



# T-LINK – Bicycle and Pedestrian

Summary of Possible Scenarios  
10/13/08



## Current Funding Levels

Bicycle and pedestrian activities and facilities are mostly funded at the local level, but the federal and state governments play a role. Federal programs provided \$4.6 million in funding for education and the construction of on and off-road paths in 2008. KDOT’s role is more indirect, as pedestrian and bicycle components are often, but not always, absorbed into state road projects. There is no direct-state-sponsored program for bicycle and pedestrian education or projects.

## Education

Since 2003, averages of 836 accidents and 26 deaths have occurred each year in Kansas involving a bicycle or pedestrian. One way to improve these statistics is with education and outreach. In 2007, KDOT partnered with the National Highway Traffic Safety Administration to spend \$21,000 on public information, education, and bike helmets. One possibility to improve on the success of that program is to initiate a state-funded education program that would facilitate safety clinics, a statewide safety campaign, training sessions etc. The chart below suggests the level of outreach that could be achieved within three funding scenarios. NOTE: The blue highlighted portion is merely meant to emphasize a mid-level expansion of state funding. These scenarios are meant for discussion purposes and will be adjusted following the T-LINK meeting on October 14<sup>th</sup>, 2008.

**Bicycle and Pedestrian Education**

| Annual Funding Level            | \$100K  | \$200K  | \$300K  |
|---------------------------------|---------|---------|---------|
| People <b>ACTIVELY</b> Reached  | 13,000  | 45,000  | 46,000  |
| People <b>PASSIVELY</b> Reached | 134,000 | 302,500 | 500,000 |

## Construction of Paths

The need for improved bicycle and pedestrian facilities in Kansas is great. Combined, the state’s five urban cities have more than \$100 million in projects planned for the next 20 years. Needs in rural and small cities are harder to measure, but applications to the federal grant program have exceeded available funding by a six to one margin. If the state wanted to better leverage the existing federal program, every \$1 million in funding could construct as many as 10 miles of bike and pedestrian path. This assumes that local applicants would match the state dollars one for one.

## KDOT Accommodation

When KDOT builds a road, accommodations for bicycles and pedestrians are often, but not always, a part of the project. Whether accommodating existing or planned facilities, KDOT works with the appropriate local government to see if incorporate bicycles and pedestrian is feasible. The following table contains some examples of when accommodations were and were not provided.

**Examples of KDOT Bike and Ped Accomodations**

| Project                                     | Total Project Cost | Bike/Ped Cost | Accomodation Provided |
|---|--------------------|---------------|-----------------------|
| US-160 - bridge replacement                 | \$16 million       | \$1.5 million | Yes                   |
| Ottawa - relocation of Prairie Spirit Trail | \$26 million       | \$300,000     | Yes                   |
| 95th Street over US-69 - new bridge deck    | \$2.9 million      | \$500,000     | Yes                   |
| 1-35 & Elm - new interchange                | \$40 million       | \$1.3 million | Yes                   |
| Atchison - bridge replacement               | \$89 million       | \$6.2 million | No                    |
| Medicine Lodge - bridge replacement         | \$1.2 million      | \$500,000     | No                    |