



*Bicycling activities, such as the 2013 Tweed Ride, draw bicycling enthusiasts from across the Kansas City region.*

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# Kansas City Regional Bikeway Plan

## Executive Summary

The Greater Kansas City Regional Bikeway Plan envisions a cohesive regional network of bikeways, connected across city, county and state boundaries, that promotes active transportation.

Bicycling provides a wide range of benefits, including economic benefits from lower transportation costs; environmental benefits from reducing auto dependence and auto emissions; and health benefits from increased physical activity. The Regional Bikeway Network proposed in this plan will make it easier for people across the metro to use bicycling not only for recreation, but as a viable transportation alternative to reach a wide variety of destinations.

When fully implemented, this plan will expand active transportation choices for area residents over a 2,000-mile network of on-road and off-road facilities that spans eight-counties in the bistate Kansas City region.

The plan was developed over a year-long process that included public engagement and input from city and county officials. Residents from across the region participated in open house workshops and used an online mapping tool to help identify important, priority corridors. Local government officials provided information on current planning efforts and existing facilities to help develop the network. Additionally, city, county and state personnel participated in Steering Committee sessions and Bicycle and Pedestrian Advisory Committee meetings to review priority corridors, current planning efforts and the direction of the plan.

The Regional Bikeway Plan evaluates current conditions and discusses gaps and barriers that exist in the system today. It introduces a new GIS-based demand model that was used to identify and prioritize corridors and connections, both within the region and to larger state and national trail networks. The plan also includes per-mile cost estimates for constructing a variety of bicycle facility types, ranging from wayfinding signage to paved shoulders. Costs will vary widely, depending on the type of facility and whether it is constructed independently or as part of a larger roadway project. The plan estimates implementation costs for the entire system at approximately \$603 million.

*Transportation and recreational riding — During the development of Kansas City Regional Bikeway study, it became clear that there should be no differentiation in the level of bikeway implementation for recreational riders and transportation-oriented riders. They are after one and the same.*



The plan also identifies a variety of potential funding options and best practices for implementation. Recognizing that implementation of the Regional Bikeway Network will rely heavily on local funding, the plan outlines a number of federal and state funding programs that can potentially support construction of bikeway facilities.

Finally, the plan shares recommendations for:

- **A prioritized network of regional bikeways** to support regional and local planning and investment in active transportation.
- **Regional planning and coordination** to help implement the Regional Bikeway Plan by creating and sustaining necessary partnerships.
- **Data collection and technical capacities** to update and maintain GIS information on constructed, programmed and planned bikeways and trails, obtain accurate user counts and monitor crash data.
- **Education and encouragement campaigns** to raise public awareness of bikeway and trail resources in the region and educate the public about safe driving, walking and cycling behaviors.
- **Enforcement efforts** to allow all users to share a safe roadway system and address roadway safety issues.
- **Encouraging national designation applications** to support communities that apply for Bicycle Friendly Community and Walk Friendly Community recognition.

In short, the plan strives to link regional and local destinations with bikeways, increase transportation choices for residents, promote active and healthy living and preserve the environment for residents of all ages and abilities. The Kansas City metro area has a great opportunity to enhance active transportation through the adoption and implementation of this plan.

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MID-AMERICA REGIONAL COUNCIL

600 Broadway, Suite 200 • Kansas City, MO 64105-1659  
Phone: 816/474.4270 • Fax: 816/421.7758  
[www.marc.org](http://www.marc.org)

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