

Highlights

Why We Did This Audit

The public suggested the City Auditor's Office review the city's progress and implementation of the city's adopted bike goals.

Our audit focused on whether the city's adopted bike plan provides adequate guidance to meet the city's adopted bike-related goals.

Background

Beginning with the 1997 adoption of FOCUS, the city's comprehensive plan, the development of a bike network has been a city goal. This goal has been reflected in area plans, resolutions, and ordinances.

In 2008 the City Council acted to make biking safe, comfortable, and convenient for riders of all ages and abilities by:

- Adopting the goal of becoming a platinum-level bike friendly community by the year 2020. This goal was reaffirmed in 2011.
- Establishing the Bicycle and Pedestrian Advisory Committee to oversee the platinum initiative and to advise the Mayor and Council on policy for implementation of all bicycle and pedestrian issues.
- Adopting a climate action protection plan which directed setting aside one percent of all transportation funding for the development of bike facilities.

The 2016-2021 Citywide Business plan continues to support biking as a multi-modal transportation option.

For more information, contact the City Auditor's Office at 816-513-3300 or cityauditor@kcmo.org.

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PERFORMANCE AUDIT

Bike KC Inadequate to Achieve City Goals

What We Found

Bike KC, the city's on-street master bike plan, is not adequate to guide staff in implementing on-street bike infrastructure to achieve city goals. Bike KC lacks most recommended elements of a master bike plan.

Recommended Bike Plan Elements Contained in Selected City Bike Plans

AASHTO Recommended Elements	Bike KC	Denver	Portland	Overland Park
Establish a Public Process to Shape Plan	Partial	Yes	Yes	Yes
Plan Context and Current Status of Biking	No	Yes	Yes	Yes
Vision, Goals, and Objectives	No	Yes	Yes	Yes
Benchmarks or Performance Indicators	No	Yes	Yes	Yes
Design Guidelines and Policies	No	Yes	Yes	Yes
Network of Bicycle Facilities ¹	No	Yes	Yes	Yes
Implementation Plan	No	Yes	Yes	Yes
Education and Encouragement Programs	No	No	Yes	Yes
Enforcement Programs	No	No	Yes	No

The Bicycle and Pedestrian Advisory Committee's (BPAC) recommendations have not been adequately incorporated in the development of an update to Bike KC. Although BPAC recommended that any update to Bike KC include recommended elements of a master bicycle plan, a proposed update to Bike KC does not include the recommended elements and is not adequate to achieve city goals.

Kansas City's constructed bicycle infrastructure will not achieve the city's goal of becoming a platinum level bicycle friendly city by 2020. Currently, 53 percent of the city's identified bicycle routes in Bike KC are not suitable for the average bicyclist. Ninety-one percent of Bike KC's built routes do not include a separate, dedicated space to accommodate a bicyclist. Bike KC's routes were not selected or evaluated for a transportation purpose and do not provide direct routes to destinations.

The city is not efficiently expanding the city's bicycle infrastructure. Opportunities to expand the network in capital improvement projects and ongoing, routine resurfacing projects have been missed. Federally funded projects have faced delays and increased costs.

What We Recommend

To improve the implementation of on-street bike infrastructure to meet city goals, the city manager should:

- ensure Bike KC contains the recommended elements of a master bicycle plan crafted to meet city goals; and
- incorporate BPAC's recommendations into policy, plan, project, or other bike-related updates for council consideration.

Management agreed with the recommendations.

¹ A bike facility is a roadway treatment designed to accommodate or encourage bicycling.