MARC
MID-AMERICA REGIONAL COUNCIL

Closing the Gaps

GREATER KANSAS CITY REGIONAL BIKEWAY PLAN

APRIL 2026 DRAFT

Acknowledgments

MARC
MID-AMERICA REGIONAL COUNCIL

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Thank you to municipal staff from across the region who contributed their time to participating in the bike rides, workshops, and advisory group meetings. Your contributions helped shape this plan and the future of bicycling in the Kansas City region.

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Introduction

Plan Purpose

The Regional Bikeway Plan supports local jurisdictions in the development of a safe and connected regional bike network by **focusing** resources, **reducing** policy and infrastructure barriers, and **providing** recommendations, strategies and **tools** for local planning and design.

The goals that shaped this plan include:

- **Increasing safety** - especially for people biking
- Making biking an option for **people of all ages and abilities**
- **Getting more people biking** (and driving less)
- Creating an **ambitious yet achievable vision** for a regional bike network

Closing the Gaps is the Regional Bikeway Plan update for the Kansas City Region served by the Mid-America Regional Council (MARC). This Plan **reorients** regional bicycle planning from a recreational orientation towards a focus on **transportation and mode shift**—providing an opportunity to transfer trips from motor vehicles to bicycles and walking.

This Plan establishes a priority regional bicycling network (the "Priority Network"), which incorporates roadways and regionally significant off-street trails, focuses on a core set of routes that connect areas of the region with the areas of greatest potential for increased biking for daily trips. The Priority Network complements local bicycle planning and provides a framework local jurisdictions can build on when developing local plans and networks. The Plan also identifies "Future Connectivity Corridors" in areas of the region where the need for future connection is likely, however a specific route along the Priority Network is not yet borne out by existing demand.

This Plan is complemented by a set of online tools to assist regional stakeholders in understanding the existing regional roadway network's suitability for bicycling today and additional data analyses that help identify where bicycling has the potential to increase in the future with additional investment.

Planning Context

In 2015, MARC adopted the Greater Kansas City Regional Bikeway Plan with a proposed bikeway network of more than 2,000 miles, however only about 10% of this network has been constructed over the last decade. While many local communities have begun to build new, high-quality infrastructure for biking across the region, coordinated implementation of cross-jurisdictional regional routes proved challenging. Closing the Gaps serves as an update to the 2015 Plan and it focuses on a more selective and highly prioritized network of regionally significant routes with significantly reduced mileage. This Plan provides resources for local agencies including online data tools and best practice resources for design to promote a safe and comfortable bicycling network for all ages and abilities.

Why a Regional Bicycle Plan?

As the Kansas City region's metropolitan planning organization (MPO), MARC is uniquely positioned to take a regionwide view of active transportation planning without regard to jurisdictional boundaries. This position allows MARC staff to facilitate cross-jurisdictional data analysis and lead conversations regarding active transportation that bring together jurisdictions from across the region.

> MARC is the organization best-positioned to consider and plan cross-jurisdictional, bi-state routes moving people between communities and working towards a more unified region.

As MARC considers regional connections, this allows local jurisdictions to focus locally on planning active transportation networks within their communities knowing that by anchoring into a regional route on the Priority Network, they are creating access for their residents to the entire Kansas City region.

Brush Creek Trail, Kansas City, MO

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Why Bikes?

Bicycles play a unique and essential role in a well-functioning transportation system. They provide mobility choice, support human health, and reinforce social interaction.

While driving is widely understood and accommodated, bicycling (and to a lesser extent walking) is often overlooked as everyday transportation despite its versatility and accessibility. Bicycles offer a practical alternative to cars for many short trips, enabling independent mobility for people who choose not to drive or cannot drive—including children—and reducing the consequences of losing access to a car. Modern bicycles, including cargo bikes and e-bikes, can carry groceries, children, and other goods, integrate easily with transit, and extend travel range at a relatively low cost.

At the same time, bicycling creates joy and can benefit social and emotional wellbeing while also aligning with the human need for activity by embedding low-impact physical movement into daily life, rather than relegating this activity solely to recreation. Perhaps most importantly, bicycles support the fundamental purpose of cities and towns: bringing people together. By making travel more human-scaled and visible, bicycling fosters everyday interaction, strengthens community connections, and helps create places designed for people rather than vehicles alone.

Regional Residents Want Safer Places to Walk and Bike

In the Kansas City region, residents continue to show interest in safer streets, more bicycle and pedestrian infrastructure, and a desire for more walkable, bike-friendly communities.

Regional residents participating in the 2024 MARC Long Range Transportation Survey were asked how important a series of regional transportation issues were to them. Responses were categorized into a top, middle, and bottom tier. Reducing the risk of injury and fatalities on all transportation in the region was a top concern. More transportation choices and more walkable and bikeable communities were middle tier concerns. More than a quarter of respondents ranked the need for more bikeways as important.

When asked which transportation items they would be most willing to fund with their tax dollars, "bike paths, bike lanes, and sidewalks" was the second highest option behind only maintenance of the existing regional highway system.

Seventy-one percent of respondents said transportation choices were important or very important. 50% said bikeways were important or very important. 50% of respondents indicated the funding for bike facilities and sidewalks should increase.

74th Street, Kansas City, MO

The 2024 Long Range Transportation Survey asked whether certain transportation topics were important to regional residents:[1]

73%

said Walkable and Bikeable Communities were Important or Very Important to them

71%

said the same about transportation choices.

50%

said bikeways were Important or Very Important.

Bicyclists are Particularly Vulnerable on the Roadways

Bicyclists are particularly vulnerable on roadways because they lack the physical protection afforded to motor vehicle occupants and are often exposed to higher-speed traffic and conflict points at intersections.

A crash analysis conducted during development of the *Destination Safe Comprehensive Safety Action Plan* identified **781** reported crashes involving bicyclists in the region from 2019-2023. Of these crashes, **148** were fatal or resulted in serious injury. About 2.1% of motor vehicle crashes in the Destination Safe region resulted in a fatal or serious injury, however, 19% of bicycle crashes resulted in a fatality or serious injury, highlighting the vulnerability of people who bike.

The project team also analyzed the location of crashes to develop a Bicycle High-Injury Network illustrating the roadways in the region where most bicycle-involved crashes have occurred and further highlighting the region-wide need for safe bicycle infrastructure.

781 reported crashes involving bicyclists in the region from 2019-2023. Of these crashes, **19% were fatal** or resulted in serious injury.

Bicycling is Good Economics

Increased rates of bicycling have many positive economic benefits, both for households and the broader region.

Improvements that increase the safety and comfort of people biking and walking are remarkably affordable, costing substantially less than the average arterial roadway to plan and build on a per mile basis.[2] These projects have been shown to increase property and sales tax revenue by up to 10 times.[3,4]

A 2019 study by the University of Missouri-Kansas City (UMKC) found that a complete, connected bicycle network would save 36 lives per year in Kansas City, MO alone, resulting in a $500 million increase over 20 years in regional economic activity due to lives saved, lower health care costs, increased productivity, and a shift from spending on cars to local businesses.[5]

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1 https://www.marc.org/sites/default/files/2024-06/2024-MARC-Long-Range-Transportation-Survey-Findings-Report.pdf

2 Smart Growth America (2015) Safer Streets, Stronger Economies: Complete Streets Project Outcomes from Across the Country. Available from: https://smartgrowthamerica.org/resources/evaluating-complete-streets-projects-a-guide-for-practitioners/

3 Safe Routes to School National Partnership (2017) Investing in Walking, Biking, and Safe Routes to School: A Win for the Bottom Line. Available from: https://www.saferoutespartnership.org/default/files/resource_files/121117-sr2s-investing_report-final.pdf.

4 Smart Growth America (2013) Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development. Available from: https://smartgrowthamerica.org/resources/building-better-budgets-a-national-examination-of-the-fiscal-benefits-of-smart-growth-development/.

5 UMKC Economic Impact analysis of the Kansas City, MO Bicycle Master Plan: Summary of Findings" https://bikewalkkc.org/advocacy/bikeplan-impact-analysis/

Nationally, the average cost of owning and operating an automobile in 2024 was more than $12,000 per year.[6] For comparison, owning and maintaining a bike costs roughly $700.[7] In the Kansas City region, a well-connected bicycle network could mean a reduced need for many households to own a second car, and for some households to own a car at all. Research has shown that bicyclists and walkers spend similar amounts or more, on average, and make more trips than those arriving by automobile at local retailers.[8]

Communities also benefit economically from lower healthcare costs due to fewer, and less severe traffic crashes, reduced congestion and lost productivity, and decreased air pollution and greenhouse gas emissions.

The Regional Climate Action Plan emphasizes the need for more 15-minute neighborhoods as a VMT and GHG reduction strategy. 15-minute neighborhoods are those neighborhoods where most daily needs are within a 15-minute walking radius of person's home.[9] This radius can be increased if more trips are possible safely by bicycle. Enabling people to reside, work, and play within this accessible radius can reduce driving, lowering regional VMT.

Bicycling Supports Physical and Mental Wellbeing

Bicycling for transportation integrates physical activity into everyday life to improve mental and physical wellness. Bicycling can lower blood pressure, reduce the risk of heart disease and stroke, decrease the likelihood of developing type 2 diabetes, lower the risk of several cancers, and improve mental health by reducing depression and anxiety and relieving stress.[10]

Physical inactivity is a significant challenge across the country. Nearly a quarter of U.S. adults report no physical activity outside of work, and sedentary lifestyles are a key reason that two-thirds of U.S. adults are overweight or obese.[11]

In the Kansas City region, the problem is magnified. For example, in Kansas City, Missouri, residents face higher rates of coronary heart disease, depression, and obesity than the state and national averages.[12] The Kansas City Physical Activity Plan Report Card assigned an "F" grade for active transportation in the region based on the percentage of children and youth using active transportation to get to and from places.[13]

6 https://www.bts.gov/content/average-cost-owning-and-operating-automobilea-assuming-15000-vehicle-miles-year

7 https://bicyclenetwork.com.au/newsroom/2023/03/15/the-very-good-economic-case-for-riding-a-bike-in-2023

8 "The Complete Business Case for Converting Street Parking Into Bike Lanes" https://www.bloomberg.com/news/articles/2015-03-13/every-study-ever-conducted-on-the-impact-converting-street-parking-into-bike-lanes-has-on-businesses

9 Mid-America Regional Council and Climate Action KC "Kansas City Regional Climate Action Plan.", p.63 March 2021 https://kcmetroclimateplan.org/wp-content/uploads/2021/05/Climate-Action-Plan.pdf

10 Centers for Disease Control and Prevention (CDC). "Physical Activity and Your Weight and Health." Healthy Weight and Growth, CDC, 10 May 2024, www.cdc.gov/healthy-weight-growth/physical-activity/index.html.

11 Centers for Disease Control and Prevention (CDC). "Physical Activity and Your Weight and Health." Healthy Weight and Growth, CDC, 10 May 2024, www.cdc.gov/healthy-weight-growth/physical-activity/index.html.

12 December 2023. "Kansas City Community Health Assessment." ArcGIS StoryMaps, Esri, 6 June 2023, storymaps.arcgis.com/stories/83947dae543e4e478b49e582dfe96c81?utm. Accessed 23 Dec. 2025.

13 The Kansas City Physical Activity Plan. https://www.kcphysicalactivityplan.org/kcpa-report-card

Wornall Road, Kansas City, MO

Increasing bicycling as a share of regional trips promotes healthier living and helps address the region's high rates of chronic disease and obesity. Prioritizing cycling infrastructure is a strategic step toward building a healthier, more vibrant community.

Moderate physical activity, like walking and bicycling, for at least **150 minutes** per week helps prevent chronic diseases and maintain a healthy weight. Replacing just **30 minutes** of sitting with physical activity every day can reduce mortality risk by up to 35%.

Bicycling Can Help Achieve Regional Climate Goals

Increased bicycling can also help the region meet its stated climate goals. Transportation accounts for 29% of greenhouse gas emissions (GHGs) nationally, and 34% in the Kansas City Region—the largest share of total regional GHGs.[14,15]

Reducing transportation sector GHGs is essential to addressing climate change and improving air and water quality in the region. The Kansas City region understands this and has adopted goals to reduce vehicle miles traveled per capita (VMT) and increase the number of protected bike lanes, greenways, and sidewalks to shift trips to biking, walking, and transit as it seeks to achieve net zero GHG emissions by 2050.

Shifting more motor vehicle trips, particularly short trips, to biking and walking is critical to achieving a reduction in vehicle miles traveled (VMT) and regional greenhouse gas emissions (GHGs).

14 EPA. "Transportation Sector Emissions | US EPA." US EPA, 9 Jan. 2025, www.epa.gov/ghgemissions/transportation-sector-emissions.

15 Mid-America Regional Council and Climate Action KC "Kansas City Regional Climate Action Plan." March 2021 https://kcmetroclimateplan.org/wp-content/uploads/2021/05/Climate-Action-Plan.pdf

Bicycling Improves Quality of Life

By making bicycling practical and comfortable for everyday trips, communities can reduce reliance on automobiles, leading to fewer vehicles on the road, lower congestion, and decreased demand for parking. These outcomes not only improve efficiency but also contribute to a more equitable transportation network that serves a broader range of users.

Increased bicycling also generates broader quality of life benefits. More people traveling by bike creates "eyes on the street," which can enhance real and perceived safety, encourage physical activity, and strengthen social connections among neighbors. Communities that prioritize bicycle- and pedestrian-friendly design tend to be more vibrant and attractive places to live, work, and visit. This aligns with preferences that have long been shifting, particularly among younger generations: nearly four in five homebuyers report wanting to live in walkable neighborhoods that offer transportation options to access jobs, schools, and daily needs, underscoring the role of active transportation in supporting livability, economic vitality, and long-term community appeal.[16, 17, 18]

Bicycling expands mobility options in ways that support people across all stages of life, particularly older adults seeking to remain independent in their communities and children and youth gaining independence for the first time.

Research shows that cycling improves balance, physical fitness, and overall quality of life, helping older adults maintain the functional ability needed for daily activities and reducing risks such as falls. In addition to health benefits, access to safe and comfortable bicycle infrastructure enables older residents to reach essential destinations without relying on a car. This expanded mobility is critical for aging in place, allowing individuals to stay connected, active, and engaged in their communities as they grow older.[19]

For children and youth, bicycling also plays a vital role in building independence and opportunity. Access to safe bicycle networks fosters autonomy, confidence, and exploration each a key component of healthy cognitive and emotional development. Children who can move independently through their neighborhoods develop a stronger sense of competence and connection, fostering mental wellbeing.[20]

At the same time, inclusive bicycle networks can be designed to meet the needs of people with disabilities by designing for adaptive equipment, low-stress routes, and accessible design features, ensuring that more people can travel safely and comfortably.[21]

Bicycling improves quality of life by:

Enabling older residents to age in place.

Developing a sense of independence in children.

Supporting the needs of people living with disabilities.

16 https://www.nar.realtor/magazine/real-estate-news/survey-buyers-may-pay-more-to-live-in-walkable-communities

17 https://t4america.org/2014/04/22/survey-to-recruit-and-keep-millennials-give-them-walkable-places-with-good-transit-and-other-options/

18 https://www.planetizen.com/news/2023/07/124384-survey-says-us-homebuyers-especially-gen-z-want-walkable-neighborhoods and https://www.nar.realtor/magazine/real-estate-news/survey-buyers-may-pay-more-to-live-in-walkable-communities

19 Factors associated with bicycle use and frequency among older adults- A case study in Munich. Journal of Transport & Health. Available at: https://www.sciencedirect.com/science/article/pii/S2214140524000185

20 Summary of the evidence: https://research.childrenandnature.org/research/children-need-expanded-opportunities-for-independence-to-support-their-mental-well-being/

21 https://itdp.org/2024/06/25/the-importance-of-making-cycling-inclusive-and-accessible-to-all/

20th Street, Leavenworth, KS

Gillham Road, Kansas City, MO

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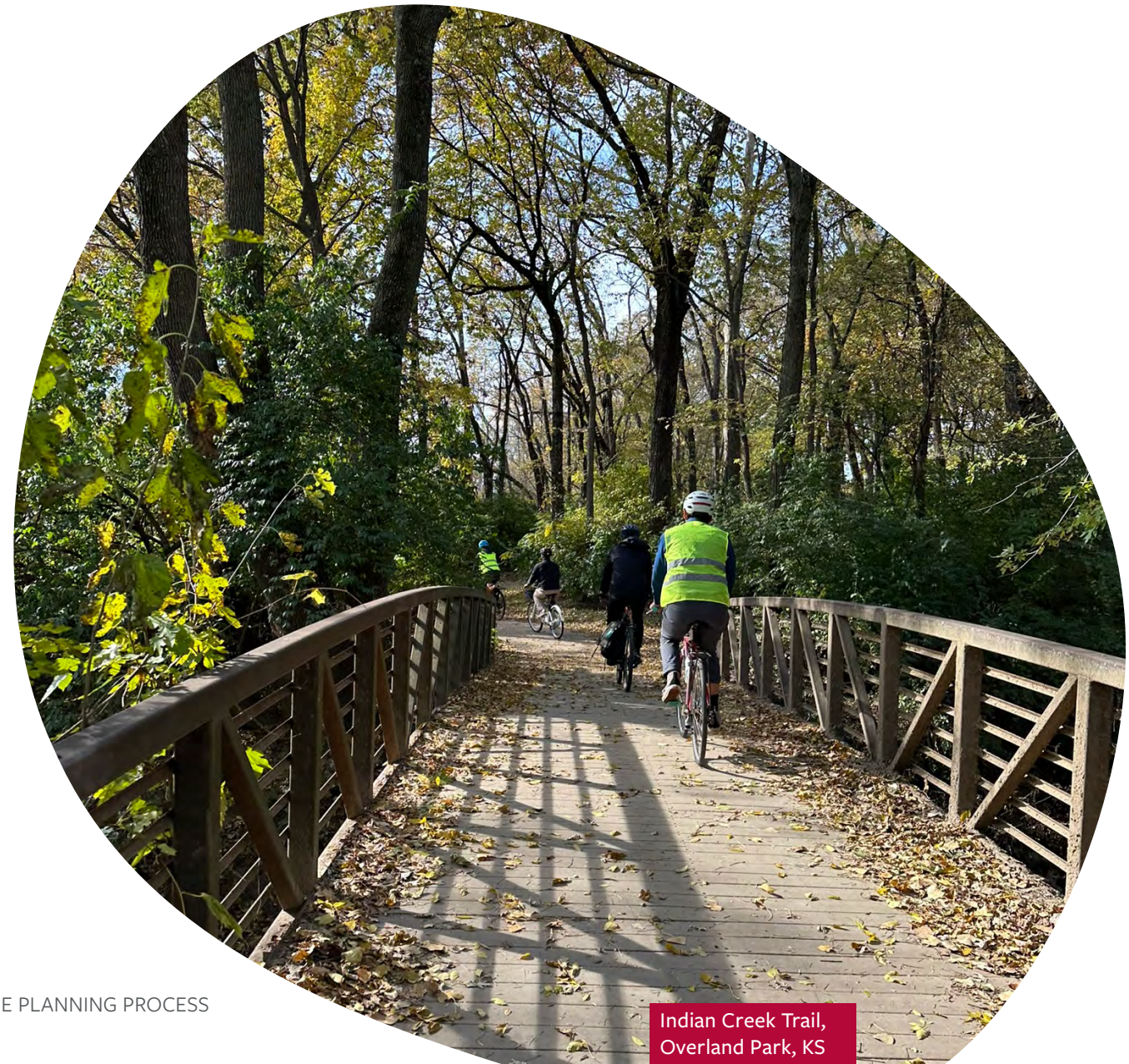
The Planning Process

This Plan is the result of several tasks ranging from a robust data analysis effort of every roadway in the Kansas City region to conversations with agency staff, elected officials, and public stakeholders across the Kansas City region.

The project team began by analyzing the region's existing roadway network at the block level to understand the suitability of streets for bicycling as they exist today. This analysis also evaluated which areas of the region likely have the most potential for increased levels of bicycling with additional infrastructure investment. The analysis was complemented by a series of agency engagement opportunities and pop-up events to engage community members and understand opinions on bicycling.



Indian Creek Trail, Overland Park, KS

Stakeholder Outreach

Local Jurisdictions

One goal of this planning process and for future plan implementation is to facilitate and strengthen MARC's role as both a champion and resource for local communities' efforts to increase bicycling safety and connectivity at both the local and regional level. To better understand the challenges facing local agency staff and elected officials in implementing bike infrastructure, the project team hosted a series of bike rides and workshops to understand the needs of local planning and public works staff in the region and how MARC can provide technical resources and funding to catalyze bicycle facility development.

Bike Rides

A series of three stakeholder bike rides explored the spectrum of on- and off-street bicycle facility types in the region. The rides provided opportunities for conversation around local infrastructure successes and challenges and the importance of high-comfort facilities in encouraging more people to bike.

Key Themes from Stakeholder Outreach

Local Agencies

- Reducing stress at intersections
- Challenges of funding and staffing for design and implementation
- Opportunity to dovetail with trail-oriented development
- Recognition that residents are asking for walkable/bikeable communities
- Need to connect to regional trails

Community Members

- Desire more and better bicycle infrastructure
- Routes that facilitate longer bicycle trips
- More bike racks/parking
- Better east/west regional connections

The Closing the Gaps planning process began July 2025 and ended February 2026.

Workshops

MARC also hosted two in-person workshops for local government staff and directors as part of its agency engagement. The workshops focused on identifying challenges, opportunities, tools and ideas to enhance low-stress connectivity across jurisdictions, including building on work already underway at the local level.

Participants identified issues such as policy gaps, limited staffing and funding for designing and implementing bicycle facilities, and the challenge of reducing stress at large intersections.

Agency stakeholders saw a regional active transportation network as an opportunity to strategically address these issues while supporting economic development, trail-oriented development initiatives, and a transportation network that creates more options for residents.

Public Outreach

Survey Results

In a joint online survey conducted as part of the MARC *Destination Safe Comprehensive Safety Action Plan*,[17] bicycle-related questions gauged regional residents' attitudes and perceptions of biking and walking in the region and complemented results from the 2024 Long Range Transportation Survey.

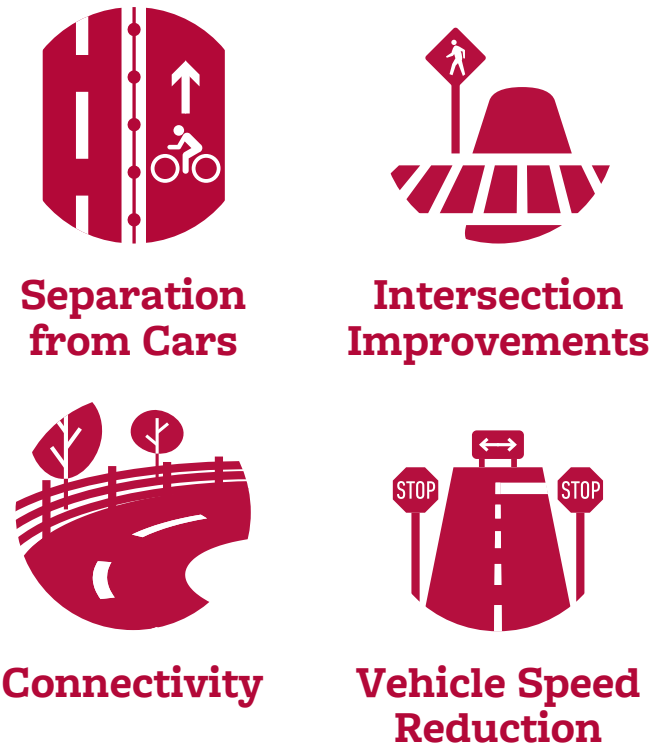
Destination Pop-ups

In addition to the online survey, the project team popped up at large regional events to learn more about residents' personal experiences biking in the region.

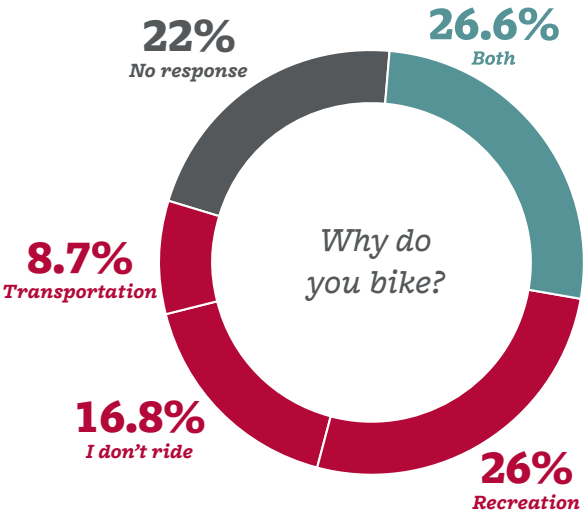
In these conversations, the project team heard requests for more and better protected bicycle infrastructure. Residents also expressed a desire for more public bicycle repair stations and more bikeshare hubs. Many of the residents the team spoke with expressed a willingness to bicycle longer distances across communities, highlighting the potential for increased trips and the importance of integrating safe and comfortable connections between jurisdictions to facilitate these types of trips.

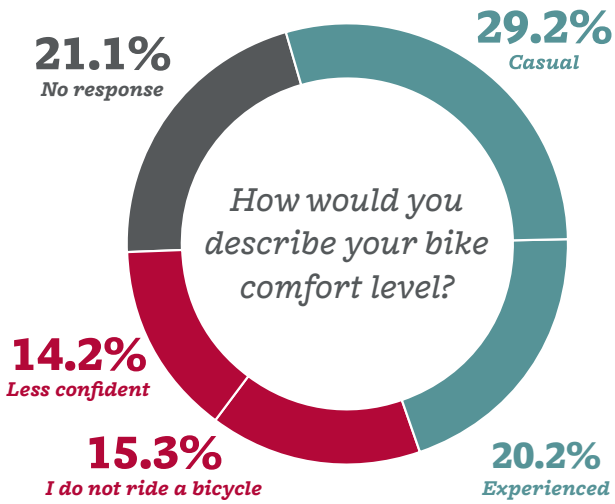
Top responses on priorities for improving vulnerable road user safety included increased separation from motor vehicles, improvements at intersections, better network connectivity, and reduced vehicle speeds.

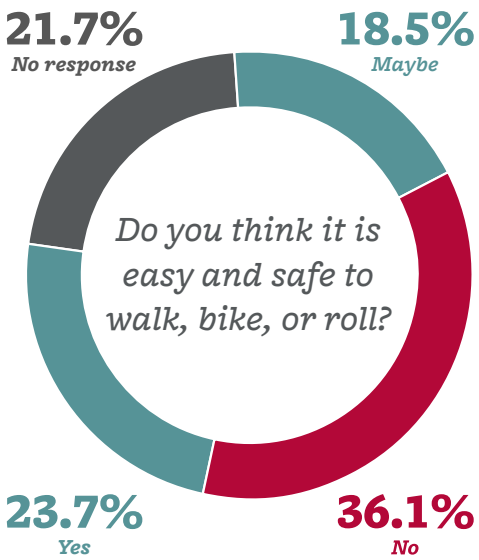
FIGURE 1 Resident Priorities for Improving Vulnerable Road User Safety



17 https://www.marc.org/safety-action-plan







Source: MARC Destination Safe Comprehensive Safety Action Plan Survey 2025

Data Analysis

People often already know the streets in their community where they feel comfortable riding a bicycle. They understand where drivers are traveling too fast or where there are too many cars and no dedicated space to ride. While some people who bike are more tolerant of streets with more and faster traffic, or less separation from cars, research shows that most bicyclists are less likely to bicycle on streets with these conditions. This type of person who bikes is commonly referred to as "Interested but Concerned" and these riders make up more than half the population, based on national survey findings.

Interested but Concerned bicyclists prefer bike paths physically separated from motor vehicles or routes on streets with lower speeds and volumes.

The project team studied the region's existing roadway network block by block to plan routes for Interested but Concerned bicyclists and to answer two key questions:

1. **How comfortable and connected are streets in the region for bicycling today?**
2. **Where is there likely the greatest opportunity to increase bicycling as a share of daily trips?**

The project team relied primarily on three analyses at the regional scale—**Bicycle Level of Traffic Stress, Existing Short Car Trips,** and **Trip Potential**—to inform development of Priority Network routes. These analyses are summarized briefly below. Additional analyses provide further insights for bicycle planning at the local level and are discussed in the Bicycle Network Assessment callout box in this chapter, in the Plan appendix, and online.

Bicycle Level of Traffic Stress

The Bicycle Level of Traffic Stress (BLTS) analysis is foundational to understanding existing conditions for bicycling in the Kansas City Region today. Interested but Concerned riders are typically comfortable only on low-stress streets. The BLTS analysis identifies existing low-stress streets by scoring every street in the region as low- or high-stress using information on speed limit, number of travel lanes, and traffic volume, among other factors. In locations where high-stress routes are important or useful for bicycling connectivity, future updates to the street such as physically separated bike lanes or sidepaths should be considered to convert current high-stress streets to low-stress ones.

Did you know?

The data analysis output maps are available online.

Non-Bicyclist (31-37%)

Uninterested or unable to bicycle, such as people who physically cannot cycle or children who cannot cycle alone.

Interested but Concerned (51-56%)

Representative of a typical mainstream adult and can accept some degree of stress while riding along a roadway.

Somewhat Confident (5-9%)

Can tolerate some stress even though they may prefer to ride with a lower level of traffic stress.

Highly Confident (4-7%)

Can tolerate high stress for any significant distance and are comfortable riding in a mixed-traffic environment.

Data source: Dill, D. and N. McNeil. Revisiting the Four Types of Cyclists: Findings from a National Survey. In Transportation Research Record 2587. Transportation Research Board, National Research Council, Washington, DC, 2016.

The Importance of Arterials

Arterial roadways account for around 1,850 miles, or 9%, of the roughly 20,000 miles of roadways in the Kansas City region and are often the streets where most destinations are located. But today, only about 80 miles, or about 4%, of arterials are considered low-stress.

Particularly in areas without a traditional street grid, arterial roadways are key to connecting bicyclists to their destinations. Because arterial roadways are critical to regional connectivity, many routes on the Priority Network follow arterial roadways. For these routes to be successful, investing in reducing level of traffic stress on these roadways is key to achieving a complete bicycle network that supports bicycling for transportation.

Existing Short Car Trips

Studying existing short car trips was the second key analysis after Bicycle Level of Traffic Stress. The project team analyzed Replica data to understand density of short vehicle trips across the region to identify potential opportunities to shift trips from driving to biking. In the Kansas City region, data indicate slightly more than a third of all car trips are 3 miles or less.[18] National surveys show that the vast majority of bicycle trips are under 5 miles.[19] Therefore, areas with a greater current number of short trips by personal vehicle provide a significant opportunity to increase the number of trips by bicycle given that bicycles are ideal for short trips. Regionally, the highest densities of short vehicle trips are found along a spine from roughly Gladstone, MO in the north, south through the urban core of Kansas City, MO, and southwest into Johnson County as far as Olathe, KS. All ten of the highest density block groups for short trips are located within a narrow band between downtown Kansas City and the Country Club Plaza.

34% of regional trips are **3 miles or less**, and another **34% are between 3 and 10 miles.**

Trip Potential Analysis

The final key analysis to understand existing regional bicycling conditions and possibilities for the future of bicycling in the region was a study of trip potential. The Trip Potential Analysis identifies areas of the Kansas City region where land use and existing short car trips indicate an opportunity for the greatest number of trips by bicycle if bicycling conditions were ideal along all routes.

This analysis highlights areas with a higher concentration of active land uses like residences, jobs, transit, schools, and grocery stores. It also factors in the short car trip analysis to include the number of existing personal vehicle trips under 3 miles. Trip Potential does not consider the stress of the underlying street network, meaning it does not differentiate a street as high- or low-stress as it exists today. In areas with high trip potential and high stress, it is necessary to lower the stress of the roadway network through the provision of high-quality separated bike routes to "unlock" the areas' trip potential.

The project team also completed multiple other analyses for the entire Kansas City region, but which are designed to support bicycle network planning at the local level. All of the analyses are described in the callout box on the next page, and in more detail online and in the appendix to this plan.

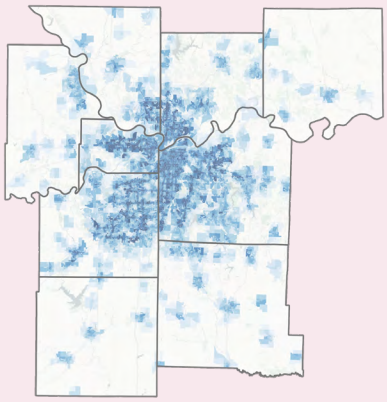
18 Source: Replica

19 FHWA. National Household Transportation Survey. Federal Highway Administration, U.S. Department of Transportation, Washington, DC 2017.

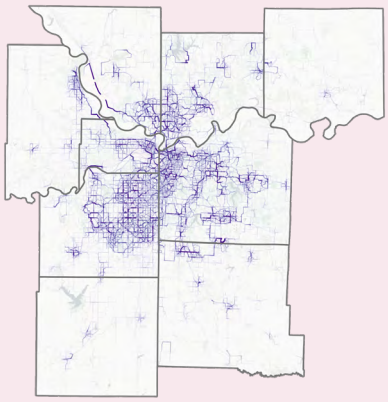
Bicycle Network Assessment

The Bicycle Network Assessment builds on the Level of Traffic Stress analysis and describes how the existing bicycling and roadway networks serve the needs of people who bike in the region or would like to do so. The assessment helps illuminate opportunities to improve conditions for bicycling in the region so that more people feel comfortable and safe bicycling in their community.

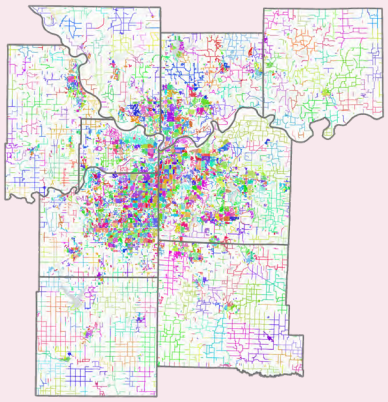
There are six components in the Bicycle Network Assessment that each work to answer separate questions. When taken together, the analyses create a fuller understanding of conditions in the region for people who bike. As local staff update or create active transportation networks in their communities, these analyses (which are available online), can be used to inform local planning--saving jurisdictions time and money:



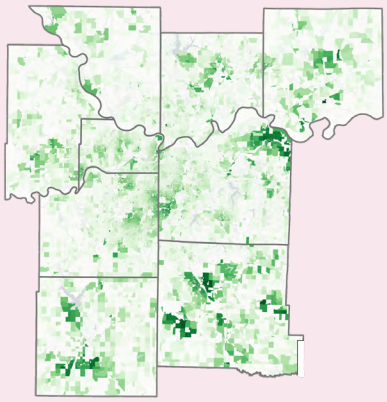
Trip Potential considers land use and existing car trips to understand how conducive areas are to bicycling, helping to understand areas where the most bicycle trips are likely to occur.



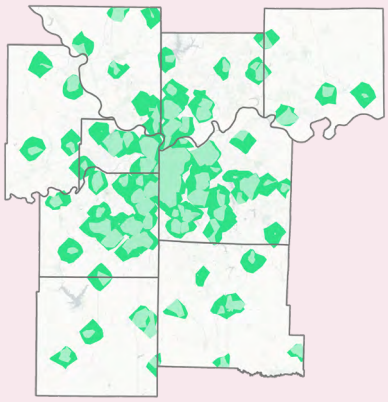
Centrality analyzes which streets are most important for people traveling in the region, highlighting those streets which allow for the most direct travel between destinations.



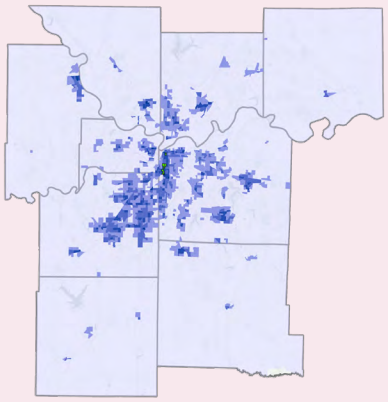
Connected Components identifies which areas are completely disconnected from each other for people biking who are unwilling to ride on or across high-stress roadways.



Directness considers how many nearby amenities can be reached by bicycle and if so, how much a detour is required to avoid stressful streets.



Access takes a specific destination type such as schools, and highlights the area around the destination that can safely access the destination by bicycle as well as areas where more access is possible.



Short Car Trips

More information and maps reflecting results of these analyses are available online and in the Plan Appendix.


LE TOUR III

4

The Priority Network

The nine-county Kansas City region is expansive at roughly 4,400 square miles. A regional bike network meeting every need would be vast—and dilute regional attention from areas where there is significant opportunity to get residents biking.

Therefore, this Plan focuses on identifying and promoting a set of priority routes of regional significance that make important connections and support shifting more trips to biking.

Guiding Principles

Five principles guided the identification of regionally-significant bike network routes:

Regional Connection. Routes should create cross-jurisdictional and bi-state connections spanning the region where possible.

Trip Potential. Routes should be in or connect to the areas of highest trip potential based on the Bike Network Assessment results discussed in Chapter 3.

Direct and Continuous Routing. As much as possible, routes should be direct and continuous, without detours which can significantly add to the time required to reach a destination by bicycle. In practice, this means regional routes are recommended along many arterial roadways as these are the routes within our region providing the most direct connection to places that people want to go.

Existing Facilities. Where possible, regional routes should build off or upgrade existing bicycle infrastructure, closing gaps in the existing network. Other routes are identified in local plans, but not built and which the project team identified as regionally important connections. Some routes are brand new.

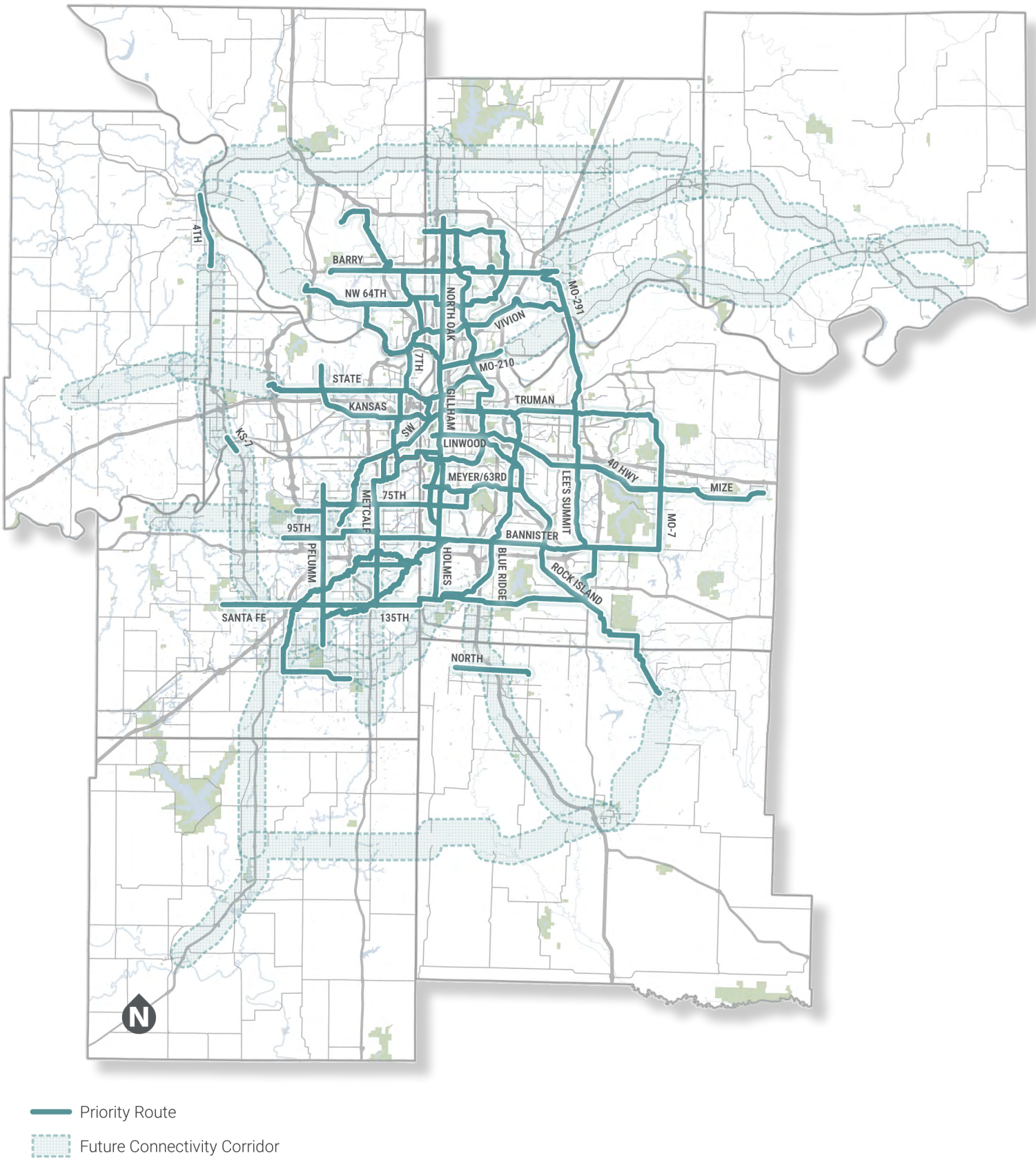
Destinations. Regional routes should connect important destinations like commercial areas and schools—supporting regional connectivity while also enhancing safe routes to school where possible.

The Priority Network

The final key analysis to understand existing regional bicycling conditions and possibilities for the future of bicycling in the region was a study of trip potential. The guiding principles were used to craft the Priority Network—an achievable set of regionally significant routes complementing existing local network plans that can be integrated into future local and regional planning efforts. Network development was an iterative process with feedback from regional stakeholders, the Advisory Group, and MARC staff.

The Priority Network is a starting point. The network does not represent every valid bicycle route. It is a focused set of routes for MARC to prioritize at the regional level and for local agencies to consider when planning their local active transportation network. **In several places, portions of the Priority Network already exist in some form.** Often these are bike facilities that today lack the separation or width necessary for a high-quality regional route. Over time the intention is that these facilities can be upgraded with greater separation to increase comfort and safety along a route. The Priority Network is not intended to take the place of local bicycle and active transportation planning, but to serve as a structure upon which those networks can better connect to each other.

Connectivity Corridors highlight future opportunities. The project team identified additional areas where less opportunity exists to shift daily trips to bicycle because of longer trip distances and a lower concentration of uses supporting bicycling. In these areas however, there are known connectivity interests and regionally important trail projects that once realized will create meaningful connections between regional and statewide communities. These areas are identified as general corridors rather than specific routes in recognition of the need for additional study, and flexibility in routing to accommodate growth patterns.


4TH
BARRY
NW 64TH
NORTH OAK
VIVION
MO-291
7TH
MO-210
STATE
KANSAS
GILLHAM
SW
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KS-7
LINWOOD
40 HWY
MIZE
MEYER/63RD
LEE'S SUMMIT
75TH
METCALF
MO-7
95TH
BANNISTER
PFLUMM
HOLMES
BLUE RIDGE
ROCK ISLAND
SANTA FE
135TH
NORTH
N
Priority Route
Future Connectivity Corridor

Trolley Track Trail, Kansas City, MO

5

More People on Bikes

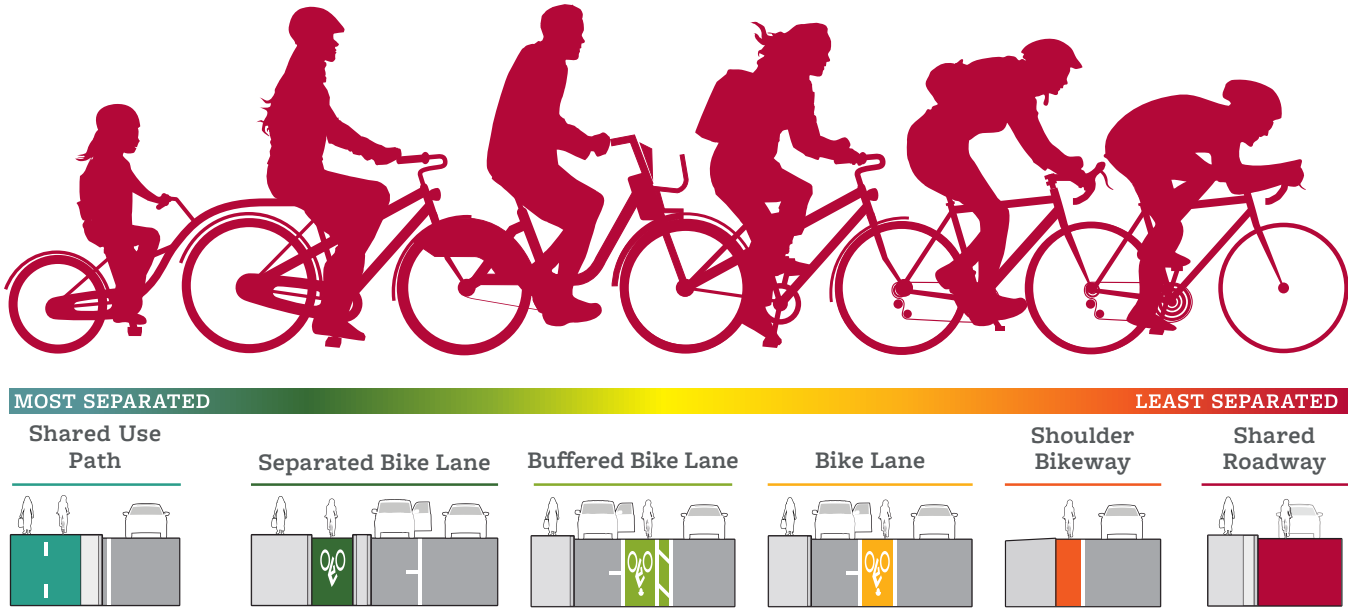
Strategies for the Kansas City Region

How local jurisdictions think about planning and designing for people on bicycles will have the greatest impact on the success of this Plan. This chapter includes strategies to guide local decisionmakers towards increasing levels of bicycling across the region and realizing the resulting benefits.

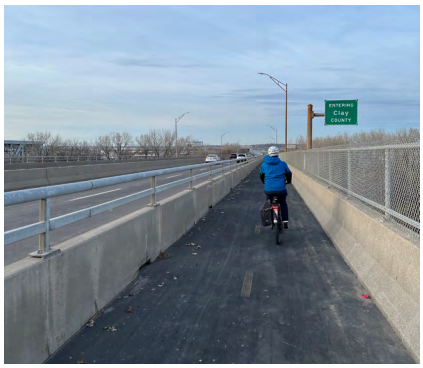
Focus on Separated Facilities

This Plan does not recommend specific facility types for individual network routes. However, the network is intended to provide separated bicycle facilities as the baseline. Most routes are on arterial roadways where the greatest demand for bicycle travel exists. As traffic volumes and speeds increase, separation is essential for safety, but also to increase the number of people choosing to bike.

As described in Chapter 3, bicyclists can be classified into categories based on their tolerance for interacting with motor vehicle traffic. The Interested but Concerned group--which includes the most people and is the focus of this Plan--requires separation from motor vehicle traffic in order to feel comfortable biking.[19] Separated facilities include trails, shared use paths, separated bicycle lanes or traffic-calmed residential streets. Where there is no separated bicycle facility, this group may choose to ride on the sidewalk or abandon their trip entirely.



19 Dill, J., & McNeil, N. (2013). Four Types of Cyclists?: Examination of Typology for Better Understanding of Bicycling Behavior and Potential. Transportation Research Record, 2387(1), 129–138. https://doi.org/10.3141/2387-15



Shared Use Paths

- Also referred to as trails
- Completely separated from the roadway. May have their own right-of-way or may run parallel to, but separate from, the street
- Generally shared by people walking and riding; may distinguish "lanes" for diverse users or travel directions
- Typically paved or covered with crushed limestone
- May or may not have lighting; may or may not be permissible for use after dark
- Highly comfortable for users of all ages and abilities

Protected Bike Lane

- Also referred to as a cycle track or separated bike lane
- On-street bike facility separated from motor vehicle traffic by a physical barrier such as curb, flexible bollards, planters, parked cars, or similar
- May be one-way or two-way
- Highly comfortable for users of all ages and abilities

Buffered Bike Lane

- Bike lane separated from adjacent vehicle traffic by a painted buffer
- Lane does not have physical protection from motor vehicle encroachment
- Generally used only for one-way travel; may be used for contra-flow travel when carefully considered
- Moderate level of comfort; appropriate for most ages and abilities

One-Way vs. Two-Way Separated Bike Lanes

A guiding principle for bicyclist safety states that whenever possible bicycle facilities should be designed to operate one-way in the same direction of travel as adjacent motor vehicle traffic to reduce the amount of information motorists and bicyclists must take in to navigate safely.[1] One-way facilities provide intuitive, direct connections with the transportation network, and simplify transitions to existing bike lanes and shared lanes.

However, where one-way separated bike lanes are impractical or undesirable due to right-of-way constraints or other factors, two-way separated bike lanes may be appropriate. In these instances, increased attention should be given to maximize visibility and safety at driveways, intersections, and other conflict points given the conflicting counterflow movement of bicyclists.

1 AASHTO Guide for the Development of Bicycle Facilities, Fifth Edition, 2024.

Conventional Bike Lane

- Marked and dedicated in-street lane for bicycles located immediately adjacent to vehicle traffic
- Used for one-directional travel
- Modest level of comfort when used on busier streets or streets with higher speeds; generally appropriate for more confident and experienced bicyclists

Shared Roadway

- Do not establish a dedicated or reserved space for travel
- Generally advisory lane markings as a wayfinding convention or to alert motorists to expect the presence of people on bicycles
- When used on their own, shared lane markings do little to reduce the level of stress or improve safety for people on bicycles
- Only appropriate on low volume streets

Bicycle Boulevard

- Also known as a neighborhood slow street
- Proactively managed low-volume (generally less than 1,000 vehicles per day), low-speed (less than 25 MPH) local streets with well-designed crossings safe for all ages and abilities
- Typically prioritize traffic calming
- Generally two-way travel
- May utilize sharrows or wayfinding for navigation
- Comfortable for all ages and abilities, however less appropriate for higher-speed bicycle travel

Reconsider Right Turn on Red

Right turn on red (RTOR) is often defended as an efficiency measure, yet decades of research and practice show it delivers little benefit while creating real safety risks. Modeling and testing demonstrate that RTOR reduces delay only under ideal conditions that rarely exist in busy settings, and even then savings are minimal. When gaps in traffic are present, better signal timing—not RTOR—typically provides greater benefits for all users. Despite these limitations, RTOR persists largely because traffic models are treated as definitive, even though they rely on assumptions and cannot account for pedestrian behavior, visibility constraints, or driver decision-making.

The safety impacts are far more conclusive. Federal research found pedestrian and bicyclist crashes increased by 50–100% after RTOR was widely adopted in 1980, a risk that has only grown with larger vehicles, higher front blind zones, and faster acceleration. Cities that have restricted or eliminated RTOR as part of Vision Zero efforts have achieved dramatic reductions in conflicts with only minor traffic impacts, demonstrating that removing RTOR is a practical, low-cost way to prioritize safety. Restricting right turn on red is a clear step toward protect bicyclists and pedestrians rather than marginal motorist convenience.*

**https://tooledesign.com/insights/2025/09/right-turn-on-red-its-time-to-reconsider/*

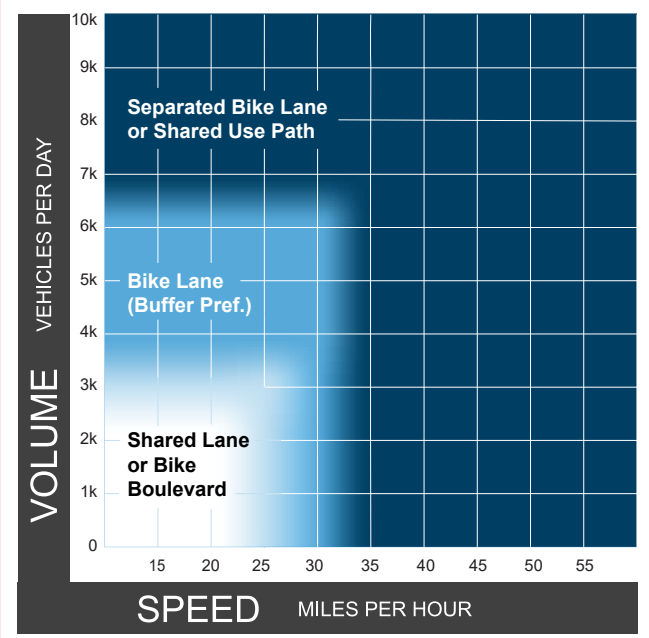
Facility Selection

In general, as roadway speeds and traffic volumes increase, a greater level of bikeway protection is recommended. Shared lanes or bicycle boulevards are best suited for streets with the lowest speeds and volumes. Conventional bike lanes are appropriate for low-speed roads with low to moderate traffic volumes, while separated bike lanes or shared use paths are recommended for roadways with moderate to high speeds and higher traffic volumes.

The facilities depicted in Figures 2 and 3 represent minimum thresholds. Where possible, more and better separation should be included.

The Priority Network assumes a base level of separation because the design user is the Interested but Concerned cyclist. The most suitable facility may often be a more protective treatment than what would be necessary for a Highly Confident or Somewhat Confident rider.

FIGURE 2 Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts



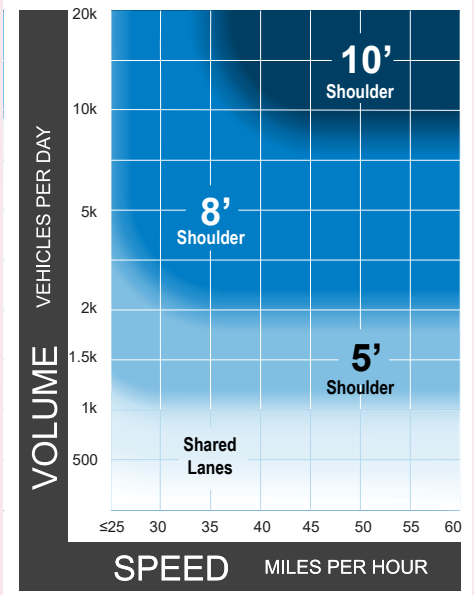
Notes

1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.

2 Advisory bike lanes may be an option where traffic volume is <3K ADT.

3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

FIGURE 3 Preferred Shoulder Widths for Rural Roadways



Notes

1 This chart assumes the project involves reconstruction or retrofit in constrained conditions. For new construction, follow recommended shoulder widths in the AASHTO Green Book.

2 A separated shared use pathway is a suitable alternative to providing paved shoulders.

3 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.

4 If the percentage of heavy vehicles is greater than 5%, consider providing a wider shoulder or a separated pathway.

Riverfront Heritage Trail, Kansas City, MO

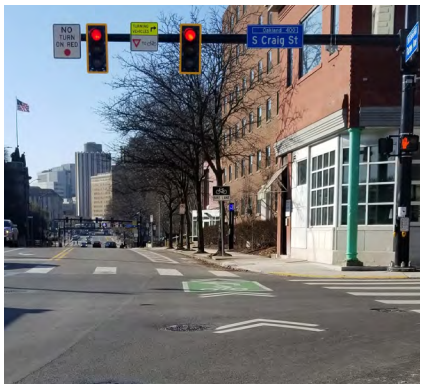
Design for Safety at Intersections

A safe and comfortable separated bicycle facility that travels through an uncomfortable intersection is not a safe and comfortable route for Interested but Concerned bicyclists. Stated another way: A high-comfort bicycle route is only as comfortable as its least-comfortable intersection. Bicyclists are more vulnerable at intersections due to the increased potential for conflict with motor vehicles. Good protected intersection design reduces the number of conflict points, increasing the safety and comfort of the intersection.

Increased safety and comfort at intersections is accomplished by:

- Minimizing merging or weaving movements by bicyclists
- Using the geometry of the intersection to separate bicyclists from motor vehicles
- Reducing motor vehicle speeds at conflict points, and
- Separating users in time at signalized intersections through the use of dedicated signal phases.

For detailed guidance see NACTO Urban Bikeway Design Guide, NACTO Don't Give Up at the Intersection, and AASHTO Guide for the Development of Bicycle Facilities.

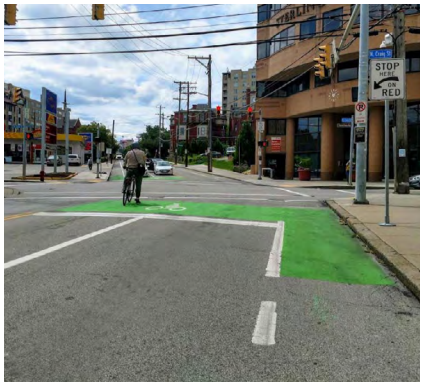


Two-stage Turning Boxes

- Provide a place outside of a travel lane for a left-turning bicyclist to wait for the signal to change
- Persons on bicyclists cross with cross traffic

Protected Intersections

- Intersection with extended corner refuge islands and bicycle-friendly signal phasing to separate bicycle movements – both straight and turning – from turning or straight traveling vehicles

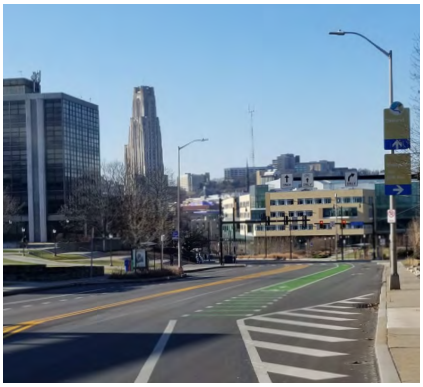


Bike Box

- Designated area at the front of a traffic lane at a signalized intersection that provides a safe and visible way for bicyclists to get ahead of queuing traffic during the red phase

Bike Lane Extensions

- Dotted white edge lines which may be enhanced with green colored pavement extending through a complicated intersection indicating the appropriate and expected route of bicycle travel



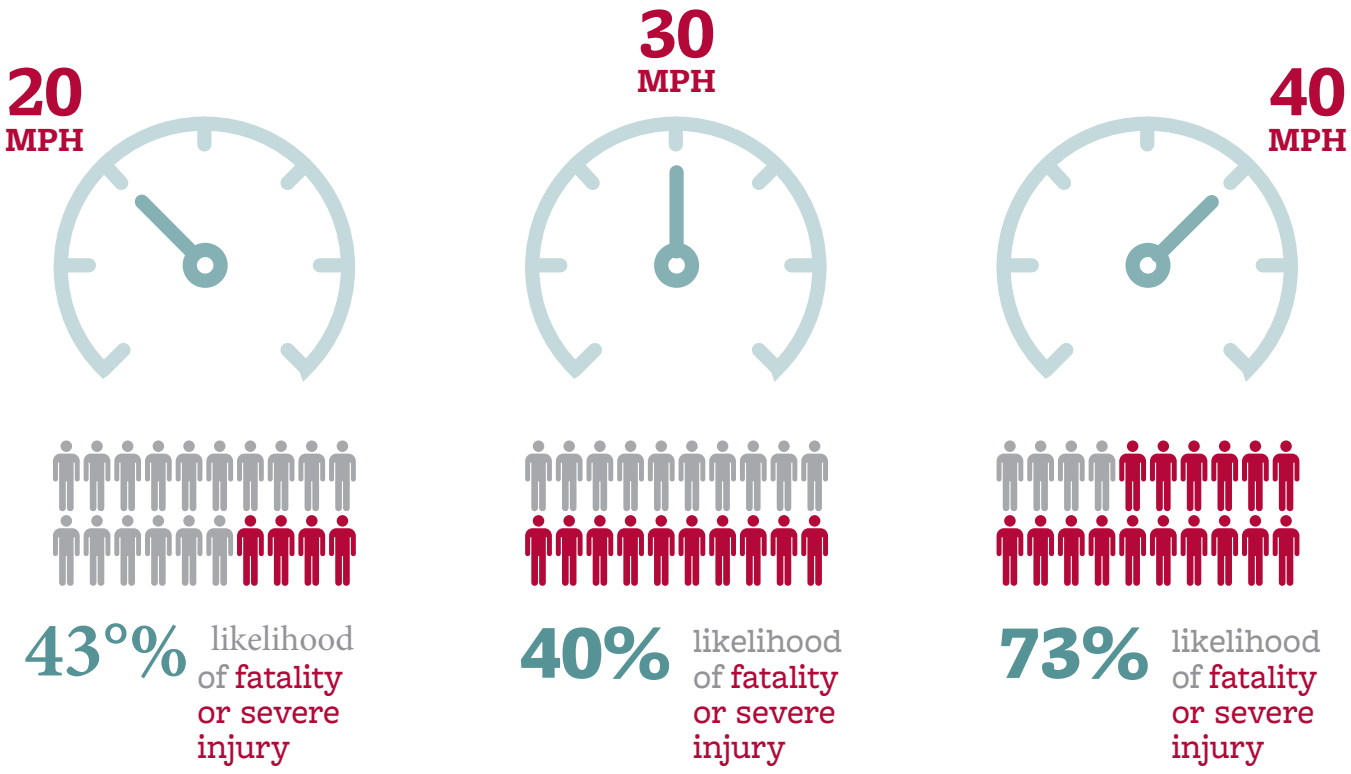
Mixing Zones

- Dashed bike facility lines, often with dashed green paint extending across the lane, indicating an area where vehicles may cross, or cross into the bicycle facility

Manage Vehicle Speeds

The link between speed and injury severity in crashes is consistent, direct, and critical, especially for vulnerable road users like bicyclists who experience the heaviest impact force in the event of a crash. Reducing vehicle speed leads to decreased impact forces when crashes do occur, lowering the likelihood of a crash resulting in fatal or serious injuries. In addition, lower vehicle speeds reduce vehicle stopping distance and, when combined with good intersection design, increase the time a bicyclist is visible to a driver ahead of a conflict point.

Reducing vehicle speed limits at the policy level also opens additional flexibility in the design of a roadway, increasing the options for proven safety countermeasures to further enhance roadway safety.[20] These countermeasures, when combined with high-quality bicycle infrastructure will lower the level of traffic stress on a given roadway, increasing its attractiveness to bicyclists.



Data Citation: Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

20 FHWA. Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 2018.

Prioritize River and Highway Crossings

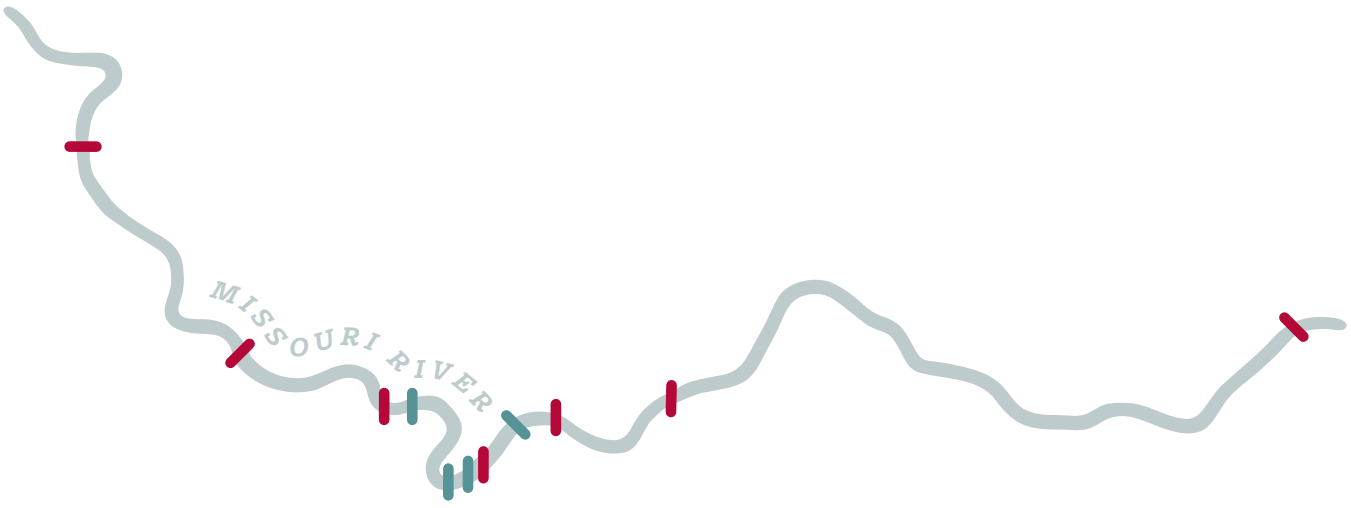
Safe, comfortable crossings of major rivers and other natural and infrastructure barriers are vital components of connectivity for bicyclists and pedestrians in the region. A detour to a safe crossing can lengthen a bicycle trip to the point it becomes impractical or impossible and bicycling in constrained vehicular lanes on bridges is typically unsafe and often restricted.

As an example, in the MARC region there are 11 Missouri River crossings over roughly 100 miles of river. Only four of those crossings currently include a multimodal path and all of those are located in or near downtown Kansas City, KS and Kansas City, MO. The Kansas River similarly has few accessible crossings for bicyclists and pedestrians.

Similarly, roadway crossings of highways frequently lack safe and comfortable bicycle and pedestrian infrastructure. Many lack any infrastructure at all for users other than car drivers. In many cases key crossings are owned and maintained by the Kansas or Missouri Departments of Transportation, making these agencies important partners in improving regional accessibility and safety.

Bridges and overpasses are a multi-generational investment: when bicyclists and pedestrians are not considered in the planning and design of new, reconstructed, and rehabilitated bridges, multimodal connectivity is limited for decades. Future planning and design of the regions' bridges should accommodate bicyclists and pedestrians.

Two crossings of I-35 illustrate the lack of connectivity beyond cars, N Antioch Road in Missouri (top) and Shawnee Mission Parkway in Kansas (bottom).



Multimodal connection

Lacking multimodal connection

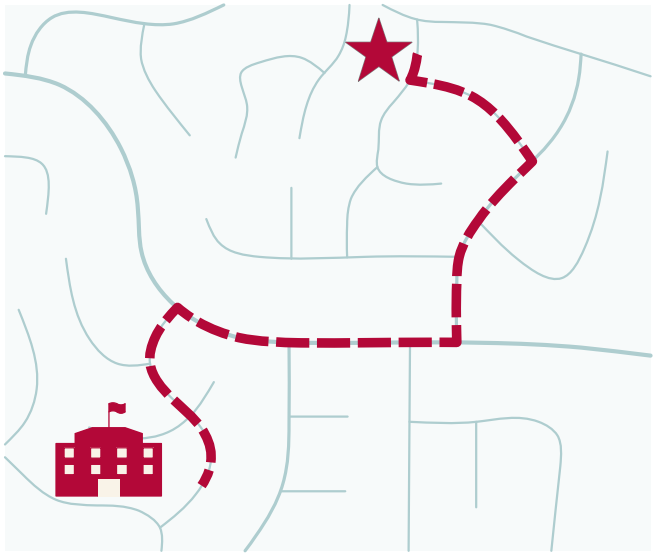
Development Patterns Matter

Land use and the quality of the built environment have a significant impact on the connectivity, comfort and safety of pedestrians and bicyclists of all ages and abilities.

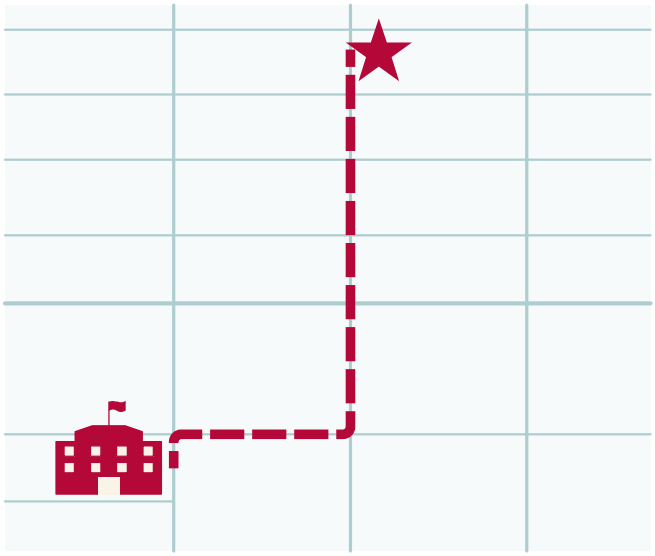
Segregated land uses and limited street network connectivity result in sprawling development patterns that insist on automobiles for connectivity. The result is increased trip distance, less opportunity for bicycling, and reduced roadway safety.

Many regional downtowns and older neighborhoods retain connected grid street networks, but suburban development outside town cores has typically produced disconnected, cul-de-sac neighborhoods linked by wide arterial roadways with numerous driveway access points that increase conflict between motorists and bicyclists. Context-sensitive planning and design can address these conditions by identifying appropriate active transportation needs and applying a range of strategies to create safe, connected walking and bicycling networks tailored to the unique character of each community. This may involve modifying local subdivision ordinances to require increased street network density in future developments or planning for pedestrian and bicycle connectivity through cul-de-sacs and other areas where motor vehicle access is not desired to reduce overall trip distance.

A. Low Network Connectivity



B. High Network Connectivity



Where Will They Park?

Too often, bicycle parking is located far from building entrances, has a design that does not easily accommodate secure locking, or simply doesn't exist at all. Quality short- and long-term bicycle parking is essential to increase the number of trips by bicycle in the region.

Short-term bicycle parking should be easy to use, secure, and in close proximity to the destination. Simple inverted "staple" or "U" racks, or post-and-ring designs support quick, secure locking when the rack is properly secured to the ground.

In areas where sidewalk space is at a minimum or where many bicyclists are anticipated, a single on-street parking space can be replaced with a bike corral, which can store multiple bikes. These can often be included in curb extensions or no-parking areas adjacent to intersections.

Longer-term bicycle parking is critical for trips to work and for residents living in higher-density communities. This parking takes many forms, from bicycle storage lockers or other covered parking facilities at key bus and streetcar stations, to lockers or bicycle storage rooms in residential and office buildings.

The Importance of End-of-Trip Facilities

End-of-trip facilities are a critical component of a successful regional bicycle network that encourages commuting by bicycle. Secure parking, showers, and changing areas at work-places increase the comfort and convenience of traveling by bicycle (particularly during the humid Midwest summer). Without these amenities, potential bicyclists may be deterred by concerns about theft and personal comfort.

For additional guidance, see City of Wichita Bicycle Parking Guidelines.

The Role of Bike Share

Bike Share KC, the Kansas City region's bike share system, plays a vital role in the bicycle transportation ecosystem by expanding access for people who do not own a bicycle or cannot bring one with them. Thoughtful integration and expansion of Bike Share KC hubs near destinations increases equitable access to bicycles, supports commute trips, and makes short, spontaneous trips by bicycle an option for more people.

Don’t Forget Wayfinding

An effective wayfinding system is essential for helping people confidently navigate regional bicycle routes and trail networks, encouraging more biking, and supporting the overall user experience. Wayfinding encompasses all the tools and resources that help bicyclists and other road users find their way in the region. Wayfinding uses visual and sensory cues to help people on bikes navigate across the region and it is influenced by many factors in the built environment: architecture and landmarks, street layout and urban form, landscaping, transportation, lighting conditions, signage, etc. Wayfinding may also use pavement markings to help bicyclists navigate between destinations, as well as through facility transitions and complicated intersections. The greater the complexity of the built environment, the more signage and other tools will be needed for a smooth journey.

In 2020, MARC developed a Regional Wayfinding Guidebook for use by local jurisdictions which can act as a guide to development of wayfinding along the Priority Network. Some areas of the region, like downtown Overland Park have already deployed versions of this wayfinding to guide downtown visitors and trail users.

Manage and Consolidate Driveways

While essential for access, driveways introduce a conflict zone between motor vehicles and bicyclists. Therefore, the design and number of driveways have a significant influence on the safety and comfort of all street users. Thinking through access management means using several techniques to limit or consolidate vehicle access points to a given street—most often in commercial areas. access management can improve roadway function for all modes while reducing the conflicts created by frequent and redundant driveways. In built-up areas, access management strategies may include driveway consolidation and size restrictions, limiting turning movements (such as right-in/right-out), installation of medians, and increasing parcel connectivity with service roads or other internal connections.

In new commercial or mixed-use developments, access management should be incorporated by default. At minimum, this can mean increasing driveway spacing, moving driveways to secondary streets, or seeking opportunities to consolidate driveways with adjacent developments. Properties should typically be restricted to one driveway. In mixed-use settings, access should be provided from alleys where at all possible. Site planning standards should also encourage or require internal circulation between parcels to limit the need for additional driveways.

Maintain Bikeways

In many cities, bikeway maintenance is an iterative process that evolves as new facilities are introduced. Agencies need time to identify the right equipment for local conditions, establish appropriate service levels, and address coordination challenges such as utility work that can disrupt bikeways. Ongoing collaboration and shared learning across departments—and with maintenance crews inside and outside the implementing agency—is essential to understand the requirements of keeping bicycle facilities clear, safe, and usable year-round. To ensure bikeways achieve their full potential, maintenance must be prioritized and local jurisdictions should be willing to learn, adapt, and improve over time. Integrating bikeway maintenance into broader transportation maintenance programs, such as sidewalk or street upkeep, can further reinforce that bicycle facilities are a core part of the transportation system and help build broader public support.

While maintenance concerns are legitimate, they should not be used to delay, scale back, or compromise All Ages and Abilities bikeway designs. Some maintenance concerns, such as debris build-up in the bicycle lane, can be addressed through thoughtful design at the outset of a project, reducing short-term maintenance needs. It is reasonable—and often unavoidable—not to have every maintenance detail resolved at the design or implementation stage. Cities across North America have shown that effective maintenance strategies can be developed and refined after facilities are in place, through innovation and experience. Treating maintenance as a solvable, ongoing responsibility rather than a barrier ensures that high-quality bicycle facilities remain safe, reliable, and welcoming, allowing them to deliver their intended safety, mobility, and access benefits over the long term.

Plan and Support Safe Routes to School Programs

Safe Routes to School (SRTS) programs play a foundational role in fostering childhood independence by creating environments where children can safely bicycle and walk to school. By combining infrastructure improvements with education, encouragement, and community engagement, SRTS initiatives help children develop the skills and confidence needed to navigate their neighborhoods independently. These programs normalize active transportation at an early age, allowing students to build lifelong habits while reducing reliance on parental driving and supporting a gradual expansion of independent mobility.

Beyond independence, SRTS is one of the most effective strategies for increasing youth bicycling and overall physical activity. Research and program experience show that students who walk or bike to school are healthier, more alert, and better prepared to learn, while also gaining daily opportunities for exercise and social interaction. By addressing barriers such as traffic safety, lack of infrastructure, and parental concerns, SRTS programs help reverse long-term declines in walking and bicycling among children and make biking a realistic and routine travel option.

In Kansas, the Kansas Department of Transportation (KDOT) has reinvigorated its Safe Routes to School program through a statewide Strategic Action Plan that emphasizes partnerships, community-based planning, and expanded access to resources. KDOT's approach supports both infrastructure and programmatic strategies to help communities create safe, comfortable routes for students of all backgrounds and abilities. This coordinated effort is particularly important in the Kansas City region, where integrating SRTS into broader bicycle planning can help cultivate the next generation of bicyclists and make bicycling a normal part of everyday life.

Richard Warren Middle School, Leavenworth, KS

6

Catalyzing Change

Defining the Priority Network is an important step towards creating a more bikeable region. However, additional steps are required to speed the network's realization and achieve this Plan's vision of a multimodal, connected region. This chapter discusses ways in which MARC can catalyze the work of local jurisdictions in increasing the level of bicycling in the Kansas City region and building out the Priority Network.

Emphasize the Priority Network in Funding Decisions

The second stage of MARC's federal funding application process is where transportation projects are assigned points based on different scoring criteria. These scores guide the funding decisions of committee members as to which projects are recommended and ultimately funded.

To prioritize the Priority Network, MARC staff have developed an alternative scoring table to automatically award a higher number of points to active transportation projects on the Priority Network identified in this Plan. Additional point increases will be available to projects with higher levels of safety and comfort (See facility type examples in Chapter 4).

Continue to Educate and Advise Regional Partners About E-Bikes and E-Motos

E-bikes are revolutionizing the possibilities of travel by bicycle. Modern e-bikes allow bicyclists to bicycle farther, carry passengers and cargo, expend less energy, and bicycle longer as they age. E-motos, on the other hand, are at risk of overshadowing the many benefits of e-bikes.

E-motos more closely resemble motorcycles in that they are typically throttle operated, may lack pedals, and generally operate at higher speeds than established classes of e-bikes (above 28 miles per hour). Especially when operated by young people or children, these vehicles can pose a danger to other road users—particularly bicyclists and pedestrians sharing bike lanes and paths.

MARC intends to be the regional thought leader in the e-mobility space, using its platform to stay abreast of development in e-bike technology and regulation, while informing and educating local partners about the many rewards that come from e-mobility.

Provide Local Partners Tools and Training for Planning and Implementation

This Plan includes a set of online data analyses intended for use by local jurisdictions in planning their local bicycle networks. MARC will offer ongoing opportunities for regional partners in local jurisdictions to learn from peers, share best practices, and explore how these tools can give them insight into existing conditions in their communities. MARC should also ensure that these tools are maintained and updated as needed to reflect changing conditions in the region.

Promote Best Practices in Bicycle and Pedestrian Facility Design

High-quality, consistent infrastructure design across the region will provide the greatest opportunity to see increased bicycling in the region. MARC plans to lean into its regional leadership role by regularly hosting workshops or presentations educating regional partners on infrastructure design, particularly the importance of separated facilities and protected intersections across bicycle networks both local and regional.

Regularly Update the Priority Network

MARC will view the Priority Network and Connectivity Corridors as dynamic and evolving to stay relevant as regional needs change. Similar to MARC's ongoing maintenance and updates of specialized transportation network maps and the functional class map based on regional input, MARC should track implementation of and updates to the Priority Network at regular intervals to ensure it continues to meet the needs of local jurisdictions in creating useful regional connections for residents.

Track Success

MARC's primary success indicator will be the number of miles of the Priority Network implemented or upgraded in the coming years with safe, comfortable separated bicycle infrastructure. MARC will create a system to record progress and measure success, which may include semi-annual or better contacts with local agencies to understand which pieces of the Priority Network are in development or complete.

Prairie Village, KS

MARC

MID-AMERICA REGIONAL COUNCIL