Education Funding Task Force – KLRD Information Request

June 2025

Safe Routes to School (SRTS) project types, available funding and demand

Safe Routes to School is funded through the Transportation Alternatives (TA) program and through our state-funded SRTS Planning and Programming initiative. TA-SRTS typically funds construction projects based on what was identified in an approved SRTS Plan but can also be used for planning and programming activities, e.g. bicycle safety education, walking school bus, etc. KDOT receives approximately $16.5M/year for TA.

State funding has been used to award communities on the development of a SRTS plan that can then be used to guide work on engineering, education, encouragement, enforcement, and evaluation activities. 5 communities on average per year are awarded this opportunity.

TA call for projects are typically held every two years with approximately $32M available each call. The next call will be February 2026. The SRTS Planning and Programming call for applications is held once a year in the spring with awards made in the summer. The planning cycle then runs for the school year.

Both programs are competitive and popular with more applications received than we can award. The last cycle of SRTS Planning and Programming brought in 11 applications and only 5 will be awarded. The 2024 cycle of TA call for projects received 41 applications and 31 projects were selected.

Cost Share Program: K-12 School Applicants

Since the beginning of Cost Share in Fall 2019, KDOT has awarded 186 projects across the state. Attached is a list of all awarded communities (blue header), organized by county. The second list shows all applicants (green header) and their project titles. This list includes projects with a K12 objective or where a school was in the title.

To date, Cost Share has awarded nearly $11m to school-related projects and there have been $18m in unawarded projects. Cost Share is an extremely oversubscribed program with communities requesting, on average, five-to-seven times more than the money available.

It is difficult to quantify the exact number of projects that have affected schools. Many projects, especially in more rural communities, impact the entire transportation system which makes travel safer to schools, but was not the main objective of the project.

Please note: Some communities applied for the same project multiple times but are only shown once on this list.

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Crash Data and Vulnerable Road User Safety Assessment

In the Vulnerable Road User (VRU) Safety Assessment, KDOT found that across all area types, VRU (pedestrian and cyclist) crashes were more common near schools, with those in urban areas being the most overrepresented in the crash data. With representation ratios, anything above a 1.0 means overrepresented. Two relevant snippets from the technical report are copied below. You'll see that only rural areas that are not near schools were under 1.0.

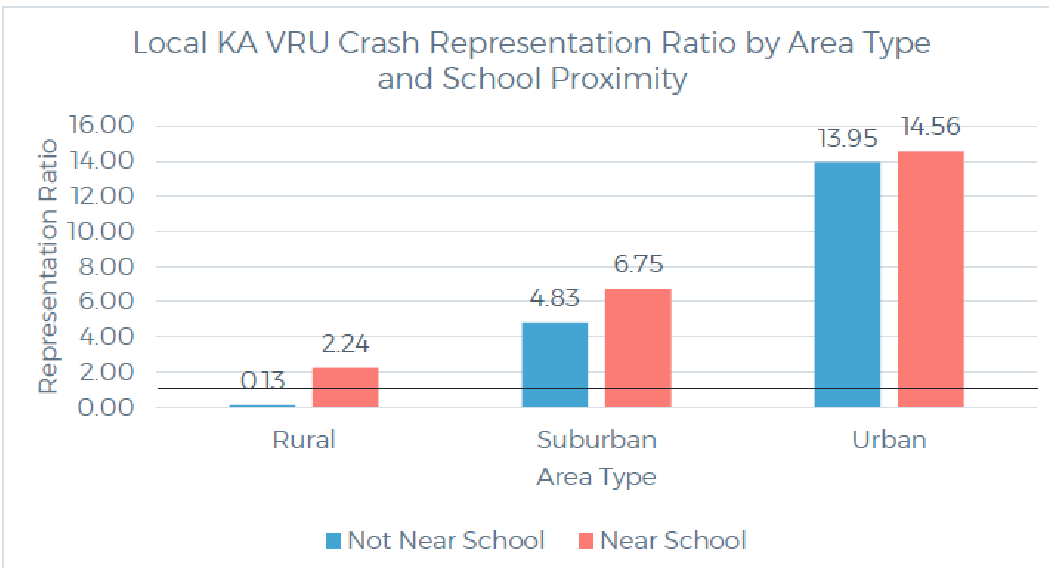

Figure 22: Local KA Crashes by Area Type and Proximity to Schools

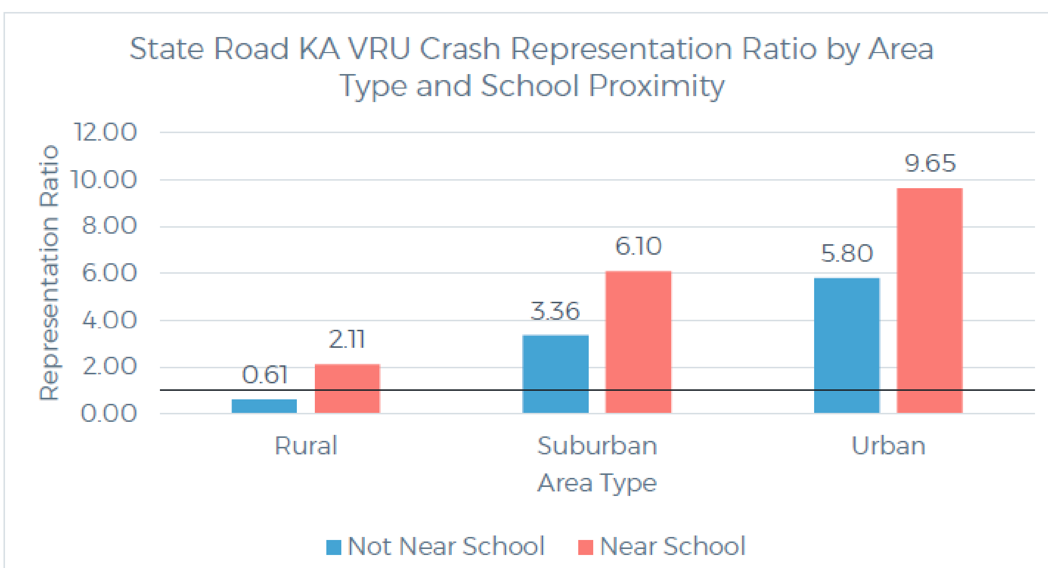

Figure 35: State KA Crashes by Area Type and Proximity to Schools

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When KDOT's Bureau of Transportation Safety developed the VRUSA priority network they used a ½ mile buffer from a K-12 school as a risk factor in the systemic risk analysis and the network identification process. The Kansas Vulnerable Road User Safety Assessment Tool includes a "near school selector" and it also includes layers for K-12 schools and crash history. Here is a snippet of the Topeka area as an example. In this example, "within buffer of school" is selected on the left, and in the layers, we turned on K-12 schools and crash data and turned all other layers off. This tool may be helpful if the task force is looking for specific geographic information.

Kansas Vulnerable Road User Safety Assessment Tool

An Addendum to the Kansas Strategic Highway Safety Plan

VRU Priority Corridor Selector

KDOT District Selector
Select a KDOT District

County Selector
Select a County

City Selector
Select a City

State/Local Road Selector
Select One | Local | State

Area Type Selector
Select One | Rural | Suburban | Urban

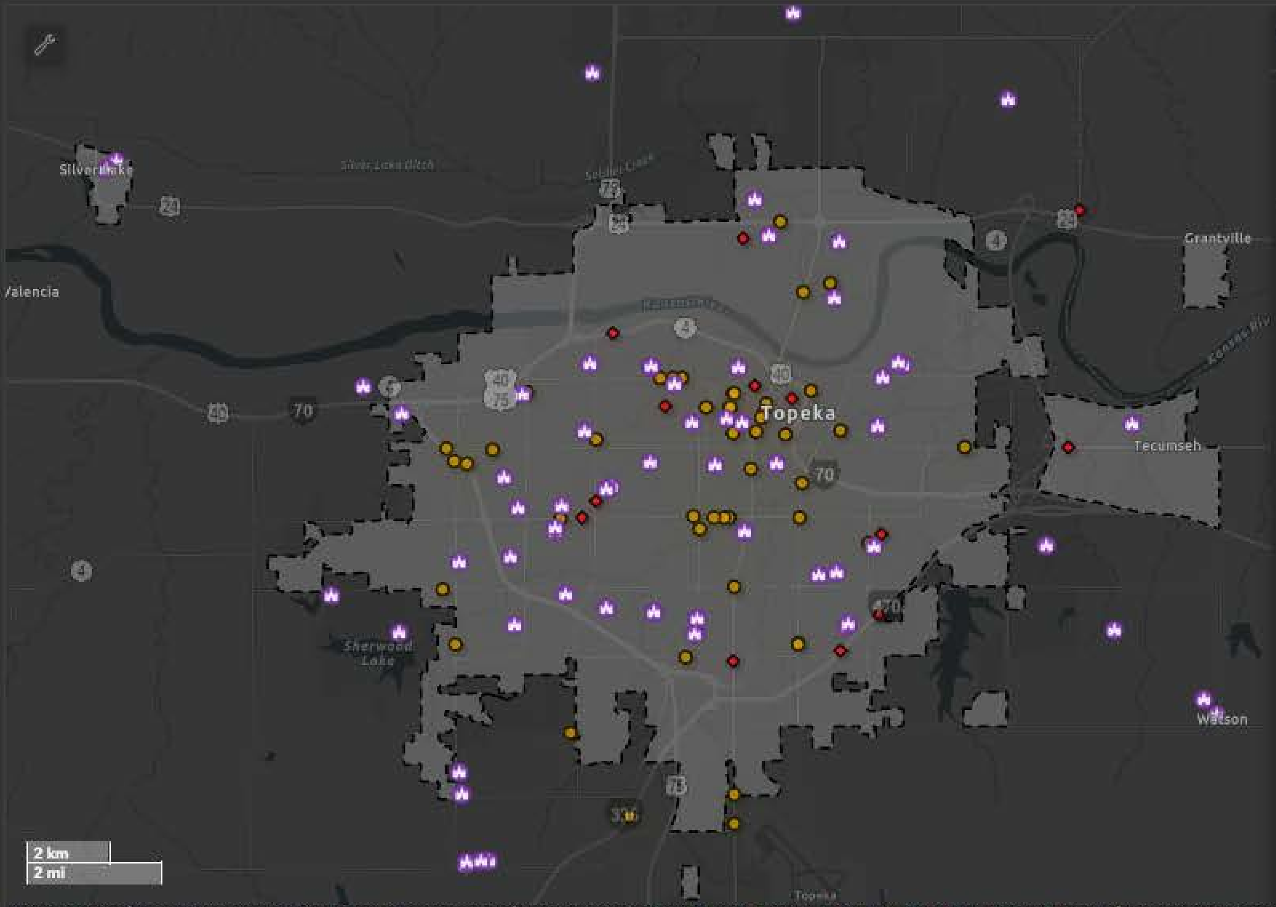
Near Trauma Center Selector (R...
Select One | Near Trauma Center | Not Near Trauma Center

Near School Selector
Select One | Within 1 mile or 1/2 a mile from a scho | Not within 1 mile or 1/2 a mile from a s

[Link to KDOT Bureau of Transportation Safety Webpage]

The Kansas Vulnerable Road User Safety Assessment Tool is used to identify Priority Corridors resulting from the assessment process. Additional information can be found in the StoryMap that accompanies this tool.

Disclaimer: The website is subject to 23 U.S.C. 407.



Missouri Dept. of Conservation, Missouri DNR, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS | Bureau of Transportation Planni

Note: To ensure performance and scalability, the map extent filter may produce approximate results at the zoomed out, statewide scale. Dashboard refresh may take up to a minute. Making a selection of a "VRU Priority Corridor" on the map will filter some of the dashboard elements like the graphs and table.

Layers

- Statewide Bicycle Facilities (Last Updated 2023)
- US Bike Routes in Kansas
- Crash Data
  - VRU Injury/Fatal Crashes (2018 to 2022)
- High Injury Network (HIN)
- High Risk Network (HRN)
- Kansas VRU Priority Corridors
- US Climate and Economic Justice Screening Tool (CEJST)
- MPO Boundaries
- Kansas State Boundary
- Counties
- Cities
- State Roads
- Summarized VRU Priority Miles by City
- Summarized VRU Priority Miles By County

VRU Priority Corridor Information

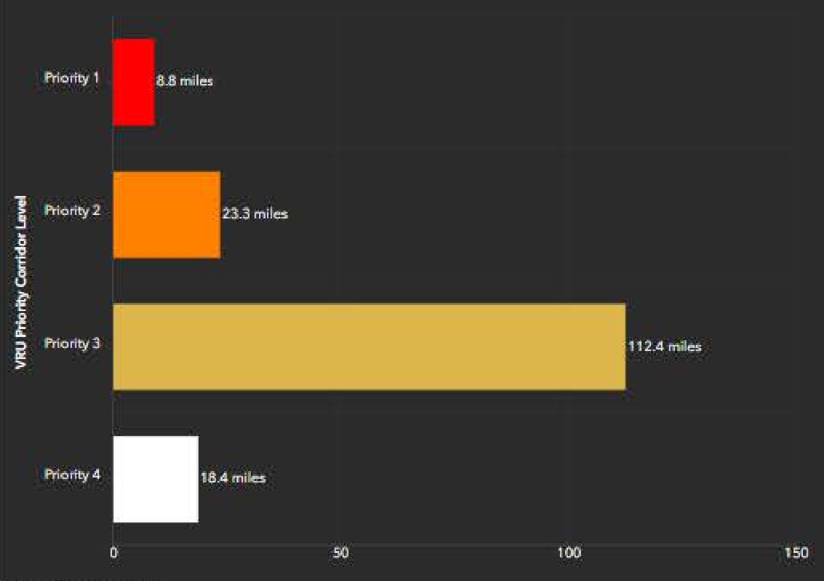
VRU Priority Corridors were established through a process of identifying locations where **pedestrian and cyclist injury** from crashes occurred and where **risk factors** for these types of crashes were reoccurring. Agencies should consider safety countermeasures involving **education, enforcement, engineering, or emergency response** for these corridors. In total, **four priority levels** were established as follows:

- Priority Level 1 includes corridors that are on both the High Injury Network **and** the High Risk Network.
- Priority Level 2 includes corridors on the HIN (highest) **or** the HRN (highest).
- Priority Level 3 includes corridors on the HRN (moderate-higher) **but not** on the HIN.
- **Priority Level 4** includes corridors on the HIN (moderate-higher) **but not** on the HRN.

In the following tab, you'll find a table containing information about the Priority Corridors. It's sorted to display the highest risk score within the current map extent at the top.

Dashboard Information | VRU Priority Corridor Details Table

VRU Priority Corridor Mileage by Priority Level



Last update: 8 seconds ago

Priority Level | System Type | Roadway Type | Info

Mileage of VRU Priority Corridors Within Each City

Search...

Topeka
Total within City: 92.94 miles
- Local: 67.03 miles
- State: 25.92 miles

Silver Lake
Total within City: 8.59 miles
- Local: 7.47 miles
- State: 1.12 miles

Lecompton
Total within City: 7.24 miles
- Local: 7.24 miles
- State: 0.00 miles

Auburn
Total within City: 7.20 miles
- Local: 7.20 miles
- State: 0.00 miles

Perry
Total within City: 7.16 miles
- Local: 7.16 miles
- State: 0.00 miles

Last update: 8 seconds ago

City Summary List | County Summary List | Info