

Recommendations for Bond Questions 1, 2, 3

In response to the December 22nd Joint Committee hearing and the Chair's request for input from interested stakeholder groups, BikeWalkKC submits these updates to our previous recommendations.

Public Policy Strategies

These high-level strategies will allow the City to meet residents' desire for improved mobility and safety, and to deliver the Bicycle/Pedestrian Advisory Committee's suggestions.

1) \$300 million for strategic mobility fund

This is the amount needed to make progress on the city's \$1 billion sidewalk backlog and keep the city from falling further behind in the future. Limiting sidewalk construction to the street reconstruction program will not address the burden on individual homeowners living on neighborhood streets or all needs to improve sidewalk connections to schools, shops, and transit. Dedicated sidewalk funding is needed to achieve this.

The breakdown for this fund should be approximately:

- \$18 million/year for sidewalks
- \$2 million/year for bike plan implementation

2) Renew existing streets as Complete Streets

Street projects should be focused on reconstruction to include sidewalks in all cases and bike lanes where indicated by new bike plan.

3) Public building improvements

Focus on ADA compliance for public buildings and public rights of way.

Ballot Questions

The three ballot questions can be adapted to specific tactics to achieve the above strategic policy goals.

Question 1

- Continue including sidewalks on reconstructed streets
- Amend to say "reconstruction of existing streets in accordance with a forthcoming strategic mobility plan"
- Set funding at \$450 million

Question 2

- Increase to \$300 million
- Dedicate \$300 million for strategic mobility fund for sidewalks and bike lanes

Question 3

- Focus on ADA compliance at public buildings and public rights of way

BikeWalkKC G.O. Bond Recommendations

This is a once-in-a-generation opportunity to build a city for the future by improving mobility and quality of life for all Kansas Citians. And with changing demographics, demand for walkable neighborhoods will only continue to grow. For too long the city has undervalued pedestrian and bicycle infrastructure. As a result the city's most vulnerable citizens have poor access to jobs, healthy food, and school. We will struggle to retain the next generation of citizens as peer cities invest heavily in multi-modal transportation and neighborhood livability.

1: Develop and adopt a comprehensive mobility plan and a series of modal master plans.

KCMO is long overdue for a comprehensive transportation policy update. We recommend spending the first five years of the bond addressing immediate needs (keep reading for our recommendations for that) concurrent with a massive transportation planning process that will guide the remaining 15 years of the bond. With or without the bond package, Kansas City must create a vision for mobility and access. And it must create new master plans for biking and walking.

2: Fix what we have and build no new roads

Any transportation related spending out of the G.O. Bond should focus on maintaining the infrastructure we have. The anemic street resurfacing program should be beefed up. Any major street reconstruction should be for the purpose of Complete Streets upgrades, not increasing capacity.

3: Update and implement Bike KC Plan

BikeWalkKC recently conducted a state of the art bicycle demand analysis that confirms the need to prioritize the urban core with the city's limited bicycle infrastructure funding. The city has several planning projects in the works that will recommend several miles of new bikeways in the heart of this high demand area. The first five years of the G.O. Bond should work toward implementing those recommendations as well as filling the network gaps.

4: Address the \$1 billion sidewalk backlog and the \$10 million in needed ADA corner improvements

The Sidewalks KC Report recommends immediately creating a priority pedestrian network as a way to prioritize the sidewalk investments from the G.O. Bond. At the same time, the city should embark on a new pedestrian master plan. The bulk of the transportation funding from the G.O. Bond should be put toward improving sidewalks.

5: Implement the recommendations from the road diet policy

Adoption of the city's Road Diet Policy was an important step toward improving traffic safety and building high quality bicycle and pedestrian environments. But it has not been adequately funded. BikeWalkKC urges KCMO leadership to set aside funding in the G.O. Bond to implement the road diet policy. This will repurpose excess roadway capacity for other uses and make the city much more pedestrian friendly.

6: Create a new traffic calming program

Broad support for the neighborhood-led campaign to install a protected bike lane on Armour Boulevard is a sign that people want traffic calming. It is time for the city to develop and fund a program for neighbors to request basic traffic calming improvements.