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Policy Options for Local Governments in Kansas

Increasing Walking & Bicycling

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Increasing Bicycling and Walking in Kansas Communities

Inactivity and related health problems — such as diabetes, cancer, and heart disease — are linked to community design and the built environment. Local governments throughout the country and in Kansas are using their local authority to develop and implement policies improving access and opportunities to increase physical activity by supporting bicycling and walking initiatives.

Role of Local Governments

Local governments play a pivotal role in ensuring that communities have a viable transportation and recreation system that supports walking and bicycling through local policy initiatives. Under Kansas law, local governments have the authority to implement a variety of policy levers to increase opportunities for bicycling and walking and to improve health within their communities. Improving the built environment to increase access to bicycling and walking through policy change allows local governments to address the unique needs of their community.

Purpose of Resource

This resource describes different types of policies that local governments can use to increase bicycling and walking within their communities. Use this document to determine what policy levers can be tailored for your community to increase walking and bicycling. This resource provides specific examples to illustrate how each of these policies have been used to increase walking and bicycling in local communities.

The policy levers discussed in this resource are not the only types of policy options for local governments in Kansas. This resource is merely a starting point to provide context to the type of policies being utilized across Kansas and the United States to increase walking and bicycling for both active transportation and recreation.

What Is Policy?

A policy is any written plan or course of action designed to influence and determine decisions. Examples of policies to increase walking and bicycling include resolutions, local government agreements, land use planning, zoning, transportation facility design and traffic control, taxing, and school district policies.

Understanding Your Local Environment

Understanding your local environment is essential to developing and implementing meaningful policy change that increases bicycling and walking. Here are some key considerations:

- What component of the transportation system can you impact?
- What exists in your community that could be modified or strengthened?
- What policies and/or strategies do you want to pursue?
- What are possible obstacles?
- What are the tools available to help?
- What barriers currently keep your community members from bicycling and walking?



Looking Ahead: Using Local Policies to Improve Access to Healthy Food *and* Bicycling and Walking in Kansas Communities

In the past decade, health problems related to a lack of physical activity and access to healthy food have increased significantly. An effective way to increase physical activity and access to healthy food is through local government policy initiatives that promote both active transportation and access to healthy food.

For more information, check out the PHLC resource:
[Policy Options for Local Governments in Kansas:
Increasing Access to Healthy Food](#)



Local Policy Options to Increase Bicycling and Walking

In Kansas, there are over 3,000 local governments that play a significant role in building healthy and prosperous communities.¹ These local governments have the authority to utilize policy mechanisms that directly promote bicycling and walking and ensure that future decisions are made with community health in mind.

MUNICIPAL CODE describes the systematic collection or revision of laws, rules, or regulations of a city, town, or local governmental unit.²

Resolutions

Local governments have the authority to pass resolutions to promote bicycling and walking and to guide future policy decisions impacting pedestrians and bicyclists.

A **RESOLUTION** is a motion that formally expresses the sense, will, or action of a deliberative assembly (such as a legislative body).³

COMPLETE STREETS

Local government resolutions can be used as a tool to promote a broad array of public health initiatives including complete streets. Creating a transportation system that accommodates the needs of pedestrians and bicyclists increases the physical activity of the community by creating a safe environment for people to walk and bicycle.

COMPLETE STREETS refers to roadways that are designed for safe travel along and across the road for all users of all abilities and modes, including motorized vehicles, bicyclists, and pedestrians.⁴

COMPLETE STREETS RESOLUTION IN *Leawood, Kansas*

The Governing Body of the City of Leawood, Kansas, passed a resolution supporting complete streets. This resolution directed staff from several city planning boards and committees to include performance measures and implementation strategies to allow the Leawood transportation system to become more accessible for all users. This policy promotes public health, enhanced connectivity, and more livable communities by ensuring a variety of travel options that allow safe, convenient, and balanced transportation choices.⁵

COMPLETE STREETS RESOLUTION IN *Topeka, Kansas*

The City Council of Topeka, Kansas, passed a complete streets resolution providing direction to integrate design principles promoting a “safe network of access for pedestrians, bicyclists, motorists and transit riders of all ages and abilities in future construction or reconstruction of city rights-of-way to the extent financially feasible.” This policy promotes walking, bicycling, and transit use to increase the general safety and welfare of Topeka’s citizens.⁶

PROMOTING HEALTHY LIVING

By adopting a healthy living resolution, a local government expresses its firm commitment to preserve, promote, and improve the health of its residents by taking active steps to increase opportunities for physical activity and improve access to healthy food.

HEALTHY LIVING RESOLUTION IN *Kansas City, Missouri*

The Kansas City, Missouri, City Council adopted a resolution acknowledging that “[the] food system impacts health inequities, economic inequities, food deserts and food imbalance, school systems, and agricultural community land use.”⁷ The resolution draws a connection between the physical environment and access to healthy food. It directs an assigned staff member to work with the Greater Kansas City Food Policy Coalition to “[e]valuate transportation projects that offer safe and convenient pedestrian, bicycle, and transit connections between residential neighborhoods and community gardens; food pantries and community kitchens; and farmers markets, grocery stores, and other healthy food retail sites.”⁸

Local Government Agreements

Local governments can enter into agreements, including memorandums of understanding (MOUs), interlocal cooperation agreements, and use agreements. These agreements can help create, promote, and fund transportation infrastructure that better integrates active transportation facilities. Further, local government agreements can be used to allow community organizations and individuals access to use government facilities.

A **MEMORANDUM OF UNDERSTANDING (MOU)** is an informal written statement outlining the preliminary understanding of the parties who plan to enter into a contract or another type of agreement.⁹

An **INTERLOCAL AGREEMENT** is when two or more cities, counties, or townships enter into a contract to perform any governmental service.¹⁰

A **USE AGREEMENT** is a formal contract describing the terms and conditions to which those entering a contract agree.

MEMORANDUMS OF UNDERSTANDING

A memorandum of understanding (MOU) can be the first step a local government takes before entering into a contract. Local governments can enter into an MOU with government agencies or other organizations to promote bicycling and walking within their community. For example, an MOU can be used to initiate multi-jurisdictional transit projects.

MOU BETWEEN *Union Pacific Railroad & Jackson County, Missouri*

Jackson County, Missouri, entered into an MOU with Union Pacific Railroad. This MOU gives Jackson County exclusive right to purchase transit corridors that have the potential to be used for expanded public transit options in the future.¹¹ These corridors can be converted into bicycle and pedestrian paths, promoting physical activity throughout the area.

INTERLOCAL COOPERATION AGREEMENTS

Local governments can enter into interlocal cooperation agreements with other government bodies. As roads and trails transcend borders, interlocal cooperation agreements can harness efforts for large trail systems and related active transportation projects that go beyond the boundaries of a specific local government.

IMPROVING THE TOMAHAWK CREEK TRAIL IN *Johnson County, Kansas*

Johnson County Park and Recreational District and the City of Overland Park entered into an interlocal agreement to improve the Tomahawk Creek Trail. A section of the agreement declares “the City and District are coordinating and assisting in the development of a public greenway commonly known as the Tomahawk Creek Trail within Johnson County, Kansas, which features a public bicycle and pedestrian trail; and the City desires to create a public bicycle and pedestrian trail within their city limits on or along public greenway to be joined with and becomes a part of the greater Tomahawk Creek Bike/Hike Trail within Johnson County, Kansas.”¹²

USE AGREEMENTS

Local governments can utilize use agreements to increase physical activity by allowing community use of government spaces, such as parks, open space, and school spaces to increase opportunities for physical activity in a community.

For more information, check out these PHLC resources:

[Sample Recreation Agreement #1: Recreational Agreement/Facility Use Permit](#)

[Sample Recreation Agreement #2: Use of School Facilities or Grounds](#)



ATHLETIC FACILITIES FOR SCHOOLS AND COMMUNITY IN *Putnam County, Missouri*

The Putnam County R-1 School District and the Putnam County Health Department in Missouri entered into an agreement for use of school facilities allowing the general community to use the school district's athletic facilities. The intention of this agreement is to improve the conditions of certain athletic facilities in order to expand and enhance their use for both the schools and overall community.¹³

Land Use and Community Planning

Land use and community planning describes the ways a government may regulate land and other community resources to manage and develop the areas within its boundaries. Land use and community planning can be implemented through a variety of policy mechanisms, including zoning and other local ordinances. Local governments in Kansas have the authority to conduct land use and community planning. Land use and community planning can be a powerful tool to enhance and support bicycling and walking.¹⁴

COMPREHENSIVE PLANS

Comprehensive plans address long-term goals and values that the community seeks to prioritize during future public decision-making, including active transportation, land use, and economic development. Once completed, the comprehensive plan is utilized by government staff to evaluate existing laws, land use, and policy directives and to drive future budget and policy decisions.

BICYCLE AND PEDESTRIAN PLAN IN *Red Wing, Minnesota*

In response to a goal set forth in Red Wing's 2007 Comprehensive Plan and the City's 2010 Complete Streets Policy Resolution, the Red Wing City Council adopted a Bicycle and Pedestrian Master Plan in 2011. This Plan is a tool to guide the long-term programs, policies, and physical projects to support walking and bicycling in Red Wing. The intent of the plan is to "transform Red Wing into a community where choosing to walk or bicycle is a safe, convenient and enjoyable recreation and transportation option for all users."¹⁵

BICYCLE AND PEDESTRIAN MASTER PLANS

Bicycle and pedestrian master plans are similar to comprehensive plans, except that their long- and short-term goals are focused on promoting bicycling and walking within the community.



AMANDA MILLS

MASTER BIKEWAY PLAN IN *Hays, Kansas*

The City of Hays, Kansas, created a master bikeway plan. This plan has been used to secure funding from the Kansas Department of Transportation (KDOT) and other sources to integrate bicycle lanes into the existing transportation system and to encourage people to walk and bicycle within the community.¹⁶

BICYCLE AND PEDESTRIAN MASTER PLAN IN *Hutchinson, Kansas*

The City of Hutchinson, Kansas, is developing a bicycle and pedestrian master plan to help city staff develop a local transportation system that addresses the needs of bicyclists, pedestrians, and motorized vehicles.¹⁷

MASTER BICYCLE PLAN IN *Wichita, Kansas*

The Wichita City Council endorsed the Wichita Bicycle Master Plan as a guide for future planning and decision-making regarding public infrastructure investments, operations, and policies. This plan seeks to improve bicycle infrastructure to increase the ease of bicycle travel in the city.¹⁸

TASK FORCE FOR WALKING AND BIKING PLAN IN *Colby, Kansas*

The Colby City Council approved a motion to create a task force for the Walking and Biking Master Plan.¹⁹ The job of the task force is to put together a master plan to enable the Council to start budgeting funds for walking and bicycling priorities. The task force is responsible for providing feedback to the Council on recommendations for future projects and potential funding opportunities that would promote active transportation.

SAFE ROUTES TO SCHOOL (SRTS) PLANS

Safe Routes to School (SRTS) plans can be used by local governments to promote walking and bicycling in the community. SRTS initiatives encourage children to walk or bicycle to school and promote safety in or around school zones. SRTS policies can support:

- The development of safe infrastructure for pedestrians and bicyclists;
- Programs that encourage students to walk and bicycle to school; and
- Cooperation between local stakeholders (school districts, cities, or counties).

FUNDING SRTS IN *Kansas*

In 2012, a total of \$1,340,000 was allocated to six cities in Kansas for their SRTS projects. The following cities received \$15,000 each to cover the cost of a SRTS plan: Beloit, Erie, Hutchinson, Lyndon, Minneola, and Stockton. The goals for this funding are to encourage children to walk or bicycle to school; to make walking and bicycling to school safe and appealing; and to reduce traffic, fuel consumption, and air pollution in the vicinity of schools.²⁰

Zoning

In Kansas, the governing body of any city may enact zoning regulations via ordinance. The board of county commissioners of any county may enact zoning regulations via resolution.²¹ Zoning is a tool that local governments can use to implement local land use and comprehensive plans. Zoning can help guide development by controlling land uses and setting development standards throughout the area.²²

ZONING is the division of city or county land by legislative regulation into districts (“zones”) for different uses, such as for open space, residential space, commercial space, or other purposes.²³

An **ORDINANCE** is a law or rule enacted or adopted by a governing body that governs the conduct of the governing body’s residents.²⁴



PARKS AND PLAYGROUNDS IN A RESIDENTIAL ZONING DISTRICT IN *Derby, Kansas*

Derby, Kansas, has a zoning ordinance creating a single-family residential district. This type of zone is designed for medium density single-family dwellings and to allow certain public facilities. This ordinance allows parks, playgrounds, and related structures that are owned by a public agency.²⁵ Allowing parks and playgrounds in a residential zoning district encourage people to participate in physical activity within their community.

Transportation Facility Design and Traffic Control

Local governments in Kansas are able to promote active transportation within their community through the design of transportation facilities and the control of traffic within the transportation system. Local governments can incorporate bicycle lanes and pedestrian ways into transportation facility designs. Additionally, the use of traffic calming measures make it safer for all users of the roadway, including pedestrians and bicyclists.

For more information, check out these PHLC resources:

[*Differences between Active Transportation and Recreation Facilities in Kansas*](#)



TRANSPORTATION describes the act or process of moving people or things from one place to another.²⁶

FACILITIES are components of the built environment designed to serve a specific function affording a convenience or service. Examples of transportation and recreation facilities used by bicyclists and pedestrians can include roads, sidewalks, trails, and shared-use paths.²⁷

PARKING ORDINANCE PROMOTING ACTIVE TRANSPORTATION

Parking requirements for different types of businesses and areas of a community can impact walking and bicycling. For example, promoting bicycle parking may encourage community members to bicycle, rather than drive, to businesses within the community. This would minimize traffic, encourage physical activity, and promote greater connectivity between residential and commercial spaces.

PARKING IN *Fairway, Kansas*

The municipal code of Fairway, Kansas, outlines several locations where stopping or parking is prohibited. For example, vehicles are not permitted to park on certain streets.²⁸ Limiting parked cars in certain locations helps to promote bicycling because bicyclists no longer have to go around parked vehicles, making it safer for them to bicycle on the road.

TRAFFIC RULES AND TRAFFIC CALMING MEASURES

Traffic rules can be used to ensure that the transportation system is safe for all users, including bicyclists and pedestrians. Traffic rules can include crosswalk ordinances, speed zone requirements, signage standards, and other local policies governing traffic on local roads and sidewalks. Traffic calming measures that lower traveling speeds can promote safe shared-use of the roads between motorists, bicyclists, and pedestrians. Traffic calming measures include speed humps, traffic circles, and raised intersections.

TRAFFIC CALMING POLICY IN *Lawrence, Kansas*

The Lawrence City Commission passed a Traffic Calming Policy via Resolution. This policy permits certain “traffic calming devices” (including speed humps) in certain areas of the city.²⁹ These measures help to slow traffic, making it safer for bicyclists and pedestrians on the roadway.

DESIGN STANDARDS

Design standards can be used to increase walking and bicycling by ensuring that the way transportation facilities are developed, constructed, and maintained address the needs of both motorized and non-motorized users. Design standards incorporating the needs of pedestrians and bicyclists can be incorporated into roads, sidewalks, and other transportation facilities.

STREET DESIGN STANDARDS IN *Topeka, Kansas*

The municipal code of Topeka, Kansas, specifies minimum dimensions for all streets. These street design standards also require greater widths of rights-of-ways when warranted by existing or anticipated traffic.³⁰ Greater street widths are required in areas with increased traffic to make it safer for bicyclists and pedestrians that are traveling on or beside the roadway.

ADA TRANSITION PLANS

Federal law, such as the Americans with Disabilities Act (ADA), prohibits discrimination based on disability, and provides standards for ensuring access to individuals with disabilities to public services and programs.³¹ These standards apply to transportation facilities used by pedestrians, bicyclists, and other non-motorized transportation users. ADA Transition Plans are used to address any deficiencies or obstacles that limit the accessibility to individuals with disabilities within a specific community and identify timelines for accomplishing changes to existing infrastructure.³²



PEDESTRIAN is any person that is on foot; using any wheelchair or other low powered, mechanically propelled vehicle designed specifically for use by a physically disabled person; or using an electric personal assistive mobility device.³³

ACCESSIBILITY PLAN IN *Winfield, Kansas*

The City of Winfield, Kansas, developed a self-evaluation and transition plan addressing accessibility within the city.³⁴ The Winfield City Commission accepted the plan via resolution. The plan evaluated existing city programs, activities, and services as well as provided recommendations to ensure the city's transportation system is accessible to individuals with disabilities.

SPEED LIMITS

Speed limits are effective tools to promote walking and bicycling by creating safer conditions for pedestrians and bicyclists. Local governments can review existing speed limits on local roads, particularly on roads that are multi-use or near a school, and adjust those speed limits accordingly.

SPEED LIMITS IN *Overland Park, Kansas*

Overland Park's municipal code includes sections outlining speed limits throughout the city, including differing restrictions depending on zone.³⁵ For example, speed limits in school zones are reduced, making it safer for students bicycling and walking to and from school.

CROSSING REQUIREMENTS AND CROSSWALK STANDARDS

Local governments can establish crosswalk requirements and policies on local roads to promote the use of marked crosswalks and other safety devices to communicate to both motorists and pedestrians the possibility of approaching traffic.

For more information, check out the PHLC resource:
[Using Kansas Roads & Sidewalks for Active Transportation](#)



CROSSWALKS IN *Lawrence, Kansas*

The city engineer in Lawrence, Kansas, is authorized to designate and maintain crosswalks at intersections where there is a particular danger to pedestrians crossing the roadway and other places that may be deemed necessary.³⁶

Taxing Policies

Local taxes can be used to increase funding for special purposes, such as financing initiatives that support walking and bicycling.

SALES TAX

Some Kansas cities and counties have the authority to levy a sales tax.³⁷ Local governments can create tax initiatives to fund new projects and encourage certain behaviors. For example, Kansas local governments can use a percentage of the local sales tax to fund sidewalks or marked crosswalks.

TRANSPORTATION INFRASTRUCTURE FUNDING IN *Wichita, Kansas*

One-half of Wichita's local sales tax is allocated to the Sales Tax Construction Pledge Fund. This dedicated funding supports the city's transportation infrastructure to protect the health, safety and well-being of all who live and work in the Wichita community.³⁸

IMPROVEMENT DISTRICTS

Kansas law permits certain local governments to establish an improvement district through ordinance or resolution, as well as establish an improvement sales tax fund.³⁹ Improvement districts can be created to support the development of pedestrian and bicycle facilities, such as sidewalks.

COMMUNITY IMPROVEMENT DISTRICT IN *Roeland Park, Kansas*

Roeland Park, Kansas, created an improvement district and authorized a sales tax within that area to fund specific street and sidewalk improvements.⁴⁰ These improvements make it safer and more convenient for pedestrians and bicyclists.

Unified School District Policies

Schools can play an important role in both teaching children important health skills and providing opportunities for children to play and exercise before, during, and after the school day. Incorporating physical activity into school policies is an integral component of a comprehensive strategy to prevent childhood obesity and related health complications. School policies supporting healthy school environments can ensure that children receive the support they need to be healthy, and to grow into healthy and productive adults. Kansas unified school districts have the power to create policies, execute contracts, and manage their property to promote the health of school children and others in the community.⁴¹

SCHOOL SITING

School siting describes where a school is located within a community. School siting is an important consideration for communities because the more accessible a school is to pedestrians (especially students), the more likely students and school staff will walk or bicycle to school.

For more information, see [Reducing Costs in Kansas through Transportation Efficient School Siting](#).⁴²

SCHOOL GARDENS AT THE *Columbia Heights School District*

The Columbia Heights School District of Columbia Heights, Minnesota, has built a district-wide school garden that is walking distance from the district schools.⁴³ This location makes it possible for children from different schools to walk to and from the garden.

SCHOOL BOARD POLICIES

School boards can enact policies that can drive decision-making within the schools. School boards can support various active transportation policies, events, and objectives, as well as support community use of school property (such as permitting the use of the school's facilities in the evening by community members).

WELLNESS PLAN ON PHYSICAL ACTIVITY AND NUTRITION IN *Deerfield, Kansas*

The Board of Education for the Unified School District No. 216 in Deerfield, Kansas, approved a wellness plan. This plan addresses nutrition, food marketing in schools, school celebrations, and physical activity. The purpose of the plan is to provide children with access to healthy foods and opportunities to be physically active to help the children within the school district grow, learn, and thrive.⁴⁴

Other Policy Options

Local governments may have additional policy levers available to increase walking and bicycling in Kansas. This section provides a few examples of other types of local policy options that can be utilized to promote walking and bicycling in local Kansas communities.

ORDINANCE CREATING AN ACTIVE TRANSPORTATION COMMITTEE

Local governments can create active transportation committees through ordinance. These committees can provide strategic guidance on community needs and priorities around walking and bicycling.

ACTIVE TRANSPORTATION ADVISORY BOARD FOR *Pittsburg, Kansas*

The Governing Body of the City of Pittsburg, Kansas, passed an ordinance creating an Active Transportation Advisory Board.⁴⁵ The ordinance includes specific details regarding Board membership, public participation in Board decisions, and the Board's responsibilities. The Board is appointed by the City's Governing Body. The Board has a range of responsibilities including reviewing proposals and propositions from the Governing Body that relate to construction, reconstruction, and improvement of roadways, trails, and sidewalks. The Board also has the responsibility to advise the Governing Body and Pittsburg residents on matters related to active transportation and connectivity, promote new active transportation networks, and assist the city in seeking grants and private funding to develop active transportation.

INTERNAL DEPARTMENT POLICIES

Local government agencies can establish internal policies to ensure consistent future decision-making and promote a specific agenda highlighting long-term goals relating to bicycling and walking.



BICYCLE AND PEDESTRIAN TRAIL IN *Abilene, Kansas*

The Abilene City Commission passed a resolution endorsing bicycle and pedestrian trails within the city.⁴⁶ The resolution also granted the City Manager authority to develop a plan to designate and implement a bicycle and pedestrian trail throughout the community. Further, the resolution directed the City Manager to seek feedback from local stakeholders and utilize previous studies and reports to guide future decision-making.

RECREATIONAL TRAIL INITIATIVES

Local governments can work with private organizations and citizen groups to develop recreational trail initiatives. Recreational trail initiatives often involved a diverse group of public and private stakeholders committed to a shared goal or vision of improving walking and bicycling in the community. These initiatives can identify a long-term plan or short-term goals to connect trail systems

and parks, identify new land or projects, and encourage community discussion regarding the state of the community's trail and recreational system. Creating trails promotes physical activity within the community and provides an alternative to commuting for pedestrians and bicyclists.

For more information, check out the PHLC resource:

[Using Kansas Trails and Shared-Use Paths](#)



TURKEY CREEK STREAMWAY TRAIL INITIATIVE IN *Johnson County, Kansas*

The Turkey Creek Streamway Trail follows a 10-mile stream corridor from Johnson County to Kansas City, Kansas. The Turkey Creek Coalition is an informal association with both public and private participants and is supported by representatives from various city governments as well as local, state, and federal elected officials. The coalition is responsible for the Turkey Creek Streamway Trail alignment and developing a corridor concept plan.⁴⁷

ENVIRONMENTAL COMPLIANCE AND STUDIES

Often times, active transportation policies supporting bicycling and walking often promote environmentally-friendly objectives as well. To incorporate environmental considerations, many active transportation designs include a review of the environmental impact on the community.

ENVIRONMENTAL & ACTIVE TRANSPORTATION STUDY IN *Johnson County, Kansas*

The Kansas Department of Transportation, Johnson County, City of Gardner, City of Edgerton, and the Mid-America Regional Council co-sponsored the Southwest Johnson County Area Plan.⁴⁸ This plan "identif[ies] and evaluate[s] potential development scenarios and determine[s] the transportation system necessary to support that development."⁴⁹ The County Area Plan is multi-jurisdictional and includes development scenarios that take into consideration traffic growth, changes in traffic patterns, area watershed and environment, as well as active transportation elements.

GEOGRAPHIC INFORMATION SYSTEMS (GIS) MAPPING POLICIES

GIS data mapping is one way a community can plan for bicycle and pedestrian needs. GIS data helps with community planning and can provide information regarding where to include bicycle and pedestrian facilities.

A **GEOGRAPHIC INFORMATION SYSTEM (GIS)** is a technology that displays data, patterns, and trends on maps.

GIS MAPPING SYSTEM IN *Olathe, Kansas*

Olathe, Kansas, utilizes GIS data to gather, store, and analyze community trends and patterns. This data can be used to identify areas with high traffic volume when planning which streets to add bicycle lanes to within the community. Olathe has created maps of current and planned construction projects, street maintenance information.⁵⁰

Next Steps

Kansas communities are taking action to promote health, prosperity, and economic vitality by increasing physical activity through bicycling and walking. Local policies that promote walking and bicycling are essential components to increasing physical activity in communities. These policies can increase momentum for new and existing walking and bicycling initiatives and allow local governments to address the unique needs of their community.

Meaningful policy change requires planning, development, implementation, and evaluation. Including these considerations when drafting the policy is integral to the success of these efforts.

For more information, check out the PHLC resource:

[*Drafting Effective Policies*](#)



Endnotes

- ¹ *2012 Census of Governments*, Bureau of the Census, 2012.
- ² See generally, *Code*, BLACK'S LAW DICTIONARY (9th ed. 2009); *Municipal*, BLACK'S LAW DICTIONARY (9th ed. 2009).
- ³ *Resolution*, BLACK'S LAW DICTIONARY (9th ed. 2009).
- ⁴ *Section 7: Active Transportation*, KAN. DEP'T OF TRANSP., http://kdotapp2.ksdot.org/5CountyStudy/pdfs/phase_2_final_report/Section_7_-_Active_Transportation.pdf (last visited Jan. 14, 2015).
- ⁵ LEAWOOD, KAN., RES. NO. 3592, (2011), <http://www.leawood.org/bidders/pdf/CompleteStreetsPolicy.pdf> (last visited Jan 8, 2015).
- ⁶ TOPEKA, KAN., RES. NO. 8222 (2009), https://www.topeka.org/cityclerk/resolutions/8222-authorizing_implementation_of_complete_streets_policy.pdf.
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- ¹⁰ KAN. STAT. ANN. § 12-2908.
- ¹¹ *Jackson County Announces Agreement with Union Pacific Railroad*, JACKSON CNTY, MO. (Feb. 14, 2014), <http://www.jacksongov.org/content/3275/3615/9834/9914.aspx>.
- ¹² *Interlocal Agreement Between Johnson County Park and Recreation District and the City of Overland Park, Kansas, For the Improvement of the Tomahawk Creek Trail from Antioch Road to Metcalf Avenue*, OVERLAND PARK, KAN. (2003), <http://apps.opkansas.org/city-government/agendas-and-minutes/community-development/agendas/2003/2003-11-05/ACT-4.PDF>.
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- ¹⁷ *Community Transportation Projects*, HUTCHINSON, KAN., <http://www.hutchgov.com/departments/division.php?fDD=5-419> (last visited Jan. 8, 2015).
- ¹⁸ *Wichita-Sedgwick County Planning*, WICHITA, KAN., (2014), <http://www.wichita.gov/Government/Departments/Planning/Pages/Bicycle.aspx>.
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- ²⁰ *Cities to Receive Funding for Safe Routes to School Projects*, KAN. DEP'T OF TRANSP. (2012), https://www.ksdot.org/PDF_Files/SafeRoutes912.pdf.
- ²¹ Michael R. Heim, *Kansas Local Government Law* (5ed 2014) at § 4.32.
- ²² *Urban Planning and Land Use*, KANSAS CITY, KAN., http://www.wycokck.org/Internetdept.aspx?id=6280&menu_id=1032&banner=15284 (last visited Jan. 15, 2015).
- ²³ See generally, BLACK'S LAW DICTIONARY 1793 (4th ed. 1968).
- ²⁴ BLACK'S LAW DICTIONARY 1170 (4th ed. 1968).
- ²⁵ DERBY, KAN., ORD. NO. 401 (2014).
- ²⁶ *Transportation*, MERRIAM-WEBSTER, <http://www.Merriam-Webster.com/dictionary/transportation> (last visited May 16, 2014).
- ²⁷ *Facility*, [Dictionary.com](http://dictionary.reference.com/browse/facility) (2012), <http://dictionary.reference.com/browse/facility>.

- ²⁸ FAIRWAY, KAN., CODE § 10-58, https://www.municode.com/library/ks/fairway/codes/code_of_ordinances?nodeId=CH10TRVE_ARTIIILOTRRE_S10-58STSTPAWHPR.
- ²⁹ LAWRENCE, KAN., RES. NO. 6602, <http://www.lawrenceks.org/boards/traffic-safety-commission/traffic-calming-policy>.
- ³⁰ TOPEKA, KAN., CODE § 18.40.060.
- ³¹ *See, e.g.*, Americans with Disabilities Act of 1990, §§ 42 USC 12101-12213; Older Americans Act of 1965, Pub. L. 89-73, 79 Stat. 218 (codified as 42 U.S.C. §§ 3001 et seq.); Civil Rights Act of 1964, Pub. L. 88-352, 78 Stat. 241 (codified as amended in scattered sections of 2 U.S.C., and 42 U.S.C.); Exec. Order No. 12,898, 59 Fed. Reg. 7629 (Feb. 16, 1994).
- ³² 28 C.F.R. § 35.105.
- ³³ KAN. STAT. ANN. § 8-1446.
- ³⁴ WINFIELD, KAN., RES. NO. 4807 (2007); *see also*, *City of Winfield Americans with Disabilities Act Section 504 Self-Evaluation*, CITY OF WINFIELD, KAN. (March 1, 2007), <http://www.winfieldks.org/DocumentCenter/Home/View/658>.
- ³⁵ OVERLAND PARK, KAN., CODE § 12.04.033, <http://www.opkansas.org/wp-content/uploads/downloads/1204-overland-park-traffic-ordinance-including-table-of-contents-and-index.pdf>.
- ³⁶ LAWRENCE, KAN., CITY CODE § 17-105.
- ³⁷ KAN. CONST. art XII, § 5; *see also*, Michael R. Heim, *Kansas Local Government Law* (5ed 2014) at § 3.68. For example, the Kansas Constitution includes a “home rule” amendment, which permits “home rule” cities the power to “determine their local affairs and government including the levying of taxes, excises, fees, charges, and other exaction...except when limited or prohibited by the Legislature...” Kansas statutes have provided similar powers to home rule counties.
- ³⁸ *City of Wichita, Kansas 2014-2015 Adopted Budget*, CITY OF WICHITA, KAN. (2014), <http://www.wichita.gov/Government/Departments/Finance/FinancialDocuments/2014-15%20Adopted%20Budget%20-%20Vol%201.pdf>.
- ³⁹ KAN. STAT. ANN. § 12-6a31.
- ⁴⁰ ROELAND PARK, KAN., ORD. NO. 882 (2012), <http://www.roelandpark.net/wordpress/wp-content/uploads/882-Ordinance-CID-Sales-Tax.pdf>.
- ⁴¹ KAN. STAT. ANN. § 72-8201. *See also*, Michael R. Heim, *Kansas Local Government Law* (5ed 2014) at § 11.07 (stating “‘School districts have been described as ‘purely creatures of legislature.’ ... Home rule for KS school districts was approved in very limited fashion... Unified school districts by statute are granted: the ‘usual powers of a corporation for public purpose.’”).
- ⁴² Bill Holloway, *Reducing Costs in Kansas through Transportation Efficient School Siting* (May 2012), http://www.ssti.us/wp/wp-content/uploads/2012/06/KSSchoolSiting_SSTI.pdf.
- ⁴³ *Columbia Heights District-wide Garden Case Study*, JEFFERS FOUND., <http://www.jeffersfoundation.org/documents/school-gardens/Case-Study-Columbia-Heights.pdf>.
- ⁴⁴ *Proposed Wellness Plan for Deerfield Schools*, UNIFIED SCH. DIST. NO. 216 (June 11, 2007), http://www.usd216.org/pages/uploaded_files/Wellness%20policy.pdf.
- ⁴⁵ PITTSBURG, KAN., ORD. NO. G-1201 (2014), <http://www.pittks.org/ArchiveCenter/ViewFile/Item/747>.
- ⁴⁶ ABILENE, KAN., RES. NO. 011413-2, <http://www.abilenecityhall.com/DocumentCenter/View/1048>.
- ⁴⁷ *Turkey Creek Streamway Trail*, MID-AM. REG’L COUNCIL (2007), <http://www.marc.org/Environment/MetroGreen-Parks/Current-Projects/Turkey-Creek-Streamway-Trail>.
- ⁴⁸ *The Southwest Johnson County Area Plan*, MID-AM. REG’L COUNCIL (2013), http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Special-studies-and-projects/special-studies-pdfs/FINAL_SW_JoCo_Area_Plan_11-12-13.aspx.
- ⁴⁹ *The Southwest Johnson County Area Plan*, MID-AM. REG’L COUNCIL (2013) at 1-2, http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Special-studies-and-projects/special-studies-pdfs/FINAL_SW_JoCo_Area_Plan_11-12-13.aspx.
- ⁵⁰ *What is GIS?*, OLATHE, KAN., <http://www.olatheks.org/GIS/Whatis> (last visited Jan. 14, 2015).