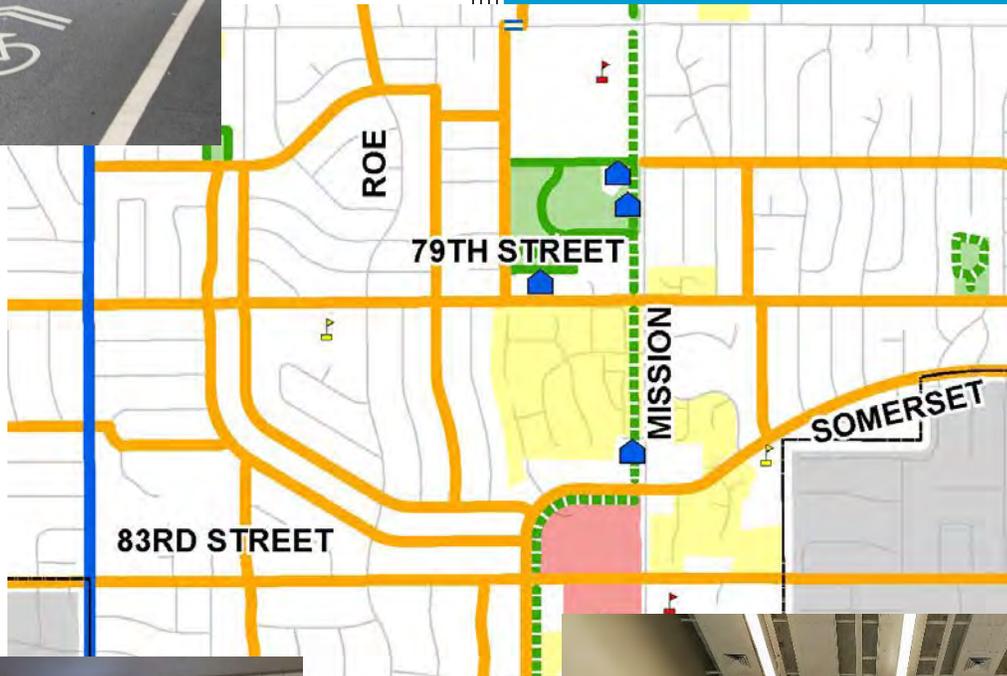


Citywide Bike/Ped Plan

City of Prairie Village, Kansas

2018



City of Prairie Village

City-Wide Bicycle and Pedestrian Plan

City of Prairie Village | March 2018

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Large Scale Bicycle and Pedestrian Recommendation Maps
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CHAPTER 1 | INTRODUCTION

The City of Prairie Village is one of twenty cities in Johnson County, Kansas and offers residential population over 21,000 within its 6.7 square mile city limits. The City is completely surrounded by other cities and shares its border with Overland Park, Mission, Leawood, and Mission Hills, Kansas and Kansas City, Missouri.

Plan Purpose

The City would like to encourage healthy lifestyles by creating options for people to use active transportation for their daily needs. Therefore, the purpose of the Plan is to guide the development of a bicycle and pedestrian network in the community. Based on technical analysis and robust public engagement, the Plan will recommend improvements to guide funding and implementation decisions in the future.

Plan Outline

The City-Wide Bicycle and Pedestrian Plan is organized into four major sections:

- *Chapter 2 | Existing Conditions:* This chapter details the current network of the bike and pedestrian accommodations within the City
- *Chapter 3 | Public Engagement:* This chapter recounts the robust public engagement process and summarizes the major themes of the public's comments.
- *Chapter 4 | Bicycle and Pedestrian Facilities:* This chapter delves with the bicycle and pedestrian facility types, from concept to recommendations for the City.
- *Chapter 5 | Action Plan:* This chapter provides benchmarks and implementation plans to improve accommodations for bicyclists and pedestrians.

CHAPTER 2 | EXISTING CONDITIONS

The existing conditions analysis focuses on level of service and crash data. The analysis helps inform recommendations regarding bicycle and pedestrian facilities and other potential safety improvements.

Level of Service

The existing conditions analysis included a level of service (LOS) review for both bicyclists and pedestrians. Level of service is a method to calculate a user's perceived sense of safety and comfort. A higher level of service (LOS A) represents low stress and high comfort for a user. In contrast, a lower level of service (LOS F) represents high stress and low comfort for a user.

Bicycle level of service is based on several factors, including:

- Roadway traffic volume
- Number of lanes
- Lane width
- Speed limit
- On-street parking
- Pavement condition
- Type of bicycle facility

Pedestrian level of service is based on similar characteristics but also additional factors, including:

- Crossing distance
- Pedestrian signals
- Type of pedestrian facility

Bicycle Level of Service

Overall, the arterial and collector roadway network (excludes local streets) is not bicycle friendly as the majority of corridors operate at LOS D. This low level of service is likely based by the lack of existing bicycle facilities, even among roadways with lower traffic volumes and speeds. Bicycle level of service is displayed in Exhibit 1.

Pedestrian Level of Service

Overall, the arterial and collector roadway network (excludes local streets) is considered somewhat pedestrian friendly as the majority of corridors operated at LOS C. This acceptable level of service is likely based on existing sidewalk along roadways with lower traffic volumes and speeds. Pedestrian level of service is displayed in Exhibit 2.

Exhibit 1: Bicycle Level of Service

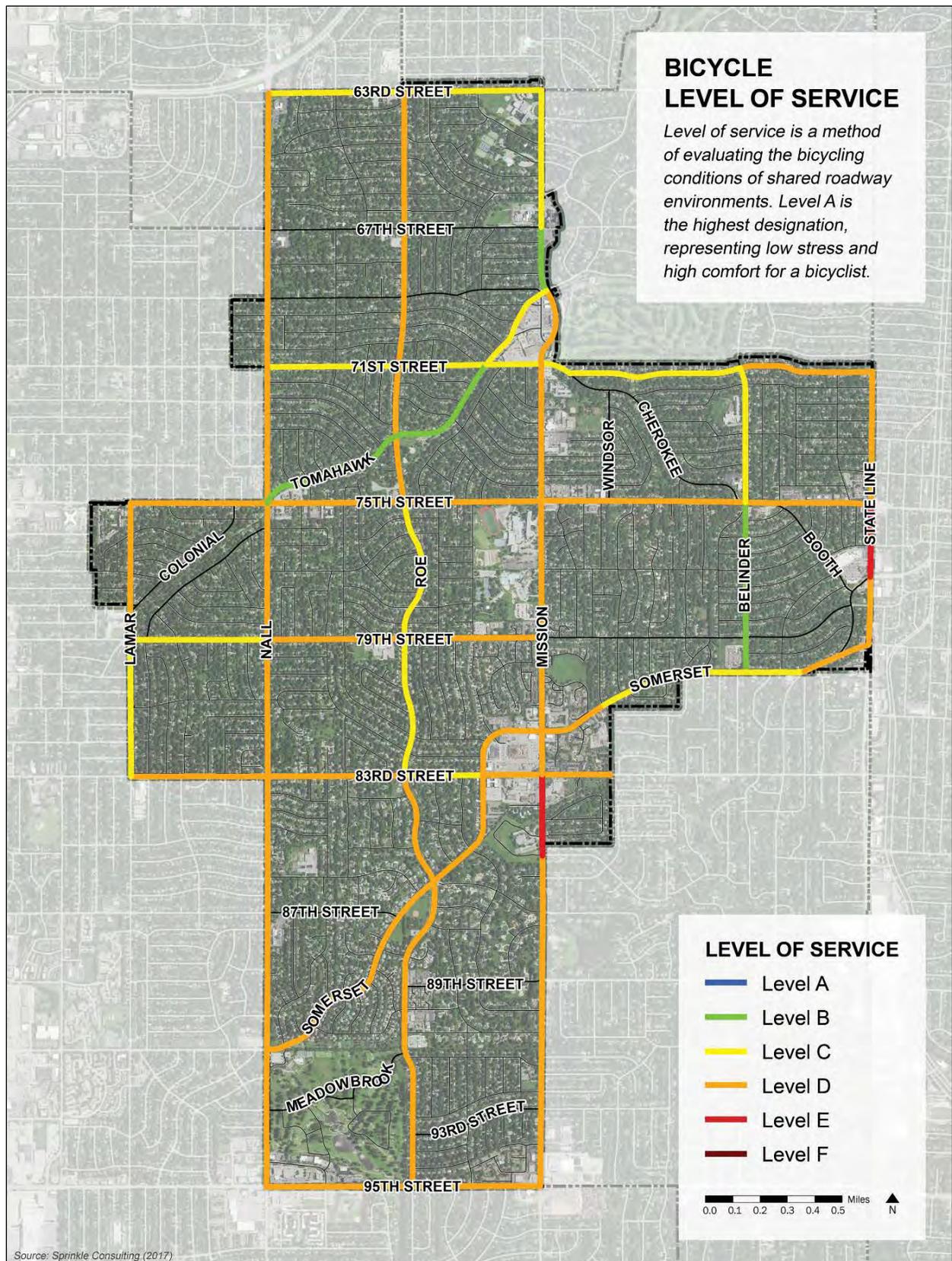
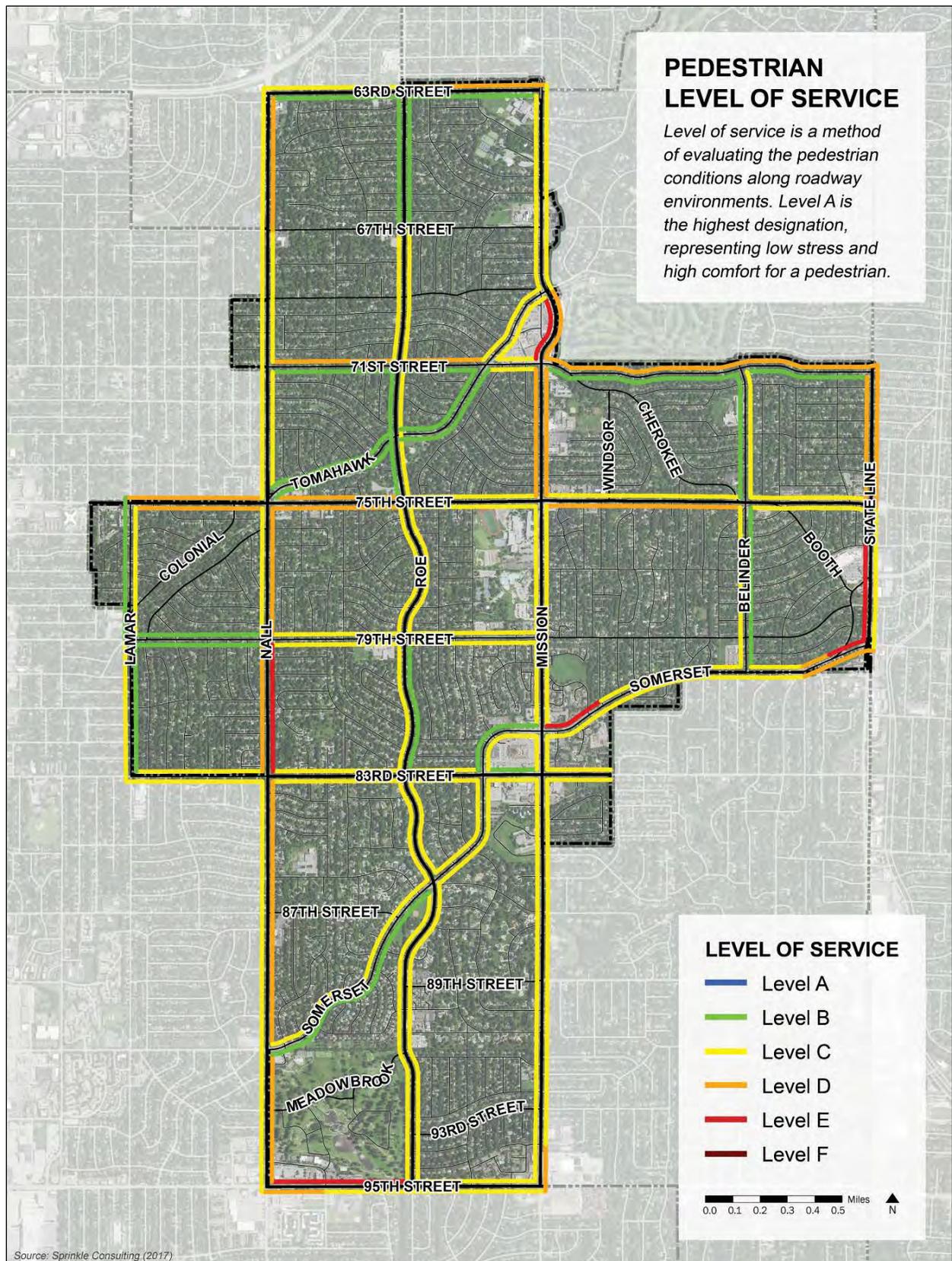


Exhibit 2: Pedestrian Level of Service



Crash Analysis

The crash analysis was based on a five-year period of bicycle and pedestrian crash data from May 2012 to April 2017. Fifteen (15) bicycle and sixteen (16) pedestrian crashes occurred during this time period. A summary of crash type as well as temporal and spatial trends are summarized below.

Crash Type

Bicycle Crashes: For bicycle crashes, the majority of crashes (67%) involved motorists who failed to yield to bicyclists. Of these incidents, five crashes involved bicyclists riding against traffic on the sidewalk. It does not appear that the City of Prairie Village prohibits the use of bicycles on sidewalks, nor does riding on the sidewalk appear to violate state regulations. Although typically rare, three crashes involved bicyclists being rear-ended by a motorists at an intersection. The majority of crashes (93%) also occurred during daylight conditions, which is also unusual since many crashes occur during dusk or dark conditions. Only two bicyclists were under the age of 18 (age 16, age 14), which is also atypical as children are often overrepresented in bicycle crashes.

Pedestrian Crashes: For pedestrian crashes, nearly 20 percent of the pedestrian crashes occurred on private property and do not lend themselves to systematic countermeasures. Another crash involved an intoxicated pedestrian standing in the roadway after an argument. Seven of the remaining twelve crashes (58%) resulted from motorist failure to yield at intersections. Of these seven crashes, three occurred at stop signs, two were right-turn on red signals, one was a right-turn on green signal, and one was a left-turn on green signal. All of twelve crashes (excluding private property and intoxicated pedestrian crashes) occurred during daylight hours, which is also unusual for pedestrian crashes.

Temporal Trends

By Year: The general trend in annual crashes, while generally appearing to trend downward, is not statistically significant. Given the lack of frequency in crashes, a longer time period would be needed to confidently state that bicycle and pedestrian crashes are decreasing. Crash date by year is displayed in Exhibit 3.

By Month: Bicycle crashes, as might be expected due to weather conditions, are significantly lower in the winter months. Pedestrian crash trends by month are less clear but seem to indicate crashes most commonly occur during the fall months. Initially, this trend could suggest some relation to the beginning of the school year, but the crash narratives do not seem to indicate this correlation. Crash data by month is displayed in Exhibit 4.

By Day: While it cannot be confirmed without user counts, day of the week data appears to suggest a relationship to exposure. While this pattern is less clear for bicyclists, the data suggests that crashes are more likely to occur on weekdays when commuter and utilization trips increase. Crash data by day of the week is displayed in Exhibit 5.

By Hour: Bicyclist crashes appear to be clustered around the afternoon peak period. This trend suggests conflicts with commuting bicycle trips or afternoon recreational trips. Pedestrian crashes tend to cluster around lunch, late afternoon, and early evening periods. Crash data by hour is displayed in Exhibit 6.

Exhibit 3: Crashes by Year

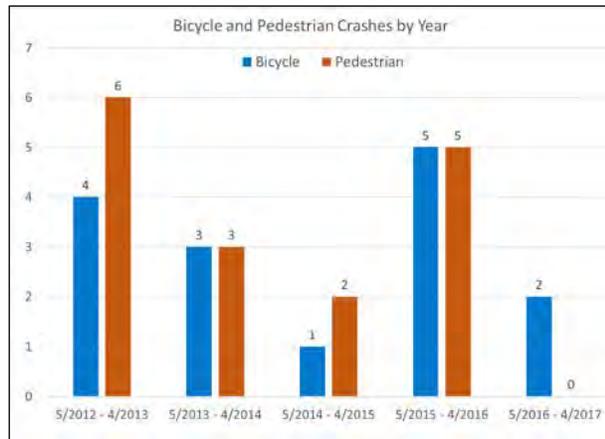


Exhibit 4: Crashes by Month

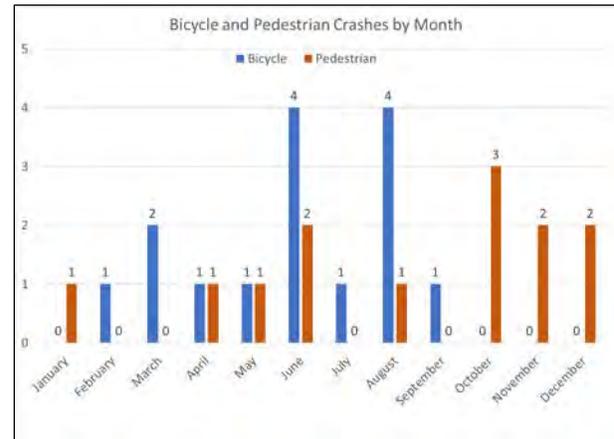


Exhibit 5: Crashes by Day

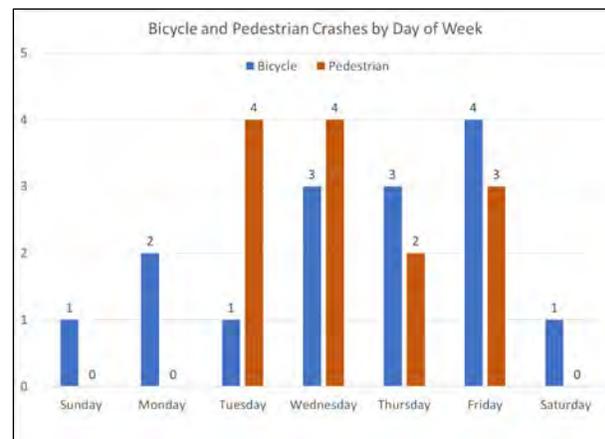
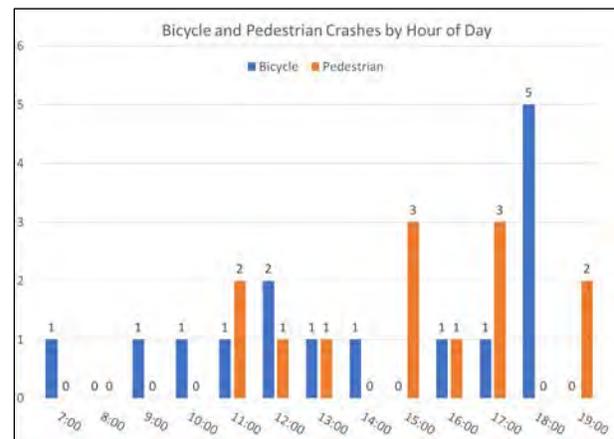


Exhibit 6: Crashes by Hour

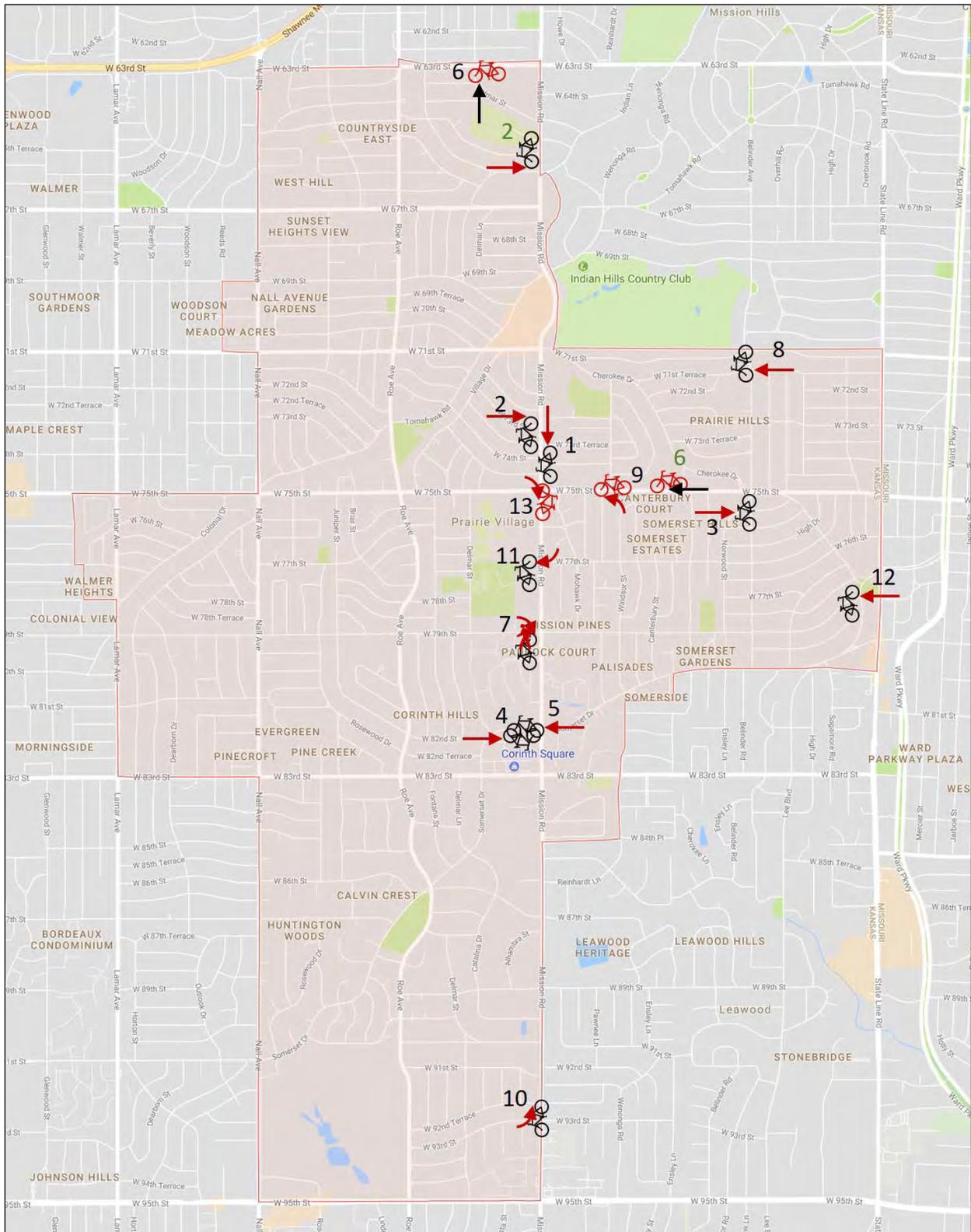


Spatial Trends

Bicycle Crashes: The primary spatial trend associated with bicycle crashes is that 9 of the 15 crashes (60%) occurred on or on the approaches to Mission Road. Additionally, the bicycle crashes all occurred in central or eastern areas of the city. Retail or shopping destinations in these areas, as well as recreational routes in the eastern areas of the city, may be a significant attractor of bicycle trips. The location of bicycle crashes is displayed in Exhibit 7.

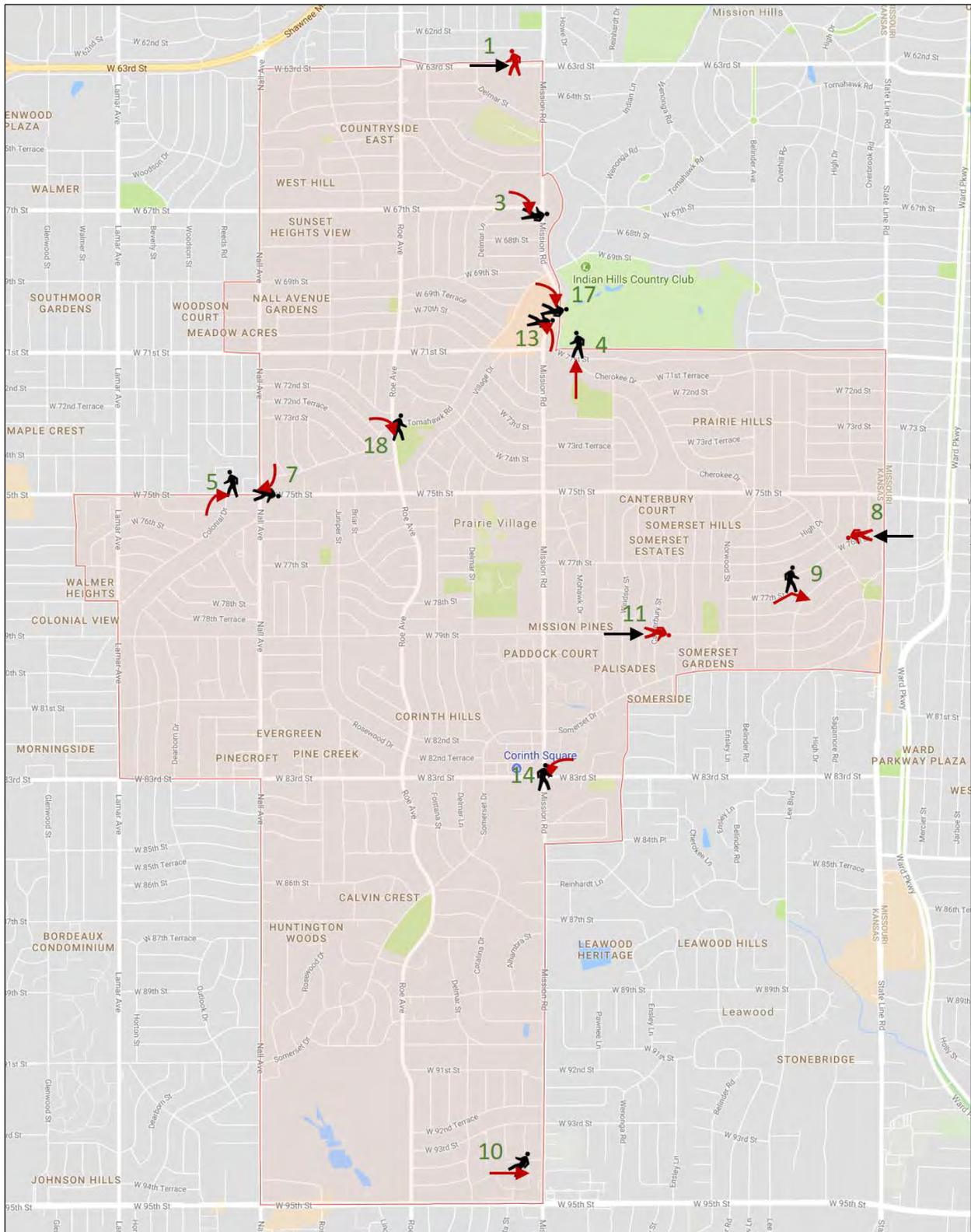
Pedestrian Crashes: Of the twelve (12) key pedestrian crashes, five (42%) occurred on or on the approach to Mission Road. While not as significant as with bicycle crashes, the pedestrian crashes primarily occurred in central or eastern areas of the city. The location of pedestrian crashes is displayed in Exhibit 8.

Exhibit 7: Bicycle Crashes



The use of red denotes the person deemed at fault in the crash. An arrow represents the movement of the motor vehicle.

Exhibit 8: Pedestrian Crashes



The use of red denotes the person deemed at fault in the crash. An arrow represents the movement of the motor vehicle.

CHAPTER 3 | PUBLIC ENGAGEMENT

Public engagement was an important component of the planning process in order to inform recommendations. Overall, the public engagement included two public meetings, multiple stakeholder meetings, and meeting-in-a-box and meeting-in-the-mail alternatives for use by community groups and neighborhood associations. The overall process achieved more than 200 direct contacts and more than 100 direct responses from residents and other stakeholders.

Public Engagement Phase #1

The first phase of public engagement generally occurred from June 2017 to September 2017. This phase included the first public meeting, meeting-in-a-box and meeting-in-the-mail alternatives. These activities occurred early in the planning process in order to gauge opinions regarding existing challenges and opportunities as well as preferences for bicycle and pedestrian facility types.



Overall, nearly 150 individuals participated in the first phase of public engagement. Based on the responses, major themes included:

- **Safety:** Many bicyclists indicated concerns regarding on-road safety and comfort due to distracted drivers and lack of separation between vehicles and bicyclists. For on-road facilities, respondents overwhelmingly indicated a preference for bicycle lanes or buffered bicycle lanes. Many individuals also expressed a desire for shared-use paths as they can accommodate all users regardless of comfort level and are perceived to be a safer off-road bicycle option.
- **Walkability:** Respondents shared that walkability needs to be a city priority. Sidewalk connectivity is inconsistent in the community.
- **Destinations:** Many respondents expressed a desire to access popular destinations such as nearby trails, parks, aquatic facilities, schools, shopping areas, and transit centers. Some of the destinations extend beyond the city limits to neighboring communities, thus highlighting the importance to connectivity within and beyond the city.
- **Education:** Respondents indicated the need for education among both motorists and bicyclists to foster mutual respect and safety.
- **Amenities:** Several individuals emphasized the need for related amenities such as bicycle racks or bicycle parking in order to encourage bicycle use.

Public Engagement Phase #2

The second phase of public engagement occurred in February 2018. This phase included the second public meeting and provided attendees with the opportunity to share thoughts regarding draft recommendations. Approximately 35 individuals attended the open house style meeting held on February 21, 2018. The draft plan was described through a series of displays and maps. The attendees were encouraged to provide feedback verbally, or written on comment forms.

The feedback was overwhelmingly positive, but the planners gathered questions and concerns to improve the plan further. Major themes included:

- *Implementation:* Attendees were excited about plan implementation.
- *Communication:* Attendees wanted the City to continue spreading the word about the plan, and to include education and enforcement components.
- *Signing and Pavement Marking:* Many attendees wanted more signing and pavement markings, but others were concerned about the costs.
- *Shared-use Path connection between the intersection of 67th Street and Roe Avenue and the existing path along Tomahawk Road.* Some attendees were concerned about the impacts to properties for the route along 69th Street and Oxford Road.
- *Bike Lanes, Buffered Bike Lanes, and Bike Boulevards:* Many attendees wanted more of these higher level bike facilities, but understood why the plan utilized more shared lanes to reduce impacts to property owners.



CHAPTER 4 | BICYCLE AND PEDESTRIAN FACILITIES

Bicycle and pedestrian facilities are generally categorized by on-road facilities or off-road facilities. On-road bicycle facility types include shared lanes, bicycle lanes, and buffered and/or protected bicycle lanes. Off-road bicycle and pedestrian facility types include shared-use paths and sidewalks. The facility types are defined in Exhibit 9.

Exhibit 9: Bicycle and Pedestrian Facility Types

Shared Lane	Bicycle Lane	Buffered Bicycle Lane
<p>A wide travel lane shared with vehicles that may be identified by pavement markings or signage.</p> 	<p>A portion of the roadway designated by striping and signage for exclusive use by bicyclists.</p> 	<p>A standard bicycle lane paired with a designated buffer space to increase separation between bicyclist and vehicles.</p> 
Shared-Use Path		Sidewalk
<p>A wide off-road path that accommodates both bicyclists and pedestrians. Shared-use paths can be located along roadways or within parks, greenways, or along streams.</p> 		<p>An off-road path designed for pedestrian use. Sidewalks may have a landscaped/grass buffer or be adjacent to the roadway curb.</p> 

Bicycle Recommendations

Bicycle recommendations include both on-road and off-road facility types. Overall, public input indicated a desire for increased separation between vehicles and bicyclists. Therefore, key corridors were evaluated for bicycle lane feasibility. Factors to consider when evaluating feasibility include:

- Traffic volumes and speeds (which impact the comfort level of users)
- Available right-of-way and roadway width (which impacts implementation)
- Bicycle plans of neighboring cities (which impacts connectivity)

Buffered bike lanes, bike boulevards, cycle tracks, and paved shoulders are not a part of the final plan recommendations. Even though there was public support for these types of bicycle facilities, these facilities would have required extensive roadway widenings. The recommended facilities provided appropriate levels of service with little to no widenings.

Bicycle Lanes

Bike lanes were not considered a viable option for roadway segments if there were significant impacts to properties from either roadway widening or on-street parking restrictions. As displayed in Exhibit 10, bicycle lanes are proposed on the following corridors. The roadways generally have higher traffic volumes and/or speeds and also extend beyond the city limits via bicycle facilities in other jurisdictions.

- Nall Avenue (67th Street to 95th Street)
- Mission Road (63rd Street to 68th Terrace)

Some roadway segments should not require major reconstruction to accommodate bicycle lanes. A before-and-after example of an existing corridor retrofitted with bicycle lanes is displayed in Exhibit 11. However, other corridors may require reconstruction, such as roadway widening and curb changes, in order to provide adequate width for bicycle lanes. In these cases, implementation of bicycle lanes should occur in coordination with roadway reconstruction and other improvements. The proposed facilities requiring curb changes have been reviewed to ensure minimal impacts to street trees and private property.

Exhibit 11: Before-and-After Bicycle Example



Shared Lanes

Several other roadways throughout the city, as displayed in Exhibit 10, have been identified as shared lanes. These corridors generally provide local connectivity along low-volume, low speed roadways. In these cases, pavement markings and signage can help increase awareness and serve as a reminder to motorists to expect bicyclists on the roadway.

The majority of the bicycle network are shared lane facilities, providing the city with more enhanced bike routes with minimal negative consequences to travel patterns and private properties.



Shared-Use Paths (Trails)

Bicycles may be operated on all roadways in Prairie Village. No City ordinance or State Law prohibits this. However, some roads are more “bicycle-friendly” due to various factors, such as traffic volumes, speed and pavement width. To improve cycling in Prairie Village, a primary network of these shared lane roadways has been identified.

Shared-use paths can also increase separation between vehicles and bicyclists and generally accommodate multiple experience and comfort levels. As displayed in Exhibit 10, proposed shared-use paths build upon the existing path network and provide connectivity to other trails such as the Indian Creek Trail, Rock Creek Trail, and other local parks and destinations. Overall, the City should strive to provide a safe and connected bicycle network regardless of facility type.

Although Prairie Village has a standard grid system for major roads, the residential network is disjointed. Wayfinding signage will be important to guide the cyclists through the city.

Less confident cyclists who prefer the shared lane network will also be able to use the trails as a part of their travels through the city.

There are two options for the route of the proposed shared-use path connection from the corner of 69th Street and Roe Avenue to the existing shared-use path on Tomahawk Road. The route following 69th Street and Oxford Road is the technically preferred alternative since it minimizes tree removals and would not require widening towards the homes. The route following Roe Avenue and 71st Street provides the next best route, however it likely will require roadway narrowing to accommodate the path and to preserve trees. A detailed study is recommended for this connection.

Bicycle Route Signing and Pavement Marking

The bicycle network is detailed in this study, however, the cyclists and motorists need bicycle route signing and pavement marking for guidance. Signing and pavement markings will improve the comfort level of cyclists and improve motorists' awareness and acceptance of the presence of cyclists.

Signing and pavement marking typically is developed in two phases. The first phase of signing and pavement marking is to establish the facility type. The second phase is wayfinding to direct cyclists to local and regional destinations. This will be a future phase developed by the City and regional partners, such as the Mid-America Regional Council.

Facility signing and pavement marking follows the guidelines of AASHTO and MUTCD, with variances based on City preferences.

Shared lane facilities on residential streets will have shared lane markings at the beginning and ending of a route and at a 500' spacing. Additional markings at every intersection with a through street (not cul-de-sac) or at a significant change in direction. Route signage at significant changes in direction only. Typical construction costs for installation as a part of roadway maintenance or reconstruction projects with local funding will be approximately \$11,000 per road mile.

Shared lane facilities on collector and arterial streets will have shared lane markings at the beginning and ending of a route and at a 500' spacing. Additional markings at every intersection with a through street (not cul-de-sac) or at a significant change in direction. Route signage at intersections and a maximum of 1,000' spacing. Bikes may use full lane signs at significant changes in direction or controlled (stop, yield, signal) intersections. Typical construction costs for installation as a part of roadway maintenance or reconstruction projects with local funding will be approximately \$13,000 per road mile.



Bike lane facilities will have pavement markings following MUTCD standards, which includes specialty signs and pavement markings for transitions and intersection treatments. Typical construction costs for installation as a part of roadway maintenance or reconstruction projects with local funding will be approximately \$17,000 per road mile.



Based on the proposed bicycle plan, signing and pavement marking costs total just under \$500,000 for full implementation.

Pedestrian Recommendations

Pedestrian recommendations include off-road facility types such as shared-use paths or sidewalks. Overall, public input indicated a desire for a walkability community, particularly to key destinations within the city as well as beyond the city limits. Therefore, the pedestrian recommendations focus on providing a continuous sidewalk network on collector and arterial roadways.

Shared-Use Paths (Trails)

As discussed above, shared-use paths provide an off-road facility for both bicyclists and pedestrians. As displayed in Exhibit 12, proposed shared-use paths build upon the existing path network and provide connectivity to other trails such as the Indian Creek Trail, Rock Creek Trail, and other local parks and destinations.

Sidewalk

Overall, sidewalk exists along the majority of collector and arterial roadways within the city. The City should strive to provide a sidewalk or shared-use path along both sides of collector and arterial roadways. However, recommendations focus on filling key sidewalk gaps in order to provide a continuous pedestrian network: Key sidewalk gaps, as displayed in Exhibit 12, include:

- Nall Avenue (79th Street to 83rd Street)
- State Line Road (71st Street to 76th Street)
- Cherokee Drive (near 75th Street and Belinder Avenue)
- 77th Street (Nall Avenue to Rosewood Drive)

Exhibit 10: Proposed Bicycle Network Map

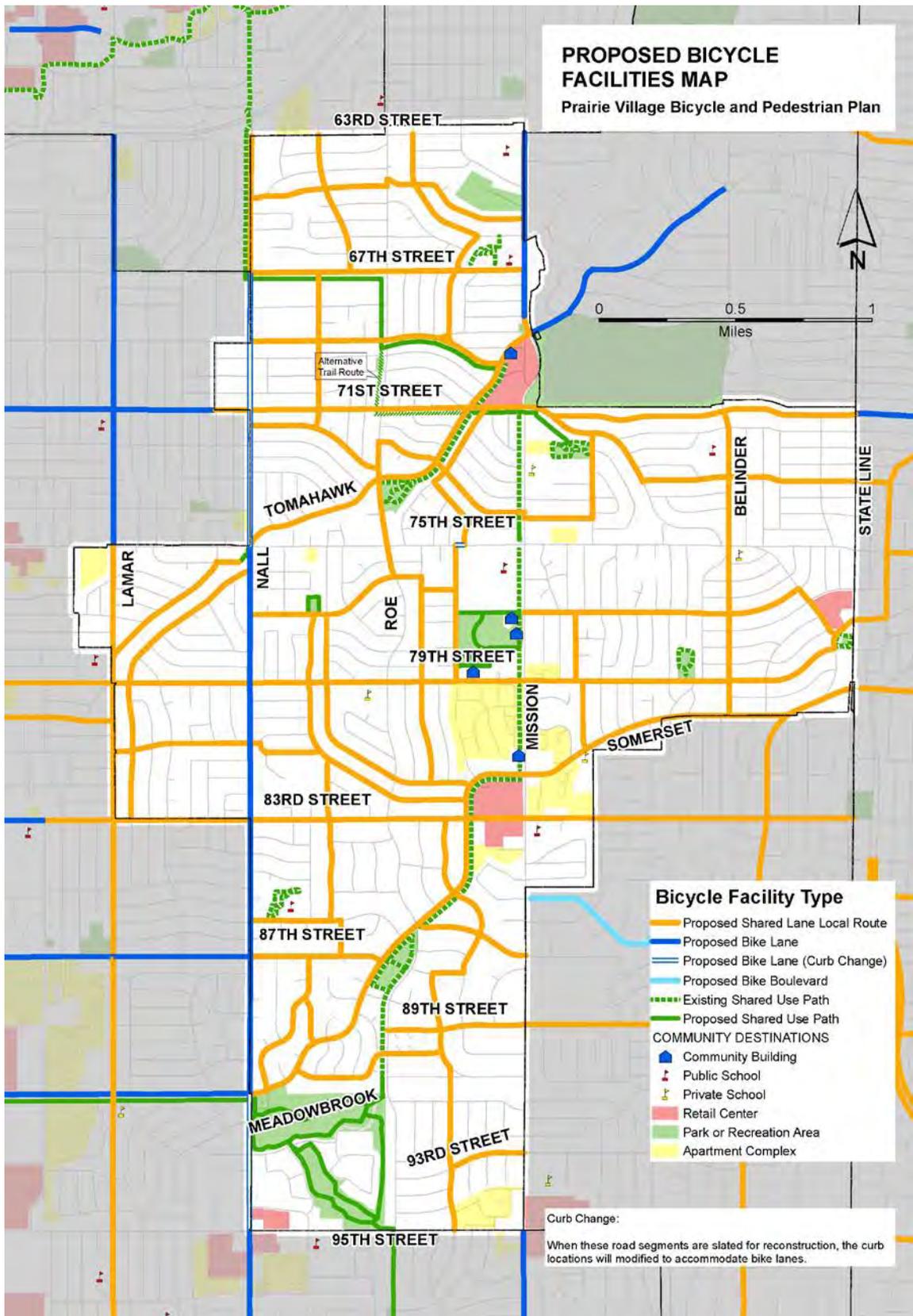
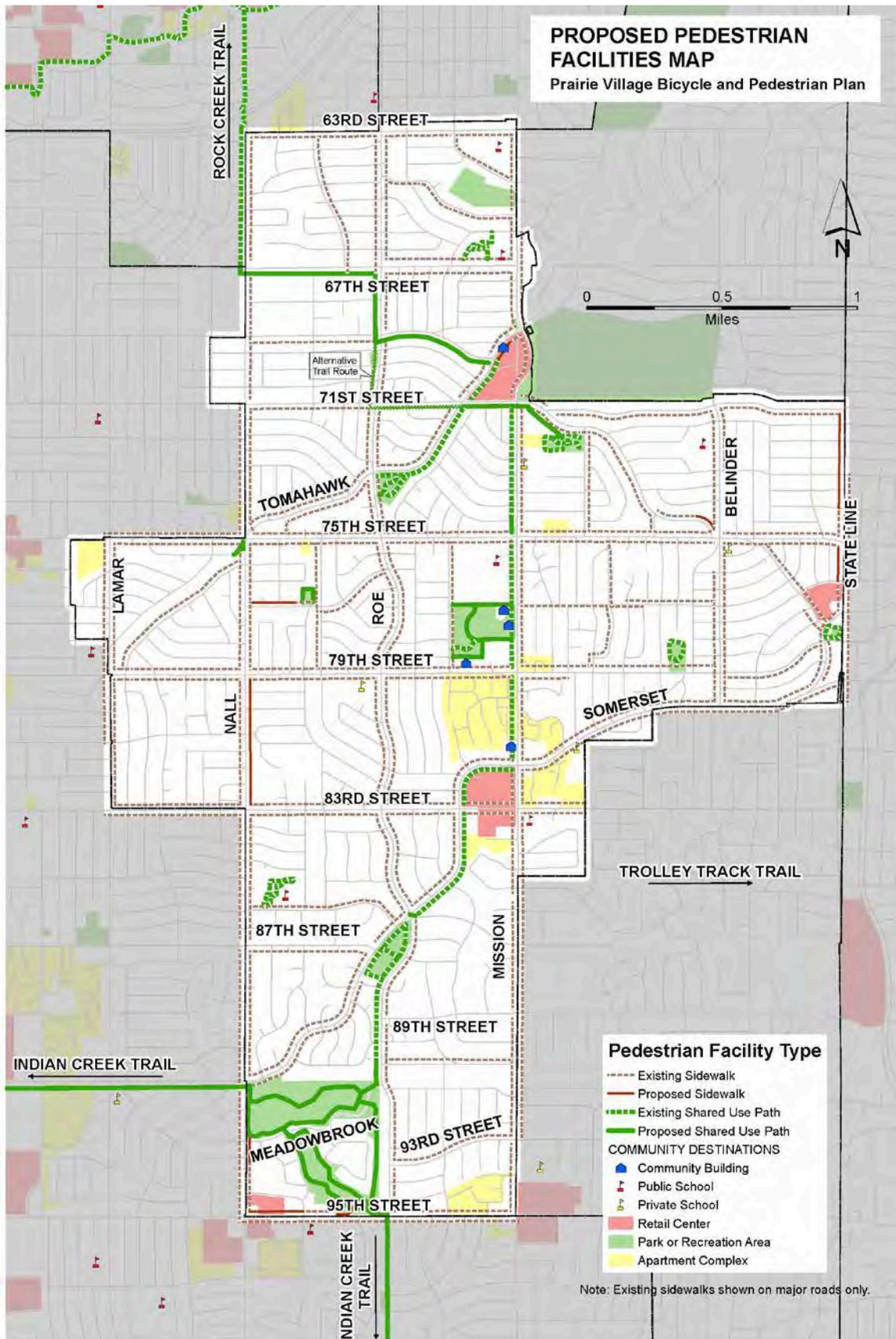


Exhibit 12: Proposed Pedestrian Network Map



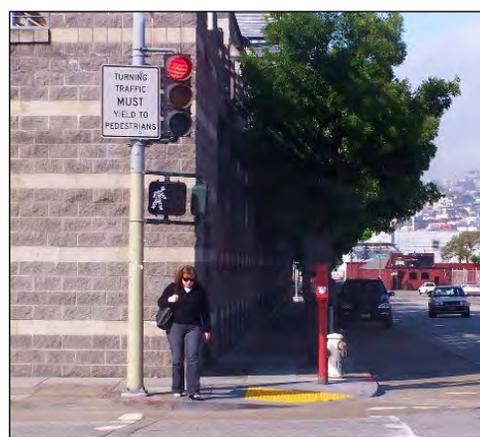
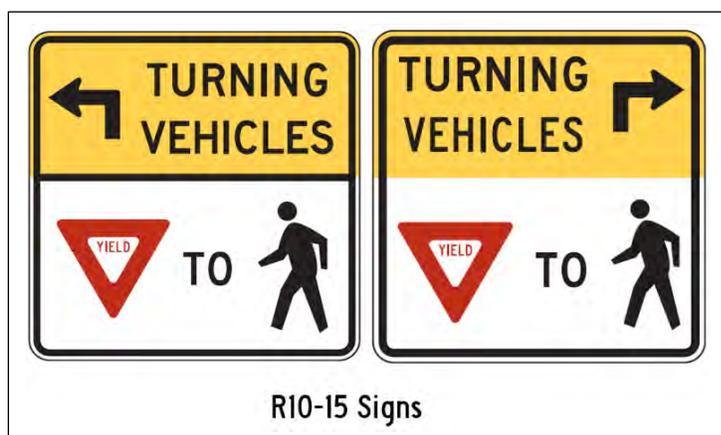
Potential Safety Countermeasures

Potential countermeasures are targeted for the specific crash types identified in the bicycle and pedestrian crash analysis.

Motorist Failure to Yield at Signalized Intersections

Approximately 25 percent of the crashes resulted from the failure of motorists to yield to bicyclists or pedestrians using the crosswalk at signalized intersections. Signs such as *Turning Vehicles Yield to Pedestrians (R10-15)* at signalized intersections may help mitigate this type of crash. However, a concern with static signs is that they lose effectiveness if not reinforced by the frequent presence of bicyclists and pedestrians at the posted intersections. An alternative countermeasure is a *Yield to Pedestrians* sign. At intersections with on-demand pedestrian crossing signals, these signs could be installed to be lit only when the signal is activated by a pedestrian push button. This would emphasize the bicyclists or pedestrians are currently utilizing the crosswalk.

Another countermeasure to consider is to provide a *Leading Pedestrian Interval* at signalized intersections. This countermeasure gives the pedestrian an opportunity to “claim” the crosswalk prior to motorists getting a green signal indication and therefore increasing yielding by motorists.



Motorist Failure to Yield when Entering Roadway from Side Street or Driveway

Approximately 29 percent of the crashes resulted from the failure of motorists to yield when entering the roadway from an unsignalized side street or driveway. These types of crashes are similar to the



previous crash type in that they involved the same root cause – the motorist fails to look for a bicyclist or pedestrian riding on the sidewalk. At unsignalized intersections, it is more challenging to influence the behavior of motorists. The *Turning Vehicles Yield to Pedestrians (R10-15)* signs could be used; however, static signs tend to lose effectiveness if not frequently reinforced by actual conditions.

Therefore, educational countermeasures may be more appropriate to address these crashes. While directed at bicyclists and pedestrians using the sidewalk, these countermeasures are appropriate for motorists as well. One educational approach is a sidewalk stencil, which is placed on sidewalk approaches to select unsignalized intersections or major driveways. As this is a non-standard traffic control device, an FHWA Request would be needed to implement this countermeasure. A less targeted approach that could also increase awareness is an educational poster. As the root cause of these crashes is the same as those for failure to yield at signalized interactions, an educational campaign would address nearly 60 percent of all bicycle and pedestrian crashes in the city.

Rear End

Approximately 11 percent of the crashes resulted from motorists rear-ending bicyclists. While only three of these crashes occurred, this is an unusual crash type and therefore noteworthy. Based on the crash analysis, it appears that motorists failed to notice the bicyclists or failed to judge the distance to the bicyclists stopped at the intersection. While the primary responsibility for this crash type is motorist, efforts by bicyclists to be more conspicuous may help prevent this crash type. For example, bicycle lighting and/or reflectors may help increase visibility to motorists. Based on the crash narrative, the bicyclists involved in these crashes are riding high-end, brand bicycles. Therefore, education among local bicycle clubs and shops may help reduce these crashes.

Walking or Riding in Roadway

Approximately 7 percent of the crashes resulted from walking or riding in the roadway. These two crashes suggested increased visibility as a potential countermeasure. For example, a pedestrian was hit while walking along the north side of 77th Street, which only has back-of-curb sidewalk along the south side of the roadway (which is encroached upon by vehicles). The most effective countermeasure is to install a sidewalk separate from the roadway, but other educational campaigns can help promote pedestrian visibility.

The second crash involved a bicyclist who was hit by a crossing motorist while riding southbound on the paved shoulder of Mission Road. The bicyclist may have been shielded by other vehicles or the motorist may not have realized the speed at which the bicyclists was approaching. Countermeasures include designating a bicycle lane and marking conflict zones (i.e. green paint). Street lighting can also help increase visibility.

Bicycle Ride Out

Approximately 4 percent of the crashes resulted from a bicyclist leaving the sidewalk along Delmar Drive. The motorist stated that the bicyclist emerged from between parked vehicles. This incident suggests that a prohibition of parking adjacent to intersections could be considered.

CHAPTER 5 | ACTION PLAN

The City should develop the following action plan to ensure proper implementation of this plan.

Pedestrian Action Plan

1. Prioritize New Sidewalks and Shared-use Paths. Establish a priority for the proposed segments, looking for opportunities to construct smaller, low-cost segments first. As these smaller projects are addressed, the City can focus on potential funding opportunities to construct the longer or more expensive projects.
2. Conduct Detailed Study of Alternative Route. Study the Alternative Trail Route from 69th Street and Roe Avenue to determine the preferred route and facility type.
3. Communication and Education. Provide information via the City's website and social media about the "walkability" of Prairie Village. Residents could view this plan and other pedestrian related information, such as the City's ADA Grievance Policy and information on petitioning to add sidewalks to their street.
4. Safety and Enforcement. Consider implementing safety countermeasures. Address pedestrian safety during street maintenance activities especially at crosswalks and traffic signals.

Bicycle Action Plan

1. Complete Steps 1 and 2 from the Pedestrian Action Plan. This prioritization will be similar to the pedestrian needs, but the City may need to prioritize segments from a bicycle facility funding perspective based on funding sources and availability.
2. Establish a Foot-Hold. Rather than creating a facility on a single block or street, the initial project should be large enough to create an area or corridor large enough to be a viable local area network. This will encourage bicycling at a neighborhood scale as the rest of the City network is developed.
3. Collaborate with Abutting Cities and MARC. Take advantage of opportunities to share project costs. Mid America Regional Council (MARC) provides many funding mechanisms to help the City develop bike awareness and outreach programs and as such, the City should collaborate with them.
4. Communication and Education. Provide information via the City's website and social media about the "bike-ability" of Prairie Village. Residents could view this plan and other bicycle related information, including frequently asked questions and common misconceptions about bicycling. MARC has funding opportunities for bike safety training, public service announcements and other educational programs. Provide the bike network to MARC for inclusion on their regional maps and provide to web mapping services, such as Google™ for inclusion in their mapping applications.
5. Safety and Enforcement. Consider implementing safety countermeasures. Collaborate with the police department encouraging them to provide enforcement of bicycling rules, especially

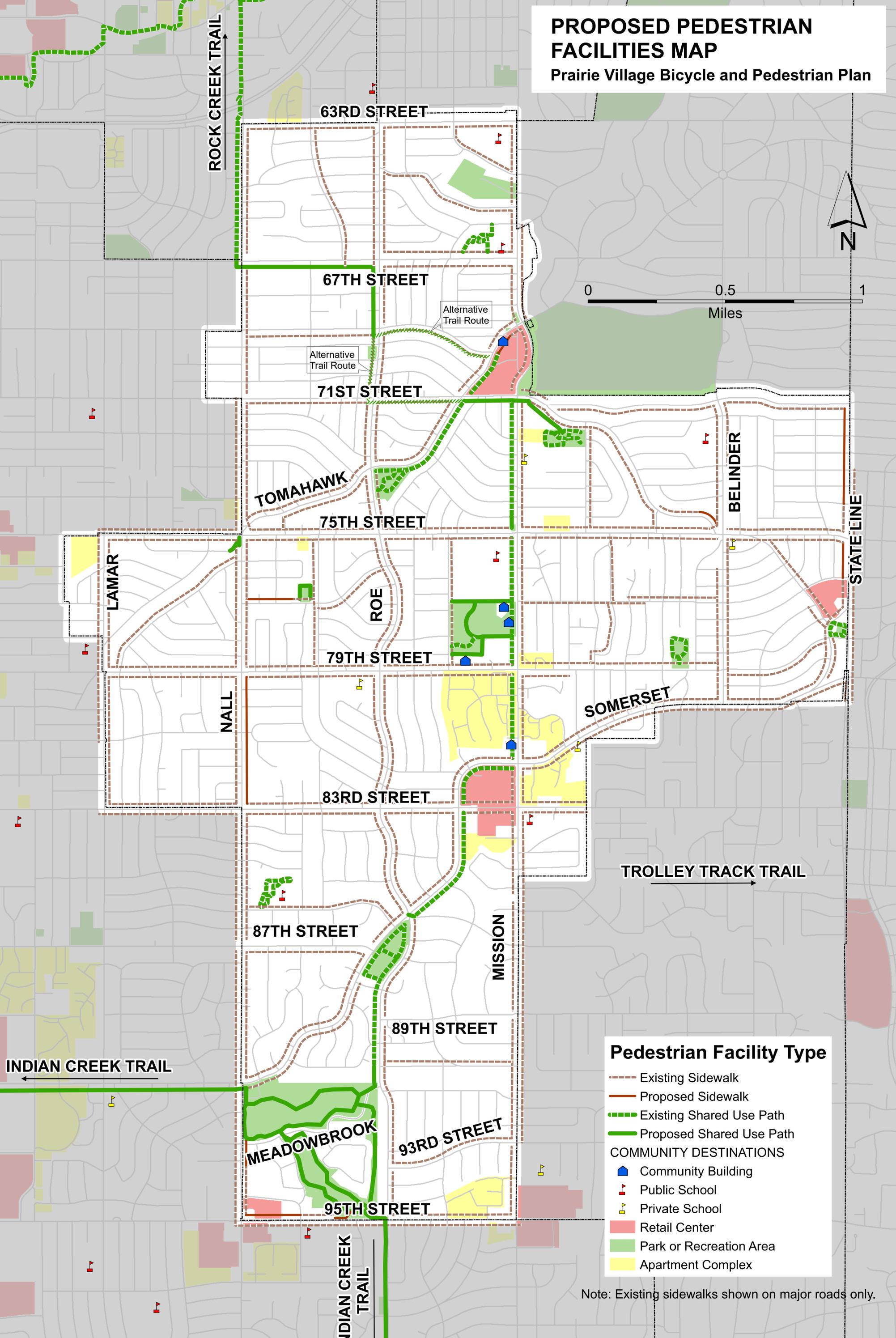
in areas of resident complaints. Bicyclists and motorists need to obey the rules of the road to maintain a safe, functional network.

6. Wayfinding. Local wayfinding at key intersections will improve the use of the bicycle network. Adding wayfinding signs is inexpensive, but provide great dividends in solidifying your network. Wayfinding signs for regional travel or of a historic nature can be added as a part of regional plans to greatly enhance the connectivity of the City's plan.

APPENDIX A

PROPOSED PEDESTRIAN FACILITIES MAP

Prairie Village Bicycle and Pedestrian Plan



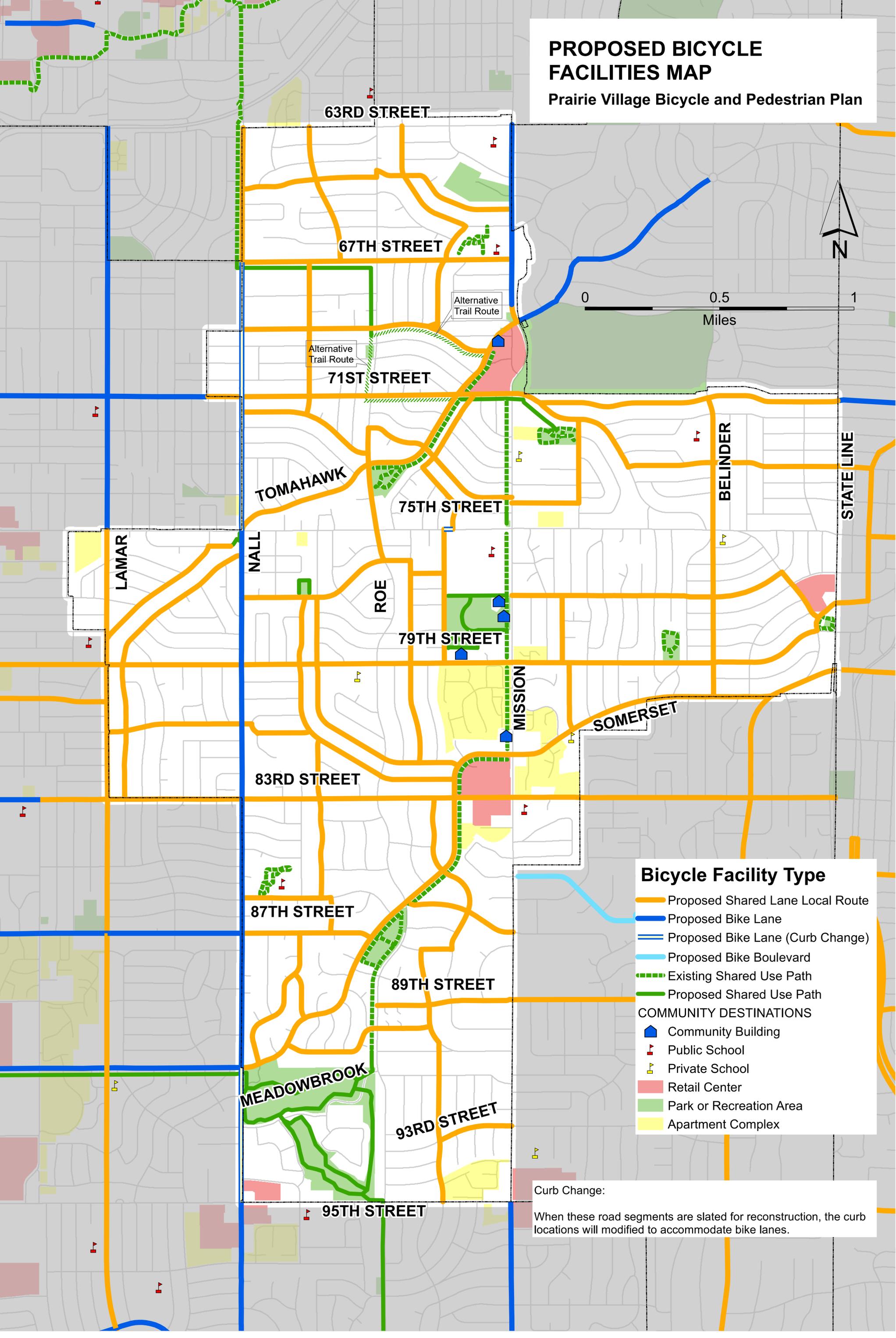
Pedestrian Facility Type

- Existing Sidewalk
 - Proposed Sidewalk
 - Existing Shared Use Path
 - Proposed Shared Use Path
- COMMUNITY DESTINATIONS
- Community Building
 - Public School
 - Private School
 - Retail Center
 - Park or Recreation Area
 - Apartment Complex

Note: Existing sidewalks shown on major roads only.

PROPOSED BICYCLE FACILITIES MAP

Prairie Village Bicycle and Pedestrian Plan



Bicycle Facility Type

- Proposed Shared Lane Local Route
- Proposed Bike Lane
- Proposed Bike Lane (Curb Change)
- Proposed Bike Boulevard
- Existing Shared Use Path
- Proposed Shared Use Path

COMMUNITY DESTINATIONS

- Community Building
- Public School
- Private School
- Retail Center
- Park or Recreation Area
- Apartment Complex

Curb Change:

When these road segments are slated for reconstruction, the curb locations will be modified to accommodate bike lanes.