.

Tracked Trail Projects

Susquehanna River Crossing

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 ToolkitsCommunity Photo MapInteractive Trail MapProgress & the Trail Ahead

Tracked Projects are mapped

Trail Building Phase

0 Selected

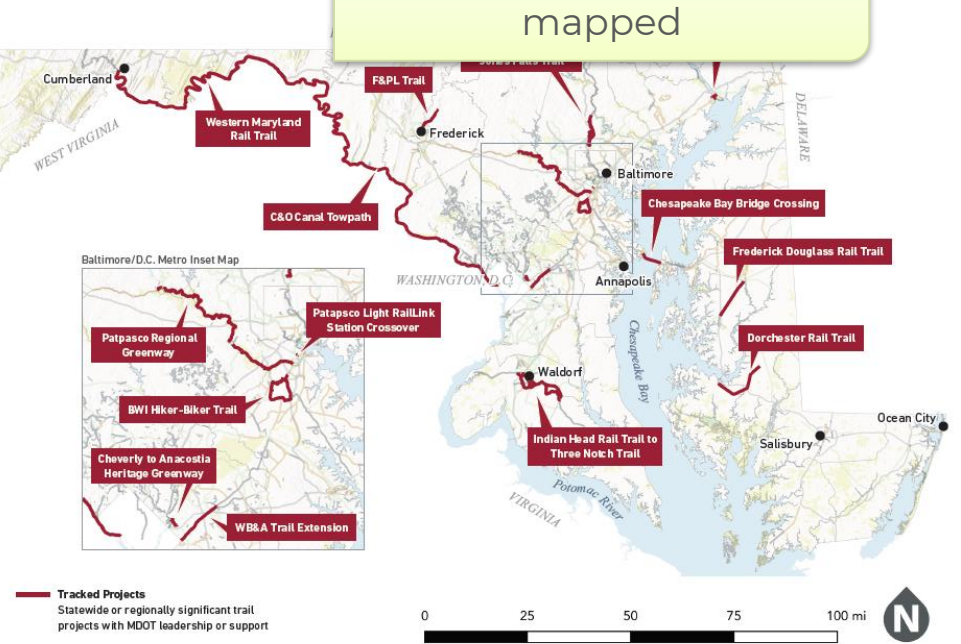
Timeframe

0 Selected

Responsibility

0 Selected

Policy Recommendation				
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)	



Please visit our webpages and contact us!



www.mdot.maryland.gov/trailsplan



[MDOT Experience Builder Webpage](#)

EMAIL: mbpac@mdot.maryland.gov

A person wearing a blue shirt and dark shorts is riding a bicycle on a paved trail. The trail is bordered by gravel and greenery. In the background, there are trees, a small wooden structure, and a silo under a blue sky with scattered clouds.

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.



KS ATP Goals and Strategies Related to Trails

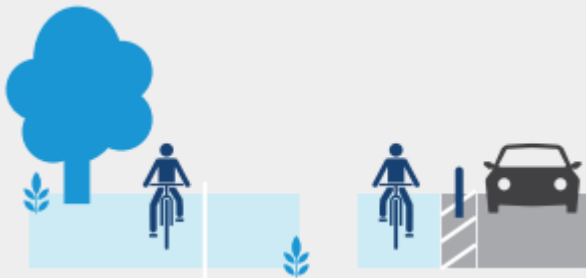
Mobility: Increase the regular use of walking, cycling, wheeling, and other active transportation modes.

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



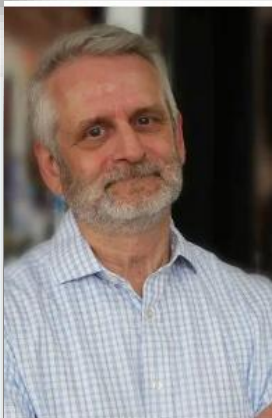
Jay Aber



Kelli Mark



Jared Tremblay



Mike Scanlon



Cherie Sage



Will Sharp



Courtney Koenig



Max Wilcox



Michael Kelley



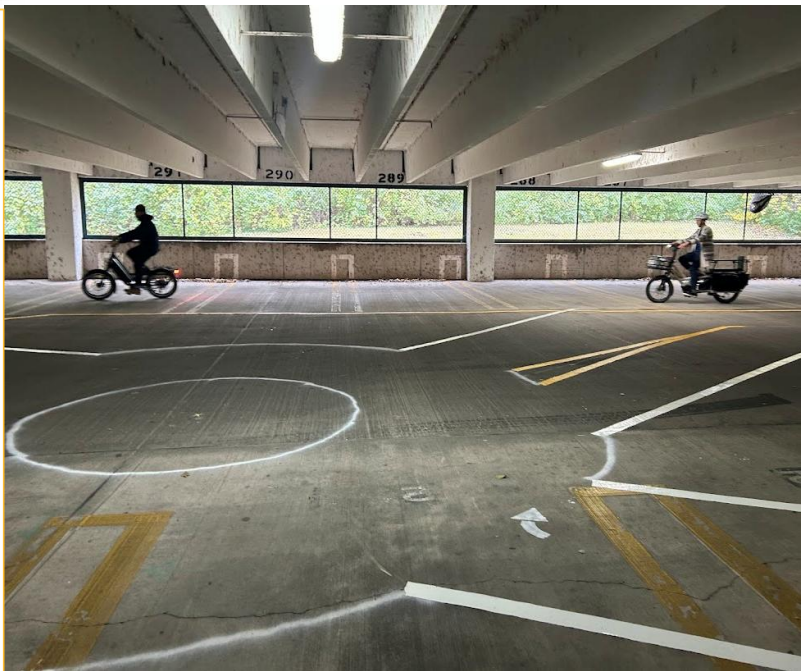
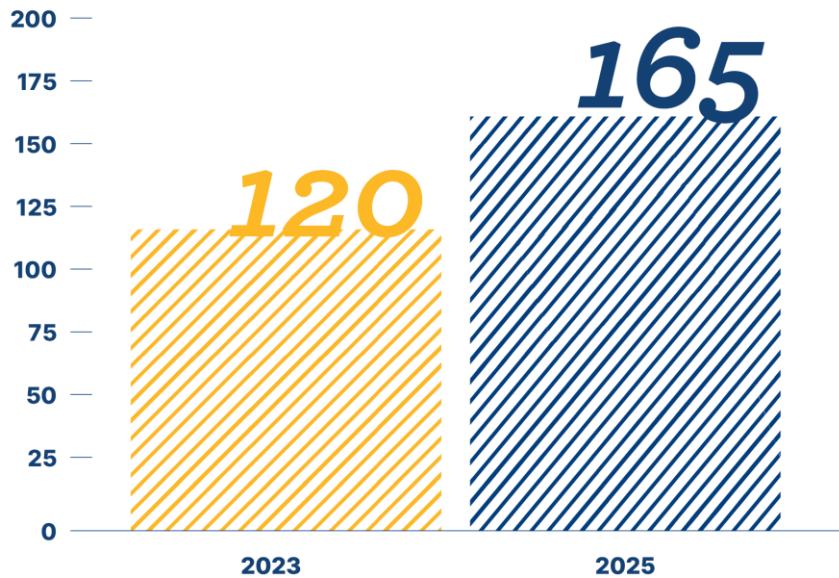
Craig Knutson

WALK BIKE ROLL KANSAS

ACTIVE TRANSPORTATION SUMMIT



Walk Bike Roll summit registrations





WALK BIKE ROLL KANSAS



VIRTUAL
SERIES

Trail Maintenance

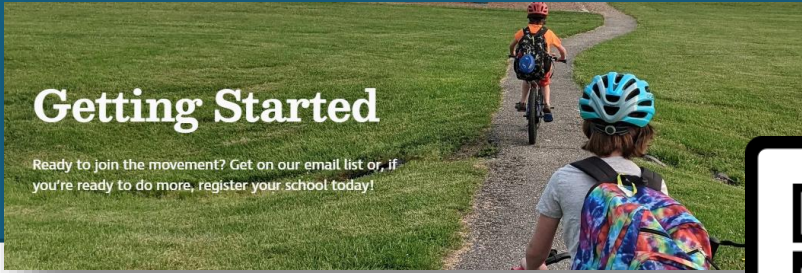
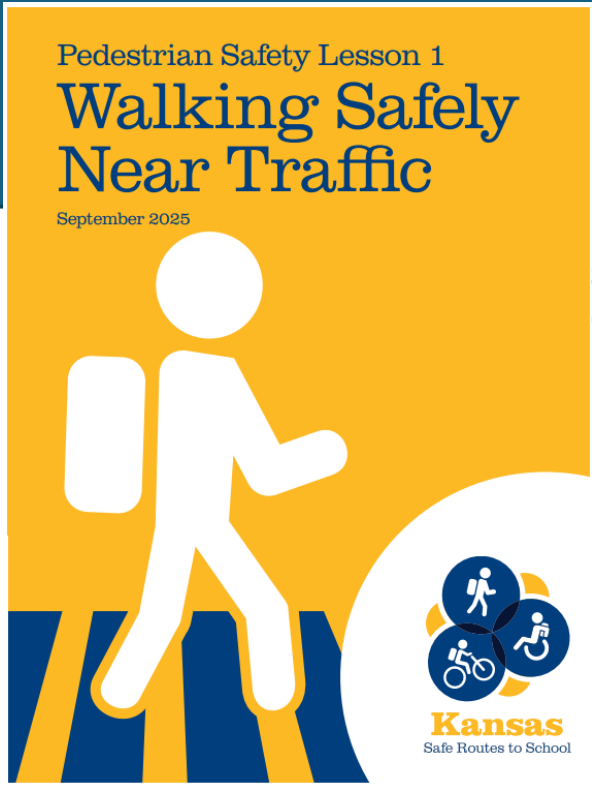
May 2023	Meet KATE
June 2023	Active Tourism
July 2023	Demonstration Projects
August 2023	KDOT Planning Toolkit
October 2023	Increasing Pedestrian Safety
December 2023	PROWAG and Active Transportation
February 2024	Trail Maintenance
April 2024	Storytelling
June 2024	Drive to Zero
August 2024	Safe Routes 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

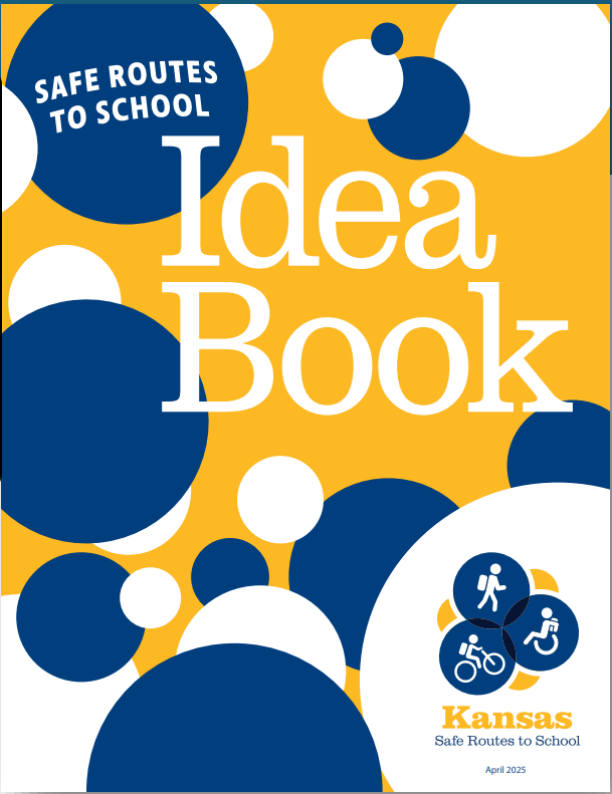


Kansas Active
Transportation
Enhancement



SRTS Planning
Grants since 2024:

awarded **17** communities



including

53

schools



15,506

students



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.

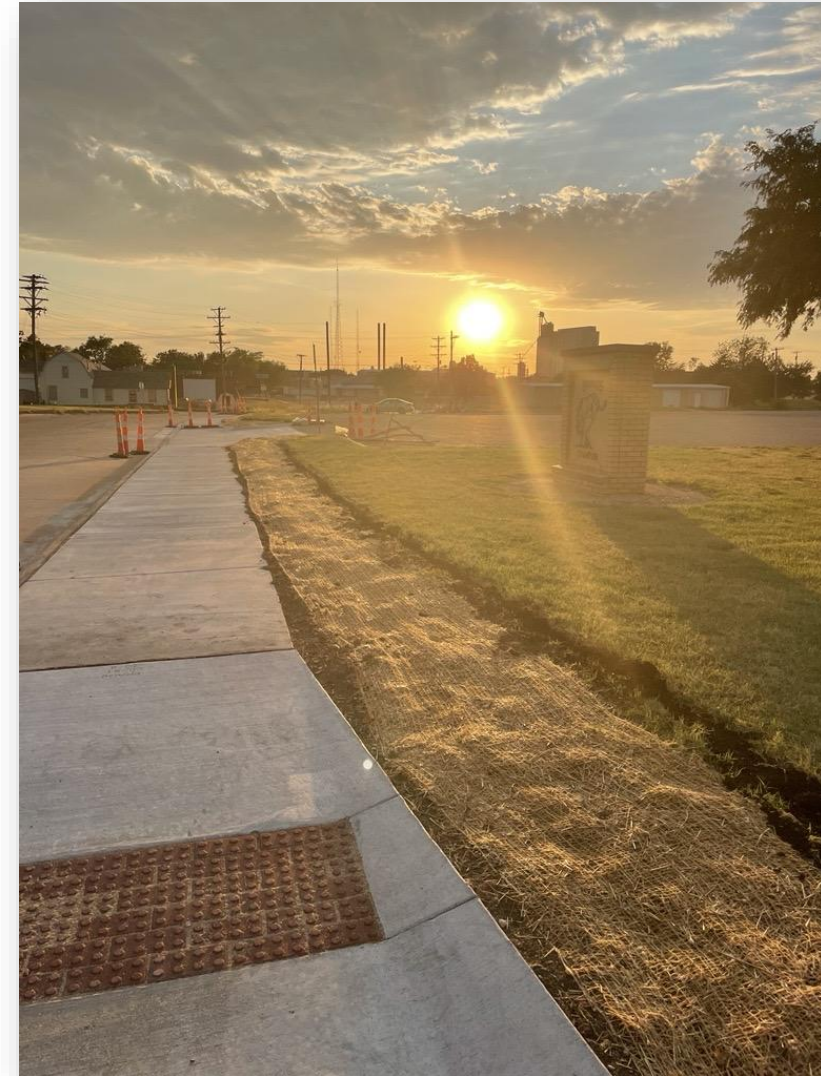
Active Transportation Funding and Projects

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

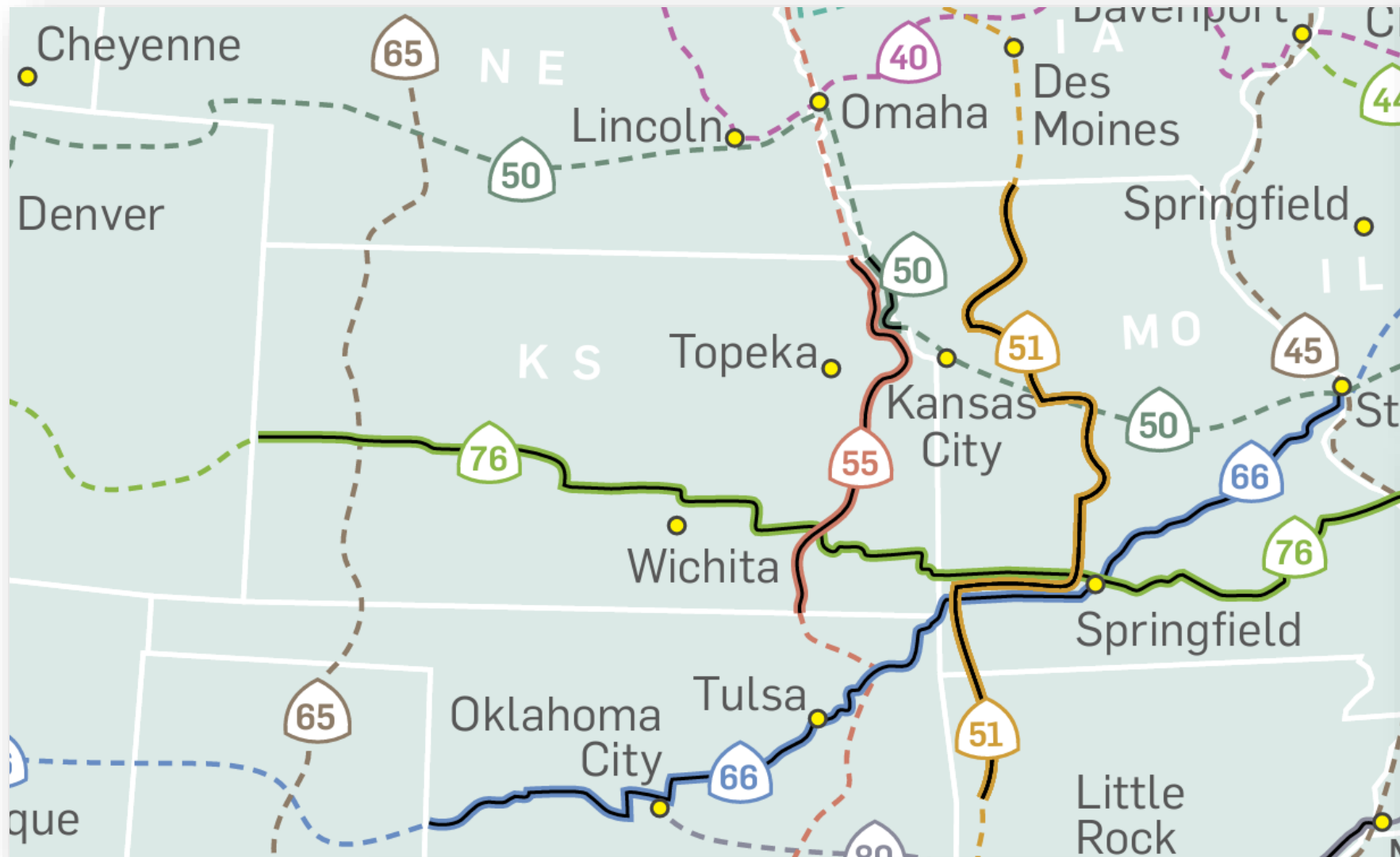
Examples of KDOT Projects that Added Bike/Ped Facilities:

- 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 6 7 9	① 3 5 6 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

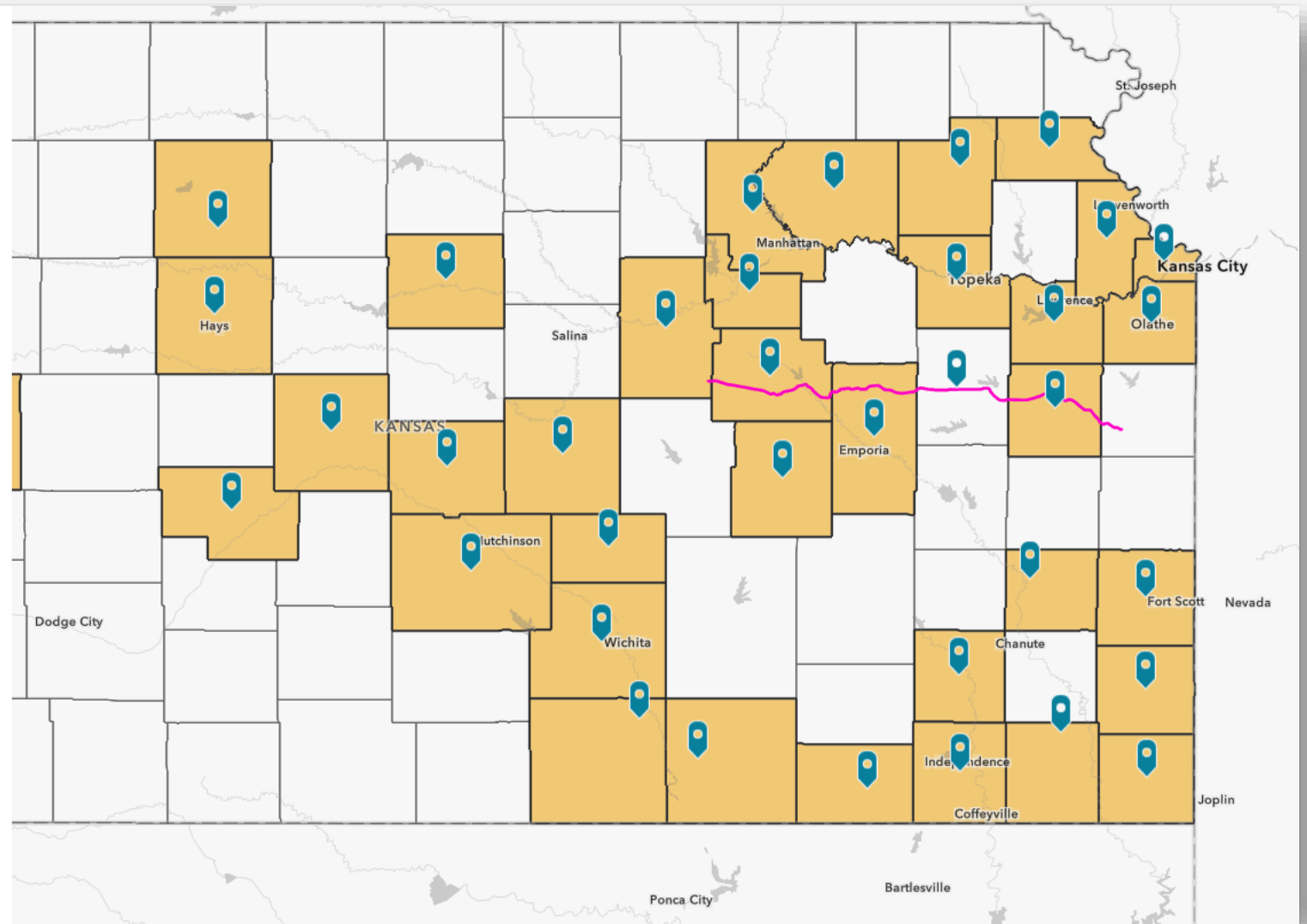
Chase County

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

Chautauqua County

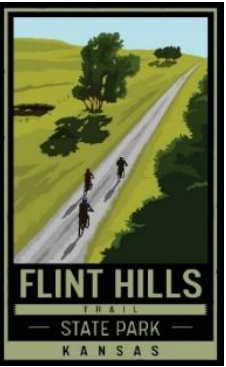
[City of Sedan/USD 286 Safe Routes to School Plan](#)
(2025)

Cherokee County



New Bridge Over BNSF RR West of Ottawa

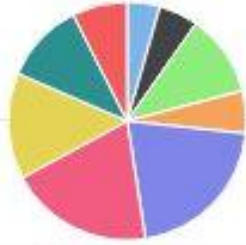




Yearly* totals

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

Avg



17.5k

15k

12.5k

10k

7.5k

5k

2.5k

0

-1

2024

2025

2

- FHT Admire
- FHT Osawatomie Mile 0
- FHT Vassar

- FHT Bushong
- FHT Ottawa

- FHT Council Gr East
- FHT Pomona

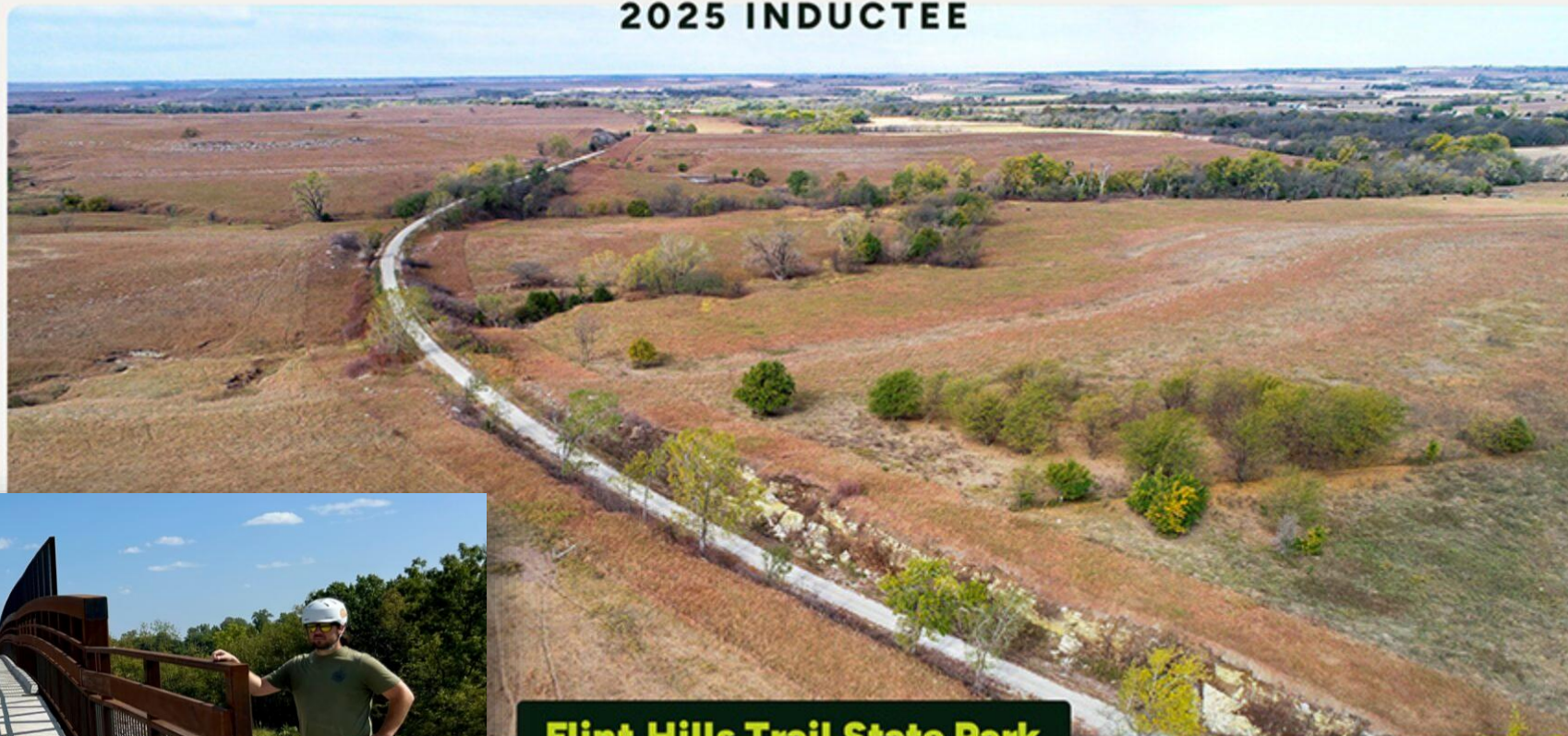
- FHT Osage City
- FHT Rantoul



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.

DISCOVER →

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

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

SUPPORT TRAILS

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

PROMOTE TRAILS

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

EXPERT MAPS, TRAIL-BUILDING GUIDANCE, 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/)

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



BICYCLE FRIENDLY STATE REPORT CARD



STATE ADVOCACY GROUP(S):
No statewide non-profit bike advocacy organization

2024

KANSAS

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

#6 Midwestern REGIONAL RANK (OF 13)

Bicycle Friendly Actions	Action Taken	Progress	SINCE LAST REPORT CARD
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



"Most Improved State"



We're on our way!



Thank You!

Jenny Kramer

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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!

