

AUDIT REPORT TRACKING SYSTEM (ARTS)

SECTION I: SUMMARY INFORMATION			
Audit Title:	Bike KC Inadequate to Achieve City Goals	Audit Release Date:	12/22/2016
Department:	City Manager's Office	Last Report Date:	01/24/2019
Department Director:	Troy Schulte	This Report Date:	04/18/2019
Contact Person/Phone:	Jeffrey Williams (816) 513-8803	Expected Presentation Date:	04/18/2019
SECTION II: RECORD OF IMPLEMENTED RECOMMENDATIONS			
1. Implemented 04/18/2019		2. Implemented 12/14/2017	
SECTION III: SUMMARY OF IMPLEMENTATION EFFORTS			
<p>Recommendation 1: The city manager should ensure Bike KC contains the recommended elements of a master bicycle plan crafted to meet city goals, including:</p> <ul style="list-style-type: none"> • Existing context and status of bicycling in Kansas City. • Goals and objectives that demonstrate how it will achieve the city's vision for a bicycle friendly community. • Performance indicators that are tied to the achievement of stated goals and objectives. • Additional bicycle facility designs and guidance for their use in Kansas City to meet biking goals. • Bike routes that meet transportation and recreation needs. • Evaluation of Bike KC routes' existing ease of use conditions. • Recommendations for a network of bicycle facility types that will accommodate the average bicyclist. • Recommend updates to relevant zoning and development codes to support the city's bicycle goals. • Identification of the departments and agencies responsible for various bikeway projects. • Initial cost estimates, project prioritization, and phasing. • Identification of potential funding sources, including defining the climate action plan's policy that one (1)% of transportation funding be spent on bike lanes. • Incorporate the implementation plan into resurfacing, restoration, rehabilitation, and capital improvement projects. • Descriptions of educational, encouragement, and enforcement initiatives. 			
<i>Status of Recommendation: Implemented</i>			
<p>From 2017 through early 2019 city staff worked with community members and partner agency staff to create a comprehensive Bike KC Master Plan. All thirteen elements noted in Recommendation 1 have been addressed in the Bike KC Master Plan and an executive summary of the Plan is attached to this report.</p>			
SECTION IV: ADDITIONAL OUTCOMES			

Bike KC Master Plan

CITY OF KANSAS CITY, MISSOURI



CITY OF
KANSAS CITY,
MISSOURI



INTRODUCTION

Executive Summary



"I like biking because it's fun and it's a better way of getting around than riding in the car every day. I usually ride back and forth from school."

/ IRENE



BIKE KC MASTER PLAN VISION STATEMENT

“Kansas City is a vibrant community where all modes of transportation, including the bicycle, are valid, equalizing, and supported. All users are safely accommodated on well-connected networks to destinations which facilitate a culture of cycling and access to economic development opportunities.”

The update to the bicycle plan for the City of Kansas City, Missouri, Bike KC, comes at a time when Kansas City is making significant investment its future. Installation of the City’s first streetcar line since the 1950s, the passage of an \$800 million General Obligation Bond, the vote to build a new single terminal international airport, and the passage of a strong Complete Streets ordinance are all indicative of the shifting dynamics in transportation and infrastructure in Kansas City, Missouri. The Bike KC Master Plan looks to continue this momentum by recommending progressive approaches to bicycling infrastructure improvements and programs, while also acknowledging the pragmatic realities of fiscal constraint, maintenance needs, and the size of the City.

The Bike KC Master Plan is a starting point and steering document. The Plan should function as a guidepost to help city staff and the community make decisions related to bicycling infrastructure, programs, and policies. A full buildout of the network will take decades and assumes that the City’s Major Street Plan network will be established as land

is developed. Beyond fiscal constraints, there are many factors that will influence how the full system develops. This plan should not be viewed as a static document. Rather, it must act as a living article that provides specific starting points from which to approach public infrastructure projects, policy creation, and outreach efforts.

The need for a focused path forward related to active modes of transportation such as the bicycle was reinforced greatly during the summer of 2018 with the introduction of dockless scooters into the transportation ecosystem of Kansas City. In just a few months of operation, thousands of residents have ridden hundreds of thousands of miles on dockless scooters throughout the City. The prevalence of these scooters highlights the need to accelerate infrastructure and programs that invite people of all ages and abilities to explore the City by a variety of transportation modes while keeping everyone safe. This plan will act as a main resource for such an effort.

Chapter One, BACKGROUND & VISION

In December 2016, the City Auditor’s Office released the results of an in-depth audit of the existing Bike KC program and found that the existing 2001 Bike KC plan was not sufficient to meet stated City policies and goals. The Bike KC Master Plan is a direct response to the audit and provides a specific path forward to help the City become more bicycle friendly. Other elements in this Chapter include the discussion of the benefits of bicycling, how bicycling fits into existing City policies and goals, and the vision and goals of this Plan.

KEY HIGHLIGHTS

- The need for an updated plan
- Expanding the pool of regular bicycle riders in Kansas City to include the “interested but concerned”
- Bicycling’s relationship to other City policies and plans
- The Bike KC Master Plan vision statement and goals (below)

GOAL THEME	GOAL
ACTION ORIENTED	Projects and programs are prioritized, coordinated, funded, implemented, and maintained.
	Bike KC is an economic development driver in Kansas City.
INTEGRATED	Bicycling is integrated into the overall transportation system.
	Bike KC is well integrated into and with existing and future policies, regulations, and plans adopted by the City.
EQUITABLE	Bicycling connects all people to destinations.
	Equity is a component of bicycling programs and project prioritization.
SAFE & SUPPORTED	Appropriate and well-designed streets create safe and appealing cycling conditions.
	Kansas City supports positive health outcomes, clean environments, and smart technologies through the use and integration of bicycles.
ENTICING	People are drawn to bicycling as a means of transportation and recreation.
	Bicycling networks create a sense of place in Kansas City.



Chapter Two, OUTREACH & INPUT

Public outreach and input were the most critical elements in creating the Plan's vision and recommendations. Over the course of nearly two years, thousands of residents contributed their thoughts and comments to the Plan and the issue of bicycling in Kansas City. This feedback set the foundation for this project and is reflected in its vision, recommendations, and implementation approach.

KEY HIGHLIGHTS

- An official project and steering committee comprised of community members, business leaders, advocates, and technical experts guided the planning process and content creation
- Over 1,500 people throughout the City participated in surveys, mapping exercises, and public meetings
- Student focus groups, rolling bike meetings, demonstration events, and participation at citywide special events helped the public participate in unique ways to the planning process
- Public feedback indicates a strong preference for bike infrastructure that separates them from moving traffic

Chapter Three, STATE OF BICYCLING IN KANSAS CITY

Kansas City has come a long way since the early 2000s, but there is much improvement

to be made. Over the past two decades the bicycle has grown to be recognized as a valid component of the transportation system, and City policies help reflect that. However, the City must continue to catch up with other cities throughout the country by installing additional infrastructure to support bicyclists and users of other methods of active transportation.

KEY HIGHLIGHTS

- Kansas City installed its first protected bikeway in Summer 2018 along Armour Boulevard
- Over 24 centerline miles of dedicated on-street bike lanes or buffered bike lanes currently support bicyclists throughout the City
- Kansas City has been ranked a Bike Friendly Community at the Bronze level since 2011
- Many pieces of infrastructure throughout the City are representative of the successes and lessons learned about supporting bicycling in Kansas City

Chapter Four, BIKE KC ROUTES & FACILITY REFERENCE GUIDE

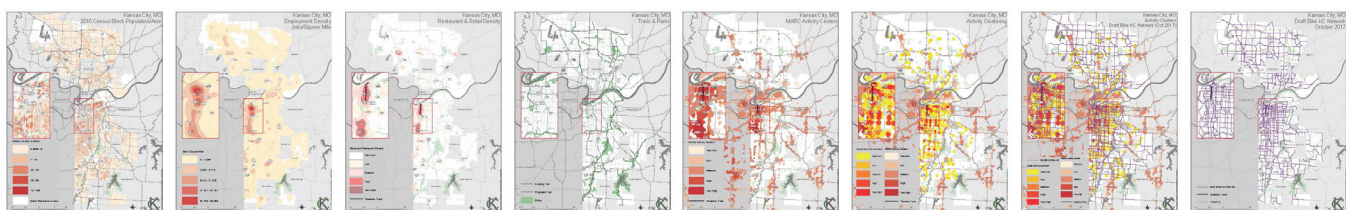
Multi-layered technical analysis informed updates to the City's bike network. A useful, direct, connected, and safe network appealing to bicyclists of all abilities is foundational in this updated plan.

	EXISTING NETWORK	EXISTING NETWORK THAT MEETS BIKE KC MASTER PLAN RECOMMENDED BY FACILITY TYPE	PROPOSED ADDITIONS OR UPGRADES TO THE NETWORK			TOTAL BIKE KC MASTER PLAN NETWORK	PERCENT OF TOTAL NETWORK
			UPGRADES TO EXISTING NETWORK	NEW FACILITIES	TOTAL NEW OR UPGRADED FACILITIES		
Major Separation	25	25	0	365	365	386	59%
Minor Separation	24	14	10	134	144	157	24%
Shared Street	154	49	0	66	66	115	17%
Total	203	88	10	565	575	658	100%

BIKEKC MASTER PLAN NETWORK BY FACILITY TYPE

KEY HIGHLIGHTS

- Items included in network analysis included crash/dangerous location information, equity components including life-expectancy and households without access to a vehicle, topography, centers of population, activity centers, and more
- A Level of Traffic Stress analysis helped inform route adjustments and facility type recommendations. A Level of Traffic Stress analysis puts roadway conditions into context as it relates to bicyclist comfort
- The updated Bike KC Master Plan network contains approximately 658 centerline miles of roadway
- Three categories of facility types are recommended in the updated network: **major separation**, **minor separation**, and **shared streets**
- A facility reference guide is provided highlighting example infrastructure for each facility type category



COMPONENTS OF NETWORK ANALYSIS



Chapter Five, NETWORK IMPLEMENTATION

Implementation of the Bike KC Master Plan network will take many years and will require significant resources to accomplish. To ensure the Plan functions as a guidepost for the community, strategies and action steps are highlighted for proactive implementation over the next five years.

KEY HIGHLIGHTS

- A 5-Year Priority Network is defined through a three phased approach. The 5-Year Priority Network and the Plan's contents should be updated every five years to ensure the Plan continues to represent community goals and ever-evolving best practices
- As an alternative or additive approach to building the bike network, a "quick build" methodology is noted. Cities such as Seville, Spain and Calgary, Alberta, Canada have recently seen success in growing bicycle ridership through quickly building complete and connected networks of low-stress bikeways
- The planning-level cost estimate for the Bike KC Master Plan network ranges from \$387 to \$418 million. The 5-Year Priority Network ranges in cost from \$23 to \$100 million. Specific funding mechanisms are discussed in this chapter that will help the City build this network
- Maintenance and operations considerations will ensure continued success of implemented bicycle infrastructure. Implementation of the City's bike program will be led by formal inter-departmental collaboration, annual project prioritization, and the creation of two Bike Program/Active Transportation Program Coordinators – one overseeing infrastructure implementation and one responsible for leading planning, policy, and programmatic activities



Chapter Six, END OF TRIP FACILITIES, PROGRAMS, & POLICIES

To grow as a bicycle friendly community, this chapter describes supporting bicyclists through the end of their journey ensuring citywide policies prioritize active transportation and the safety of vulnerable road users, and carrying out programs that educate, engage, and excite citizens about bicycling.

KEY HIGHLIGHTS

- Creation of a citywide “request a rack” program and the implementation of on-street bicycle and scooter parking will assist users of active transportation in responsibly ending their journey at predictable locations
- Programs such as the development of “Bicycling 101” materials, coordination of bicycle education and access through efforts including Safe Routes to Schools, and special events such as temporary street demonstration projects, among others, will grow the community’s understanding of and enthusiasm for bicycling
- Policies such as the creation of a comprehensive transportation and mobility plan, bicycle wayfinding, vision zero efforts, and the use of new and innovative technologies’ data will push the City forward as a bicycling community that prioritizes safety and efficiency in program delivery

Chapter Seven, MEASURING SUCCESS

The City’s bicycle program must be regularly monitored and understood. Performance targets and trends are recommended to ensure that the Bike KC Master Plan continues to assist City staff and the community at large in making Kansas City a welcoming place for bicycling.

KEY HIGHLIGHTS

- Become a League of American Bicyclists Bicycle Friendly Community at the Silver level by 2024
- Increase annual citizen satisfaction of on-street bicycle infrastructure
- Annually track centerline miles of implemented infrastructure and expenditures on Bike KC programs

