

RENO COUNTY, KANSAS BICYCLE TRANSPORTATION STUDY

**Prepared by
The Reno County Bicycle Trail
Advisory Committee**

April 2016

Table of Contents

1.0 Introduction	3
1.1 Purpose of the Bicycle Transportation Study	3
1.2 Vision Statement	3
1.3 Facility Definitions	3
1.4 Benefits of Bicycling	4
2.0 Relationship to Other Studies/Plans	6
2.1 Hutchinson Master Bicycle and Pedestrian Plan	6
2.2 Nickerson/Buhler/Yoder/South Hutchinson/Haven	6
3.0 Existing Conditions	6
3.1 Setting	6
3.2 Existing Bikeways	6
3.3 TransAmerica Bicycle Trail	6
4.0 Education and Promotion	7
4.1 Education	7
4.2 Promotion	7
5.0 Rideable Bike Route Identification	8
5.1 Rideable Routes - Phase 1	8
5.2 Rideable Routes - Phase 2	9
6.0 Funding	9
7.0 Study Recommendations	9
Table 1 – Phase 1 Reno County Rideable Bike Route Descriptions	11
Figure 1 – Map of Reno County Rideable Bike Routes	12
Appendix A – Potential Funding Sources	13
Appendix B – Fundraising Ideas	19

1.0 Introduction

1.1 Purpose of the Bicycle Transportation Study

In September of 2014, the Reno County Commission asked the county bicycling community and county officials to work together and prepare a study to identify rideable bicycle routes throughout the county. The Reno County Planning Commission was tasked to establish a committee to develop a Bicycle Transportation Study (the Study). In response, the Reno County Bicycle Trails Advisory Committee (the Committee) was formed to take on the task. The goal of the study is to promote cycling as an activity that is an enjoyable, healthy, and safe endeavor for the citizens of the County. This study is to be incorporated into the Reno County Comprehensive Plan due to be updated in 2017.

The Committee wants to encourage more bicycle ridership within the County by creating a bikeway network, identifying primary rideable routes, providing for local and regional connectivity, and encouraging residents to bicycle more often. We envision the study to be a living document that can be expanded to include more detailed data on routes and facilities.

This study serves as a document to guide the development and maintenance of a bicycle network, support facilities, and address related issues such as planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety and education, and implementation.

1.2 Vision Statement

The vision statement for the Reno County Bicycle Trails Advisory Committee is:

“Develop a plan that promotes cycling as an enjoyable and healthy mode of transportation in Reno County through the identification of routes, marketing, public education, and mapping while promoting safety and consultation on potential improvements to the infrastructure.”

1.3 Facility Definitions

Bicycle Facilities – Bicycle infrastructure, including bike lanes, bike paths, and bike routes. Also includes amenities such as access to water, restrooms, shelter and bike racks. Facilities could also include amenities such as tire air stations and bike repair stations.

Bicycle Lanes – Bike lanes are a separate lane space within a roadway, designated for exclusive use by bicycles through signing and pavement stencils.

Bicycle Paths – Bicycle paths are a shared use trail, usually hard-surfaced, which accommodates bicyclists, pedestrians, and other users including runners, skaters, and other non-motorized modes of transportation. In some circumstances these may be adjacent to streets or rights-of-way, but most often are separated from motor vehicle right-of-way.

Bicycle Route – A roadway that is designated for shared bicycle and motor vehicle use by placement of bike route signs along the roadway. Note that bicyclists are legally permitted to ride on all roadways in Reno County, whether they are designated as bike routes or not, unless expressly prohibited.

Paved Shoulder – These facilities are an 8’-10’ wide paved shoulder, usually on a rural roadway. These are recommended to be signed as bike routes, and can accommodate recreational, commuter, and inter-regional riders.

Route Signing – Route signs may be placed on streets or roadways where cyclists travel for directness or necessity. These signs can be information signs to guide cyclists, as well as “awareness” signs to alert motorists to the probable presence of bicycle riders.

Shared Roadways – These facilities are a roadway which is open to both bicycle and motor vehicle travel. There are no specific bicycle standards for most shared roadways; they are simply existing local urban or rural roads and highways.

1.4 Benefits of Bicycling

Walking and bicycling are key components of vibrant, livable, healthy communities and are an integral part of a complete transportation system. These active transportation modes assist in reducing traffic congestion, air pollution and energy consumption, while also helping to improve the health and quality of life of residents and communities. The League of American Bicyclists states: “Bicycling is an indicator of a high quality of life”. It is this high quality of life that many communities are seeking to achieve in order to attract businesses and residents. A more bicycle-friendly county will contribute greatly in achieving these benefits.

1.4.1 Environmental Benefits

Replacing vehicular trips with bicycle trips has a measurable impact on reducing human-generated greenhouse gases (GHGs) in the atmosphere that contribute to climate change. Fewer vehicle trips and vehicle miles traveled (VMT) translate into fewer mobile source pollutants released into the air, such as carbon dioxide, nitrogen oxides, and hydrocarbons. A NASA analysis found that motor vehicles are the greatest contributor to atmospheric warming because they release pollutants and GHGs that promote warming, while emitting few aerosols that counteract it.¹ Providing for transportation options that reduce VMT is an important component of decreasing GHG emissions and improving air quality. A reduction in carbon dioxide emissions through an increase in biking and walking for transportation has greater health benefits for a population than from the increased use of lower-emission motor vehicles.²

1.4.2 Public Health Benefits

Public health professionals have become increasingly aware that the impacts of automobiles on public health extend far beyond asthma and other respiratory conditions caused by air pollution. There is also a deeper understanding of the connection between the lack of physical activity resulting from auto-oriented road designs and various health-related problems, such as obesity and other chronic diseases. Although diet and genetic predisposition contribute to these conditions, physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes. Countries with the highest levels of cycling and walking generally have the lowest obesity rates.³ The Centers

¹ NASA, 2010 - *Road Transportation Emerges as Key Driver of Warming*

² Woodcock, J., et al., 2009 - "Public health benefits of strategies to reduce greenhouse-gas emissions: urban land transport," *Lancet*, 374, 1930-43

³ Bassett, Jr., et al., 2008 - *Walking, cycling, and obesity rates in Europe, North America, and Australia, Journal of Physical Activity and Health*, 5, 795-814

for Disease Control and Prevention suggests designing local streets and roadways in a way that is safe for all users, including bicyclists.⁴ Creating bicycle-friendly communities is one of several effective ways to encourage active lifestyles, ideally resulting in a higher proportion of the County's residents achieving recommended physical activity levels.

1.4.3 Economic Benefits

Bicycling is economically advantageous to individuals and communities. A 2014 report by the Victoria Transport Policy Institute stated that households in automobile-dependent communities devote 50% more (an average of \$3,000 extra) to transportation than households in communities that have better bike and pedestrian facilities.⁵ Cost savings associated with bicycle travel expenses are also accompanied by potential savings in health care costs. On a community scale, bicycle infrastructure helps local businesses, which improves the economic viability of the community.⁶ Projects are also generally far less expensive than automobile-related infrastructure.

1.4.4 Community and Quality of Life Benefits

Fostering an environment where bicycling is accepted and encouraged increases a community's livability from a number of perspectives that are often difficult to measure but nevertheless important. Improving the built environment to increase bicycling and/or walking, increases safety, accessibility, health promotion, the environment, community connections, and economic growth; all of which impact quality of life.⁷ People living in communities with built environments that promote bicycling and pedestrian travel tend to be more socially active, civically engaged, and are more likely to know their neighbors. The aesthetic quality of a community/county improves when facilities are created that enable people of all ages to recreate and commute in a safe, efficient and accessible manner.

1.4.5 Safety Benefits

Conflicts between bicyclist and motorists result from poor riding and/or driving behavior as well as insufficient or ineffective facility design. Encouraging development and redevelopment in which bicycle travel is fostered improves the overall safety of the roadway environment for all users. Feeling unsafe or threatened may prevent people from bicycling either for the purpose of commuting, or for recreation.⁸ Well-designed bicycle facilities improve security for current cyclists and also encourage more people to bike, which in turn further improve bicycle safety. Providing information and educational opportunities about safe and lawful interactions between bicyclists and other roadway users also improves safety.

⁴ National Center for Disease prevention and Health Promotion, Division of Nutrition, Physical Activity and Obesity Prevention. (2013, August). More People Walk to Better Health. Retrieved September 2015, from Centers for Disease Control and Prevention: <http://www.cdc.gov/vitalsigns/walking/index.html>

⁵ Litman, T. (2014). *Economic Value of Walkability*. Victoria Transport Policy Institute.

⁶ Advocacy Briefs (2014). *Bicycle Retailer & Industry News*, 23 (2), 23

⁷ Public Health Law Center (2015). *Policy Options for Local Governments in Kansas: Increasing Walking & Bicycling*

⁸ (2008) National Survey of Bicyclists and Pedestrian Attitudes and Behavior

2.0 Relationship to Other Studies/Plans

The Reno County Bicycle Transportation Study must be coordinated with existing and future bicycle plans in all county communities, especially those which are destinations for the proposed bike routes. Since the initial version of the study will focus on rideable routes from Hutchinson to nearby cities, community leaders and bicycle enthusiasts in those cities should be engaged to help coordinate existing or proposed routes and facilities.

2.1 Hutchinson Master Bicycle and Pedestrian Plan

The Hutchinson City Council passed its' Master Bicycle and Pedestrian Plan on October 7, 2014. Future versions of the county bike study should be coordinated with the latest Hutchinson Master Bicycle and Pedestrian plan in order to take advantage of the latest routes and facilities.

2.2 Nickerson/ Buhler/Yoder/South Hutchinson/Haven

At the time this study was created, it had not been determined if surrounding communities have developed local bicycle plans or studies. The Committee recommends that a research effort be initiated to review and coordinate all such local plans.

3.0 Existing Conditions

3.1 Setting

Geographically, Reno County is the third largest county in Kansas, with Hutchinson being the county seat. Reno County has 600 miles of paved county roads. A majority of these roads are suitable for bicycle traffic but, with one exception, are not signed or marked for bicycles. Most of these roads do not have a paved shoulder and are not currently wide enough to permit the establishment of a bike lane.

The scope of Phase I of this study seeks to identify rideable routes from Hutchinson to nearby communities and to recommend they be designated and signed as official bike routes. In the future, this study should be updated and expanded to include extensions to other communities/destinations in the county.

3.2 Existing Bikeways

Reno County currently has no official bike routes. The only section of county road marked with signs designating a shared roadway is a stretch of Old K-61 Highway North between East 43rd Avenue in Hutchinson and East 82nd Avenue in Medora.

3.3 TransAmerica Bicycle Trail

In May of 2015, the Reno County Commissioners signed a Resolution of Support for formal designation of US Bike Route 76 (USBR76) through Reno County. USBR 76 is more commonly known as the TransAmerica Bicycle Trail. The designation process was supported by the Kansas Department of Transportation (KDOT) and KanBikeWalk. Plans call for eventual official designation of this trail all the way from Virginia to the west

coast. With official recognition of the entire route through Kansas, state and local tourism bureaus, KDOT, and groups such as Adventure Cycling will be able to jointly market the route to the traveling public.

Reno County's portion of USBR76 begins on West 95th Ave, travels through Nickerson, continues on East 82nd Avenue to Plum Street, north on Plum Street to East 95th Ave, continues east to Medora, then continues on East 82nd Avenue to Buhler and then exits the county.

The designation of USBR 76 through Reno County did not require a financial commitment. However, the Committee recommends this route be marked with signs at appropriate intervals when possible. An estimate of the number of signs required and subsequent cost, was provided by the Public Works Department as part of the information provided to commissioners when the designation request was presented.

4.0 Education and Promotion

A safe and well-connected bicycle network is an important component of a positive environment for bicycling. Providing education is also an integral part of a successful bicycle network that creates a safer, more predictable environment for all transportation users.

4.1 Education

Just as we provide training for drivers of motor vehicles, we must provide information for bicyclists to safely operate their vehicles. Education and training increase confidence which translates to a greater number of individuals choosing to ride a bicycle. Bicyclists and motorists alike must be educated about the rights and responsibilities of bicyclists as well as how to safely share the road.

Education is more than instruction on how to ride a bicycle and share the road. Information on the bicycle system is also important. Helping bicyclists find bicycle routes, parking, and other facilities could alleviate many apprehensions about bicycling in the county. Encouragement to choose bicycling as a mode of transportation comes from education and promotional programs. **Promotion** is a form of education that increases awareness of the benefits of bicycling. The two go hand-in hand, however, the distinction between education and promotion is that education focuses on increasing safety and bicycle use through skill building and information on the laws of bicycling, while promotion focuses on attracting people to the benefits of bicycling through activities as well as marketing and advertising.

Public investment in safer bicycle facilities cannot prevent all of the accidents that result from inadequate bicycling skills. Bicycle lanes cannot replace bicycle education and awareness for all roadway users. Programs should be developed to educate and train adults and children on the proper use of bicycles in traffic and how to operate a motor vehicle when bicycles are present. Most bicycle experts agree that training in bicycle riding reduces accidents, encourages greater ridership, and makes bicycling safer for bicyclists, pedestrians, and motorists.

4.2 Promotion

An important component of promotion is to inform the public of local bicycle events. This includes events such as those associated with National Bike Month in May and organized group rides like those sponsored by the Hutchinson Vitality Team. A recommended method of spreading this information, including route descriptions and maps, is to develop a tab on the County's website with links to bicycling activities and news.

The Committee recommends developing a joint Hutchinson/Reno County bike route brochure, featuring the routes identified in this plan. This brochure will be printed and made available to promote and encourage use of the routes by local cyclists and visitors to Reno County. The brochures will also feature educational information on safe riding practices and other biking resources. A web-based version of the brochure will also be produced.

As a marketing strategy, the brochures will be distributed in communities throughout Reno County. They will also be made available and promoted on appropriate websites such as the City of Hutchinson webpage, the Bike Walk Hutch webpage, etc. Relevant organizations will also be asked to promote the brochure through social media.

Eventually, the Committee would like to make available interpretive information about the natural and cultural history of the areas and communities along the routes. This would also create opportunities for local communities to promote any bicycle friendly amenities they may provide.

5.0 Rideable Route Identification

The Committee has identified five routes for Phase 1 of the Bicycle Transportation Study. All the routes begin at public parking lots or parks where parking and other facilities are available and follow paved roads to nearby communities/destinations. Detailed information on the routes, distances, traffic, road surface, etc., is provided in Table 1. A Reno County map highlighting the routes is provided in Figure 1.

5.1 Rideable Routes - Phase 1

The Committee recommends the following routes be signed as bicycle routes and that information signs be provided for cyclists indicating directions and distance to the respective destinations.

5.1.1 Route 1 – Hutchinson to Yoder

The starting point for Route 1 is the Strataca Museum parking lot at 3650 East Avenue G. The route follows South Yoder Road south to Yoder; West on Red Rock Road to Yoder City Center. There is a shelter building with restrooms, water, and picnic tables.

5.1.2 Route 2 – Hutchinson to Buhler

The starting point for Route 2 is Rivers Banks Orchard Park on East 43rd Avenue. The route follows 43rd Avenue east to Old K61 Highway North; north to Medora; east on East 82nd Avenue to Buhler; south on Main Street to Curtis Street; east on Curtis Street to Wheatland Park. Restrooms and water are available. The Buhler business district is located on South Main Street.

5.1.3 Route 3 – Hutchinson to Highlands Golf Course

The starting point for Route 3 is the Vitality Trail parking lot on North Plum Street. The route follows North Plum north to East 82nd Avenue; west on East 82nd Avenue to North Monroe Street; north on North Monroe Street to the Highlands Subdivision/Golf Course; west on Crazy Horse Road to Snokomo Road; north on Snokomo Road which loops around the golf course and returns to Crazy Horse Road. There are no public restrooms or water on this route.

5.1.4 Route 4 – Hutchinson to Nickerson

The starting point for Route 4 is Rice Park on North Hendricks Street. The route follows North Hendricks Street north to 82nd Avenue; west on 82nd Avenue to Nickerson. Follow Avenue B west to Nickerson Street; south on Nickerson Street to Avenue A. Restrooms and water are available at the Kwik Shop.

5.1.5 Route 5 – South Hutchinson to Partridge

The starting point for Route 5 is Voss Park in South Hutchinson. The route follows South Main Street to Highway K-96; south on K-96 Highway to West Trail West Road; west on West Trail West Road to Partridge. There are no public restrooms or water on this route. The Partridge Café may be open.

5.2 Rideable Routes – Phase 2

The Committee envisions the five routes listed above to be the foundation of a county wide bicycle network that can be expanded in the future. The Phase 1 routes can be extended in future phases to provide connections to other communities and destinations in the county.

Enhancements to designated bike routes, such as paved shoulders, dedicated bike lanes, share the road signs, and other facilities should be considered whenever improvements to roadways are being planned by the County.

6.0 Funding

The Committee has researched potential sources of funding for development of county bicycle routes and facilities. Potential funding sources in the form of grants are presented in Appendix A. Potential fundraising ideas are presented in Appendix B.

Once the study is accepted, these potential funding sources can be actively pursued. It may be possible to utilize some of the funding ideas to prepare and print additional materials to promote the county bicycle network and to help purchase and install bike route signs.

7.0 Study Recommendations

In summary, the Committee recommends the following actions be implemented in Phase 1 of the study.

- The five routes identified in this study should be designated as Rideable Bike Routes.
- Bike route signs and/or share the road signs should be installed on the routes.
- Signs providing information for bicyclists such as directions to destinations, distances, points of interest, and facilities should also be installed.
- Printed materials such as maps, route information, safety guidelines, etc., shall be prepared and distributed throughout the county.
- An educational campaign should be launched to inform cyclists and motorists about bicycling-related laws and how to safely share the road.
- Coordination with either existing or planned bicycle facilities in other Reno county communities should be initiated.
- Activities and events promoting bicycle riding should be planned. (Activities such as the Hutchinson Vitality Teams' Second Saturday Cyclists group rides and the Annual Sand Plum Ride are good examples.)

- Access to this study, route maps, route descriptions and associated material should be made available on the Reno County web site and coordinated with other related local, state, regional and national bike info web sites. (The Allen County web site is a great example.)

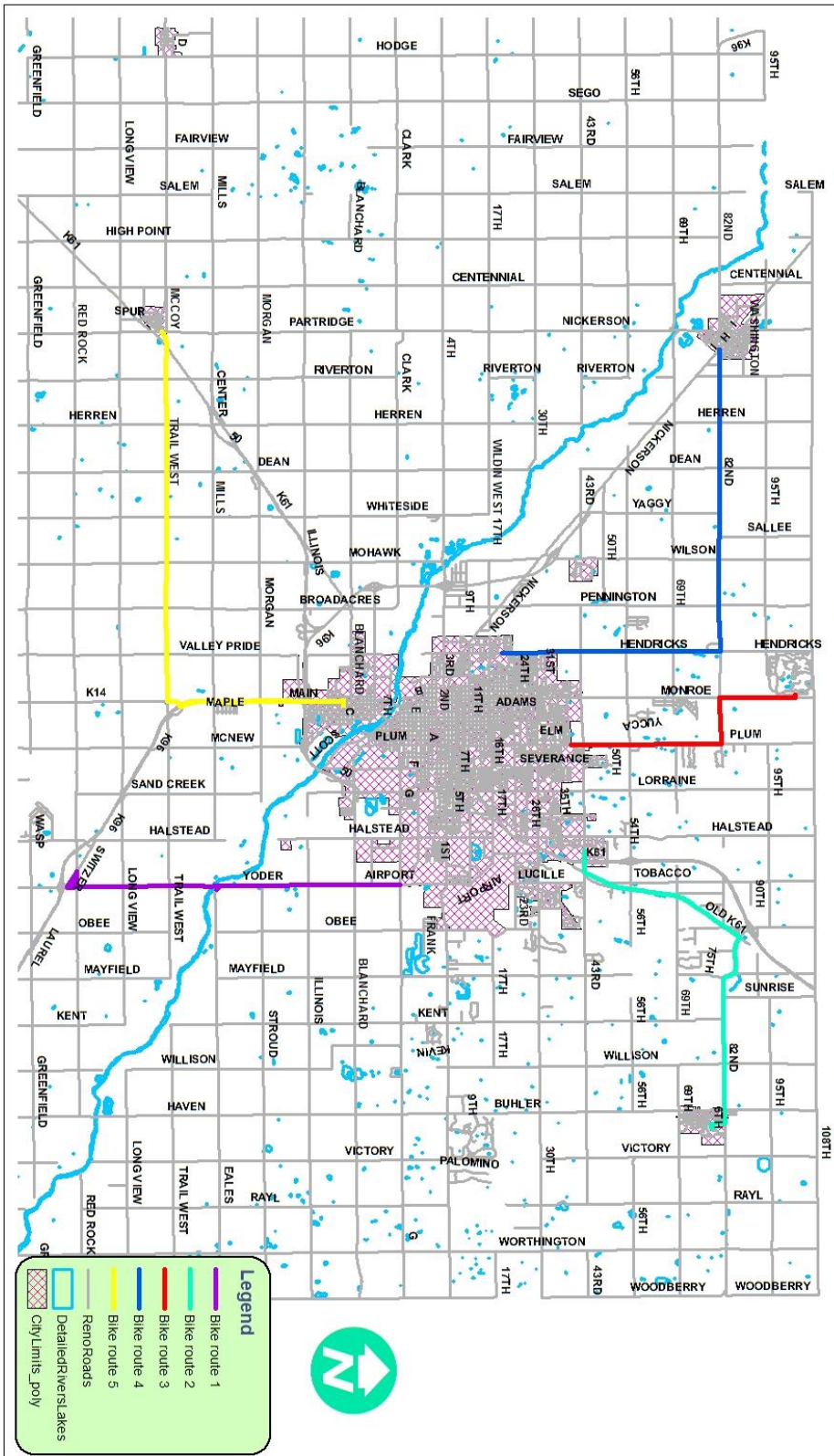
In addition, the Committee proposes the following actions as a path forward for subsequent phases of the study.

- An organized body of citizens should be established to remain involved in the Reno County bicycle network planning process.
- Reno County Subdivision Regulations should be written to require 10' bike/pedestrian easements for future expansion of a city's bike/pedestrian trail system. The dedication of additional road right-of-way should be a requirement of any subdivision plat along a dedicated bike route. This will allow for the possibility of expansion of an existing bike route to a bike lane designation.
- The potential sources of funding identified in this study should be pursued in order to expand and improve the bicycle network.
- Extensions to the five routes identified in this study should be considered and additional routes should be identified.
- An effort should be made to have Reno County recognized as a bicycle friendly community by the League of American Bicyclists
- Routing of RCAT buses should factor-in stops at bicycle trail heads.

Table 1 – Phase 1 Reno County Rideable Bike Route Descriptions

	ROUTE	SEGMENT	DIST	SURFACE	SHOULDER/BIKE LANE?	TRAFFIC	SIGNS?
Route 1	Hutchinson	Start - Stratata Museum Parking Lot					
	to Yoder	South on Yoder Road to Yoder	7.0 mi	Good	Good shoulder	Heavy	No
		West on Red Rock Road to Yoder city center	0.2 mi	Good	No	Light	No
Route 2	Hutchinson	Start - Rivers Banks Orchard Park					
	to Buhler	East on 43rd Ave to Old K61 Highway North	0.3 mi	Good	No	Light	No
		Old K61 Highway North to Medora	3.7 mi	Good	Good shoulder	Light	Yes
		East on 82nd Ave to Main Street in Buhler	4.6 mi	Good	No	Heavy	No
		South on Main Street to Curtis Street	0.6 mi	Good	No	Moderate	No
		East on Curtis Street to Wheatland Park	0.2 mi	Good	No	Light	No
Route 3	Hutchinson	Start - Vitality Trail parking lot on North Plum					
	to Highlands	Plum Street north to 82nd Ave	3.3 mi	Good	Bike Lane/Good shoulder	Moderate	No
		82nd Ave west to Monroe St	1.0 mi	Good	No	Moderate	No
		Monroe St north to Highlands	1.2 mi	Good	No	Moderate	No
		Highlands Loop Road	3.2 mi	Fair	No	Light	No
Route 4	Hutchinson	Start - Rice Park					
	to Nickerson	Hendricks Street north to East 82nd Ave	4.8 mi	Good	No	Moderate	No
		West on East 82nd Ave to Nickerson	6.5 mi	Good	No	Moderate	No
		West on Ave B to Nickerson Street	0.5 mi	Good	No	Moderate	No
		South on Nickerson Street to Ave A	0.2 mi	Good	No	Moderate	No
Route 5	South Hutchinson	Start - Voss Park, South Hutchinson					
	to Partridge	K96 Highway south to West Trail West Road	4.0 mi	Good	Good shoulder	Heavy	No
		West on West Trail West Road to Partridge	8.3 mi	Good	No	Light	No

Figure 1 –Map of Reno County Rideable Bike Routes



Reno County Rideable Bike Routes

APPENDIX A – Potential Funding Sources

REGIONAL GRANTS

Hutchinson Community Foundation Friends of the Trail Fund

What it Funds

Trail plans, amenities, signage, Bike to Work Day, and other projects that build active living culture and facilities.

Application Process

No application. Presentation of request to Vitality Team through Hutchinson Recreation Commission. (Process may change in 2016.)

Contact

Kari Mailloux, kari@hutchcf.org, 620-663-5293

Hutchinson Community Foundation Fund for Hutchinson

What it Funds

Truly transforming Reno County, the Fund for Hutchinson is the unrestricted grantmaking fund that allows Hutchinson Community Foundation to address the ever-changing needs of the community. The application process represents the one time of year that the Foundation representatives—board members, community representatives, and staff—hear directly from the community about innovative solutions and critical needs in our communities and select programs to support as they move forward with their work. Some of the grants are small but mighty, while others are large and far-reaching. Each, though, represents an innovative approach or collaboration, a new efficiency for an established organization, a critical need that requires "just in time" funding, or an opportunity that needs just that bit of local support to leverage great resources for our community.

Application Process

An annual cycle: RFP released in May, Letter of Inquiry deadline around August 1, grant awards in mid-November.

Contact

Kari Mailloux, kari@hutchcf.org, 620-663-5293

More Information

www.hutchcf.org

Hutchinson Regional Medical System Foundation

What it Funds

Its mission is to enhance the quality of life through integrated healthcare. Its vision is to become the leading wellness-focused medical center through collaboration, efficiency and outcomes.

Application Process

No formal grantmaking at this time.

Contact

Tom Borrego, foundation@hutchregional.com, 620-665-2022

More Information

www.hutchregional.com/pro_foundation.aspx

Justice Foundation

What it Funds

Community improvement projects.

Application Process

Communication with Hutchinson Community Foundation president Aubrey Patterson about taking a request to the Advisory Committee. A formal letter with the request will likely be required.

Contact

Aubrey Abbott Patterson, aubrey@hutchcf.org, 620-663-5293

Kansas Health Foundation Recognition Grant

What it Funds

Meaningful and charitable projects that fit within the Foundation's mission of improving the health of all Kansans. The Foundation also seeks to support initiatives that focus on promoting policy, systems and environmental (PSE) transformations that support health. PSE initiatives that affect all aspects of health, including social factors that contribute to a healthy population may be considered. Funding may be used to support the following activities of the proposed initiative: strategic communication, coalition building, and data collection used to inform or support an initiative or non-lobbying advocacy actions. Recognition Grants can be up to \$25,000 per organization. Using a competitive process the Foundation will award as much as \$2 million annually.

Application Process

Application deadlines are March 15 and September 15 each year.

Contact

Chan Brown, cbrown@khf.org, 316-491-8450

More Information

www.kansashealth.org/recognitiongrants

Mike & Heather Neuway Legacy Fund

What it Funds

Community improvement projects related to active living.

Application Process

No formal process. Contact Aubrey Patterson at Hutchinson Community Foundation or Justin Combs at the City of Hutchinson.

Contact

Aubrey Abbott Patterson, aubrey@hutchcf.org, 620-663-5293
Justin Combs, Justin.combs@hutchgov.com, 620-694-1900

Sunflower Foundation

What it Funds

The Sunflower Foundation's people and programs are focused on helping grantees achieve their goals of creating healthier Kansans. Our program areas reflect our commitment to be responsive to the needs of organizations doing work in Kansas. These programs help communities develop infrastructure to encourage their residents to become more physically active; help support the state's health care safety net; help build capacity for health advocates; and help support efforts to enact policies that create an environment for healthier behaviors.

Healthy Living & Active Communities: The current Sunflower Trails program recognizes that the built environment can have a powerful impact on creating opportunities for Kansans to be physically active. The foundation partners with local community members to create safe places to bike, walk and enjoy nature.

Health Care: The Integrated Care Initiative helps bridge the gap between primary care and behavioral health care. Closing this gap is an important step in our commitment to help health care providers expand access to care and strengthen the safety net in Kansas. One example of responding to a need was a program that recognized challenges safety net providers had with increased demand for services. Our Bridge Grant program, which ended in 2012, provided critical support for new and expanding services for medical, behavioral and dental care in community health clinics, mental health centers and public health departments.

Advocacy & Policy: We also recognize the incredible impact that local advocates have on the health of Kansans. Our Sunflower Advocacy program invests in strengthening the skills of those who are doing front-line work to advocate for appropriate and effective policies on behalf of their organizations and those they serve.

Application Process

Successful applications include: a good idea, knowledge of the underlying problem or issue to be addressed, sound strategies based on available science of what is effective or what has potential to be effective (it's okay to take a risk and try a new strategy if you have researched your idea fully), the ability to implement and carry out the project, lasting value and impact after the grant ends, how the project will contribute to improving health on an ongoing basis, and the match of the project to the foundation's interest areas and the Request For Proposal (RFP). Always check RFP criteria to learn exactly what the foundation is seeking for each funding opportunity.

What Sunflower does not fund: ongoing general operating expenses or existing deficits; endowments; fund-raising events; individual medical care; medical equipment; direct support of individuals; political campaigns; organizations that practice discrimination.

Outcomes: Assessing impact is a challenging task that varies from grant to grant. Planning often is the most important step in achieving optimum results. That is why a logic model is a required step with every application. This tool helps applicants identify project goals, strategies and desired outcomes. .Not every grant is designed to create long-term social change—some grants provide information or awareness of issues, some grants increase the capacity of systems and organizations and some grants help find solutions (in practice or policy) for health issues Kansans face.

Contact

Healthy Living & Active Communities:

Elizabeth Stewart, estewart@sunflowerfoundation.org, 785-232-3000, ext. 112

Advocacy & Policy:

Alisa Browning, abrowning@sunflowerfoundation.org, 785-232-3000, ext. 107

More Information

www.sunflowerfoundation.org

United Methodist Health Ministry Fund

What it Funds

Grants can be awarded only to 501(c) (3) organizations or governmental entities. Grants shall be made only for support of projects which provide services or benefits to persons or organizations in the State of Kansas. The overall goal of each grant is "Healthy Kansans". Their strategic areas of focus change from time to time.

Application Process

Contact them first to determine if the project is a potential candidate for funding. If potential for funding exists, you will receive authorization and instructions for completing a simple online grant application.

Contact

Katie Ross, kross@healthfund.org, 620-662-8586

More Information

www.healthfund.org

NATIONAL GRANTS

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

What it Funds

Transportation projects to improve air quality and reduce traffic congestion in areas that do not meet air quality standards. Special awards are made for Transportation Planning Excellence, Environmental Excellence, Exemplary Ecosystem Initiatives, Exemplary Human Environment Initiatives and excellence in Right-of-Way Awards. Specifically mentioned are non-recreational bicycle transportation and pedestrian improvements that provide a reduction in single occupant vehicle travel.

Contact

emily.biondi@dot.gov

More Information

http://www.fhwa.dot.gov/environment/air_quality/cmaq/

Highway Safety Improvement Program (HSIP)

What it Funds

Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan and corrects or improves a hazardous road location or feature or addresses a highway safety program. MAP-21 continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Contact

Kansas.FHWA@dot.gov, 785-273-2600

More Information

<http://safety.fhwa.dot.gov/hsip/>

People for Bikes

What it Funds

The PeopleForBikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. PeopleForBikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development, from city or county agencies or departments, and from state or federal agencies working locally. PeopleForBikes only funds projects in the United States. PeopleForBikes accepts requests for funding of up to \$10,000. We do not require a specific percentage match, but we do look at leverage and funding partnerships very carefully. We will not consider grant requests in which our funding would amount to 50% or more of the project budget.

Requests must support a specific project or program; we do not grant funds for general operating costs. PeopleForBikes focuses most grant funds on bicycle infrastructure projects such as: Bike paths, lanes, trails, and bridges; Mountain bike facilities; Bike parks and pump tracks; BMX facilities; End-of-trip facilities such as bike racks, bike parking, and bike storage. We also fund some advocacy projects, such as: Programs that transform city streets, such as Ciclovías or Open Streets Days; Initiatives designed to increase ridership or the investment in bicycle infrastructure. PeopleForBikes will fund engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs. For advocacy projects, we will fund staffing that is directly related to accomplishing the goals of the initiative.

PeopleForBikes DOES NOT FUND: Feasibility studies, master plans, policy documents, or litigation; Signs, maps, and travel; Trailheads, information kiosks, benches, and restroom facilities; Parking lots for motorized vehicles; Bicycles, helmets, tools, and other accessories or equipment; Events, races, clinics/classes, or bicycle rodeos; Bike recycling, repair, or earn-a-bike programs; Education programs; General operating costs; Staff salaries, except where used to support a specific advocacy initiative; Rides and event sponsorships; Planning and retreats; Projects in which PeopleForBikes is the sole or primary funder.

Application Process

PeopleForBikes generally holds 1-2 open grant cycles every year. Spring cycle letter of interest due January 30. Fall cycle letter of interest due July 31. PFB will request a full project application from a short list of qualified applicants. Invited organizations will receive access to the online application. The Grant Committee will evaluate each application based on the following criteria: 1) Project quality - project scope, applicant's ability to complete project successfully, resources available, alignment between community need and project response, thoughtfulness in location and purpose; 2) Benefits to the community - population(s) reached, reason and methods for picking this project at this time, potential to increase ridership; 3) Measurement and evaluation - measurement methodology, applicant's ability to conduct measurement; 4) Community support and partnerships - reasons for project prioritization, capacity to make the project a success, community, business, and leadership engagement; 5) Role of PeopleForBikes funding - ability of our funds to make a difference, match or leverage of PFB funds; 6) Diversity - geographic, project type, size of community.

More Information

www.peopleforbikes.org/pages/community-grants

Surface Transportation Program (STP)

What it Funds

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and

tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Application Process

There is no statewide call for projects. This is general federal funding for programs. Reno County does not fall under MARC (Mid America Regional Council) nor WAMPO (Wichita Area). Distribution goes through Bureau of Local Projects, so need to work with municipalities to get funding allocated to them.

Contact

David Bartz, Office of Program Administration, 512-536-5906

Mike Spadafore, Kansas Transportation Planner, mspadafore@ksdot.org 785-296-7448

More Information

www.fhwa.dot.gov/specialfunding/stp/

Transportation Alternatives Program (Formerly, Transportation Enhancements)

What it Funds

The Moving Ahead for Progress in the 21st Century Act (MAP-21) authorized the Transportation Alternatives Program (TAP) to provide funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

Application Process

There are normally two calls each year for projects, however there was no Spring 2015 call. On September 10, 2015 there will be a workshop to go over the whole process. There will be two months to work up a proposal. We will receive information from state contact.

Contact

bikeped@ksdot.org

Transportation Planner & Bicycle & Pedestrian Coordinator

Mike Spadafore, mspadafore@ksdot.org, 785-596-7448

Federal FHWA TAP

David LaRoche, david.laroche@dot.gov, 785-271-2448

APPENDIX B – Fundraising Ideas

WeKan!Support from Kansas Sampler Foundation

WeKan!Support is a crowdfunding and volunteer-sourcing site that is designed to match Kansas community projects with those who want to help through donations or volunteerism.

<https://wekan.kanstarter.com/>

IndieGogo

For specific projects from \$500 to \$15,000 that lend themselves to smaller donations from community members, an IndieGogo campaign could work. For example, a certain section of trail or trailhead, signage, and amenities that might include art, pride projects, and connect to a destination.

<https://support.indiegogo.com/hc/en-us>

Gifts of Commodities

People can make gifts of commodities, like grain, to a fund at the Hutchinson Community Foundation to support trail/route development.

Adopt a Bike Route / Naming rights for sections of routes

For example: Next 10 miles of bike route supported by Cargill or The Ideatek Trail.

Sell advertisements along the routes / Sponsors for trail markers or signs

For example: A route marker with a logo for a sponsoring business.

Establish an endowed fund

Establish an endowed fund at the Hutchinson Community Foundation for county bicycle infrastructure development and maintenance over time. \$10,000 minimum to establish. Contact Aubrey Patterson, aubrey@hutchcf.org, 620-663-5293, for more information.

Developers

As subdivisions or commercial areas are built, expanded, or improved, ask developers to provide connections to a nearby trail/route.