

# Bicycle Implementation Plan 2022

## 1. A five-year conceptual bicycle network

See the Appendix for a map of the conceptual five-year plan for bicycle network. This conceptual plan is intended to provide guidance for where to actively seek opportunities to implement bicycle facilities but is not intended to be the only option for where to implement these facilities.

## 2. A one-year work plan that specifies bicycle facility design and schedule

See the Appendix for a map of the one-year work plan. Listed below are the protected bicycle facilities planned to be implemented 2022.

- A. 19th Street from Grand Boulevard to Holmes Street, Holmes Street from 19th Street to 18th Street, and 18th Street from Holmes to Charlotte
- B. Oak Street from 19th Street to 12th Street
- C. Missouri Avenue from The Paseo to Woodland Avenue, Lexington Avenue from Garfield Avenue to Lebel Drive
- D. American Royal Drive from State Line Road to Avenida Cesar E Chavez
- E. Hickman Mills Drive from The Paseo to Prospect Avenue and Prospect Avenue from Hickman Mills Drive to E 85th Street
- F. Longview Parkway from 107th Street to Raytown Road
- G. Raytown Road from Longview Parkway to Grandview border
- H. E Truman Road from Holmes Street to Belmont Avenue
- I. E 22nd Street from Gilham Road to E 23rd Street and E 23rd Street from E 22nd Street to Manchester Trafficway
- J. Wyandotte Street from W 31st Street to Linwood Boulevard/33rd Street
- K. Grand Boulevard from 10th Street to Truman Road North
- L. Cherry Street from E 3rd Street to Charlotte Street
- M. E 27<sup>th</sup> Street from Campbell Street to Blue Valley Park Road

## 3. Methodology for pre and post implementation data collection; and

The methodology for pre-implementation data is to gather and collect crash reports for the three years prior to implementation for each segment of protected bicycle lanes installed as a part of this effort. For post-implementation, an on-going monitoring of crash data will occur as annual crash reports are sent via the Mid-America Regional Council. More frequent crash analysis could occur as city staff work to establish new data sharing relationships. A crash rate comparison will occur after three years of data is obtained along each segment. Additionally, bicycle volume counts will be obtained once per year after implementation along each facility.

## 4. Documentation of all community engagement related to the implementation plan.

Listed below is all engagement that has occurred as of Wednesday, March 30<sup>th</sup>, 2022. Further engagement is planned and will follow guidelines outlined in Ordinance 201966.

- Marlborough Community Coalition Meeting – Tuesday, February 22<sup>nd</sup>, 2022
- 5<sup>th</sup> District Councilmember briefing – Friday, March 4<sup>th</sup>, 2022

- 2<sup>nd</sup> District Councilmember briefing – Monday, March 7<sup>th</sup>, 2022
- 6<sup>th</sup> District Councilmember briefing – Wednesday, March 9<sup>th</sup>, 2022
- 3<sup>rd</sup> District Councilmember briefing – Friday, March 11<sup>th</sup>, 2022
- 4<sup>th</sup> District Councilmember briefing – Tuesday, March 29<sup>th</sup>, 2022
- Public Engagement mailer sent – Thursday, March 31<sup>st</sup>, 2022
- Virtual public engagement meeting – Monday, April 11<sup>th</sup>, 2022, 6 – 7:00 pm
- Virtual public engagement meeting – Tuesday, April 12<sup>th</sup>, 2022, 12 – 1:00 pm
- Virtual public engagement meeting – Monday, April 18<sup>th</sup>, 2022, 6 – 7:00 pm

See the Appendix for all community engagement including presentation slides presented in the engagement listed above.