Kansas City Bicycle Master Plan

Steering & Technical Committee Meeting
Wednesday, December 20, 2017
Kansas City Bicycle Master Plan

Agenda

1. Welcome & Introductions
2. Timeline
3. Implementation
   a. Phasing
   b. Project Prioritization
   c. Funding Strategies
4. Policies & End of Trip Facilities
5. Supportive Programs
6. Measuring Progress
Introductions & Meeting Intent
Meeting Intent – Discuss & Build Consensus

1. Bike KC Draft Network Implementation
   a. First 5 year phases
   b. Role of resurfacing program
   c. Project identification variables for further phases
   d. Funding strategies

2. Policies, Programs, & End-of-Trip support – Ensure the right policies, programs, etc. are identified in the plan

3. Measuring Progress – Ensuring plan identifies the right metrics
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Timeline

- **Background & Visioning**
  - Spring: Public Meeting Set 1

- **System Analysis**
  - Late Summer: Public Meeting Set 2

- **Prioritization & Implementation**
  - Winter: Public Meeting Set 3

- **Plan Adoption**
  - Late Winter
  - 2018: Final Plan
  - Open House at City Hall during plan adoption
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Network Implementation
Network Implementation

Balancing Feedback & Goals

- Public Input Preferences
  - 44% = trunk line build out
  - 36% = high activity center cluster build out
  - 20% = connections between existing infrastructure
  - Major project $ = 46%
  - Minor project $ = 42%

- Plan Goals
  - Connecting people to destinations
  - Equity
  - Projects being funded, implemented, and maintained
  - Bike network as transportation and economic development driver
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Draft Bike KC Network Map

- **Major Separation**
  - 442 centerline miles
- **Minor Separation**
  - 164 centerline miles
- **Shared Use**
  - 111 centerline miles
  - Currently looking more critically for Bike Blvd candidates
Network Implementation

Phasing

- Will examine network & priorities every 5 years
  - Phasing will provide direction on projects to focus on
- Balancing public input & plan goals
- Establishment of project prioritization components
- Semi-permanent implementation of infrastructure (pilot projects)
- Capitalize on projects already underway or under study
  - Planning Sustainable Places Studies
  - Current PW bike studies
  - GO Bond projects
  - Street Resurfacing
    - Utilized for paint treatments
    - Will need to have capacity for road diet
Network Implementation

Phasing (Subject to adjustment - estimated as of 12/20/2017)

• Phase 1
  o Projects currently under study (finish what we’ve started)
  o 64 centerline miles

• Phase 2
  o Connections between built infrastructure (connect the dots)
  o 45 centerline miles

• 109 miles total
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Network Implementation

<table>
<thead>
<tr>
<th>Project Criteria &amp; Considerations</th>
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<tbody>
<tr>
<td>Residential Density</td>
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<tr>
<td>Employment Density</td>
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<tr>
<td>Restaurant &amp; Retail Density</td>
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<td>MARC Activity Center Density</td>
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<td>Destination Density</td>
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<td>Within a 1/4 mile of major park or trail</td>
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<td>Within a 1/4 mile of school or university</td>
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<td>Within a 1/4 mile of transit stop</td>
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<td>Within a 1/4 mile of market or grocery store</td>
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<td>Within a 1/4 mile of cultural or community destinations</td>
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<td>Fulfills recommendations in Bike KC</td>
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<td>Addressing location with recorded safety concern</td>
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<tr>
<td>Level of Traffic Stress</td>
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<tr>
<td>Bicycle Generators Nearby (need to define)</td>
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<tr>
<td>Equity</td>
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<td>Community Support</td>
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<td>Connectivity, Access &amp; Barrier Reduction</td>
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<td>Leverage (funding, other projects, etc.)</td>
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<td>Visibility of Bicycling &amp; Innovation</td>
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The draft Bike KC network is the result of various types of analysis, some of which are illustrated below.*

*Other variables included traffic conditions, a level of traffic stress analysis, topography, crash data, and other public input.
Network Implementation

Funding Strategies to pursue (for capital projects, educational & supportive programming, staffing, etc.)

- Allocate annual City appropriation for development of the Bike KC network and supportive Bike KC programs (General Funds)
- Citywide 1% sales tax - 20 year dedication (vote in April)
  - In-District PIAC requests for project studies & design
  - Of the total “65% for capital improvements with at least 25% for street resurfacing, repair, and the construction of complete street facilities” – discussion this morning at Finance & Governance Committee
  - Complete Street Ordinance passed 12/14/2017 (13-0)
- Existing Federal Funding Resources (such as STP, CMAQ)
- Local or National Foundations (such as Health Care Foundation of Greater Kansas City, Blue Cross Blue Shield Foundation of Missouri)
- Pursue new funding sources including private/in-kind partnerships/sponsorships and in-lieu fee programs
- Development Funds like Tax Increment Financing (TIF) Plan areas, Transportation Development Districts (TDD), & Community Improvement Districts (CID)
- Review of City’s Development Fees
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Policies, End-of-Trip, & Programs
Bike KC will recommend examining the following policies to help KCMO encourage & support cycling:

- Completion of bike rack encroachment exception permitting
- Creation of in-lieu of fee allowing developments to pay a fee for each bike rack not installed
- Using in-lieu fee, creation of a city led bicycle parking program to fulfill citizen/business bicycle rack requests on annual basis
- Ensure street conversions can happen to support bicycle facility installations as necessary (reduction in required neighborhood consent)
- Define cost & alternate route plans for bicycle lane closures for construction and special events
- Parking reductions for developments that are along a constructed bicycle facility
- Require office developments of X size to build locker room facilities
- Develop and implement comprehensive wayfinding signage
Supportive Programming – Encouragement & Education

• Creation & Distribution of maps, information & trip planning materials (online, mobile, & physical)
• Partner with local organizations on to enhance, support and/or create bicycle usage education & supportive programs including, but not limited to:
  o Large equipment operator training: KCATA & KCMO
  o Safe Routes to School programs
  o Smart Trips Residential & Business programs
  o Support Kansas City Bcycle expansion & operations
  o Adult & Children specific Bicycle Training programs
  o Brown bag educational lunches
  o Bicycle ridership incentive programs (businesses, institutions, etc.)
  o Promote the League of American Bicyclists Bicycle Friendly Business program
Supportive Programming – Encouragement & Education

• Special Events & Campaigns:
  o ciKClovia street closure events for bike ped use
  o Facility educational campaigns & information (media & materials)
  o Safety campaigns
  o Attendance at industry conferences & other educational opportunities
  o Bike Month events & Bicycle Commute Challenge
  o Pilot “bicycle ambassador” program
Supportive Programming – Enforcement

- Train KCPD law enforcement in bicyclists and motorist behavior laws and issues
- Work with KCPD & Missouri Highway Patrol to enforce proper motorist and bicyclist behavior & reduce cyclists vs motorist collision
  - Use of citations and warnings
  - Increase enforcement of parked vehicles in bicycle infrastructure
  - Increase enforcement in high collision areas and where new infrastructure has been installed
  - Create mandatory cyclists awareness educational course for motorists that receive citations involving cyclists
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Measuring Progress
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Measuring Progress

Metrics & Performance Goals

• League of American Cyclists Bicycle Friendly Communities Status
  o Achieve Silver Status by 2020
  o Work towards Platinum Status by ???? (2030?)

• Commuter Mode Share (ACS)
  o Current ACS = 0.7%
  o 2008 Climate Protection Plan = 5.4%
  o Bike KC goal? → 3.5% for Silver; 5.5% for gold (ideal averages)

• Rate of bicycle-motor vehicle crashes compared to number of bicycle trips

• System Completion (Annual Centerline miles)

• Data collection including
  o Pre & post project user counts/volume
  o Growth in Kansas City Bcycle system stations & ridership
  o KCATA bike rack usage

• Bicycle infrastructure spending

• Annual Citizens Satisfaction Survey

• Annual Complete Street Progress Report to BPAC
Primary Contact:
Joe Blankenship
Joseph.Blankenship@kcmo.org 816-513-2878

Secondary Contacts
Kyle Elliott
Kyle.Elliott@kcmo.org

Ashley Winchell
Ashley.Winchell@kcmo.org

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