

Greater Kansas City Regional Bikeway Plan

Questions & Answers about the RFP

Questions from both the 1/9/25 pre-proposal meeting and email communication

Questions via Email

Q: Is a cover page allowed without counting towards the page limit? Does it count as a “section header page” as specified in page 11 of the RFP?

A: A cover page for your proposal does not count against any of the page limits specified in the “Content” section of the RFP.

Questions Asked and Answers Given During the 1/9/25 Pre-Proposal Meeting

Q: On the firsthand user experiences you are hoping to facilitate for decision makers, are you thinking about bike rides, walks in corridors, participating in road safety audits? Are there any other experiences you're thinking of?

A: Aside from bike rides, we didn't have any other specific ideas for experiences at this time.

Q: For those bike ride experiences, would the consultant team provide the bikes?

A: Potentially, but we would probably reach out to BikeWalkKC for their fleet of RideKC Bikes and see if they could provide bikes for whoever could not provide their own.

Q: How are municipal and county governments using this plan today for their bikeways and how are you hoping that will continue or change in a future iteration of the plan?

A: City and county governments seem to factor the current Regional Bikeway Plan into their own plans to some degree; it's not very explicit, but some of them do say it factors into their planning. We would like to see more focused implementation that would come from emphasizing the Regional Bikeway Network in our scoring criteria for our federal funding programs. That could be easier if the Regional Bikeway Network is oriented around bikeways that cities (and possibly counties) want to implement.

Q: Could you speak to the overlapping plans that MARC will have going on concurrently and any thoughts that MARC has had on meeting fatigue and how to streamline, or are you looking for those ideas from consultants?

A: Meeting fatigue hasn't been considered, possibly because the different plans may

involve different constituencies; we might be looking to consultant teams for solutions if meeting fatigue becomes an issue or is anticipated to become an issue. The SS4A grant and Vulnerable Road User Assessment (VRU) that will come from it is the planning effort that we're paying the most attention to in terms of products that we want to use in the Regional Bikeway Plan. The draft VRU should arrive mid-year [post-meeting note: there should be a draft of the VRU in early June]. The Smart Moves plan will be updated, though not to the degree that it was updated in its last iteration [post-meeting note: MARC anticipates that the Smart Moves update will be complete in August]. That may be available to take into account in this plan. The Bi-State Redevelopment Corridor is another important plan. A Transportation Resilience Plan is upcoming as well.