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**BFC\_Fall\_2012 Submitted by Michael Park on 2012-07-19 17:53:45**

**Name of Community**

**Name of Community**

Lee's Summit

**State**

Missouri

**Mayor or top elected official (include title)**

Mayor Randy Rhoads

**Phone**

(816) 969-1010

**Email**

Randy.Rhoads@cityofls.net

**Address**

City Hall, 220 SE Green Street, Lee's Summit, MO, 64063

**Website**

www.cityofls.net

**Applicant Profile**

**Applicant Name**

Michael Park

**Title**

City Traffic Engineer

**Department**

Public Works Department

**Employer**

City of Lee's Summit, MO

**Address**

220 SE Green Street

**City**

Lee's Summit

**State**

Missouri

**Zip**

64063

**Phone**

(816) 969-1820

**Email**

Michael.Park@cityofls.net

**Are you the Bicycle Program Manager?**

Yes

**If no, does your community have a Bicycle Program Manager?**

Yes

**What is the Bicycle Program Manager's contact information?**

Michael Park, michael.park@cityofls.net

**Community Profile**

**1. Type of Jurisdiction**

Town/City/Municipality

**2. For purposes of comparison, would you describe your community as largely**

suburban

**3. ClimateAverage daytime temperature (in °F)**

**January**

28

**April**

56

**July**

78

**October**

58

**Average precipitation (in inches)**

**January**

1.2

**April**

3.6

**July**

3.9

**October**

3.7

**4. Size of community (in sq. mi.)**

**Total area**

65.9

**Water area**

2.3

**Land area**

63.6

**5. Total Population**

92188

**5a. Student population (during semester)**

10% or less

**6. Population Density (Person per sq. mi. of land area)**

1450

**7. Median Household Income**

70442

**8. Age distribution (in percent)**

**Under 5**

6.9

**Age 5-17**

21.1

**Age 18-64**

60.0

**Age 65+**

12.0

**Totals (should equal 100)**

100

**9. Race (in percent)**

**White**

86.1

**Black or African American**

8.3

**American Indian and Alaska Native**

0.3

**Asian**

1.7

**Native Hawaiian and Other Pacific Islander**

0.1

**Some other race**

1.1

**Two or more races**

2.4

**Totals (should equal 100)**

100

**Hispanic or Latino (of any race)**

3.9

**10. How many government employees (including the Bicycle Program Manager), expressed in full-time equivalents, work on bicycle issues in your community?**

2.0

**11. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?**

11-25%

**12. Do you have a Bicycle Advisory Committee?**

Yes

**12a. How often does it meet?**

Monthly or more frequently

**12b. How many members serve on the committee?**

11 Mayor Appointed Citizen Board Members, 1 City Council Liaison, and 1 City Staff Liaison

**12c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee? Check all that apply.**

User Group, Public Health, Planning Department, Transportation Department, Parks Department, Recreation Department, Other

**If other, describe (50 word limit)**

Minorities and people with disabilities are also represented on the Board. Law Enforcement, School Officials, Transit Officials, among others are invited to participate in Board meetings when there are related items of discussion on the agenda, such as b

**12d. Name and email of Bicycle Advisory Committee Chair**

Ajia Tenney, Chair, Livable Streets Advisory Board, ajia.tenney@gmail.com. Craig Faith, Vice-Chair, Livable Streets Advisory Board, cfaith@jkv.org

**13. List all bicycle advocacy groups in your community**

BikeWalk KC, Missouri Bicycle and Pedestrian Federation, Missouri Foundation for Bicycling and Walking, Kansas City Metro Bicycle Club, RevolveKC

**13a. List the name and email of the primary contact for the bicycle advocacy community**

Eric Rogers, BikeWalk KC, eric.rogers@bikewalkkc.org


**13b. Do you contract with any advocacy groups for services or programs? Check all that apply.**

Volunteer

**13c. List all advocacy groups that are working with you on this application.**

BikeWalk KC

**14. What are the primary reasons your community has invested in bicycling? Check all that apply.**

Improved quality of life, Improving public health, Community connectivity, Transportation options, Climate change/environmental stewardship concerns, Decrease traffic congestion, Increase property values, Cooperation with adjacent communities, Public demand, Support Smart Growth  or other growth management goals , Traffic and

bicycle/pedestrian safety, Meet local or state requirements, Other

**If other, describe (50 word limit)**

Bicycle Friendly Community and bicycle transportation in Lee's Summit is supported by the City's adopted citizen driven Lee's Summit Strategic Plan (LS360 - Charting Tomorrow), the City's Bicycle Transportation Plan, the City's Livable Street

**15. What was your community's most significant achievement for bicycling in the past year? (500 word limit)**

Adoption of the City of Lee's Summit Bicycle Transportation Plan, a recommended action from the League of American Bicyclist stated on the City's Honorable Mention Bicycle Friendly Community 2010 and 2011 Feedback reports. This is a comprehensive bicycle transportation plan adopted by the Planning Commission, incorporated into the City's Comprehensive Plan, which establishes existing bike routes and defines future bicycle transportation throughout the City. Plan reference:



<http://cityofls.net/LinkClick.aspx?fileticket=ViEkE0wTtb4%3d&tabid=465> Other activities include adding bicycle racks to both public libraries, a bike rack at the transit facility, completing a 0.5 mile road diet, over 2 miles of paved trail construction, completion of the Safe Routes to School Program for all 22 elementary and middle schools across the City, and the city's first bicycle recycle event. The Livable Streets Advisory Board, particularly the founding member and chairman, received honors on behalf of the City's Livable Streets initiatives and collaboration with regional biking and walking advocacy. Those honors include the Missouri Council on Activity and Nutrition Excellence in Connecting Health to Community Award (2012), the Missouri Bicycle and Pedestrian Federation Distinguished Service Award (2012), the BikeWalk KC Bicycle and Pedestrian Advocacy Award (2011) and the Missouri Parks and Recreation Association Volunteer of the Year Award (2011). The City Traffic Engineer/Bicycle Program Manager and liaison to the Livable Streets Advisory Board has also received honors for work supported by Livable Streets initiatives such as the LSMO Parks and Recreation Volunteers in Parks Award (2012), the Midwestern Institute of Transportation Engineers Transportation Safety Award (2012), and the Missouri Valley Institute of Transportation Engineers Young Professional of the Year Award (2012). These honors demonstrate the excellence, commitment, and significant achievements to improving conditions for pedestrians and cyclists in the Community over the last couple years alone.

**16. What specific improvements do you have planned for bicycling in the following year? (250 word limit)**

Begin construction of two major street connections including bicycle accommodations and shared-use path for more than two miles of new roadway. Both projects will provide new grade separated railroad crossings. Another project is planned that will complete another "road diet" on approximately one mile of existing four lane roadway to enhance safety and bicycle accommodations. The city has programmed funds for over two miles of paved shoulder along a rural road to better accommodate cyclists between residential areas and the City's greenway and bike route network (scheduled for construction summer of 2013).

**Engineering**

**17. Does your community currently have any of the following policies in place? Check all that apply.**

Local Complete Streets policy  , Local bicycle accommodation policy 

**17a. When was it adopted?**

November 2010

**17b. Provide a link or attach a copy of this legislation or policy**

<http://cityofls.net/LinkClick.aspx?fileticket=9usedVY%2bSas%3d&tabid=465>

**18c. What tools are in place to ensure implementation? Check all that apply.**

Implementation guidance, Design manual, Training, Oversight by Bicycle Program Manager, Implementation checklist

**19. Does your community currently have any of the following additional policies in place? Check all that apply.**

Design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project, Form-based/design-based codes , Connectivity policy or standards , Policy to preserve abandoned rail corridors for multi-use trails, Other

**If other, describe (50 word limit)**

Design-based Codes were approved by the Planning Commission as zoning overlay districts for various portions of the City and establish a model for citywide implementation. City joined a coalition for the preservation and use of abandoned and/or inactive

**20. How do you ensure your engineers and planners accommodate bicyclists according to AASHTO, MUTCD and NACTO standards? (Check all that apply.)**

Offer FHWA/NHI Training Course, Send staff to bicycle-specific conferences/training, Require project consultants to have bike/ped qualifications, Adopted local design manual, Other

**If other, describe (100 word limit)**

Engineering staff have qualification requirements that require continuing education of all transportation fields. Traffic engineers must be Professional Traffic Operations Engineer licensed with complete streets/bicycle accommodation training. Staff, particularly the Bicycle Program Manager, actively participated in the development and adoption of Regional Bicycle Design Standards (APWA KC Metro Section 5300), Missouri Design Manual for Livable Streets, and Regional Complete Streets Handbook (MARC). Staff has also provided local, regional, and state wide training on Livable Streets at various meetings and annual conferences to engineers, planners, city managers, and city officials. The latest manuals are used for bicycle facility planning and design.

**21. Which of the following significant physical barriers to cycling exist in your community? Check all that apply.**

Other, No significant physical barriers

**If other, please describe (100 word limit)**

All roads and bridges are accessible to bicyclists in Lee's Summit, except Interstate-470 on which bicycles are prohibited. Other highways exist in Lee's Summit where bicycles are allowed but not accommodated. However, there are bridges and underpasses across these highways accommodating cyclists at locations in accordance with the Bicycle Transportation Plan. One tunnel exists in Lee's Summit that currently does not accommodate bicyclists, but its removal has been funded and designed. Rail corridors exist in Lee's Summit, but bicyclists are accommodated at several crossing locations. Two new bicycle accommodated railroad crossings are funded and designed for construction next year.

**22. How do you ensure that there are end-of-trip facilities for bicyclists? Check all that apply.**

Ordinance that allows bike parking to substitute for car parking, Developers are eligible for density bonuses  for providing end-of-trip facilities, Other

**If other, describe (250 word limit)**

The Unified Development Ordinance that regulates development and redevelopment activity in the City provides conditions in which bicycle parking may be considered a substitute for car parking and residential density bonuses for particular zoning are available where non-motorized amenities such as bicycle parking and trails are provided. The City's Access Management Code also considers bicycle transportation and bicycle facilities in the requirements for development impact evaluation. Staff has also been given the direction from City Council through the Livable Streets Resolution and Ordinance that created the Livable Streets Advisory Board to work on UDO amendments incorporating development end-of-trip facility requirements. The City adopts KCAPWA Design Standards and Best Practices for Bicycle Facilities. These standards were recently updated, the City being a contributing author, and include APBP guidelines for bike parking.

**23. Do your standards for bike parking conform with APBP guidelines?**

Yes

**24. What is the total number of bike parking spaces in your community?**

400 - Approximately

**24a. What percentage of bike racks conform with APBP guidelines?**

26-50%

**24b. Of the total bike parking available, please specify the percentage of bike parking spaces that are:**

**Bike lockers**

None

**Parking spaces in bike depots (i.e. Bikestation)**

None

**Parking spaces in bike corrals (on-street bike parking)**

None

**25. Approximately what percentage of the following locations has bike racks or storage units?**

**Public and private schools**

76-90%

**Higher Education Institutions**

More than 90%

**Libraries**

More than 90%

**Transit stations and major bus stops**

More than 90%

**Parks & recreation centers**

More than 90%

**Other government owned buildings and facilities**

76-90%

**Event venues (e.g. convention center, movie complex)**

51-75%

**Office buildings**

Less than 10%

**Retail stores**

Less than 10%

**Multi-family housing**

10-25%

**Public housing**

Less than 10%

**26. Does your community have transit service?**

Yes

**26a. What percentage of buses are equipped with bike racks?**

more than 75%

**26b. Are bikes allowed inside transit vehicles?**

Yes

**27. What is the mileage of the existing off-road bicycle network within your community?**

44.2

**27a. How many miles of the following off-road bicycle accommodations do you have? Answer all that apply (in centerline miles)**

**Paved shared use paths (?10feet)**

43.4

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**Natural surface shared use paths (?10feet)**

0.8

**Singletrack****27b. What percentage of natural surface trails and singletrack are open to bicyclists?**

All

**27c. What are the exceptions? (100 word limit)**

None

**28. What is the centerline mileage of your road network?**

478

**28a. What is the street network density of your road network? (miles of road per sq. mi. of land area)**

5.1 - 10.0

**28b. What percentage of roads has posted speeds of 25mph and lower?**

76-90%

**28c. What percentage of the existing on-street bicycle network meets or exceeds AASHTO, MUTCD and NACTO standards?**

More than 90%

**28d. List your existing on-road bicycle accommodations that meet or exceed AASHTO, MUTCD and NACTO standards. Answer all that apply (in centerline miles)****Conventional bike lanes (ridable surface ?4feet)**

16.3

**Shared lane markings**

1.8

**Contra-flow bike lanes****Protected or buffered bike lanes (one-way)****Protected or buffered bike lanes (two-way)****Raised cycle tracks****Left-side bike lanes****Bike boulevards****Signed bike routes**

53.6

**29. What other ways have you improved conditions for bicyclists? Check all that apply.**

Road diets , Area wide traffic calming , Roundabouts that accommodate bicycles , Removal of on-street car parking , Speed tables to calm traffic , Other

**If other, describe (250 word limit)**

A significant portion of the Bicycle Transportation Plan includes paved shoulders and wide curb lanes; a context sensitive approach for Lee's Summit. Collector street standards include wide curb lanes of at least 14 feet. Standards for all rural suburban roads, including arterials, require paved shoulders. There are about 45 miles of existing wide curb lane bike route in the City. Most arterials, and nearly all major arterials, include paved trail alternatives for cyclists. Arterials in Lee's Summit typically have well controlled access, per the City's Access Management Code, limiting driveways and intersections. Approximately 70% of major arterials, 40% of all arterials, have a paved path alternative or paved shoulder to accommodate cyclists. Parking is prohibited along all arterials and other select locations. An area wide traffic calming program, the Neighborhood Traffic Safety Program, was implemented in 2007. As a result of this program many neighborhood traffic safety issues have been addressed. 36 speed humps and/or raised crosswalks have been installed. The City has also constructed 14 roundabouts that accommodate cyclists. A Safe Routes to School Program, named the School Area Traffic Safety Study Program, resulted in the study of all 22 elementary and middle schools in the community, public and private K-8 institutions, where traffic improvements to promote safer routes to walk and bike to school were completed. This program received a Midwestern ITE Award for Transportation Safety. Way finding signs for on-street bicycle routes and off-street trails have been installed, including all designated loop routes.

**30. What percentage of arterial streets has dedicated space for cyclists (e.g. bike lanes, paved shoulders ?4feet, cycle tracks, etc)?**

26-50%

**31. Which of the following broader transportation policies and programs are in place in your community? Check all that apply.**

Shared-parking allowances , Prioritization of active mobility in planning and design processes , Other

**If other, describe (250 words)**

The City's adopted Livable Streets Policy was ranked by the National Complete Streets Coalition as the 2nd Best Resolution in the nation of similar sized communities. This policy provides a broad transportation policy in support of cyclists, pedestrians, motorists, and transit riders. Other community wide programs include the Neighborhood Traffic Safety Program (traffic calming), School Area Traffic Safety Study Program (safe routes to school), and the City's Sustainability Program (Sustainability Plan). The Sustainability Plan includes provisions and recommended actions for better bicycle transportation as a means to reduce targeted GHG's. The traffic calming and safe routes to school programs have been referenced elsewhere in the application.

**32. What maintenance policies or programs ensure the on-street bicycle network (including shoulders) remains usable and safe? Select all that apply.****32a. Street sweeping**

Same time as other travel lanes

**32b. Snow clearance**

Same time as other travel lanes

**32c. Pothole maintenance**

Within 24 hours of complaint

**32d. Describe any other maintenance policies or programs for the on-street bicycle network (including shoulders). (100 word limit)**

All street pavement markings in the City, including those for bicycle routes and paved shoulders, are re-applied annually and checked to conform to MUTCD standards. Similarly, all signs are reviewed periodically to meet adopted standards and retro reflectivity requirements. The 11-mile Longview bike loop is swept by the Parks and Recreation Department in addition to regular street maintenance performed by Public Works Department.

**33. What maintenance policies or programs ensure the off-street bicycle network remains usable and safe? Select all that apply.****33a. Path sweeping**

Quarterly

**33b. Vegetation maintenance**

Quarterly

**33c. Snow clearance**

Never

**33d. Surface repair**

Within one week of complaint

**33e. Describe any other maintenance policies or programs for the off-street bicycle network. (100 word limit)**

Each route in the off-street bicycle network (trail/path) is routinely and personally inspected by the Parks and Recreation Department Greenway and Trails Asst. Superintendent. A walking inspection of all routes for needed repairs and maintenance is completed at least twice each year. The trails/paths are swept and vegetation addressed as needed, observed, and/or reported. All path/trail signing are compliant with the MUTCD and periodically inspected.

**34. Is there a mechanism in place for cyclists to identify problem intersections or areas to traffic engineers and planners? Check all that apply.**

Online reporting, Monthly meeting, Other

**If other, describe (100 word limit)**

Direct Phone and Web/Email Contact to the Public Works Department (City Traffic Engineer/Bicycle Program Manager) and Parks and Recreation Department are publicly available. Public comment and complaints may be received at the monthly Livable Streets Advisory Board meeting or at the monthly Public Safety Advisory Board meeting, both of which the City Traffic Engineer services as staff liaison.

**35. How do you accommodate cyclists at intersections in your community? Check all that apply.**

Most signals are timed, Video or microwave detection , Path crossing with high visibility markings or signs , Other

**If other, describe (100 word limit)**

The City has adopted video detection as the standard for all traffic signal installations. Approximately 95% of the traffic signals in the City (49 City Owned and 52 State Owned) have video detection, radar detection, or pre-timed operation to serve all approaches; accommodating cyclists. The remaining 5% have induction loop detection that does not serve cyclists well and state laws provide cyclists privileges on red indications whenever service is not available due to the lack of detection in these situations.

**36. Describe any other amenities or infrastructure improvements that your community provides or requires that create a comfortable and attractive bicycling environment (e.g. human-scale building design guidelines, mixed-use zoning, public restrooms, etc). (500 word limit)**

Arterial and neighborhood street lighting is required throughout the City on all capital improvements and development projects. Nearly all arterial streets have continuous street lighting installed. Elsewhere, street lights have been installed at every intersection, at the end of every cul-de-sac, and at spacing not to exceed 500 feet, specifically targeting all residential areas. Street lights improve safety for all road users during nighttime conditions, including cyclists. Landscaping is required of all development and redevelopment. Several arterial streets have a landscaped/streetscape environment, including all of the streets in the national award winning downtown Lee's Summit area. As an awarded Tree City USA Community, 2012, by the National Arbor Day Foundation, landscaping provides shade and encourages active transportation. The City actively seeks to improve sidewalk and trail conditions. All sidewalks in Lee's Summit, except within the downtown district, are accessible to cyclists. This effort to improve sidewalks, trails, and the surrounding environment benefits pedestrians and cyclists. More than \$5 million have been invested in sidewalk and trails over the last 5 years assisting the City in its designation as a "Bronze" Walk Friendly Community in 2011 by the national Pedestrian and Bicycle Information Center and was a contributor to the Lee's Summit Parks and Recreation Department's receipt of the nation's highest honor, the 2010 Gold Medal Award by the National Recreation and Parks Association. The City's Neighborhood Traffic Safety Program and award winning School Area Traffic Safety Study Program are described in other sections of the application. These programs have resulted in numerous area wide residential traffic calming installations and safe routes to school. The City promotes mixed-use development through its PMIX zoning and encourages human-scale building design with four-sided architecture for improved aesthetics in its Unified Development Ordinance citywide design standards.

**Education**

**37. What percentage of schools in your jurisdiction participates in Safe Routes to School programs (or similar programs) that include bicycle education?**

**Elementary**

51-75%

**Middle School**

51-75%

**High School**

None

**38. Outside of schools, how are children taught safe cycling skills? Check all that apply.**

Bike clinics or rodeos , Youth recreation programs, Helmet fit seminars, Other

**If other, describe (250 word limit)**

A safe routes to school program, named the School Traffic Safety Study Program was developed and implemented by the City's Public Works Traffic Engineering Division and coordinated with all elementary and middle schools (Principals and School District Officials) in the City. The City also has two private K-8 schools that were included in the program. Each school area was studied and safe routes to school reviewed and improved. Reports and maps for safe routes to school via pedestrian and bicycle transportation were distributed to each school (22 school studies in total) for faculty, student, and parental education. All of the improvements recommended in each study have been completed. Participation by all K-8 institutions helps to promote safe walking and bicycling activities and use of most appropriate routes. Most, if not all schools participate in safe walking and biking education (albeit at different levels and programs). For example, some schools participate in walking school buses, safety patrol, and ride your bike to school day. This last year, a major Bike and Walk to School Day event attracted hundreds of new schoolchild activity. The City of Lee's Summit also hosts its "Bike Safety Rodeo" event at the local elementary school(s). The school(s) advocate participation in this event through flyers. Camp Summit, a Youth Camp in Lee's Summit by the City Parks and Recreation Department, engages bike patrol officers to teach youth about bicycle safety.

**39. Do you have a ticket diversion program? Check all that apply.**

No

**40. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely? Check all that apply.**

Public service announcements, Share the Road educational videos on community website/TV channel, Community newsletter/magazine article, Newspaper column/blog on bicycling, Share the Road Signs, Share the Road information in driver's education, Other

**If other, describe (250 word limit)**

The City's Police Department has developed flyers/brochures with road safety information particular to cycling. These flyers are distributed throughout the community. Parks and Recreation has coordinated classroom opportunities for bicycle safety education in coordination with BikeWalk KC. The Livable Streets Advisory Board has published several articles for bicycle safety and encouragement in both local newspapers.

**41. In your community, how often are the following classes offered annually? Answer all that apply (in numbers)**

**Traffic Skills 101 classes or equivalent (including classroom and on-bike instruction)**

1

**Cycling Skills classes (three to four hour classroom training courses)**

1

**Commuter classes (one to two hour classes)**

**Bicycle maintenance classes or workshops**

1

**42. Do you offer regular Smart Cycling courses for your city engineers and planners that include on-bike instruction and in-traffic cycling?**

No

**43. Has your community hosted a League Cycling Instructor seminar in the past two years?**

Yes

**43a. How many League Cycling Instructors are there in your community?**

13

**43b. List League Cycling Instructors that have taught at least one class during the past 12 months. (250 word limit)**

Eric Bunch

**44. Which of the following groups of professional drivers have training that includes information on sharing the road with cyclists? Check all that apply.**

City staff, Transit operators, School bus operators, Other

**If other, describe (100 word limit)**

Professional drivers for the City receive extensive driver training including bicycle and pedestrian road sharing. School bus drivers receive training pertaining to pedestrians and cyclists as part of the yearly Defensive Driving Course offered in August before school starts. Transit operators are trained for bicycle awareness and share the road.

**45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations, particularly seniors, minorities, non-English speakers and the disabled. (250 word limit)**

The City's Greenway Newsletter, Parks & Recreation Illustrated Magazine, and CityScope Newsletter are mailed to all residents of the City. There are also bicycle awareness commercial videos produced by the City and bicycle advocates and shown on the City's Public Access Channel. The City also authors regular articles in both local news papers promoting bicycle safety and bicycle activity.



**46. Describe any other education efforts in your community that promote safe cycling. (500 word limit)**

Camp Summit reaches more than 400 children enrolled in the Parks and Recreation summer day camp with a condensed, non-riding version of Bicycle Lesson and Safety Training (BLAST). The Parks and Recreation community newsletters include bicycle safety tips. The Livable Streets website, Facebook page, and pamphlet materials advocate safe cycling. The City's Public Access Channel shows video information for safe cycling and the Jackson County Trail Guide for hiking and biking also included biking/hiking rules of safety.

**Encouragement**

**47. How do you promote National Bike Month/your own dedicated Bike Month? Check all that apply.**

Official Proclamation, Community Rides, Public Service Announcements, Videos promoting bicycling on community website/TV channel, Bike Month Website, Commuter Challenge, Bike to School Day, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits), Trail construction or maintenance day

**47a. What percentage of the population participate in Bike Month events?**

6-10%

**47b. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?**

Yes


**If yes, describe (500 word limit)**

As part of Bike Month, Bike to Work Day and Bike to School Day are also promoted.

**47c. Approximately what percentage of the community workforce do you reach on Bike to Work Day?**

1-25%

**48. How do you promote bicycling outside of your official Bike Month? Check all that apply.**

Community and charity rides, Videos on bicycling on community website/TV channel, Public Service Announcements, Trail construction or maintenance day, Summer Streets/Ciclovia/Sunday Parkways , Commuter Challenge, Triathlons and bicycle races, Bike to School Day, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits), Other

**If other, describe (250 word limit)**

Media articles are published in local news papers, authored by the Livable Streets Advisory Board, in support of cycling. The City also has an annual Health, Wealth and Leisure Expo which includes the promotion of active lifestyles (e.g. cycling).

**49. List the signature cycling events that occur in your community. (500 word limit)**

Tour De Lakes Tom Logan Memorial Ride (800+ Riders/Event) - [www.tourdelakes.org](http://www.tourdelakes.org), Jackson County Triathlon - [www.jacksoncountytriathlon.com](http://www.jacksoncountytriathlon.com), Kansas City Triathlon - [www.kctri.org](http://www.kctri.org), Tour of Kansas City - [www.tourofkc.com](http://www.tourofkc.com), Junior Triathlon - [www.kctri.org](http://www.kctri.org), Spring Spin and Night Flight - [www.cityofls.net](http://www.cityofls.net), Bike the Summit event, MS150 training rides. The Tour of Kansas City Bike Event has courses in Lee's Summit each year. This event is a USA Cycling Event (USAC). These events attract thousands of cyclists to Lee's Summit annually.

**49a. How does the municipality sponsor or actively support these events?**

Organize the event, Fund event, Contribute in-kind funding (i.e. police presence, closing roads, etc), Assist in promoting the event

**50. Does your local tourism board promote bicycling in your area?**

Yes

**If yes, describe (250 word limit)**

The City of Lee's Summit is the local tourism board, assisted by the Chamber of Commerce and the Economic Development Council. The Greenway Master Plan and Bicycle Transportation Plan are well promoted by the City. The trails system in particular is an advertised community amenity for cycling to attract tourism, business, and residents. Its city perimeter, looped routes, and interconnected links are highly visible and greatly used, being one of the best promotions for bicycling and active lifestyles.

**51. Are there cycling clubs in your community? Check all that apply.**

Recreational bike clubs, Mountain bike clubs, Racing clubs or teams

**51a. List the names of the clubs. (500 word limit)**

Kansas City Bike Club, Earth Riders, Shores Sports, Bike Stop Racing are a few of the active clubs in Lee's Summit. There are also several informal, but regularly scheduled rides with 20-40 riders each that meet at Gusto! Coffee, Whistle Stop Coffee, Spin Pizza, Bike America, Bike Shack, and Longview Community College, among other group locations throughout the community on a weekly basis.


**52. How many specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?**

3

**52a. List their names. (250 word limit)**

Bike Stop, Bike America, and Summit Bikes

**53. Which of these bicycling amenities do you have in your community? Check all that apply.**

BMX track , Mountain bike park, Themed loop routes around the community, Other

**If other, describe (100 word limit)**

The BMX track in Independence, MO is 20 minutes from Downtown Lee's Summit. Mountain bike trails are available in Kansas City's Swope Park and County Parks adjacent to Lee's Summit including Lake Jacomo, Longview Lake, and James A. Reed Park. The Blue River Parkway trail (along the Blue River) is also nearby. There are four themed loop routes in the community: Longview Loop, Legacy Loop, Raintree Loop, and Lakewood Loop. Three loops surround local lakes and all include scenic interests. Loops are located in four separate quadrants of the City, connected by bicycle routes through the centrally located downtown area.

**53a. Is there a skate park in your community?**

Yes

**If yes, do bikes have access to the skate park?**

Always

**54. Are there opportunities to rent bicycles in your community?**

No

**55. Does your community have a public bike sharing program?**

No

**55a. If yes, please provide details about the system below.**

How many bikes are in the system?

How many stations are in the system?

How many trips are being made annually?

**56. Do you have any current League of American Bicyclists designated Bicycle Friendly Businesses in your community?**

Yes

**If yes, list the names of the businesses. (250 word limit)**

Bike Stop is a Bronze Bicycle Friendly Business in Lee's Summit, awarded in 2012. Several other businesses in Lee's Summit, including the City of Lee's Summit, have applied for Bicycle Friendly Business status.

**57. Do you have any current League of American Bicyclists designated Bicycle Friendly Universities in your community?**

No

**58. Does your community have youth recreation and/or intervention programs centered on bicycling? Check all that apply.**

Recycle a Bicycle, Other

**If other, describe (100 word limit)**

Young Variety of Greater Kansas City conducted their annual Bike Bonanza at Lee's Summit HyVee, which again was one of only 5 locations throughout the metropolitan area to be included. People can make donations or drop off gently used bikes. Families are assisted throughout the year through the Kids on the Go! Mobility program which includes vans with lifts, wheelchairs, adaptive bicycles, prosthetic limbs, medical procedures and more. The City also hosted its first annual Bicycle Recycle event, where hundreds of bicycles were donated for recycle and reuse throughout the community.

**59. What mapping and route finding information is available for your community, which has been updated in the last 18 months? Check all that apply.**

Online bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities, Printed bike map outlining existing bike infrastructure (by

type), public restrooms and other bicycle amenities, Printed mountain bike trails map, Printed greenways and trails map

**60. Describe any other programs or policies your community has to encourage cycling. (500 word limit)**

#### **Enforcement**

**61. How does your police department interact with the local cycling community? Check all that apply.**

Identified law-enforcement point person to interact with cyclists

**62. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists? Check all that apply.**

Basic academy training, International Police Mountain Bike Association training, Law Enforcement Bicycle Association training

**63. What enforcement programs that target improving cyclist safety are in place? Check all that apply.**

Helmet giveaways, Light giveaways, Targeting motorist infractions, Targeting cyclist infractions, Share the road campaigns

**64. What percentage of police department employees are on bikes?**

10-20%

**65. Are any other public safety (e.g. EMS) employees on bikes?**

No

**66. Do police officers report cyclist crash data or potential hazards to traffic engineers and planners to identify sites in need of safety improvements for cyclists?**

Yes

**67. Which of the following safety services and amenities are available in your community?**

Street lighting on most arterials, Street lighting on most non-arterials, Non-mandatory bike registration

**68. Do you have any local ordinances that protect cyclists equitably? Check all that apply.**

It is illegal to park or drive in a bike lane (intersections excepted), Penalties for motor vehicle users that 'door' cyclists, Ban on texting while driving, Safe passing distance law, It is illegal to harass a cyclist, Other

**If other, describe (250 word limit)**

The ban on texting while driving currently only applies to individuals under the age of 21, but state legislation has been proposed that would remove this limitation and cause the ban to apply regardless of age. Harassing cyclists and individuals that 'door' cyclists may be penalized for offenses described as assault, battery, or harassment under associated state laws and local ordinance prohibiting such actions. Missouri state bike laws are applicable to the City of Lee's Summit and include provisions for overtaking bicycles at safe distances.

**69. Do your local ordinances place any restrictions on cyclists? Check all that apply.**

Other

**If other, describe (100 word limit)**

Although not legislated by ordinance or City policy, a few schools within the City discourage or restrict youths from riding to school, unless parental consent is provided to the school principal.

**70. Describe any other enforcement programs or policies relating to cycling. (500 word limit)**

All of the education and encouragement activities, especially those mentioned in questions #38, #40, #47, and #48 include a bicycling safety and related cycling laws.

#### **Evaluation and Planning**

**71. Does your community have a comprehensive bicycle master plan or similar section in another document?**

Yes

**71a. If yes, please provide details about the plan below.**

**Provide a link to the plan or describe. (250 word limit)**

Bicycle Transportation Plan: <http://cityofls.net/LinkClick.aspx?fileticket=ViEkE0wTtb4%3d&tabid=465>

**When was it passed or most recently updated?**

June 12, 2012

**Is there a dedicated funding source for implementation?**

Yes

**If yes, describe (250 word limit)**

The City's permanent Road and Bridge Sales Tax provides funding for all planned street, pedestrian, and bicycle infrastructure improvements. In addition, publicly voted Sales Tax and Bond Issues provide supplemental funding for capital improvements such as new streets, adding paved shoulders, providing transportation safety improvements, and street widening. Grants and Federal Funds also contribute the implementation of multi-modal transportation infrastructure.

**What percentage of the current plan has been implemented?**

63%

**Are you meeting annual target goals for implementation?**

Yes

**72. Do you have a trails master plan that addresses mountain bike access?**

Yes

**If yes, provide the link to the plan or describe. (250 word limit)**

Greenway Master Plan: <http://cityofls.net/Parks/Parks-and-Trails/Greenway-Trail-System.aspx>

**73. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?**

No

**74. Does your community have an on-going bicycle counting and/or survey program that allows for long-term trend analysis of cycling trips (e.g. participation in the National Bicycle and Pedestrian Documentation Project)?**

Yes

**If yes, please describe the most recent results. (250 word limit)**

The City of Lee's Summit conducts peak hour intersection counts for all traffic signal controlled intersections and various other major intersections on a routine basis (programmatically scheduled once every 4 years). These peak hour traffic counts include a count of bicycle traffic and may be trended with historical data. This information is primarily used to improve intersection operations and assess crash trends in combination with the crash analysis studies. In addition to this data, the City conducts community surveys that identify transportation mode choice for trips to and from work or other frequent destinations. These surveys are typically conducted by a research company, the two most recent surveys conducted in 2000 and 2008. Another community survey is planned. This data is trended to measure changes in mode choice for transit and bicycle demand among other transportation modes. The following statistically valid survey results from 2008 indicate 1% of the population travel by bicycle, 2% by bus, 1% by Van Pool, 3% by Car Pool, 97% by Car, and 2% Other (Pedestrian). These statistics were similar to the 2000 transportation survey, except that bicycle mode share was reported at 2%. Observations and experience suggest the bicycle mode has been trending upward more recently as a result of improved bicycle route planning and cycling accommodations, the City's Livable Streets Policy and initiatives to promote cycling and bicycle awareness such as Bike Month and community bicycling events, that were only implemented after 2008.

**75. Does your community routinely conduct pre/post evaluations of bicycle-related road projects?**

Yes

**If yes, please describe the results. (250 word limit)**

The City conducts a performance evaluation of pre and post project conditions for bicycle routes to summarize the level of service gain/loss. Where improvements target crash reductions, a pre and post project crash experience is evaluated. On future project designed specifically to encourage more bicycle activity, bicycle counts will be conducted to measure ridership change.

**76. Does your community establish target goals for bicycle use?**

No

**77. What is the most current journey-to-work data for your community? Tip: Search for topic B08301 (Means of Transportation to Work) for your community on the American FactFinder website. Answer all that apply (in percent)**

#### **Bicycling**

1.5



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**Walking**

0.6

**Transit**

0.2

**78. What is the average commuting distance to work for residents of your community?**

More than 10 miles

**79. How many cyclists have been involved in a crash in your community in the past five years involving a motor vehicle?**

13

**79a. How many cyclist fatalities have occurred in your community in the past five years involving a motor vehicle?****79b. Do you have a specific plan or program to reduce these numbers?**

Yes

**If yes, describe (250 word limit)**

The City's Traffic Engineering Division implements a Crash Analysis Program in which all modes of transportation, including bicycle, are considered in the annual review of high crash locations and patterns of crash type such as bicycle to vehicle incidents are identified. For example, a review of bicycle to vehicle incidents summarized above indicates more than half of these incidents could have been prevented had the cyclists followed all traffic regulations, especially stop conditions at intersections. A focused education campaign towards cyclists and rules of the road may help reduce these types of incidents in the future as well as build public respect for cyclists on the road. Other measures to reduce bicycle related crashes include routine inspection and maintenance of all traffic control (e.g. signs, markings, signals) in the City for proper condition, function, and standard.

**80. Do you measure the Bicycle Level of Service of roads and/or intersections?**

Yes

**If yes, please describe your methodology and recent results. (250 word limit)**

Bicycle Level of Service (BLOS) is calculated for all routes in the Bicycle Transportation Plan based on the current Highway Capacity Manual methodology. The City's LOS goal is C for all vehicular and bicycle transportation. The calculated route average BLOS is C, citywide, for all existing routes in the Bicycle Transportation Plan. BLOS is also used for route planning. In addition to BLOS for street and intersection operations, other HCM methods and current evaluation tools such as Sidepath Suitability Scores (Chicagoland Bicycle Federation) and Sidepath Safety Index (Florida DOT) are used to evaluate bicycle conditions on sidepaths and trails.

**81. Do you have community-wide trip reduction policies or programs?**

Yes

**If yes, describe the policy/program and the results. (250 word limit)**

The City's Access Management Code, which also regulates requirements for traffic impact studies, allows for development conditions to be reviewed with vehicular trip reductions where bicycle accommodations and facilities are proposed.

**81a. Does the program use individualized marketing to identify and support current and potential bike commuters in your community?**

No

**82. Have you done an economic impact study on bicycling in your community?**

No

**83. Do you have a mechanism to ensure bicycle facilities, programs and encouragement efforts are implemented in traditionally underserved neighborhoods?**

Yes

**If yes, describe (250 word limit)**

The Livable Streets Policy applies to all neighborhoods equally. Similarly, the Bicycle Transportation Plan connects all neighborhoods, including neighborhoods traditionally underserved and all bicycle facility design standard are comprehensive, non-discriminatory. However, City engineers, planners, and the Livable Streets Advisory Board recognize the necessary emphasis to serve traditionally underserved neighborhoods as a population that would generally reciprocate the greatest use and benefit of non-motorized transportation alternatives.

**84. Describe any other programs or policies that your community uses to evaluate and/or plan bicycling conditions, programs, and facilities. (500 word limit)**

Aside from the aforementioned Bicycle Transportation Plan and BLOS Analysis, the City uses its Road Safety Audit Program, Crash Analysis Program, and several Sidepath/Trail review criteria as additional methods for planning and evaluating bicycling conditions and facilities. The Road Safety Audit program is managed by the City Traffic Engineer and is a cyclical inspection and review of all traffic control (e.g. signs, markings, signals) throughout the City, street by street, to ensure proper condition, function, and standard. The Crash Analysis Program is managed by the City Traffic Engineer and is an annual review of traffic crashes on City streets. A professional engineering study of at least the 10 highest crash locations is completed every 4 years and trends compared annually for improvement. These studies and analysis include pedestrian, bicycle, and auto incidents, segregated and compiled to identify correctable patterns and improvement strategies. These studies result in short-term and long-term mitigation recommendations; with all short-term improvements completed. Consequently, the City has demonstrated an overall reduction in crash trends over the last 6 years despite continued community growth. Other evaluation and planning tools are used for selecting bicycle facilities, especially the careful evaluation of sidepaths and trails for cyclists. Applied tools include but are not limited to those developed by the Chicagoland Bicycle Federation and the Florida Department of Transportation.

**Final Overview****85. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?****Reason One (250 word limit)**

The beautiful natural environment and increasingly supportive political environment of the City of Lee's Summit provide an excellent basis for bicycle-friendliness. A vision inspired by the League of American Bicyclists, the Complete Streets Coalition, and the Missouri Bicycle and Pedestrian Federation has garnered broad support from citizens and elected officials alike. As a result, an ever increasing number of citizens and visitors are bicycling for fun, fitness, and transportation in a built environment that is steadily becoming more and more bicycle friendly. Lee's Summit is a destination for many recreational bicyclists, and host to several annual bicycle events that attract thousands of riders. Lee's Summit now has interested businesses in Bicycle Friendly recognition, including one that recently achieved Bronze Bicycle Friendly Business designation. Known nationally for its parks and trails, the City is also a regional leader in complete streets, a Walk Friendly Community, and a regional partner in bicycle advocacy.

**Reason Two (250 word limit)**

The City of Lee's Summit has intently responded to feedback received from the League of American Bicyclists from its 2010 and 2011 Bicycle Friendly Community applications, both of which were distinguished Honorable Mention. The four significant improvement measures noted in the 2010 feedback report were addressed: A complete streets policy (Livable Streets Policy) was adopted in December 2010 by the City Council and was recognized regionally and nationally as a model policy. In addition, an oversight board (the Livable Streets Advisory Board) was created by Council in 2011. The number and extent of on-street bicycle accommodations were expanded, including those along arterials to increase use and improve safety. A cyclical Safe Routes to School program (i.e. School Area Traffic Safety Study Program) was developed and completed for all elementary and middle schools in the City, receiving Midwestern recognition. Lastly, education and outreach efforts for bicycle safety through various media and events, including newspaper articles, safety pamphlets, and cycling safety courses/instruction, have been expanded. Regarding key measures to improve cycling proposed in the 2011 feedback report, the amount of City staff time dedicated to bike projects and bike activities has increased, additional bike parking has been provided in the City (e.g. all libraries), more paved shoulders have been planned for arterial streets, and continued safe routes to school and other bicycle education campaigns have been pursued. Many other suggestions in the feedback reports from 2010 and 2011 related to Engineering, Education, Encouragement, Enforcement, and Evaluation/Planning were implemented as well.

**Reason Three (250 word limit)**

Lee's Summit is a proud and accomplished community with many recent honors attributed to complete streets or livable streets initiatives. These accomplishments are due in part from the engineering, education, and evaluation/planning of bicycle transportation. The community is continuously working with regional partners (e.g. BikeWalk KC, Mid-American Regional Council, Missouri Livable Streets, etc.) and local agencies (e.g. school districts, Parks Department, Missouri Department of Transportation, Police Department, and Public Works Department) to promote the Bicycle Friendly principals of our Livable Streets policy.

**86. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?****Aspect One (100 word limit)**

Improve the public perception of cyclists ("bikes belong") and the need for well planned, safe bicycle facilities. The benefit of safe bicycle facilities will improve traffic conditions for all road users and improve the quality of life offered to residents and visitors of Lee's Summit. A positive perception of cyclists will help secure progress for improvement and encourage more bicycle activity in the community (a health benefit too). A bicycle economic impact study would help communicate the benefits of cycling and more positively shape public opinion towards bicycling.

**Aspect Two (100 word limit)**





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Continue to address cycling barriers such as Interstate, Highway, and Railway crossings. While several crossings for these barriers exist already to accommodate cyclists in the bicycle transportation network and greenway trail system throughout the City, more crossing alternatives should be sought. Two new railway crossings will start construction in the next year and a new highway crossing has been designed. Additional alternatives for crossing major barriers to cyclists should be pursued to make bicycle transportation most efficient.

**Aspect Three (100 word limit)**

The City of Lee's Summit has a large proportion of recreational cyclists, but desires more utilitarian use. The City should encourage more mixed-use development and redevelopment within the City that fosters an environment more supportive for cycling, in particular bicycle commuters. Higher density and mixed-use activity centers would increase the number of bicyclists.

**87. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?**

Yes

**If yes, describe (250 word limit)**

The City is actively seeking funds for paved shoulders along arterial roads to better connect cyclists to the existing greenway trail and bike route network. These routes are also planned in the recently adopted Lee's Summit Bicycle Transportation Plan. This application also helps provide a guideline for focusing our community efforts to promote cycling education and activities.

**88. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?**

Yes

**If yes, describe (250 word limit)**

The City has received very good feedback from the League of American Bicyclist regarding our 2010 and 2011 Bicycle Friendly Community Applications, both of which received Honorable Mention. Using this feedback, significant improvements have been completed. These improvements include such initiative as the Safe Routes to School Program (School Area Traffic Safety Studies), encouraging Bicycle Friendly Businesses (Bike Stop Bicycle Friendly Business 2012), Adoption of the Bicycle Transportation Plan (2012), Approval of nationally recognized Livable Streets Policy (2010), Creation of Livable Streets Advisory Board (2011), Added/Constructed Trails and Bike Routes (specifically added paved shoulders along arterial roads) throughout the City, Provided additional Bicycle Parking, and created more cycling and bicycle recycle events. Completing this application continues the positive momentum towards the focused goals in the Bicycle Friendly Community application and feedback reports. It also highlights areas where additional improvements should be targeted to improve our cycling environment and opportunity for recognition by the League of American Bicyclists as a Bicycle Friendly Community.

**We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?**

Yes

**Please upload five high resolution photos (1-5MB) here. By uploading photos, The League of American Bicyclists has the right to use your photos to promote bicycling. If there are other documents you would like to submit in support of your application, upload them here as well.**