

## AUDIT REPORT TRACKING SYSTEM (ARTS)

<b>SECTION I: SUMMARY INFORMATION</b>			
<b>Audit Title:</b>	Bike KC Inadequate to Achieve City Goals	<b>Audit Release Date:</b>	12/22/2016
<b>Department:</b>	City Manager's Office	<b>Last Report Date:</b>	First ARTS Report
<b>Department Director:</b>	Troy Schulte	<b>This Report Date:</b>	09/19/2017
<b>Contact Person/Phone:</b>	Joe Blankenship City Planning 513-2878	<b>Expected Presentation Date:</b>	10/05/2017
<b>SECTION II: RECORD OF IMPLEMENTED RECOMMENDATIONS</b>			
1. In Progress		2. In Progress	
<b>SECTION III: SUMMARY OF IMPLEMENTATION EFFORTS</b>			
<p><b>Recommendation 1:</b> 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"> <li>• Existing context and status of bicycling in Kansas City.</li> <li>• Goals and objectives that demonstrate how it will achieve the city's vision for a bicycle friendly community.</li> <li>• Performance indicators that are tied to the achievement of stated goals and objectives.</li> <li>• Additional bicycle facility designs and guidance for their use in Kansas City to meet biking goals.</li> <li>• Bike routes that meet transportation and recreation needs.</li> <li>• Evaluation of Bike KC routes' existing ease of use conditions.</li> <li>• Recommendations for a network of bicycle facility types that will accommodate the average bicyclist.</li> <li>• Recommend updates to relevant zoning and development codes to support the city's bicycle goals.</li> <li>• Identification of the departments and agencies responsible for various bikeway projects.</li> <li>• Initial cost estimates, project prioritization, and phasing.</li> <li>• Identification of potential funding sources, including defining the climate action plan's policy that one (1)% of transportation funding be spent on bike lanes.</li> <li>• Incorporate the implementation plan into resurfacing, restoration, rehabilitation, and capital improvement projects.</li> <li>• Descriptions of educational, encouragement, and enforcement initiatives.</li> </ul>			
<i>Status of Recommendation: In Progress</i>			
See attached memo.			
<p><b>Recommendation 2:</b> The city manager should incorporate BPAC's recommendations into policy, plan, project, or other bike related updates for council consideration.</p>			
<i>Status of Recommendation: In Progress</i>			
See attached memo.			
<b>SECTION IV: ADDITIONAL OUTCOMES</b>			
<p>On September 7, 2017 the City Council approved Ordinance No. 170659, appropriating \$600,000.00 from the Unappropriated Fund Balance to the Street Resurfacing Account to being the construction immediately of the Downtown Bike Loop, which includes Grand Boulevard from the River Marker to 20th Street.</p>			



**Date:** 15 September 2017

**To:** Douglas Jones, City Auditor

**From:** Troy Schulte, City Manager

**Re:** Audit Report Tracking System (ARTS) Report – *Bike KC Inadequate to Achieve City Goals*

Mr. Jones:

The following report is in response to the requested ARTS Report. In this report, you will see that the actions taken since *Bike KC Inadequate to Achieve City Goals* was released demonstrate that the recommendations in the report are in progress.

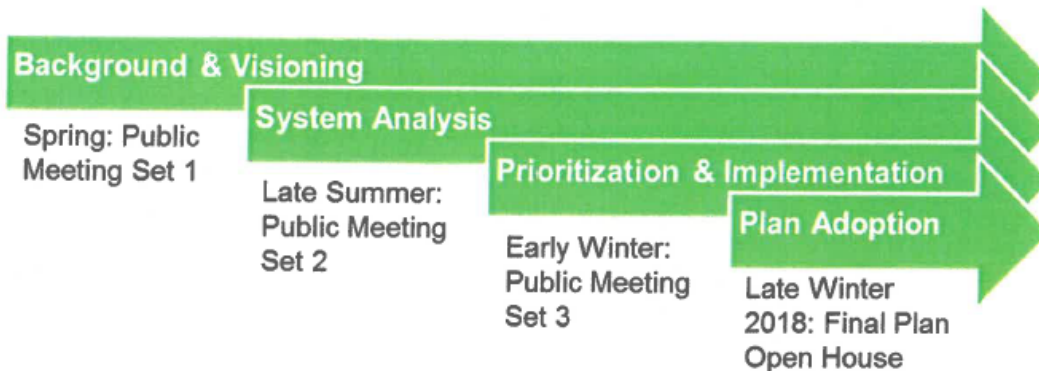
Please let me know if you have any questions, and we look forward to your review.

cc: Jeffrey Williams, Director, City Planning and Development  
Wes Minder, Innovation Engineer, City Manager's Office

## PERFORMANCE AUDIT RECOMMENDATION #1 – IN PROGRESS

### RECOMMENDATION 1. THE CITY MANAGER SHOULD ENSURE BIKE KC CONTAINS THE RECOMMENDED ELEMENTS OF A MASTER BICYCLE PLAN CRAFTED TO MEET CITY GOALS, INCLUDING:

The Bike KC master plan revision is well under way. Below, please find responses to all recommended points contained in the *Bike KC Inadequate to Achieve City Goals* report. Generally, the Bike KC master plan process has followed the following schedule\*:



*\*Please note that at the time of this ARTS Report the second round of public meetings is currently being scheduled. Tentatively they will be held during the first two weeks of October 2017.*

### EXISTING CONTEXT AND STATUS OF BICYCLING IN KANSAS CITY.

Information on the context and status of bicycling in Kansas City has been obtained through analysis and a status inventory of the existing Bike KC system. Analysis has included examining topography, roadway characteristics (through a method called a Level of Traffic Stress), recent crash data, Kansas City BCycle bike share system ridership patterns, and an extensive public engagement process which included:

- 1) The establishment of a project steering committee and technical committee comprised of various stakeholders including, among others:
  - a) KCMO's Bicycle Pedestrian Advisory Committee & Bike/Ped Coordinator
  - b) City staff members and directors of varying departments (Public Works, Parks, Water)
  - c) Other governmental agencies (MARC, Jackson County Parks, KCATA)
  - d) Community advocacy groups (such as BikeWalkKC, the Major Taylor Cycling Club, and the Mattie Rhodes Center)
  - e) Schools (UMKC, KCPD, North Kansas City School District)
  - f) Public Safety & Health (KCPD, KCMO Health, Children's Mercy)
  - g) Local bicycle organizations and community stakeholders (Cycling KC, Revolve KC, Family Bikes, KC Neighborhood Advisory Council)

Meetings for the steering committee have taken place on the following dates:

- February 28, 2017
- May 9, 2017

- July 24, 2017
- August 30, 2017
- September 21, 2017 (next scheduled meeting)

Meetings for the technical committee have taken place on the following dates:

- March 28, 2017
- July 18, 2017
- August 24, 2017

Finally, a bi-weekly internal staff working group has been underway since February and will continue through the remainder of the project.

- 2) Establishment and launch of a comprehensive survey. Both online and in-person (paper) surveys were made available to the public. Over 1,500 surveys were completed between the end of March and the beginning of June
- 3) Launching an interactive online mapping tool that was active from April - June
- 4) Social media, online platforms such as KC Momentum, and traditional media outlets
- 5) In-person visits to bicycle shops throughout the city (April – May)
- 6) Presence at events throughout the city such as the West Bottom's Better Block demonstration (May 6, 2017), BikeWalkKC's Tour de Bier (May 14, 2017), KC Jazz Fest (May 26 & 27, 2017) and Celebration at the Station (May 28, 2017)
- 7) Four formal public meetings throughout the city:
  - Avila University's Campus in South KC (April 28, 2017)
  - Southeast Community Center (April 25, 2017)
  - The Northland Cathedral (April 27, 2017)
  - Foreign Language Academy in Midtown KC (May 6, 2017)
- 8) Unique events such as *the Bike to Boulevard* event that City staff coordinated in conjunction with BikeWalkKC and Boulevard Brewing (May 17, 2017)
- 9) Focus group sessions with students from the Pembroke Hill School (April 21, 2017), East High School (May 4, 2017), and Alta Vista High School (May 12, 2017)
- 10) Declaration of May 2017 as Bike Month directly preceded by a group bike ride with students from East High School to City Hall led by school and city staff (May 4, 2017)

**GOALS AND OBJECTIVES THAT DEMONSTRATE HOW IT WILL ACHIEVE THE CITY'S VISION FOR A BICYCLE FRIENDLY COMMUNITY.**

To set appropriate goals and objectives staff asked the public their opinions, needs, and desires as they relate to bicycling in Kansas City, Missouri. Using community feedback and network analysis staff will create goals and objectives to achieve the City's vision of a bike friendly community. 78% of respondents to the Bike Plan survey stated that they disagreed with the following statement, "In Kansas City, bicycling is safe, convenient, and practical." A plurality (42%) of all survey respondents stated that they consider themselves to be an "Interested but

Concerned" rider, meaning they would like to ride more, but lack of bicycle facilities or other reasons prevent them from doing so. Finally, four of the five most frequently cited reasons (of high concern) that prevent people from bicycling more relate to bicycling infrastructure and roadway characteristics:

- a) Lack of dedicated bicycle facilities (such as bike lanes) on city roads
- b) Aggressive/speeding drivers
- c) Physical roadway conditions are not safe (potholes, inlet grates, lane markings, debris, etc.)
- d) Bicycle facilities don't connect
- e) There are not enough bicycle facilities (bike lanes, bike share stations) near transit

Draft vision statements and goals have been presented to and discussed with the steering and technical committees that aim to address the fact that more people would like to ride bicycles in Kansas City but have concerns about their safety and the lack of bicycle facilities. This reality is guiding the Bike Plan update. Specific objectives will be created to achieve plan goals in the coming months after a second round of public meetings begins in early October.

#### **PERFORMANCE INDICATORS THAT ARE TIED TO THE ACHIEVEMENT OF STATED GOALS AND OBJECTIVES.**

Project staff has engaged with the Office of Performance Management on ways to tie proper performance indicators to the updated Bike KC Plan. Indicators that are established best practices, measurable, and have data readily available will be utilized in the final draft plan as stated goals and objectives are solidified throughout the remainder of this planning process. Key Performance Indicators will become clearer as staff move into other phases of the planning process and are dependant on system network phasing and final policy recommendations.

#### **ADDITIONAL BICYCLE FACILITY DESIGNS AND GUIDANCE FOR THEIR USE IN KANSAS CITY TO MEET BIKING GOALS.**

Staff has utilized a variety of technical analysis to help direct bicycle facility type guidance on the Bike KC network. Use of information such as roadway speed, average daily traffic counts, recent crash history, slopes, etc. have helped guide draft recommendations for facility types on the updated draft Bike KC network. Throughout the remainder of the planning process a decision making criterial will be established and typical roadway sections will be created to help provide guidance for appropriate facility design on a project by project basis.

#### **BIKE ROUTES THAT MEET TRANSPORTATION AND RECREATION NEEDS.**

Using a variety of pieces of information – including technical analysis, public input, and professional staff expertise – an updated draft Bike KC network has been presented to the technical and steering committees that strives to ensure that people are well connected to a wide variety of destinations via the updated bike network. During the first two weeks in October a second set of citywide public meetings will be held to discuss this draft network with the public. Additionally, through public input and guidance from the steering committee, a recommended phasing plan will be created for the updated Bike KC network.

#### **EVALUATION OF BIKE KC ROUTES' EXISTING EASE OF USE CONDITIONS.**

Using available data, a basic Level of Traffic Stress analysis was performed on all public streets in the city limits. The Level of Traffic Stress analysis uses roadway classification, average daily

traffic, and posted speed limits to associate roadway characteristics with an ease of use classification. Essentially, as speed and traffic on a roadway increase the comfort level for a cyclist decrease. This information was used to help recommend draft Bike KC network adjustments (rerouting, adding, or removing routes) and to identify at a planning level the type of bicycle facility that would create a low stress network.

#### **RECOMMENDATIONS FOR A NETWORK OF BICYCLE FACILITY TYPES THAT WILL ACCOMMODATE THE AVERAGE BICYCLIST.**

Through public engagement and network analysis (including the Level of Traffic Stress analysis) an updated draft Bike KC network has been presented to the technical and steering committees. Currently both committees are reviewing the draft network and will make further comment to staff at an upcoming committee meeting on September 21, 2017. During the first two weeks of October this draft Bike KC network will be presented to the public for review and comment at four public meetings throughout the city.

#### **RECOMMEND UPDATES TO RELEVANT ZONING AND DEVELOPMENT CODES TO SUPPORT THE CITY'S BICYCLE GOALS.**

Staff will evaluate the zoning and development codes to support the city's bicycling goals throughout the fall and into the winter.

#### **IDENTIFICATION OF THE DEPARTMENTS AND AGENCIES RESPONSIBLE FOR VARIOUS BIKEWAY PROJECTS.**

Identification of the departments and agencies responsible for implementation items in plans is standard in most City Planning and Development Department plans and will be incorporated into the updated Bike KC plan. Recommended timetables, estimated costs, suggested funding sources, and a phasing plan will assist in this task.

#### **INITIAL COST ESTIMATES, PROJECT PRIORITIZATION, AND PHASING.**

Staff has utilized information from a variety of sources (including Federal Highway Administration, Pedestrian Bicycle Info Center, People for Bikes, and peer city plans) to come up with an initial planning level cost estimate breakdown for the draft Bike KC network. This estimate currently does not account for current roadway conditions (e.g. whether the roadway is built to full standard), presence of existing bicycle facilities, or ongoing maintenance costs. As the draft Bike KC network is refined over the coming weeks through the steering committee and public meetings, more detail on the draft network will be known and a better planning level cost estimate will be created.

It is important to note that the cost for implementing this network will be sizable and require regular allocation of city resources. Due to this factor, a project prioritization list and phasing approach is necessary. Through steering committee guidance and public feedback, the Bike KC plan will most likely recommend a 5-year project and phasing approach.

#### **IDENTIFICATION OF POTENTIAL FUNDING SOURCES, INCLUDING DEFINING THE CLIMATE ACTION PLAN'S POLICY THAT ONE (1) % OF TRANSPORTATION FUNDING BE SPENT ON BIKE LANES.**

Potential funding sources have been considered throughout the planning process to date and will be discussed thoroughly in the third phase of the planning process (October through December).

**INCORPORATE THE IMPLEMENTATION PLAN INTO RESURFACING, RESTORATION, REHABILITATION, AND CAPITAL IMPROVEMENT PROJECTS.**

This is an established best practice and the updated Bike KC plan will make this recommendation. Specific phasing or project identification will begin in October and continue throughout the remainder of the year.

**DESCRIPTIONS OF EDUCATIONAL, ENCOURAGEMENT, AND ENFORCEMENT INITIATIVES.**

These elements have been considered throughout the planning process to date and will be focused on heavily in the third phase of the planning process (October to December). A common theme throughout the public engagement process was the need for educational programs to inform drivers of bicyclists' rights, to ensure bicyclists know their rights and responsibilities, and to help educate the public on new types of bicycle facilities as they are installed. Additionally, encouragement programs such as Better Block KC, Bike Month (May) events, etc. have been a part of this planning process and will be recommended for continuation in the plan. Finally, KCPD representation on the steering and technical committees will help inform the plan's recommendations as they relate to enforcement needs, strategies, and programs. Again, throughout the fall and winter the planning committees and public will help create recommendations for these initiatives and many others.

**PERFORMANCE AUDIT RECOMMENDATION #2 – IN PROGRESS**

**RECOMMENDATION 2. THE CITY MANAGER SHOULD INCORPORATE BPAC'S RECOMMENDATIONS INTO POLICY, PLAN, PROJECT, OR OTHER BIKE RELATED UPDATES FOR COUNCIL CONSIDERATION.**

Immediately upon receipt of this audit the City Manager installed an interim bike/ped coordinator housed out of the City Manager's Office for the duration of the planning process. The interim bike/ped coordinator has been leading BPAC meetings since January and is currently working with the committee to draft and introduce a complete streets policy for the city. BPAC has also requested an introduction of new bike parking in right-of-way ordinance be introduced to address issues such as permitting, cost, and allowance of on-street bike corrals (similar to curbside automobile parking).

As noted with Recommendation 1 (above) the City Manager also immediately directed the planning department to work with BPAC and the public to draft an updated Bike KC plan. A full draft of this plan should be completed by the end of December.

**OTHER/ADDITIONAL COMMENTS**

On September 7, 2017 the City Council approved Ordinance No. 170659, appropriating \$600,000.00 from the Unappropriated Fund Balance to the Street Resurfacing Account to being

the construction immediately of the Downtown Bike Loop, which includes Grand Boulevard from the River Marker to 20<sup>th</sup> Street.



