NJDOT
Office of Bicycle and Pedestrian Planning

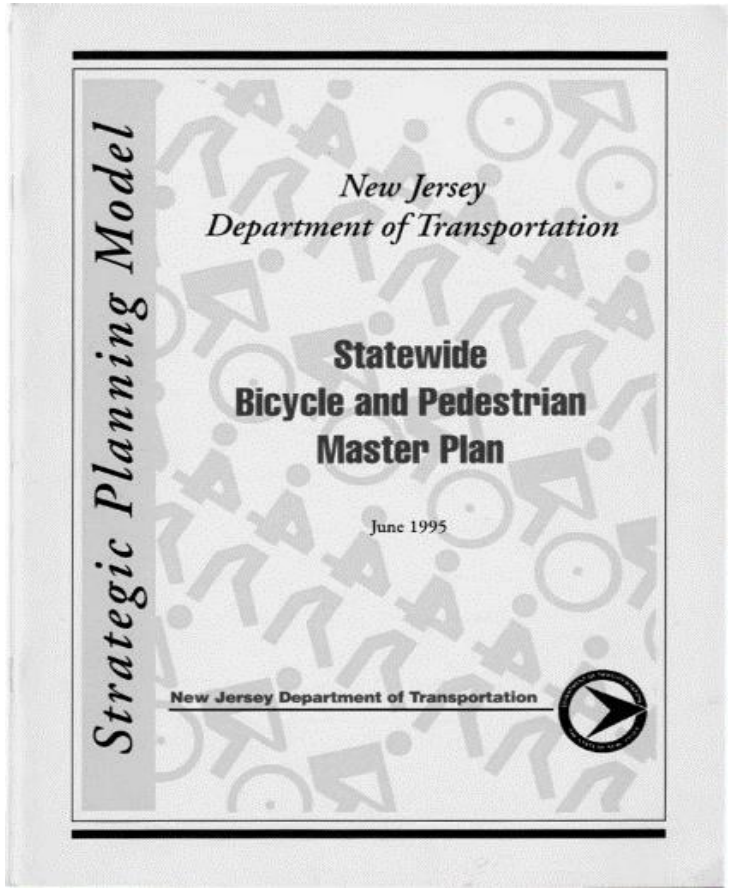
Bicycle and Pedestrian Coordinator Meeting
August 14, 2024

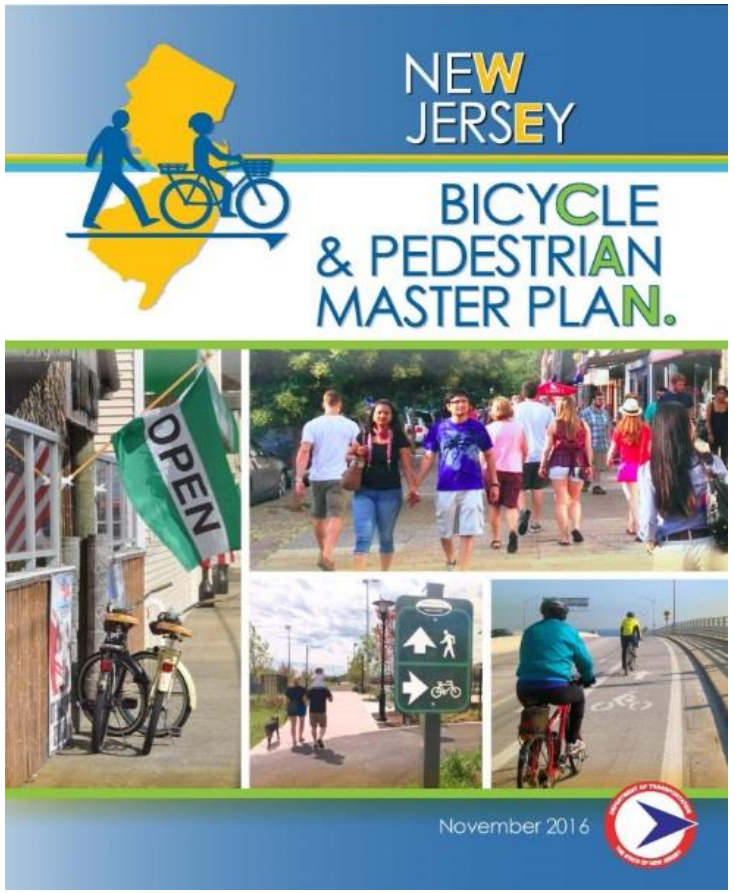
Elise Bremer-Nei, AICP/PP
Bicycle and Pedestrian Coordinator
New Jersey Department of Transportation
elise.bremer-nei@dot.nj.gov

NJDOT Office of Bicycle and Pedestrian Programs

- Began with the Intermodal Surface Transportation Efficiency Act of 1991
- Interacts with divisions and bureaus across the Department, as well as other agencies and organizations
- Programs funded through the Federal Highway Administration
- Located within the Division of Safety Programs and Transportation Data

New Jersey Bicycle and Pedestrian Master Plan





NJ Bicycle and Pedestrian Advisory Council

Subcommittees

- Design
- Safety
- Policy

State of New Jersey
Motor Vehicle Commission

New Jersey Division of Highway Traffic Safety

New Jersey Department of Environmental Protection

NJ Health
New Jersey Department of Health

New Jersey Bike & Walk Coalition

NJ TRANSIT
The Way To Go.

New Jersey Department of Transportation

Tri-State Transportation Campaign

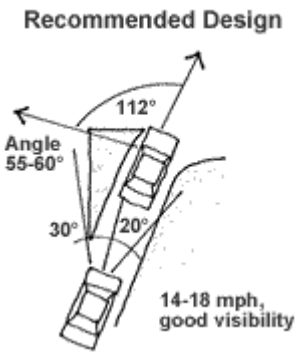
SJTPO

NJTPA

Delaware Valley dvrpc Regional Planning Commission

NJDOT Bicycle and Pedestrian Programs

- NJ Bike/Ped Master Plan
- Pedestrian Safety Management System
- NJ Statewide Bicycle Map
- Local Bike/Ped Planning Assistance
- NJ Safe Routes to School Program
- NJ Safe Routes Resource Center
- NJ Bike/Ped Resource Center
- NJ SHSP Bike/Ped Action Teams
- Complete Streets Trainings/Summit
- Project/Policy/Legislation Reviews
- Trail and Greenway Planning



Consultant Resources

wsp

Michael Baker
INTERNATIONAL

URBAN
ENGINEERS, INC.

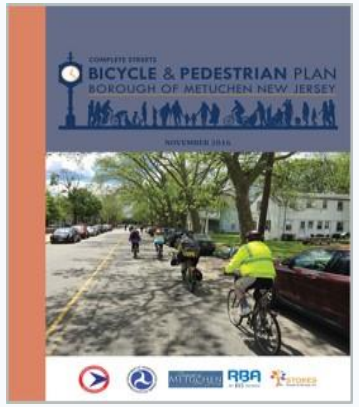
Sam
Schwartz
A TYLin Company

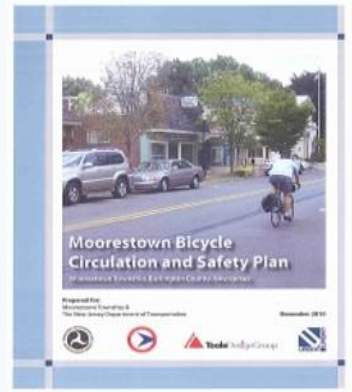
NV5

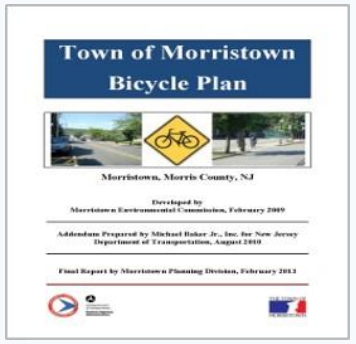
NJDOT LOCAL BICYCLE & PEDESTRIAN ASSISTANCE PROGRAM

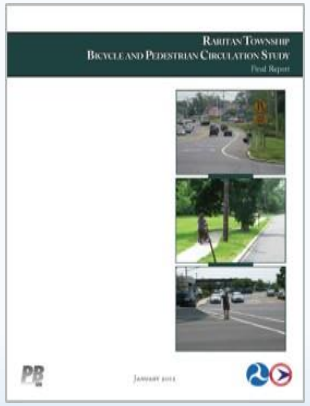
Over 25 years

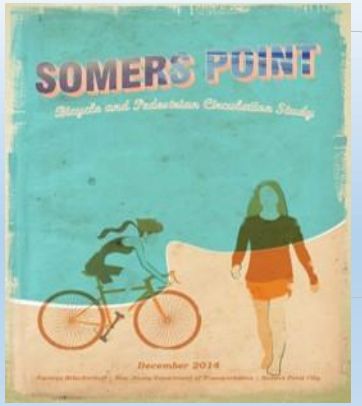
Over 100 plans





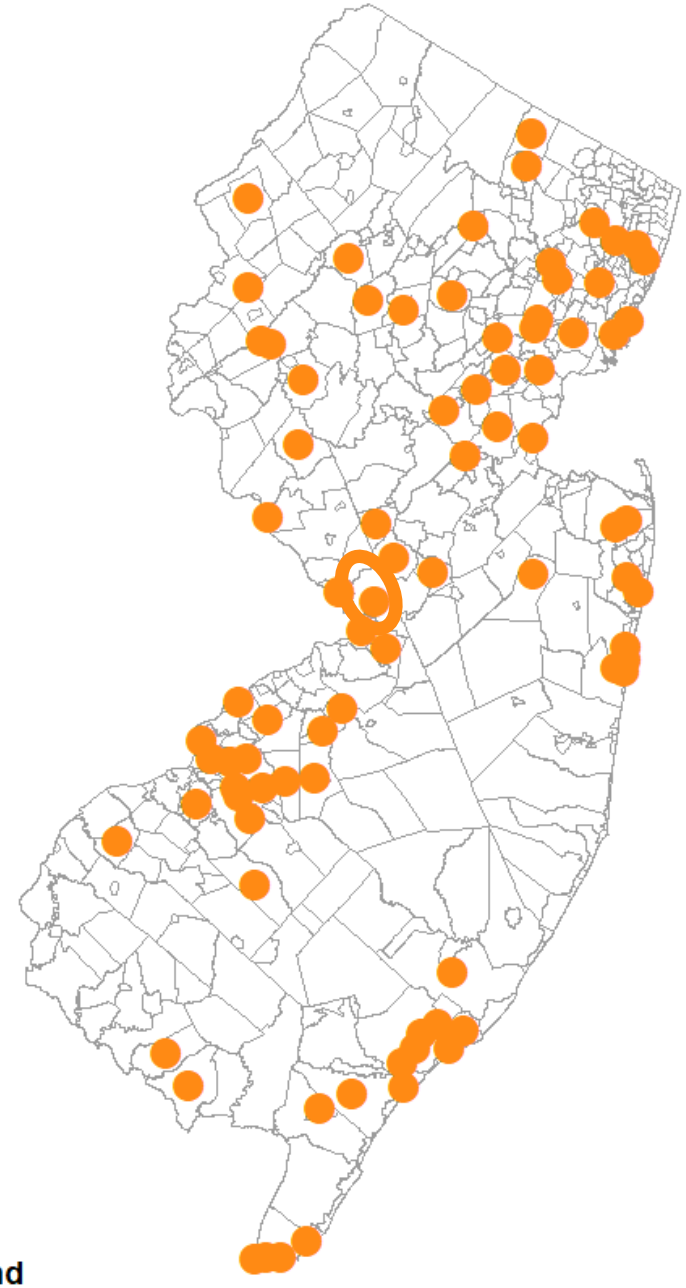






Local Bicycle and Pedestrian Planning Assistance

LOCAL PLANNING ASSISTANCE ACROSS THE STATE



NJDOT Office of Bicycle and Pedestrian Planning

Alaska Department of Transportation & Public Facilities

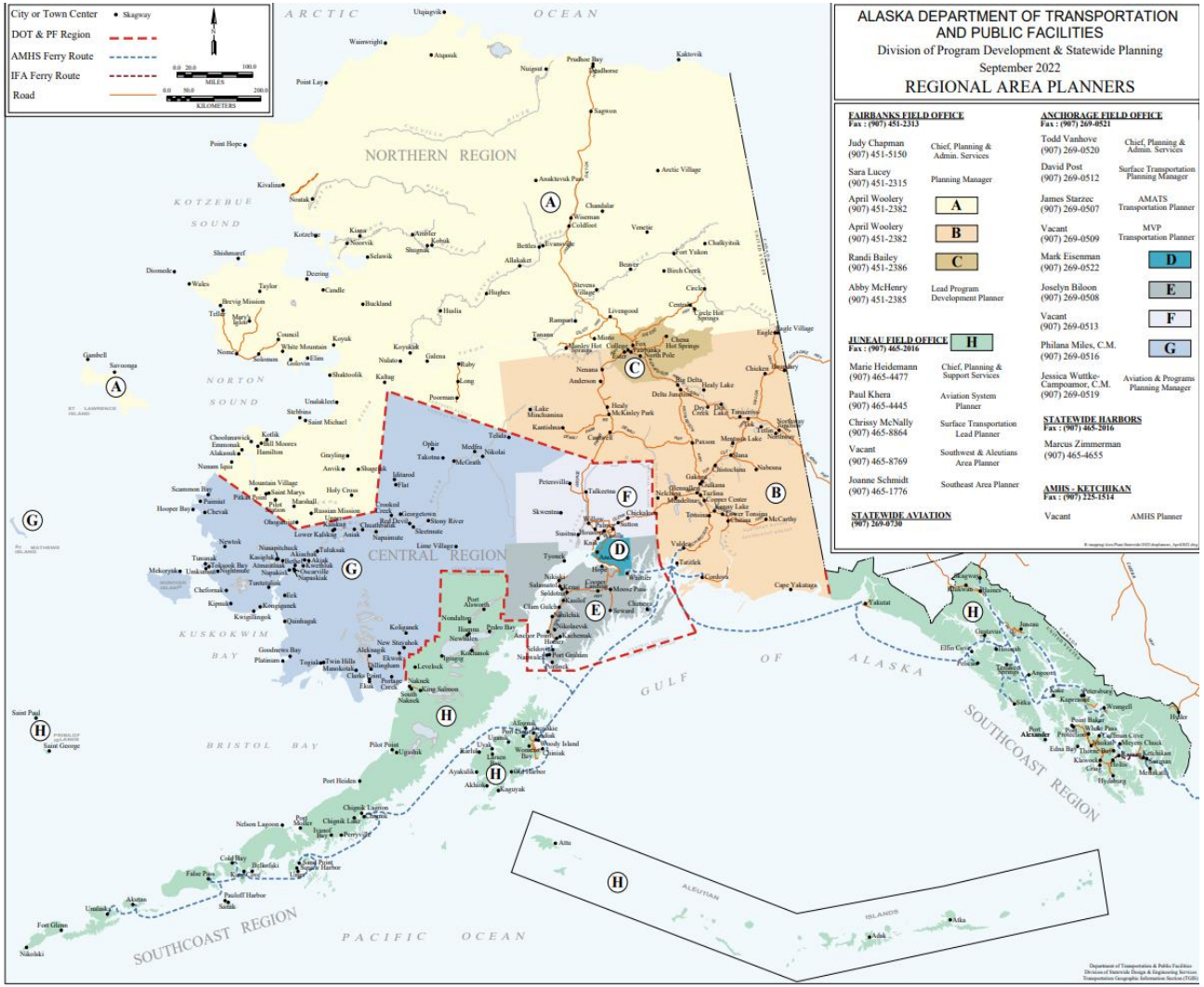
Role of State Coordinators & TA Managers

Julius Adolfsson
Active Transportation Planner

Alaska Department of Transportation & Public Facilities

The mission of Alaska DOT&PF is to
Keep Alaska Moving through service and infrastructure

Alaska DOT&PF Regions



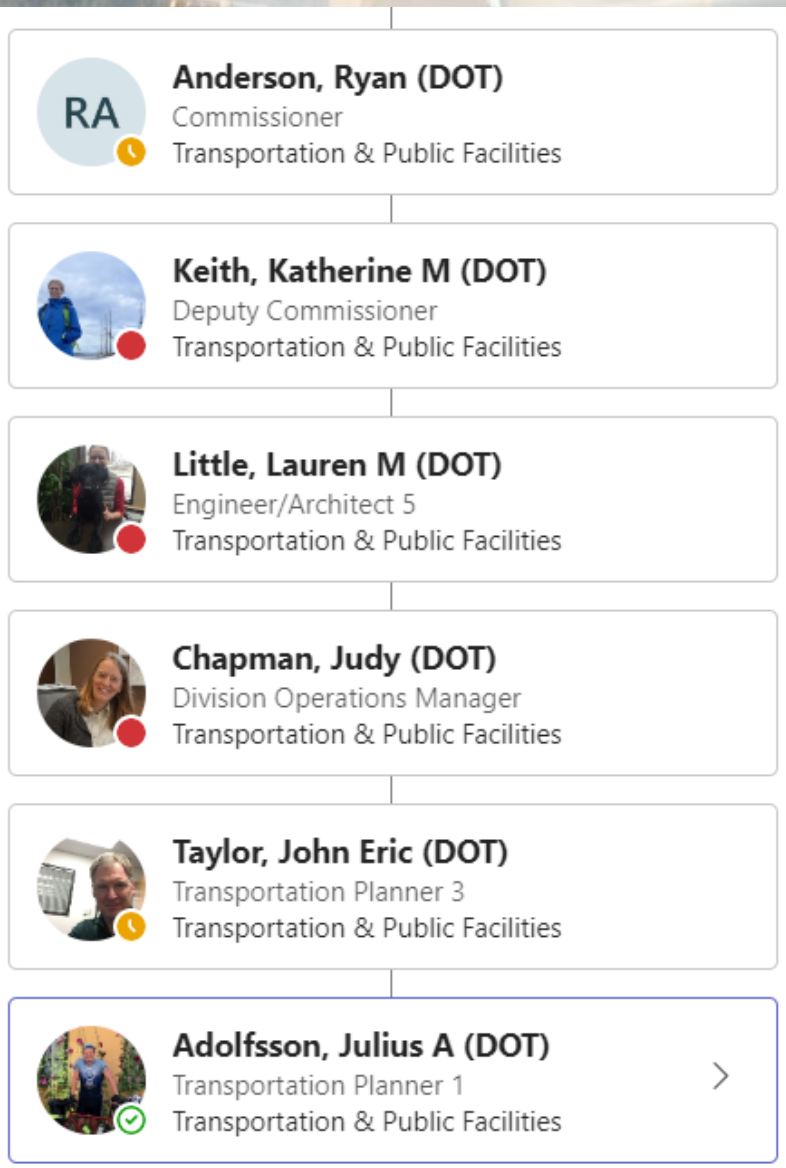
- https://dot.alaska.gov/stwdplng/cip/stip/assets/dotplanners.pdf

Unique Alaskan Challenges

Moria Rogers' daughter, Gigi, walks in Fireweed Lane on Tuesday morning, Dec. 13, 2022, to get to North Star Elementary. Rogers said they had to walk in the street because the sidewalks were impassable. (Photo by Moria Rogers)

After recent heavy snowfalls, a pedestrian walks in the roadway on Old Seward Highway near East 76th Avenue on December 14, 2022. (Marc Lester / ADN)

Organization Chart



← Chief engineer

← Multimodal planning chief

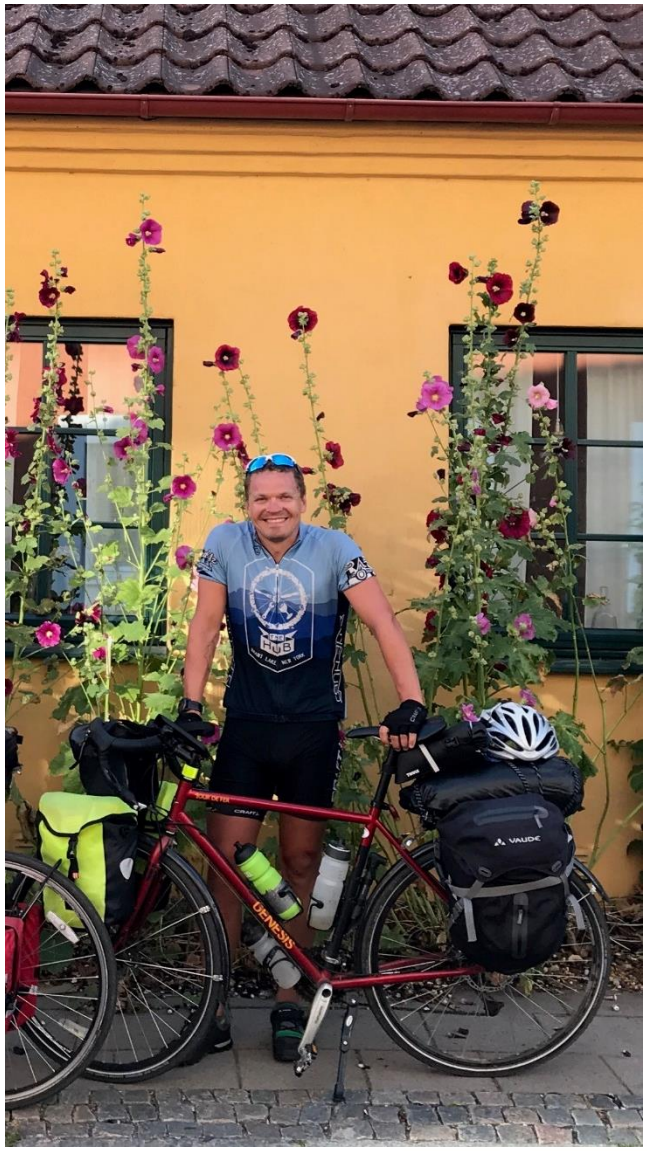
Also in the multimodal planning team:

- 1 Waterways planner
- 2 transit grants administrators
- 2 transit planners
- 1 transit coordinator

Introduction

- **Who am I?**
  - Originally from Sweden
  - Been biking all my life (main mode of transportation growing up in Sweden)
  - Picture from my longest bike tour (North Macedonia -> Sweden)

- **What does a Statewide Bike-Pedestrian coordinator do?**
  - Recommendations in the Alaska Statewide Active Transportation Plan (ASATP) 2019
  - Coordinates Alaska's Transportation Alternatives Program (TAP)
  - Addresses statewide challenges/barriers to active transportation
  - Implements strategies and processes to make active transportation safer in Alaska



Position description

- 50% Statewide Active Transportation Planning & Programming
  - Active Transportation Coordination – Coordinate implementation of federal policy and guidance pertaining to active transportation and safety, and facilitate its application in policies, plans, programs and project development.

- 25% Active Transportation State Program Coordinator
  - Manage coordination and implementation of the active transportation federal aid programs, such as the Transportation Alternatives (TA) Program

- 15 % Special projects and other duties

- 10% Provide program education, outreach, and assistance to communities.
  - Safe Route to School Programs; Bike/walk to school/work activities, and; Recommendations for vulnerable users from Strategic Highway Safety Plan, and; Complete Streets; Other programs that arise per the latest transportation bill

A couple of projects/tasks

- Coordinate the Transportation Alternatives Program
- Implement Complete Streets Policy
- Procuring and piloting implementation of AT-counters
- SHSP – VRU Focus Area leader
- Applying for Active Transportation Grants (ATIIP and SMART-grant)
- Chair the Alaska Coalition on Active Transportation
- Local AT plans, SS4A plans, and other safety plans
- Serve as the modal expert and resource for all DOT staff and the general public

Questions?

Julius.Adolfsson@alaska.gov
907-465-6978

Pedestrian and Bicycle Data in Indiana

FIGURE 15: COMMUNITIES IN INDIANA WITH SOME FORM OF COMPLETE STREETS POLICY

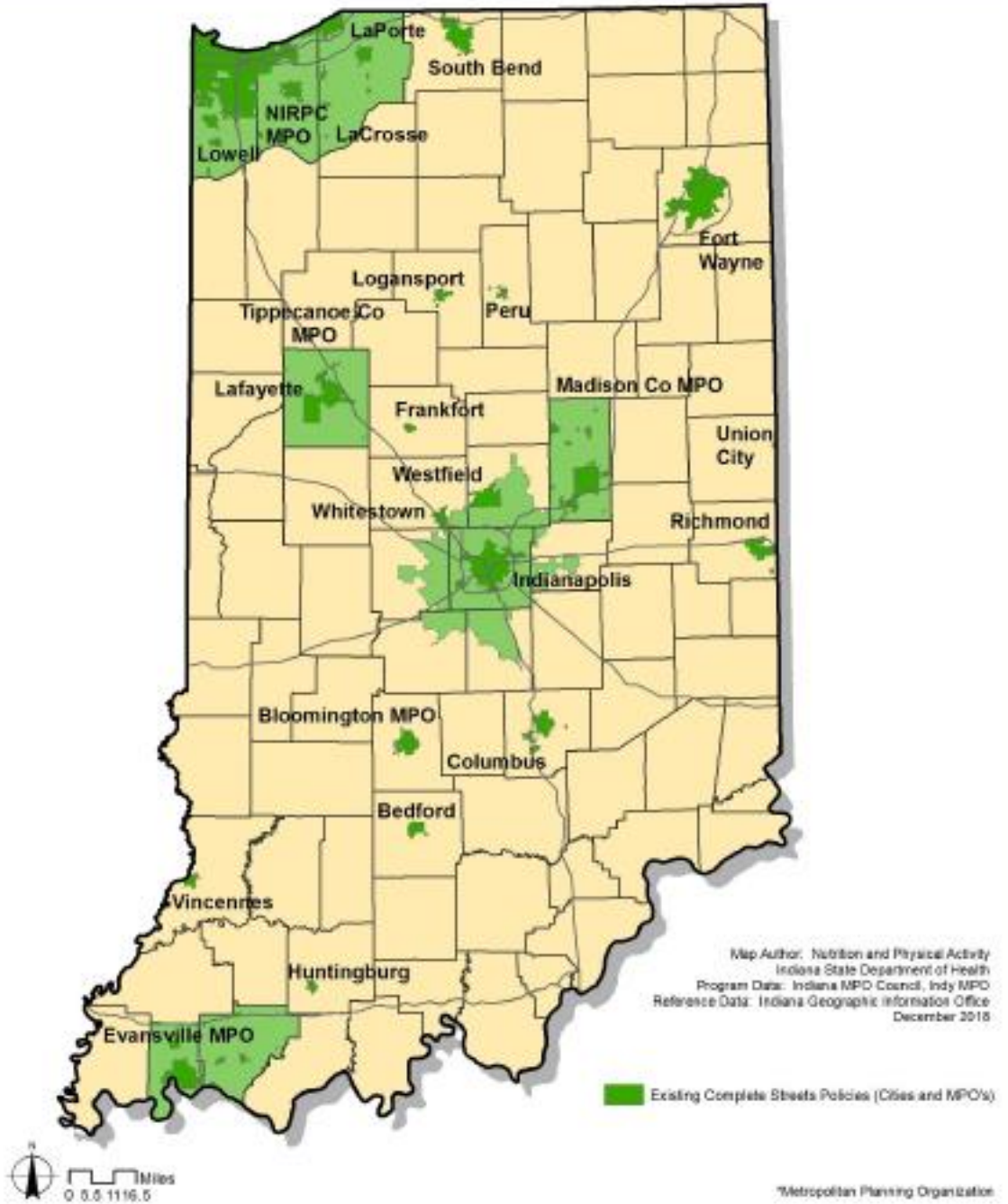
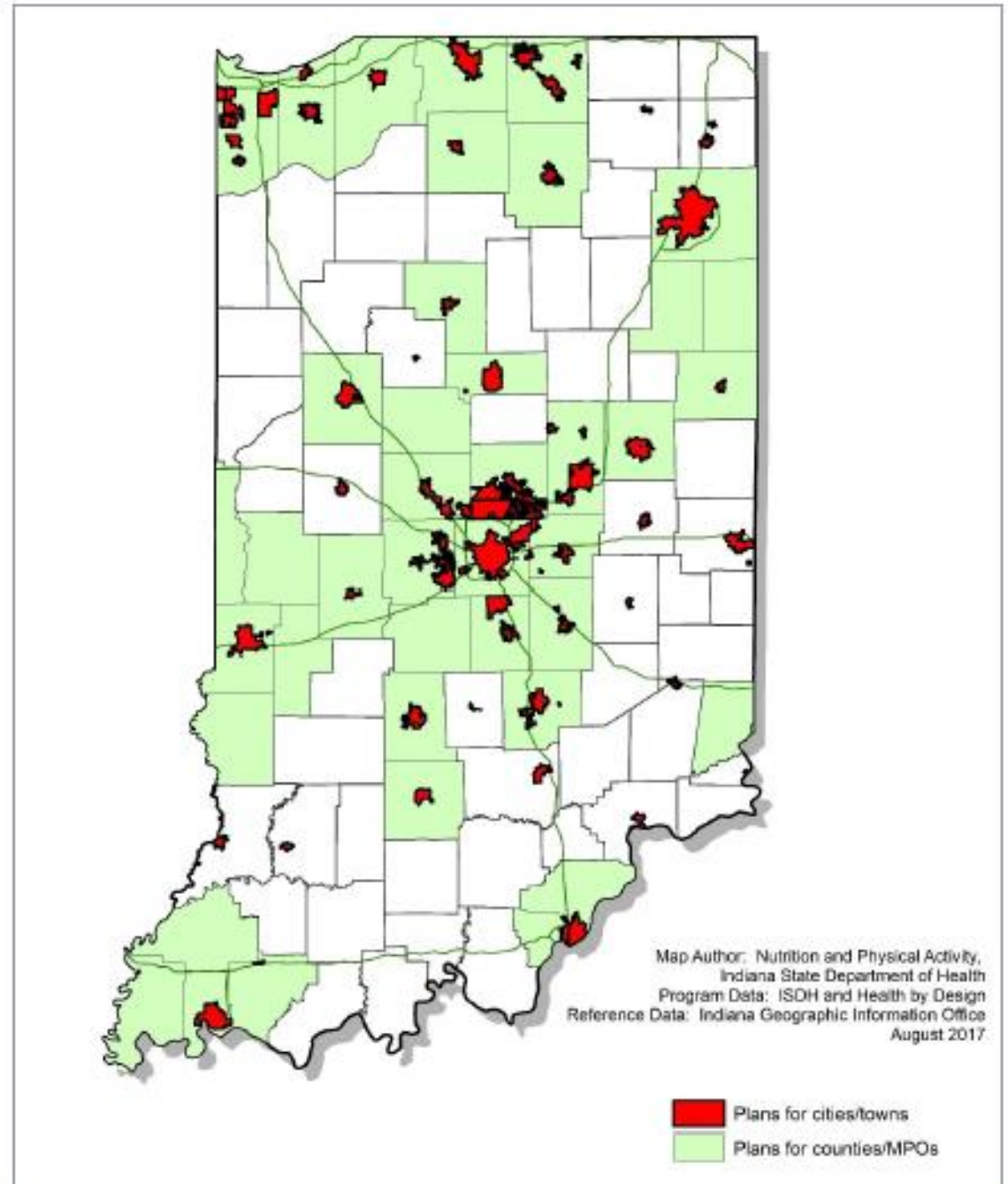
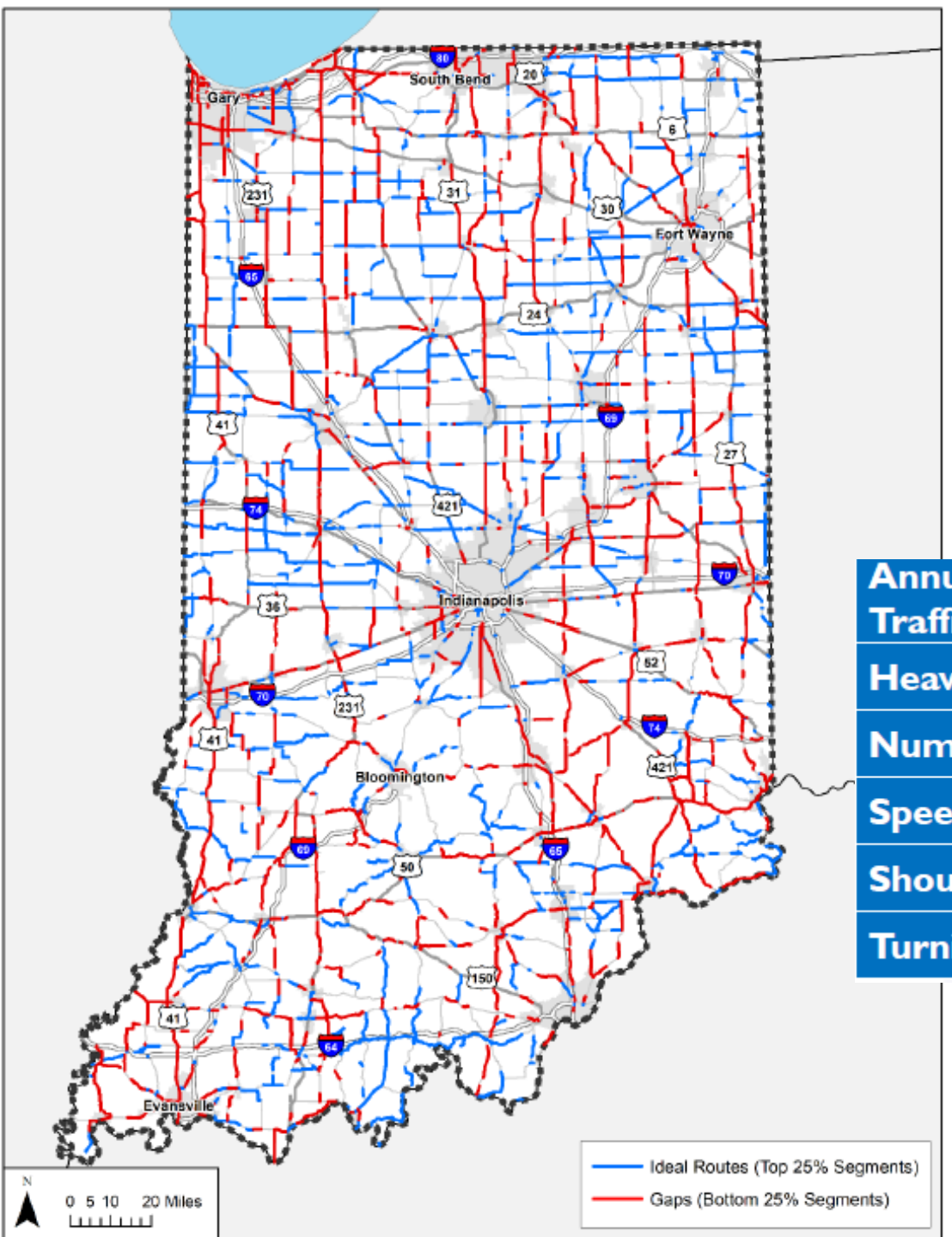


FIGURE 13: LOCATION OF ACTIVE TRANSPORTATION PLANS IN INDIANA





Annual Average Daily Traffic

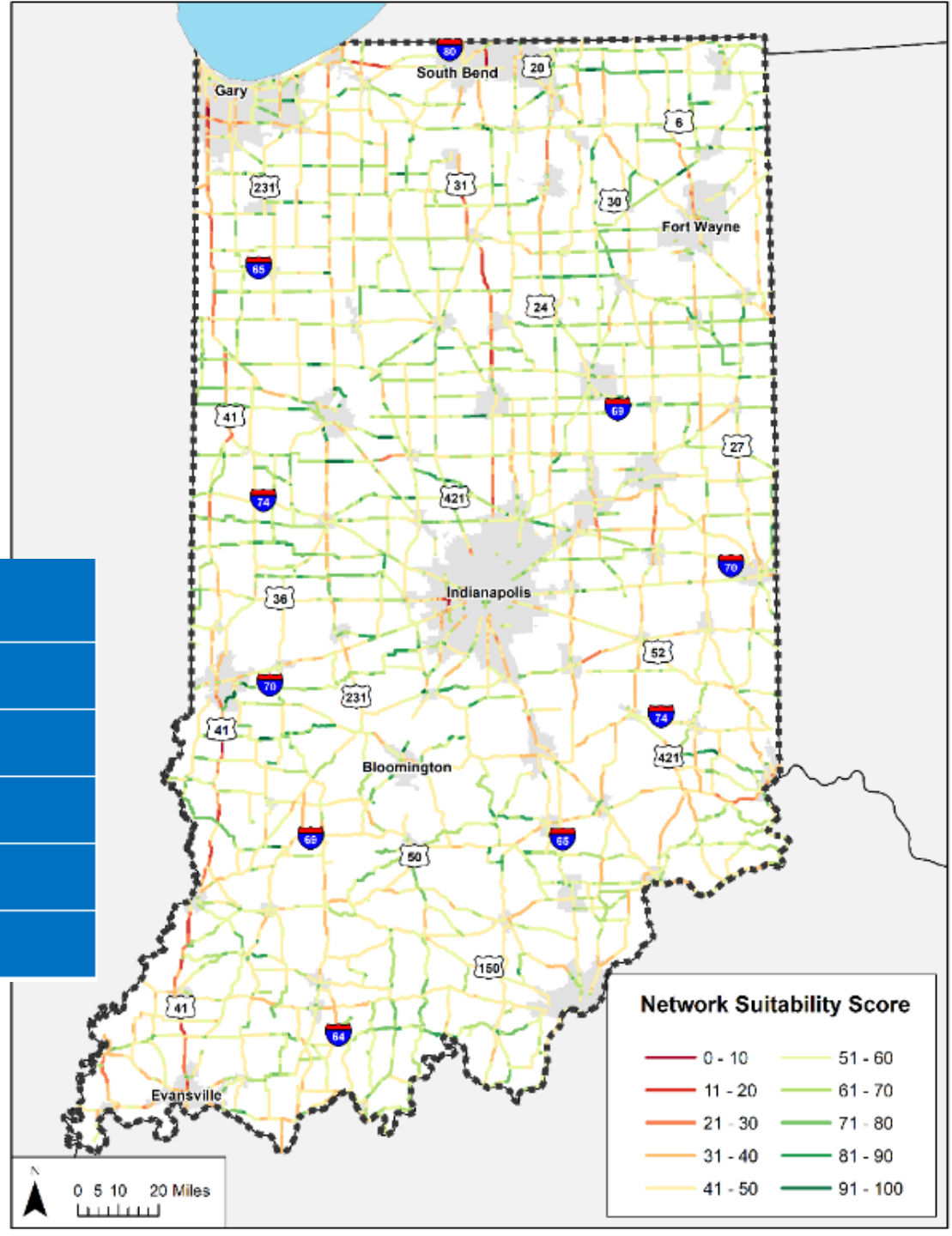
Heavy Vehicle Volume

Number of Lanes

Speed Limit

Shoulder

Turning Lanes



INDOT ATP

Key Implementation Findings: Network Planning, Facility Design, and Maintenance

Within UABs, how many miles of state highway currently have sidewalks?

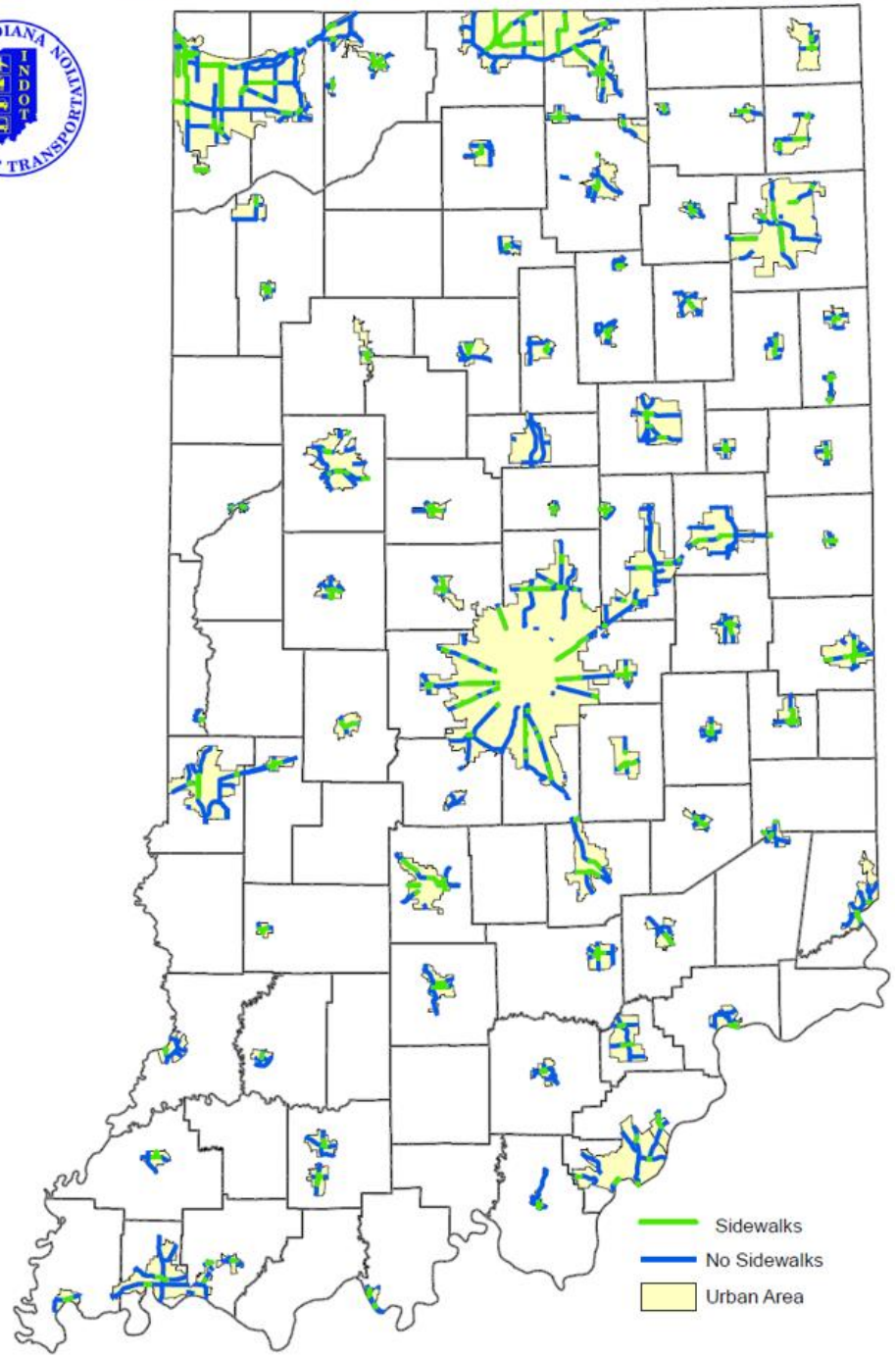
There are nearly 688 miles of sidewalks along state highways within Urbanized Area Boundaries.

It is estimated that almost 3,286 miles of state highway within UABs do not currently have sidewalks along the road.

How many miles of sidewalk currently exist within the boundaries of towns with a population less than 5,000?

It is estimated that about 60 miles of state highway have sidewalks alongside the road in smaller towns, compared to almost 1,085 miles of state highway that do not have sidewalks in these smaller urban centers.

FIGURE 1. SIDEWALKS ON STATE HIGHWAYS WITHIN URBANIZED AREA BOUNDARIES

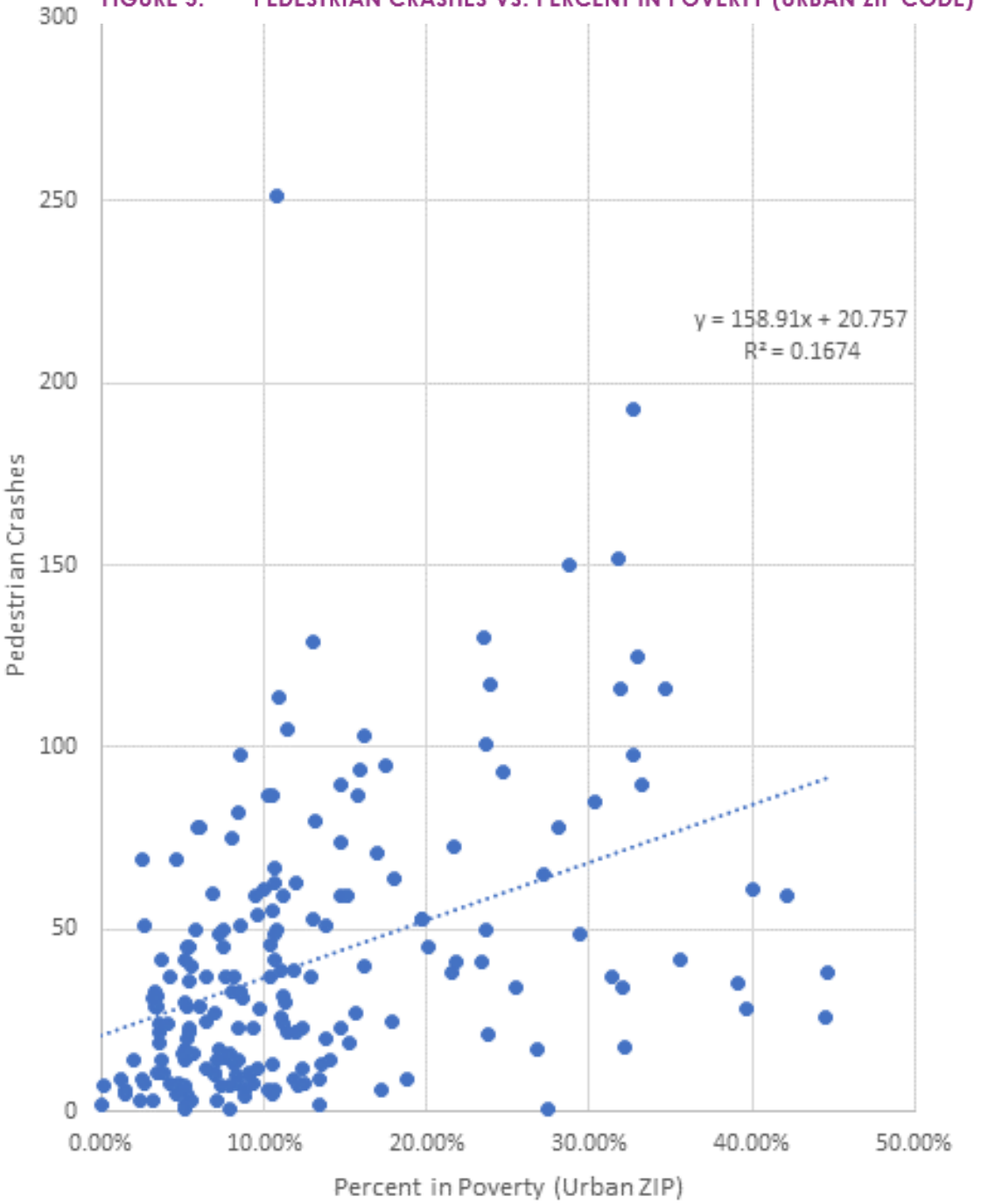


INDOT ATP

Key Implementation Findings: Network Planning, Facility Design, and Maintenance

- The **40 zip codes highest in median household income** make up just **0.4% of pedestrian crashes in Indiana**, while the **40 lowest** in median household income **make up 19%** of pedestrian crashes.
- The 100 zip codes highest in median household income make up just 10% of ped crashes, while **the 100 lowest make up 34% of pedestrian crashes.**
- The **top half of zip codes** in median household income **make up just 32% of pedestrian crashes**, meaning the bottom half make up the remaining 68%.

FIGURE 5. PEDESTRIAN CRASHES VS. PERCENT IN POVERTY (URBAN ZIP CODE)



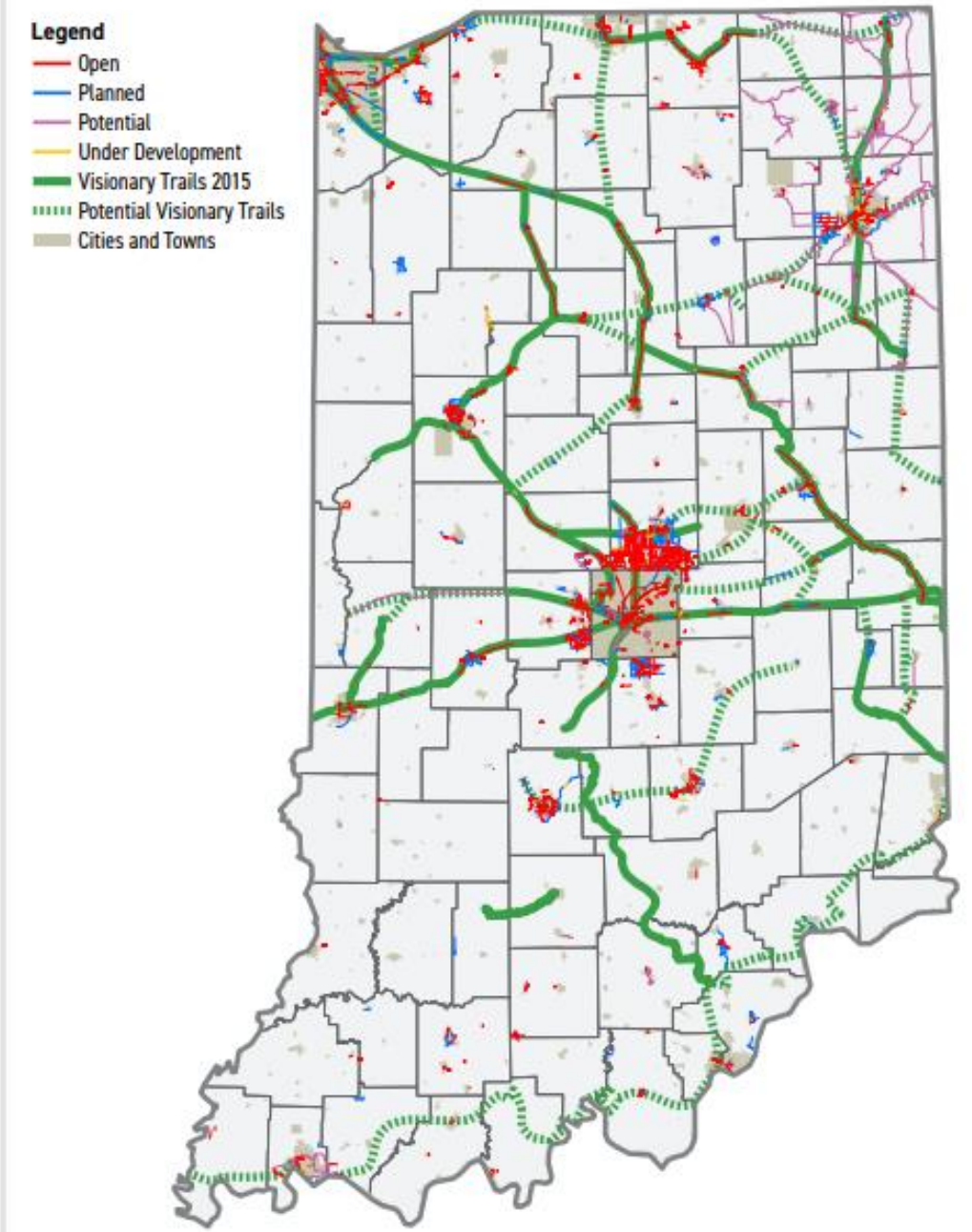
VISIONARY TRAILS SYSTEM PROGRESS

Legend

- Visionary Trails System - Open
- Visionary Trails System - Unopened
- Cities and Towns
- Potential Visionary Trails System - Open
- Potential Visionary Trails System - Unopened

VISIONARY STATUS			
	Total System Mileage	Open Mileage	Percent Complete
Visionary	1,070	488	45.61%
Potential Visionary	1,144	174	15.21%

BIKE TRAILS & VISIONARY TRAILS 2019



https://www.in.gov/dnr/state-parks/recreation/trails/bike/road-cycling-in-indiana/

Road Cycling in Indiana

The road-riding environment in Indiana has improved drastically in recent years thanks to bicycle infrastructure improvements, policy changes and other measures. Indiana's roads continue to become safer and more bicycle-friendly. Indiana offers road cyclists:

- Four U.S. Bike Routes that traverse the state.
- Hundreds of miles of bike lanes, as well as sharrows in communities across Indiana.
- A diverse landscape featuring everything from scenic, low-traffic county roads to connected, urban cycletracks.
- A robust cycling culture.

Know Before You Ride

- Indiana bicycle laws
- Share the road: Tips for bicyclists and motorists
- Bicycle safety tips
- Road cycling advocacy & recreational organizations
- 2023 Bicycle Indiana Resource Guide: Rides, organizations, retailers, & more

Where to Ride

View larger map

In 2015, the American Association of State Highway and Transportation Officials (AASHTO) approved three U.S. Bike Routes (USBR) for a combined 610 miles in Indiana. Recently, in 2021, a fourth USBR was added, connecting Seymour and Indianapolis, bringing the total mileage to 730 miles.

The routes, which are comprised of low traffic roads, bike lanes and trails, are generally designed for experienced, long-distance or touring cyclists to travel through Indiana. However, many sections can accommodate recreational riders and commuters, too.

The routes were a partnership between INDOT, Adventure Cycling Association, Bicycle Indiana, and Hoosier Rail to Trails Council.

Collect and Maintain Geospatial Data Geared Toward Intermodal Mobility

- **Necessary Geospatial Data**
  - INDOT Sidewalk Inventory
  - INDOT Bicycle Suitability Map
  - INDOT Active Transportation Plan Corridors
  - DNR Trails Finder Network
  - MPO Geospatial Data
    - Sidewalks
    - Off-Street Bicycle Infrastructure
    - Trails
  - Utility Corridors
  - Pedestrian/Bicycle Safety Data
  - Traffic Count Data
  - Shoulder Width Locations
  - ROW Opportunities or Limitations
  - Bridge Condition and Replacement Schedule

Integrate Existing Service Providers into Statewide Transportation Network

- **Rail**
  - Passenger Rail - Current and Historic
  - Railbank Properties, Abandoned Railways, Rail-With-Trail Opportunities

- **Local transit**
  - Routes + Future Service Plans
  - Stops
  - Park & Ride Locations

- **Other Service Providers**
  - Amtrak, Greyhound, etc.
  - Rural On-Demand Transportation
  - Micromobility Hubs (Bikeshare, E-scooters)

Consider Planned Networks, Designated Routes. and Relevant Overlays

- **Designated Networks and Routes**
  - Designated Truck Routes, Horse & Buggy Routes
  - Next Level Roads, STIP Projects
  - Next Level Trails
  - United States Bicycle Routes
  - DNR Visionary Trails Map
  - American Dream Trail
  - Great American Rail-Trail
  - Local/Regional Active Transportation Plans and Complete Streets Policies
  - Local/Regional Recommended Systems
  - Land-Use Planning and Municipal Development Trends

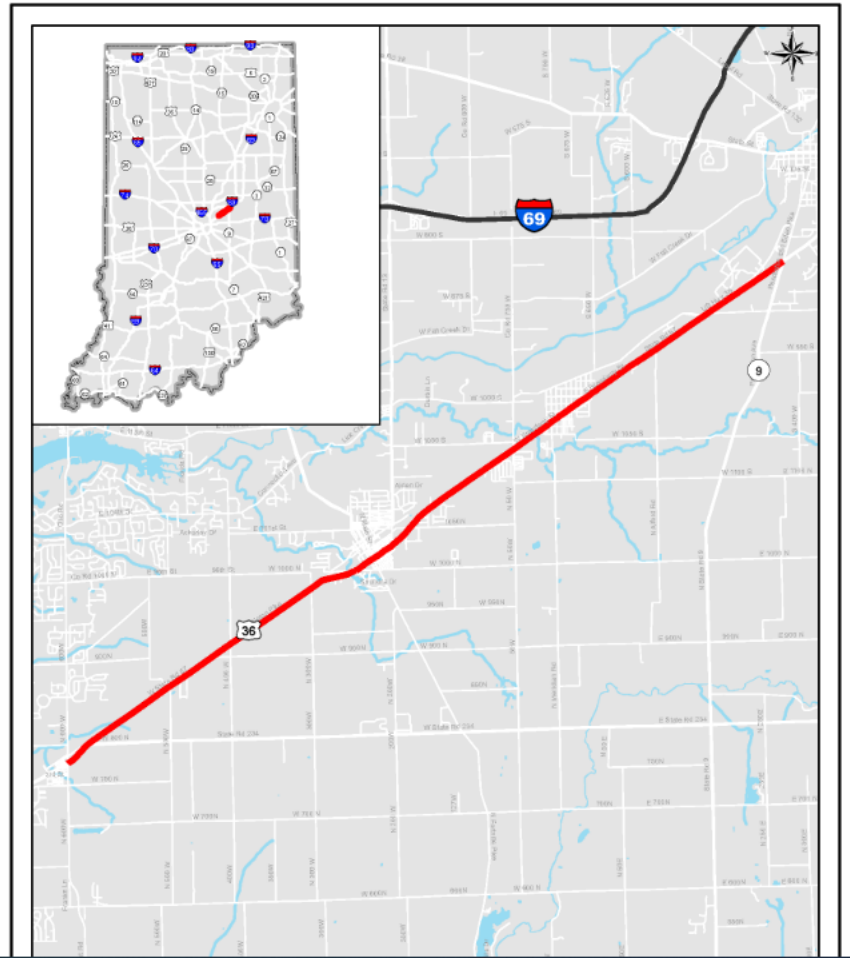
US 36 SEG 4

CLOSE / RETURN TO MAP

Overview | Traffic & Growth | Issues/Concerns | Other Modes | Improvement Concepts | Stakeholder & Public Input

This 10.8-mile segment is part of the 216.5-mile U.S. Route 36 that travels from west (Illinois state line) to east (Ohio state line). This segment is a four-lane divided highway or two-lane divided highway extending from N 600 W in McCordsville northeast of Indianapolis to SR 9 in Pendleton. It is part of the Indiana Regional Mobility Corridors.

Mileage	10.8 miles
Functional Classification	Rural Minor Arterial
Major City(s)	N/A
County(s)	Hancock, Madison
INDOT District(s)	Greenfield
MPO(s)	Indianapolis Metropolitan Planning Organization (IMPO)& Madison County Council of Governments (MCCOG) - for entirety of the segment



VERAVOICE™

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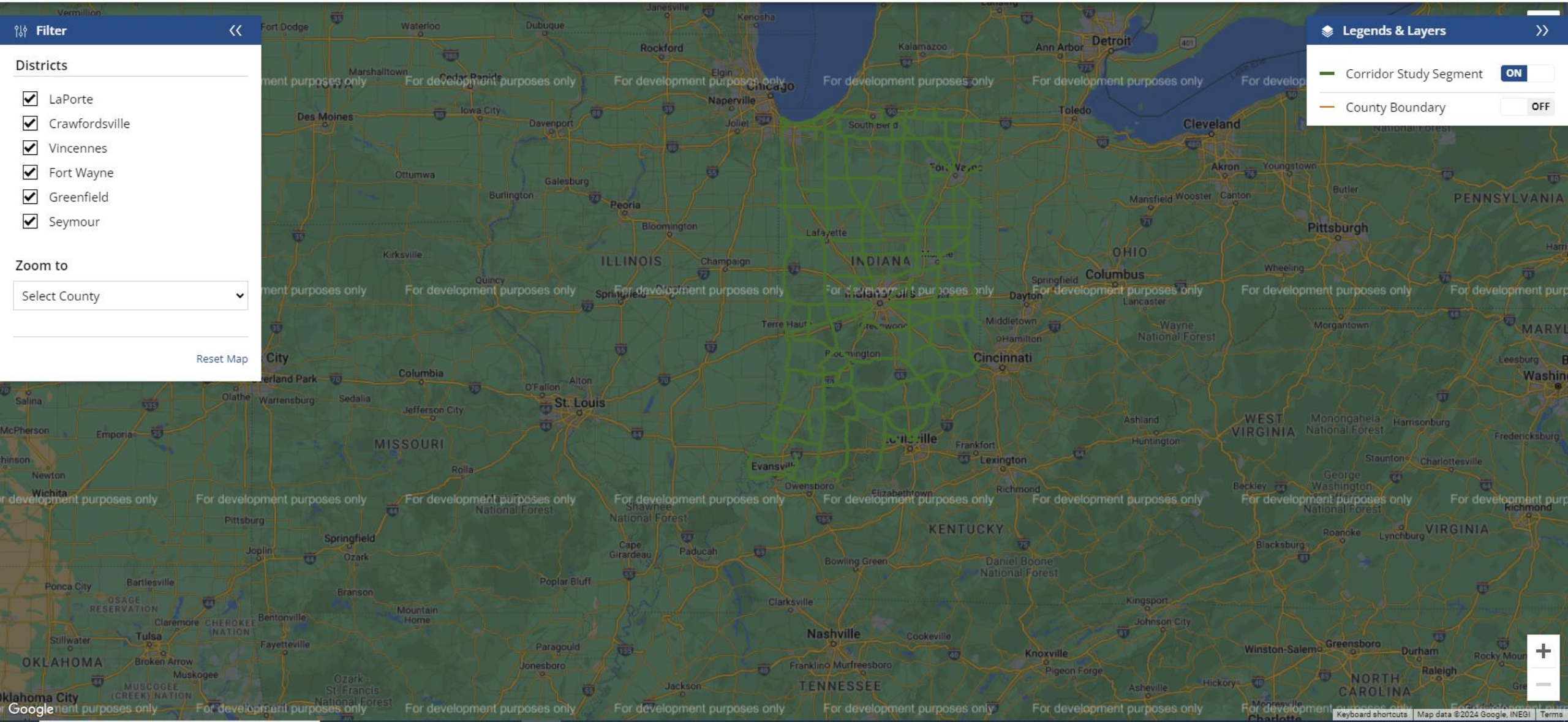
What is important to you?

Drag Items to reorder - Top Priority (1) to Lowest Priority (8)

1. **Multimodal & micro-mobility options** (Enhanced bicycle and pedestrian network, facilities, and connections.)
2. **Taking care of what we have** (Roadway and bridge preservation and maintenance.)
3. **Sustain/improve roadway performance levels** (Manage roadway access, improve intersections, and traffic operations.)
4. **Protect the environment** (Carbon reduction strategies, water/noise pollution, etc.)
5. **Added roadway capacity** (More lanes, new road infrastructure, new interchanges, and dedicated truck lanes.)
6. **Improve & support public transportation services** (Buses, paratransit in rural areas, passenger rail, & park-n-rides.)
7. **Embrace new technology** (CAV, EV charging stations, alternative fuel sources, smart signs, etc.)
8. **Safe & secure travel for all modes** (Crash reductions, reduced fatality and injury rates, and construction zone safety.)

Next

INDOT Statewide Corridor Study Map



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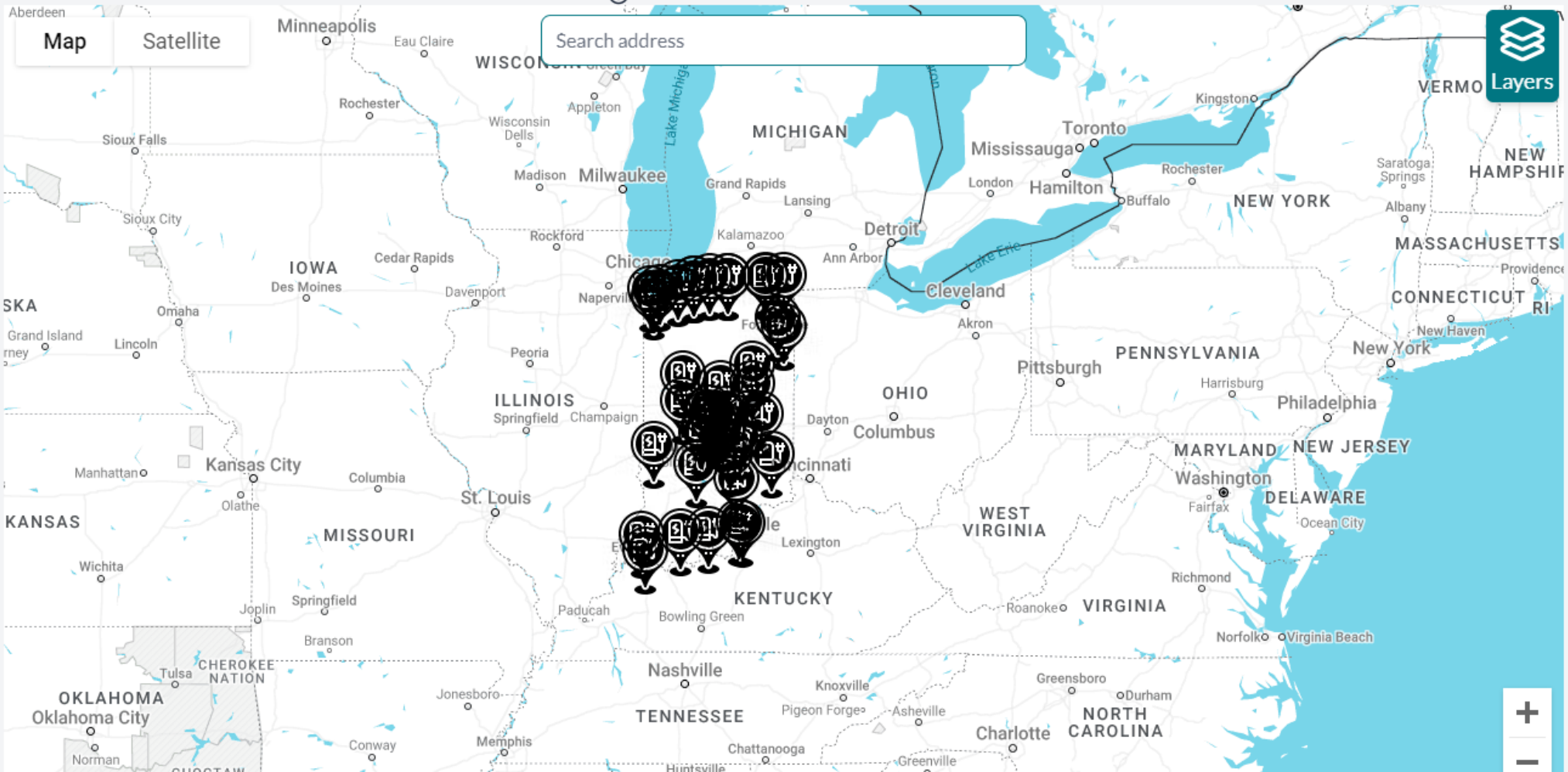
Tell us your top project needs by location

Click here to see what others are saying

Zoom in the area of interest, drag and drop the markers to show your top transportation needs, click or tap on a marker and add your comments (if any) in the popup screen

Traffic Condition | Environmental Issue | Safety Issue | Bike & Pedestrian | Transit



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Final Questions

All questions are optional. However, providing more information enhances the accuracy of our study. Your input enables us to better understand your needs and will be used only for aggregate analysis. Thank you for helping us serve you better!

What is your home ZIP code?

5 digit zip code

What is your work ZIP code?

5 digit zip code

What is you age?

We do not share this information

Are you capable of operating a motor vehicle?

Select an option

If yes, do you have access to a vehicle?

- Yes
- Limited
- No

Rate your access to the following:

Public transportation ☆☆☆☆☆

Walking and biking facilities ☆☆☆☆☆

Rate your ability to conduct travel for the following activities:

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Rate your ability to conduct travel for the following activities:

Work or school

☆☆☆☆☆

Incorporate multiple destinations, such as errands or childcare, into your journey to/from work or school

☆☆☆☆☆

Shopping and personal services

☆☆☆☆☆

Medical care

☆☆☆☆☆

Recreation

☆☆☆☆☆

What modes do you normally use for your job?

- [ ] Drive alone
- [ ] Carpool
- [ ] Bus
- [ ] Bike
- [ ] Walk

Share your email address below to stay involved

We do not share this information

example@site.com

Do you have any other thoughts on transportation improvements you would like to share?


VDOT
Virginia Department of Transportation

VDOT ACTIVE TRANSPORTATION COUNT PROGRAM OVERVIEW

VDOT TMPD

David Cook

8/14/2024

Counting Nonmotorized Trips Since 2018

- Initiated in 2018 and managed by VDOT's Transportation and Mobility Planning Division
- Network of VDOT maintained automated counters and local partner counters
- Utilize Eco-Counters to count pedestrians, bicyclists, and micromobility users on shared use paths, on-street bike facilities, sidewalks, and trails across Virginia
- Perform before and after counts on roadway reconfigurations, support active transportation investments, measure performance of newly built bicycle/pedestrian projects, and analyze year-over-year trends

Active Transportation Count Activities in Virginia

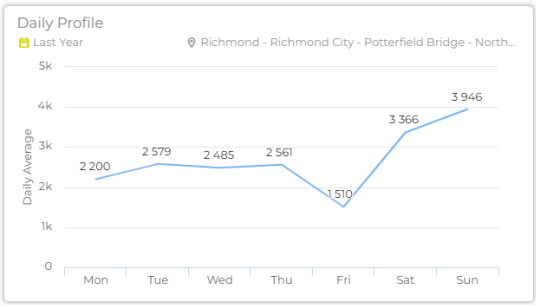
- VDOT offers the following active transportation count services:
  - Permanent counts
  - Year-over-year (YOY) counts
  - Short duration counts and technical assistance counts
  - Counting equipment loaner program (request form available)
  - Adopt-a-Counter program
  - Virginia Statewide Active Transportation Count Network Map
  - Provide raw data to localities and MPOs upon request

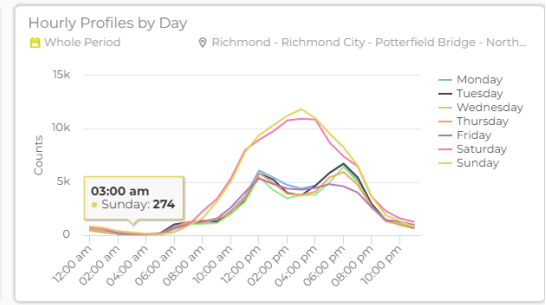
Counting Equipment

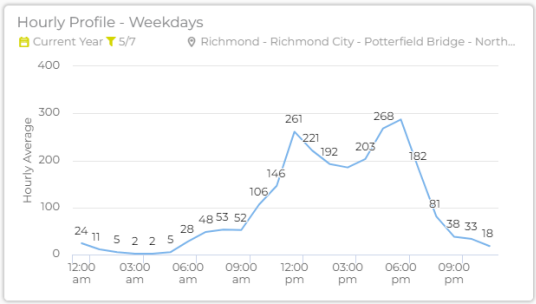
- VDOT utilizes Eco-Counter automated counting equipment to conduct counts across a range of facilities and durations
- Counters collect mode split bi-directional count data down to the 15-minute interval
- As of 2024, VDOT employs the following Eco-Counter types:
  - Infrared counters (PYRO-Box)
  - Pneumatic tube counters (TUBES)
  - Infrared and pneumatic tubes (Mobile MULTI)
  - Infrared and magnetic (zelt) loops (Urban MULTI)
- Routine equipment maintenance and testing to ensure proper functionality

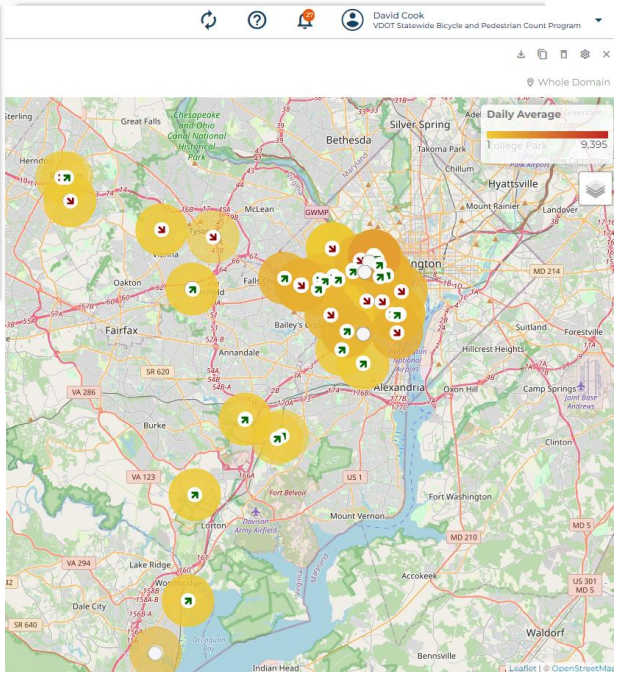
Eco-Visio

- **Eco-Visio is Eco-Counter's data storage, management, and analysis platform**
- **Eco-Visio allows for:**
  - **Analysis and reports**
  - **Counter and data management (sites, tags, events, and alerts)**
  - **User management**
- **The TMPD Eco-Visio dashboard includes VDOT and non-VDOT count sites comprising the Virginia Statewide Active Transportation Count Network**
- **Eco-link (app for manually retrieving count data)**









Permanent Count Sites

- **VDOT permanent count sites for year-round baseline counts = 28 locations.**
  - **Serve as a basis for developing seasonal adjustments, yearly projections, and trend analysis.**
  - **Combination of Urban MULTI, Tubes, and Pyro Range Urban Posts (pictured)**
  - **Permanent counters on a range of on-street bicycle facilities, 2-way cycle tracks, shared use paths, bridges, and multiuse trails in Virginia**
  - **Additional 50 permanent count sites maintained by partner agencies (Arlington, Charlottesville, and Roanoke among several others)**

Newly installed permanent urban post counter on the 66 Parallel Trail in Fairfax

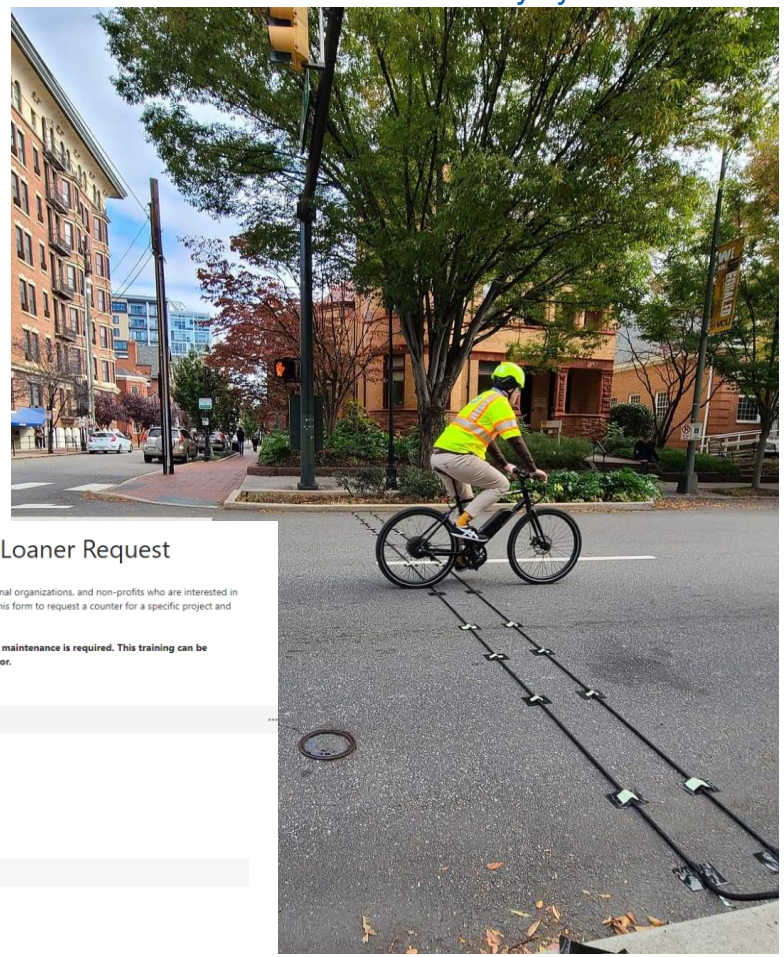
Year-over-Year Count Sites

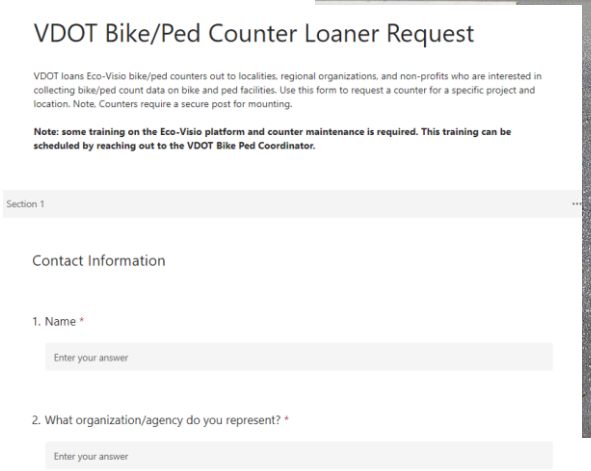
- Limited capacity for VDOT to install and maintain permanent counters across Virginia
- TMPD established a network of year-over-year (YOY) count locations to collect longitudinal count data to develop long-term trends in walking and biking counts throughout Virginia year after year
- VDOT has conducted YOY counts at 56 sites since 2018
- YOY counts are presented at the State BPAC meeting once per year
- Valuable for estimating bike/ped trips for new projects
- Heavily focused in NOVA and Richmond. Looking to expand YOY sites to other parts of Virginia

Short Duration, Loaner and Technical Assistance Counts

- **Short duration, loaner, and technical assistance counts provided by TMPD to provide support for local, regional, and statewide active transportation planning efforts including:**
  - **Before and after roadway reconfiguration counts**
  - **Planning studies**
  - **Support active transportation investment**
  - **State funded project assessments**
- **Loaned counters typically perform counts for 1 - 2 months upon request using an online form**

West Franklin Street in Richmond will soon be reduced to one-lane to accommodate a 2-way cycle track





VDOT Bike/Ped Counter Loaner Request

VDOT loans Eco-Visio bike/ped counters out to localities, regional organizations, and non-profits who are interested in collecting bike/ped count data on bike and ped facilities. Use this form to request a counter for a specific project and location. Note, Counters require a secure post for mounting.

Note: some training on the Eco-Visio platform and counter maintenance is required. This training can be scheduled by reaching out to the VDOT Bike Ped Coordinator.

Section 1

Contact Information

1. Name *

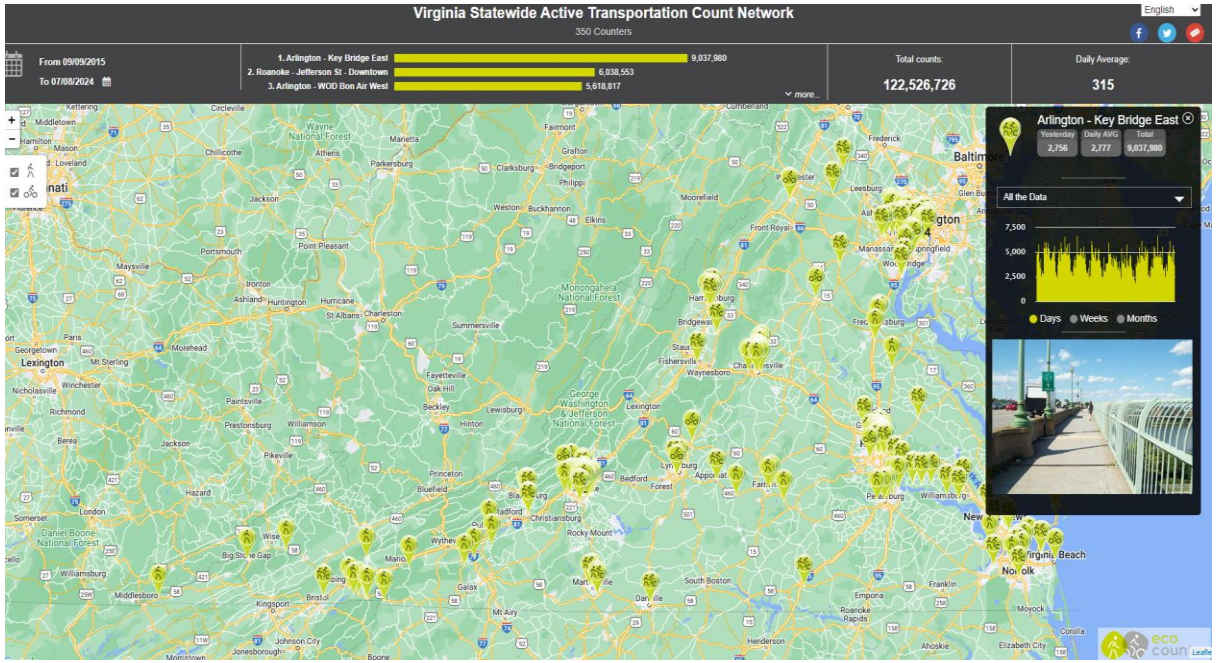
Enter your answer

2. What organization/agency do you represent? *

Enter your answer

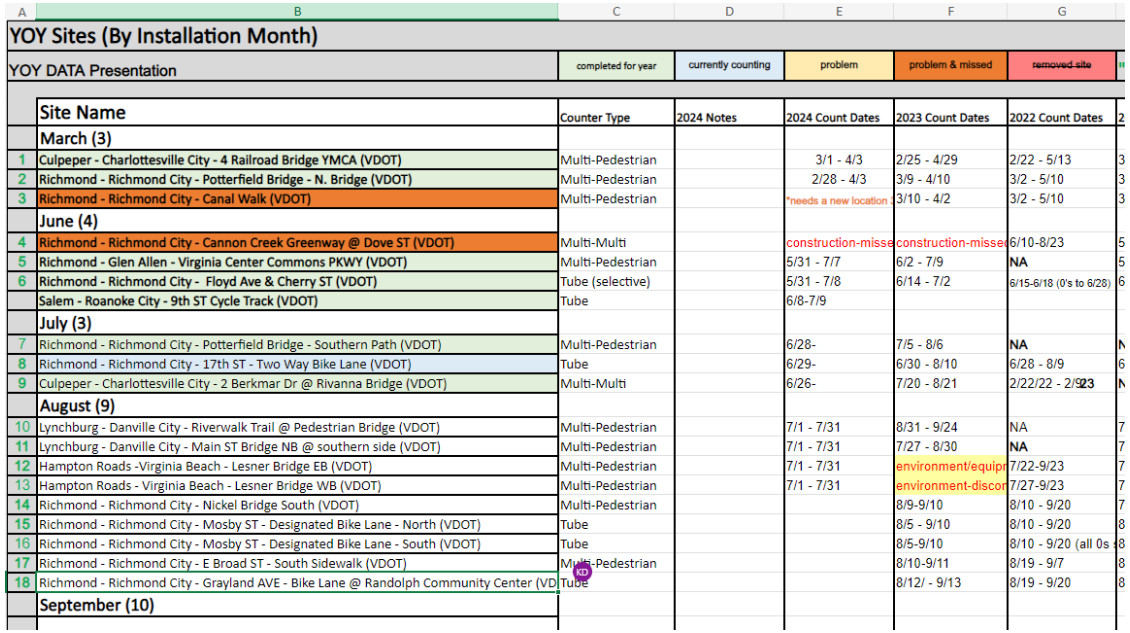
Virginia Statewide Active Transportation Count Network

- Public facing interactive map of all VDOT and locality/MPO networked count sites on the Eco-Visio platform
- 350 count sites to-date covering a period of early Roanoke networked counters going back to 2015 up to VDOT's count program period (2018 – present day)
- Raw data is presented graphically
- Localities can request VDOT for cleaned raw data in excel format that identifies potential anomalies and data inaccuracies
- Map available here



Counting Equipment Inventory Management

- TMPD manages its count equipment inventory in an internal SharePoint excel tracking sheet
- Information on count equipment, location, count program type (permanent, YOY, etc.), scheduled installation and removal dates, and counter maintenance issues (battery replacement, outlier counts, etc.)
- Also used to plan and coordinate future count sites



YOY Sites (By Installation Month)

	YOY DATA Presentation	completed for year	currently counting	problem	problem & missed	~~removed site~~	
	Site Name	**Counter Type**	**2024 Notes**	**2024 Count Dates**	**2023 Count Dates**	**2022 Count Dates**	2
	March (3)						
1	Culpeper - Charlottesville City - 4 Railroad Bridge YMCA (VDOT)	Multi-Pedestrian		3/1 - 4/3	2/25 - 4/29	2/22 - 5/13	3
2	Richmond - Richmond City - Potterfield Bridge - N. Bridge (VDOT)	Multi-Pedestrian		2/28 - 4/3	3/9 - 4/10	3/2 - 5/10	3
3	Richmond - Richmond City - Canal Walk (VDOT)	Multi-Pedestrian		*needs a new location	3/10 - 4/2	3/2 - 5/10	3
	June (4)						
4	Richmond - Richmond City - Cannon Creek Greenway @ Dove ST (VDOT)	Multi-Multi		construction-misse	construction-misse	6/10-8/23	5
5	Richmond - Glen Allen - Virginia Center Commons PKWY (VDOT)	Multi-Pedestrian		5/31 - 7/7	6/2 - 7/9	NA	5
6	Richmond - Richmond City - Floyd Ave & Cherry ST (VDOT)	Tube (selective)		5/31 - 7/8	6/14 - 7/2	6/15-6/18 (0's to 6/28)	6
	Salem - Roanoke City - 9th ST Cycle Track (VDOT)	Tube		6/8-7/9			
	July (3)						
7	Richmond - Richmond City - Potterfield Bridge - Southern Path (VDOT)	Multi-Pedestrian		6/28-	7/5 - 8/6	NA	N
8	Richmond - Richmond City - 17th ST - Two Way Bike Lane (VDOT)	Tube		6/29-	6/30 - 8/10	6/28 - 8/9	6
9	Culpeper - Charlottesville City - 2 Berkmar Dr @ Rivanna Bridge (VDOT)	Multi-Multi		6/26-	7/20 - 8/21	2/22/22 - 2/23	N
	August (9)						
10	Lynchburg - Danville City - Riverwalk Trail @ Pedestrian Bridge (VDOT)	Multi-Pedestrian		7/1 - 7/31	8/31 - 9/24	NA	7
11	Lynchburg - Danville City - Main ST Bridge NB @ southern side (VDOT)	Multi-Pedestrian		7/1 - 7/31	7/27 - 8/30	NA	7
12	Hampton Roads -Virginia Beach - Lesner Bridge EB (VDOT)	Multi-Pedestrian		7/1 - 7/31	environment/equipr	7/22-9/23	7
13	Hampton Roads - Virginia Beach - Lesner Bridge WB (VDOT)	Multi-Pedestrian		7/1 - 7/31	environment-discor	7/27-9/23	7
14	Richmond - Richmond City - Nickel Bridge South (VDOT)	Multi-Pedestrian			8/9-9/10	8/10 - 9/20	7
15	Richmond - Richmond City - Mosby ST - Designated Bike Lane - North (VDOT)	Tube			8/5 - 9/10	8/10 - 9/20	8
16	Richmond - Richmond City - Mosby ST - Designated Bike Lane - South (VDOT)	Tube			8/5-9/10	8/10 - 9/20 (all 0s	8
17	Richmond - Richmond City - E Broad ST - South Sidewalk (VDOT)	Multi-Pedestrian			8/10-9/11	8/19 - 9/7	8
18	Richmond - Richmond City - Grayland AVE - Bike Lane @ Randolph Community Center (VD	Tube			8/12/ - 9/13	8/19 - 9/20	8
	September (10)						

Questions?

The New Action Items Will:

1

Improve safety of our transportation system, especially for vulnerable road users.

2

Improve economic opportunity and quality of life with reduced speeds in town centers and built-up areas.

3

Maintain safe, reliable mobility between destinations

Vulnerable Road User Road Safety Audits in Kentucky

Jared Jeffers, Kentucky Bicycle and Pedestrian Coordinator

Vulnerable Road User RSA's

- HSIP Driven Program
- RSA Team Includes a variety of SME's
- Completed RSA Process in Louisville, KY
- Ongoing RSA Process in Lexington, KY
- Location Specific & Systemic Recommendations developed and prioritized

VRU RSA Benefits/Takeaways

- Brought higher awareness of VRU risk on our roadways
- Gave us a much better understanding of the relationship between Land Use and Pedestrian Behavior
- Encouraged us to organize project programming to target high priority corridors
- District Staff much more energized about getting things done
  - Lighting, Crosswalks, Signal Work

S. W. O. T. ANALYSIS

S

STRENGTHS

Statewide resources

Progressive DOT

Forward-thinking leadership

Paradigm shift

Community-oriented

Flexible program

W

WEAKNESSES

Limited funding & resources for AT planning

Ambiguous AT policies

Disparate approach to AT project delivery

Poor internal coordination

AT as an afterthought

O

OPPORTUNITIES

Improved partner collaboration

Foster stronger relationship with locals

Younger generation more AT supportive

Micro Mobility options

T

THREATS

Program confusion & ambiguity

Limited funding & resources

AT project delivery takes years

Lack awareness of AT benefits

Resistance to AT projects internally & externally

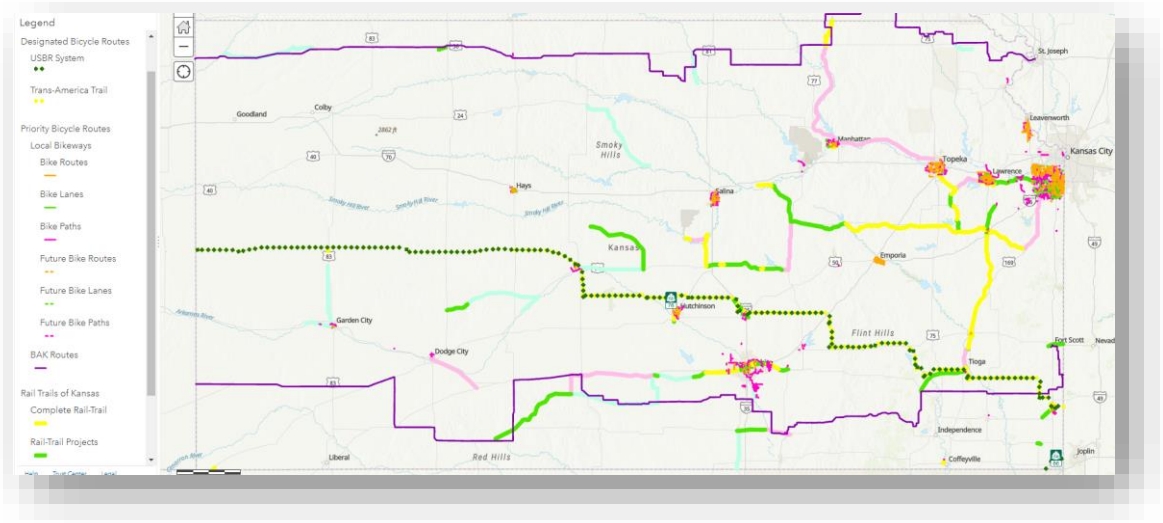
Overpromising & under-delivering

MOVE UTAH MATRIX

USERS	ROLLERS	PEDESTRIANS	INDIVIDUALS WITH DISABILITIES	AGING	YOUTH
BETTER MOBILITY	Review TPA + programs	Pursue potential partnerships with AT plans	Mobile tours	DHHS “Walk with Ease"	Healthy community designation
CONNECTED COMMUNITIES	AT data to inform decision making	Sidewalk gap analysis	Identify funding gaps/research studies	FTA Section 5310 program & funding	TravelWell partnership
GOOD HEALTH	Coordination with Transit and Trails	HPI to achieve “Healthy Utah Community”	Passive recreation through partnerships	Collaborate with health departments	Utah Parent Center and other partners
STRONG ECONOMY	Rural main street project	Main street demonstration	Employment First Initiative	Partnerships to support SCSEP	“Access to Opportunities” database

Kansas *Active Transportation*

2020



KS Active Transportation Enhancement (KATE) Funding

- Governor earmarked state funding for multimodal projects
- KATE Consultants hired
- Active Transportation Plan process started
- Highway Crossings project launched

Catalysts for Collaboration

- First Pedestrian & Cyclists chapter and Action Plan in the Kansas 2020-2024 Strategic Highway Safety Plan
- Priority and Designated Bicycle Routes Map Layer added to KanPlan
- Rumble Strip Policy passed
- Participation on Public Health and Trails Advisory Committees

2020, continued ☺

Kansas Department of Transportation

KANSAS
TRANSPORTATION ALTERNATIVES

2020-2024

Transportation Alternatives Evolution

- Concept Paper
- No Max on SRTS
- Match Support
  - HSIP and KATE
- Technical Assistance

Division of Multimodal Transportation & Innovation

- Bureau of Multimodal Transportation

2022

2023

Kansas Active Transportation Plan Published

- Toolkits
- Walk Bike Roll Virtual Series and Summit
- Facebook page and listserv
- Plan and Policy Registry and Map
- KDOT Crosswalk Guide

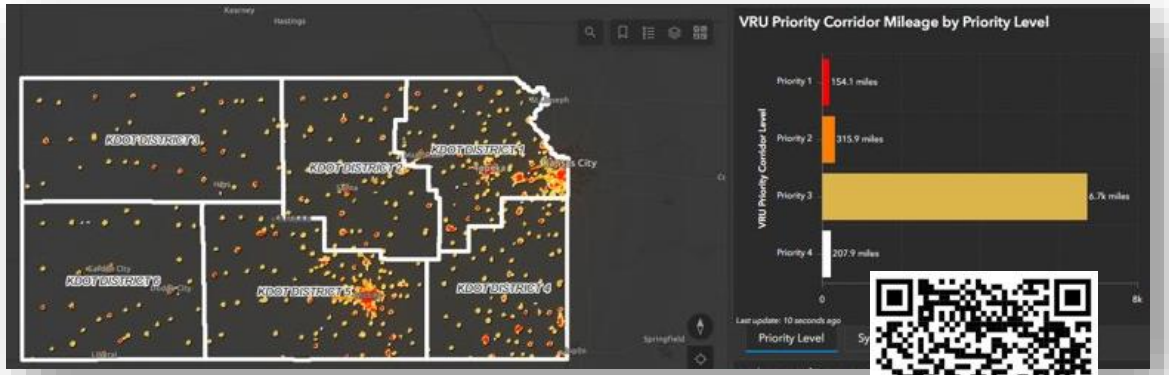
Safe Routes to School Reimagined

- SRTS Coordinator hired
- Planning and Programming Grants
- New Awareness tools and activities
- SRTS Advisory Committee
- Launch of the SRTS Strategic Plan process

2023-2024

Kansas
Safe Routes to School

2024 and Beyond



KDOT Culture Change

- VRU Tool integration
- TA, Kate, HSIP, Cost Share, and Carbon Reduction Program, Ike continued collaboration to maximize impact
- Complete Streets policy
- Highway crossings process
- Safe System Approach

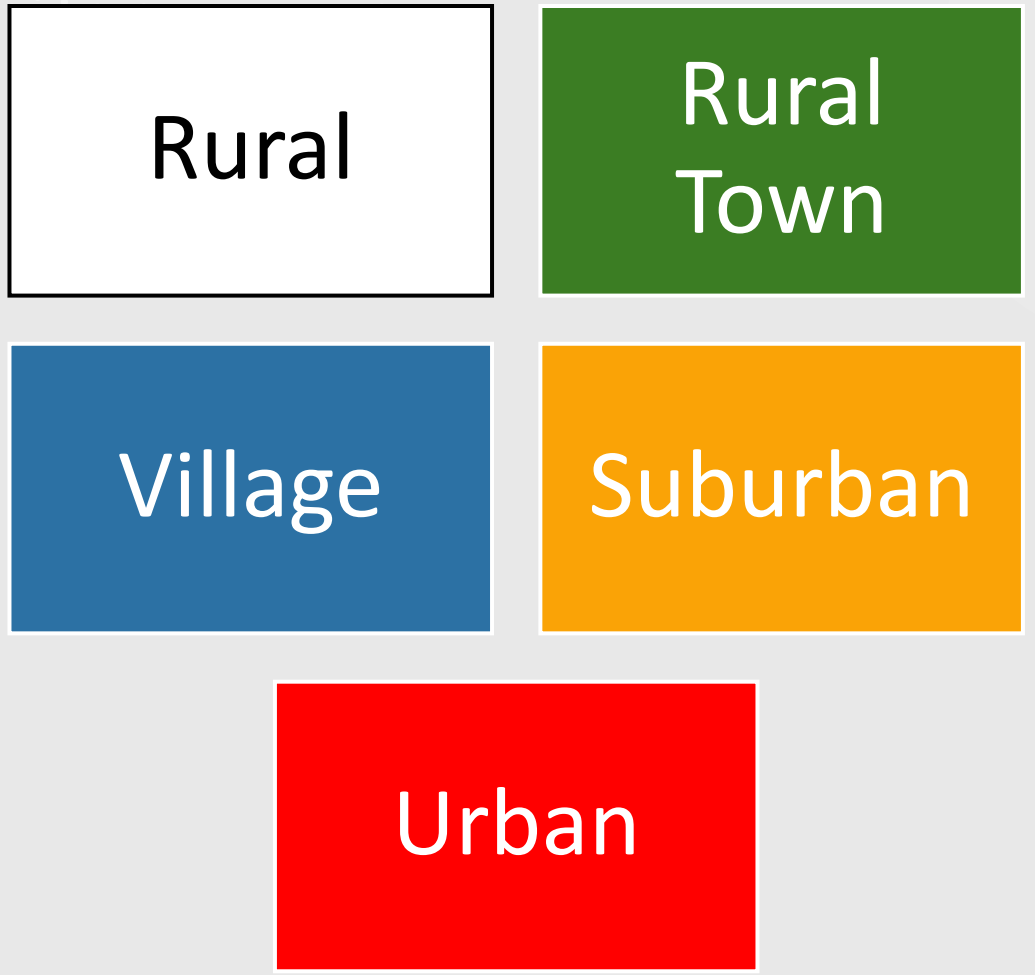
KDOT IKE
THE EISENHOWER LEGACY TRANSPORTATION PROGRAM

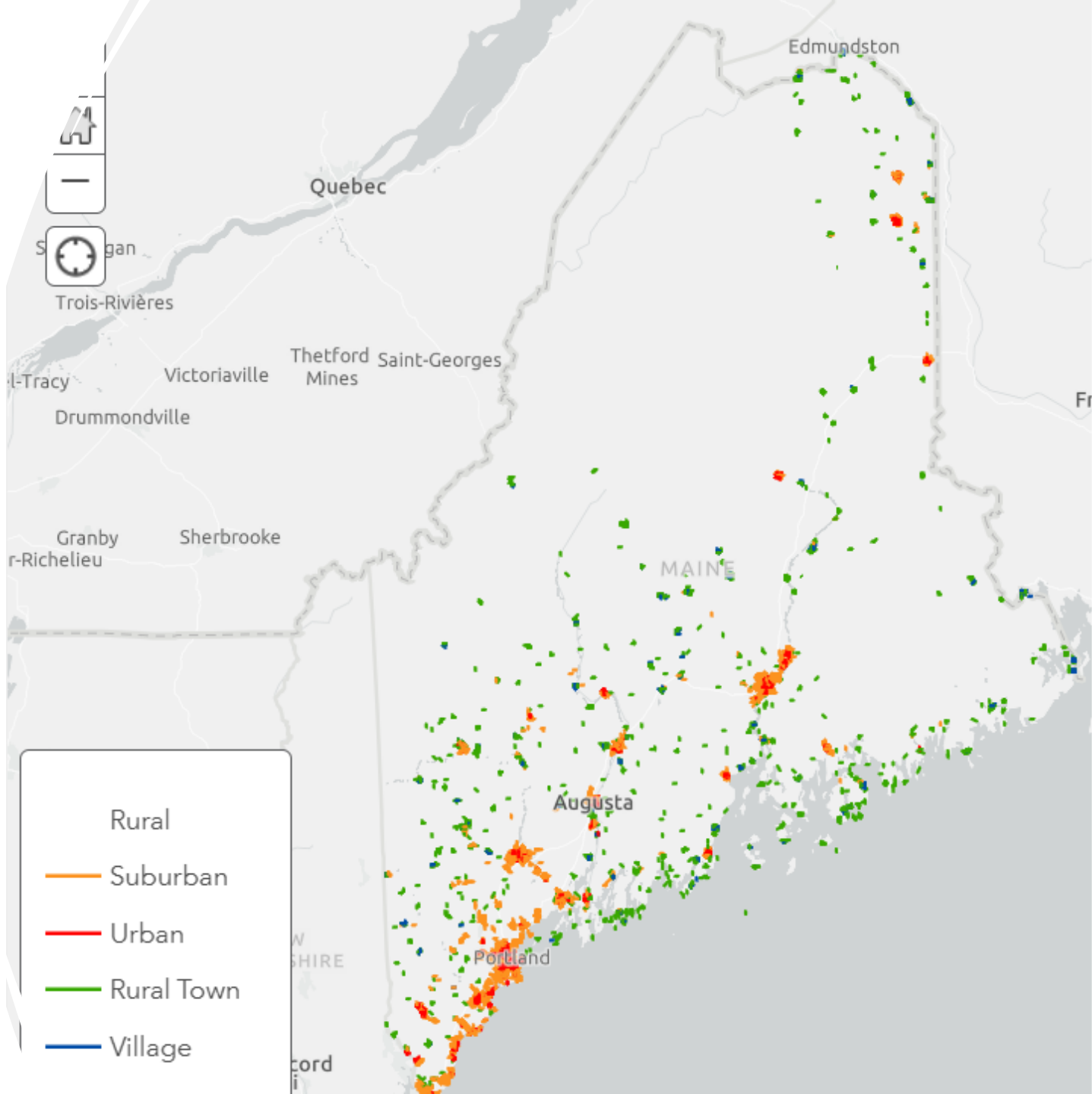
Kansas Active Transportation

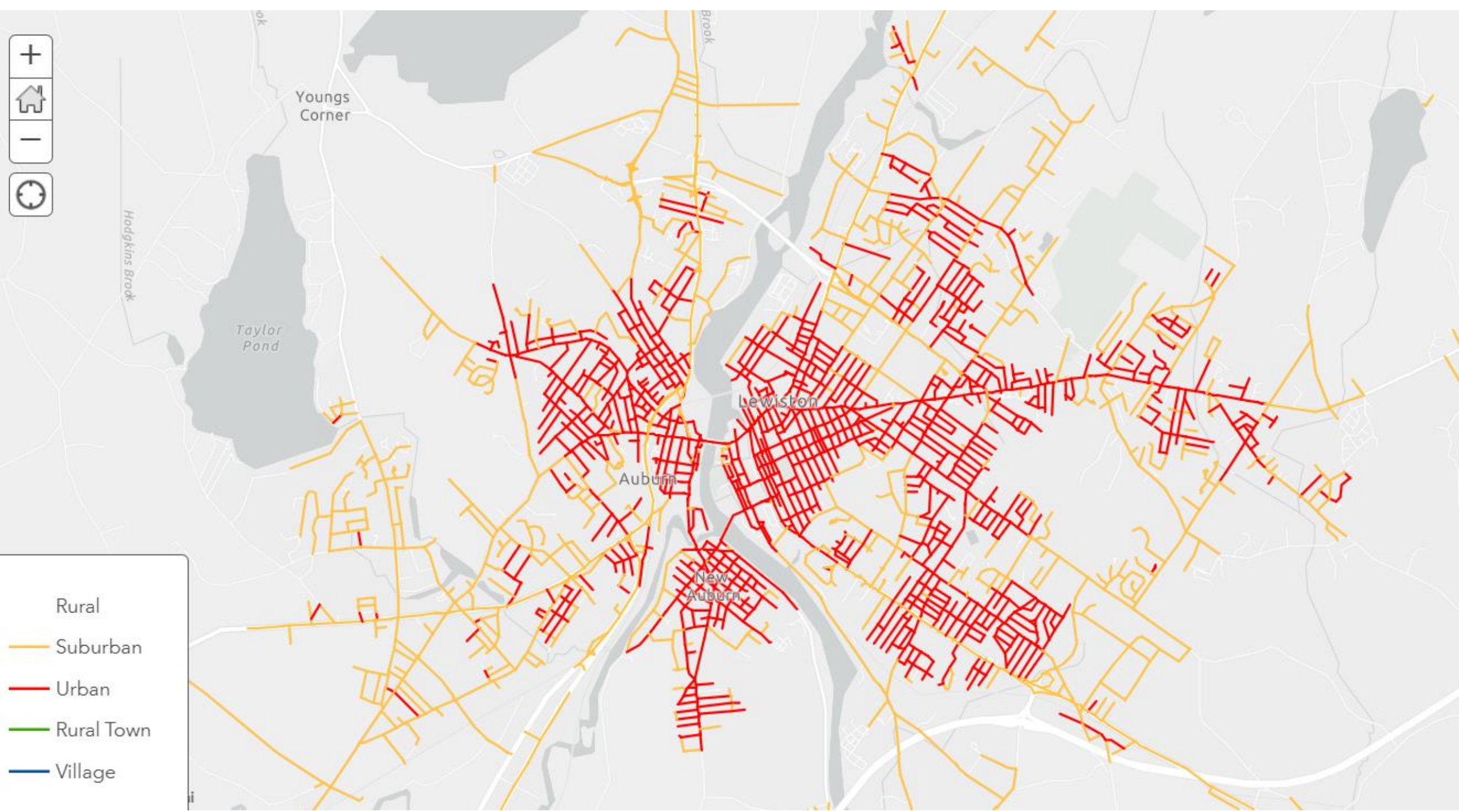
Adapting Transportation Decisions Based on Roadway Context

Dakota Hewlett, MaineDOT

Proposed Maine Context Classification System



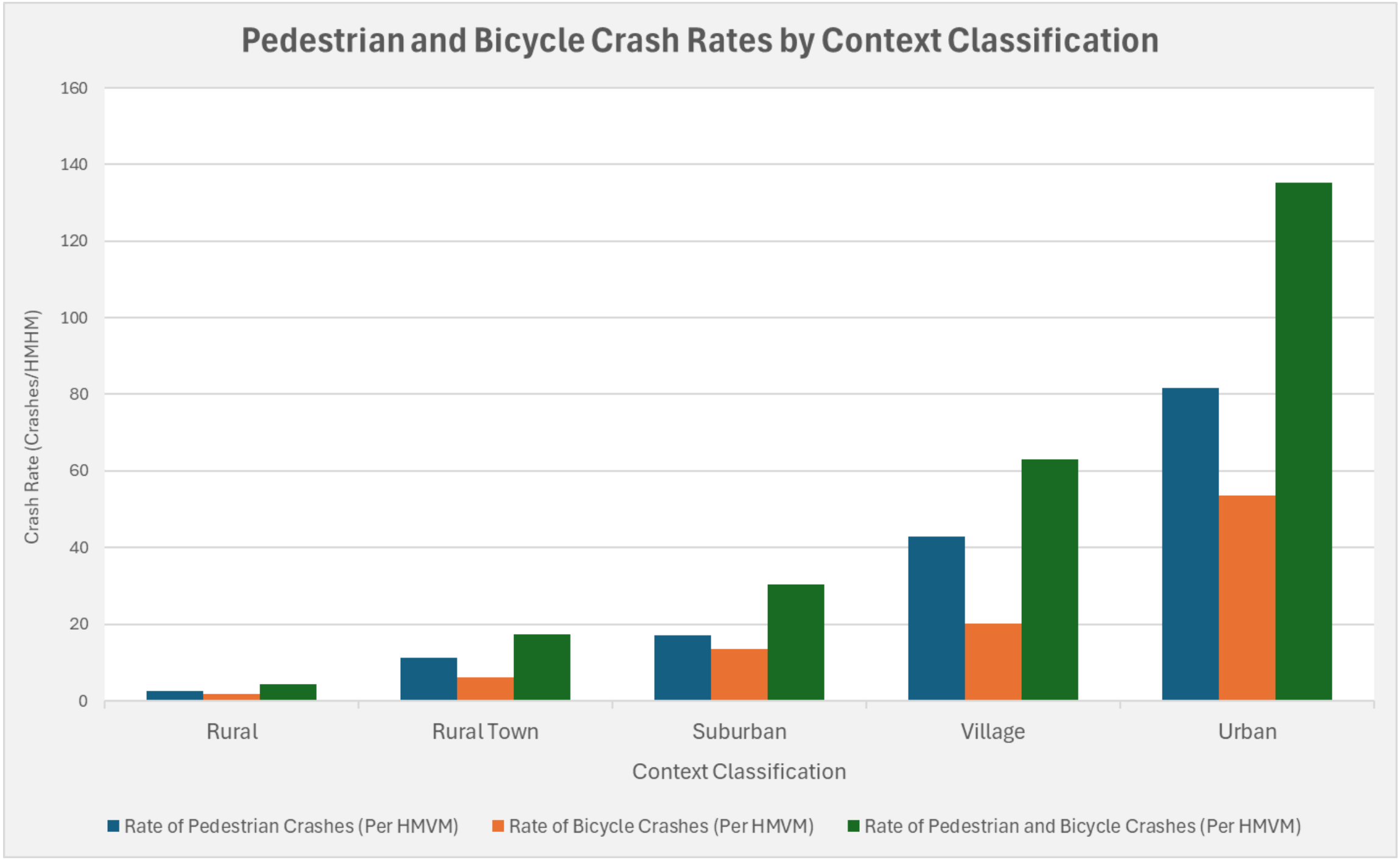

Edmundston
Quebec
Trois-Rivières
Victoriaville
Thetford Mines
Saint-Georges
Drummondville
Granby
Sherbrooke
MAINE
Augusta
Portland
Rural
Suburban
Urban
Rural Town
Village


Youngs Corner
Hodgkins Brook
Taylor Pond
Auburn
Lewiston
New Auburn
Rural
Suburban
Urban
Rural Town
Village

Using the Context Map

Speed Limit Setting

Project Scoping


Pedestrian and Bicycle Crash Rates by Context Classification
160
140
120
100
80
60
40
20
0
Crash Rate (Crashes/HMHM)
Rural
Rural Town
Suburban
Village
Urban
Context Classification
Rate of Pedestrian Crashes (Per HMVM)
Rate of Bicycle Crashes (Per HMVM)
Rate of Pedestrian and Bicycle Crashes (Per HMVM)

Speed Setting Processes

Mobility

Not expected to have many active transportation users

Efficient and reliable travel will get a higher priority.

Balanced

These roads are challenging for planners and engineers.

The process will balance mobility with active transportation needs.

All Users

Greatly consider pedestrian and cyclist needs in these areas

Changes Coming Soon