

# Bicycle Pedestrian Advisory Committee (BPAC) Meeting Summary

September 14, 2022

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## Members/Alternates & Visitors in Attendance

A.J. Herrmann, Accelerator for America  
Allison Smith, KDOT  
Art Gough, Cycling KC  
Bailey Waters, City of KCMO  
Brian Geiger, City of Overland Park  
Chad Thompson, City of KCMO  
Christa McGaha, City of Lenexa  
Jan Faidley, City of Roeland Park  
Jenny Kramer, KDOT  
Kendra Burgess, The Whole Person  
Krystal Jolly, MoDOT  
Leslie Herring, City of Westwood  
*\*co-chair*  
Matt Davis, Jackson County \*  
Michael Kelley, Bike Walk KC  
Nicole Brown, Johnson County Health and Environment  
Patrick Cierpiot, Kansas City, KS  
Paul Plotas, KSITE  
Rodney Riffle, Johnson County Park and Recreation District

## MARC Staff in Attendance

Beth Dawson  
Lauren Winter  
Martin Rivarola  
Patrick Trouba  
Ron Achelpohl

## Agenda:

- Welcome
- VOTE: July 2022 BPAC Summary
- RAISE grant for Bi-State Sustainable Reinvestment Corridor
- Transportation aspects of De Soto Panasonic plant
- Miami County K-68 expansion
- KDOT implementation of local projects
- CSNA analysis results
- Roundtable updates

**1. Welcome and Introductions**

**2. Approve the July 2022 Meeting Summary** – No comments or edits suggested, meeting summary is approved

**3. Update: Bi-State Sustainable Reinvestment Corridor – Ron Achelpohl**

- i. 24- mile corridor connecting Wyandotte County, Kansas and Jackson County, Missouri
  - a. Opportunity to provide access to communities of persistent poverty and transportation disadvantage
- ii. Funding Opportunities:
  - 1. Zero Emission Transportation
  - 2. Affordable Housing
  - 3. Broadband Access
  - 4. Green Infrastructure
  - 5. Workforce Development
  - 6. Safety & Security
- iii. RAISE Planning Grant Proposal
  - a. Three phase scope
  - b. Planning from January 2023 to Spring 2025
  - c. Budget: \$7M total, \$5.6M (RAISE), \$1.4M local
- iv. Questions:
  - 1. Michael Kelley- Is there any consideration of installing noise cameras? These monitor vehicles that exceed a certain decibel and in the long run, the cameras would improve overall community health.
    - a. Ron Achelpohl - Community engagement will be a large component of this grant and we will be open to issues and ideas of this sort.
  - 2. Bailey Waters – It sound like potential license plate readers will be used for the intent of speeding. Are there other uses for them or is this their main use?
    - a. Ron Achelpohl - The main use would be in crime fighting activities and tracking who is coming in and out of the corridor
  - 3. A.J. Herrmann- What is the prioritization going to look like when choosing which funding opportunities to include?
    - a. Ron Achelpohl - Negotiations have not yet started with the federal partners and a decision-making framework still needs to be developed beforehand. The process will likely involve higher-level decision makers within the four cities and two counties as well a technical study management team. Extensive community engagement will also be important in this process.

**4. Update: De Soto Panasonic Plant – Martin Rivarola**

- i. MTP amendment #5 request: Add Panasonic-related transportation improvements in De Soto, KS.
- ii. Expanding 4.5 miles of narrow 2-lane rural highway
  - i. New divided 4-lane road with curb and gutters
  - ii. Interchange improvements at K-10/Lexington Ave

- iii. Shared-use path sidewalks
- iii. Project Cost:
  - i. Estimated \$41.2 million from KS Economic Development Program and local funds.
  - ii. No federal funding for this project is anticipated.
- iv. Policy and Financial Capacity Analysis:
  - i. Staff recommends acknowledging investments by including it in MTP
  - ii. Policy considerations related to CKC2050 policy framework will apply if federal dollars are added in the future.
  - iii. Financial capacity analysis demonstrated sufficient local capacity exists to advance the amendment request.
- v. Recommendation:
  - i. Release Connected KC 2050 Amendment #5 for public review and comment.
- vi. Questions:
  - i. Michael Kelley- Is there any consideration to make the bike lanes protected? Bicyclists will be encountering semi-trucks and speeding vehicles that will leave them vulnerable.
    - a. Allison Smith- The plans right now don't include protected bike facilities but that is likely to be explored as the PE progresses.
  - ii. Michael Kelley- Will the new facilities be receiving additional staffing or materials to maintain the facilities?
    - a. Allison Smith – This question would be better answered by the City of De Soto because this is their facilities, and our role pertains more to the interchange.
  - iii. Patrick Cierpiot – No one that works a difficult job without air conditioning is going to want to ride their bike to and from the factory. It is not ideal for KDOT to spend money on these eco-incentives that will not be used.
    - a. Jan Faidley- This is just a preliminary concept now and more consideration will be given hopefully through the process. The plan is geared toward all users, not just the facility workers, and the residents in general would benefit from a bike lane and like to see improvements.
    - b. Alison Smith – Other transportation options have been discussed along K-10 and these bike facilities will be important to serve as first/last mile transportation connections.

**5. Update: K-68 Expansion – Martin Rivarola**

- i. TIP amendment: Add construction funding to K-68 project in Miami County, KS.
- ii. Background:
  - a. Financially constrained in MTP
  - b. TTPC put forth approval stipulations (December 2020) regarding TDM strategies, congestion management, and addressing the regional bikeway plan suggestions.
  - c. Engineering/ROW/construction funding being added to TIP for expansion project.
  - d. Considered a low priority Regional Corridor that is bisected by future Metrogreen Corridor.

- e. Identified as Flint Hills Trail route expansion (Katy/Flint Route) and approximately 56 miles.
  - iii. Current Status:
    - i. Concept includes expansion of highway to 4-lane highway
    - ii. Bike/ped accommodations to include wide 10' wide shoulders
    - iii. SOV Analysis/worksheet pending
  - iv. Miami County Coordination Meeting (8/30/22)
    - i. Bike/ped treatment seem appropriate and sufficient given existing gaps on both ends of corridor
    - ii. Interest to ensure ROW in place for future trail improvements
  - v. Next Steps:
    - i. September 20 – TTPC TIP release for public review and comment
    - ii. September 28 – Highway Committee report
    - iii. October – TTPC TIP Amendment
- 6. **KDOT Implementation of Local Projects – Michael Kelley**
  - i. Bipartisan Infrastructure Law related to Active Transportation
    - i. Opportunities to support a safe system approach that prioritizes vulnerable road users.
  - ii. BikeWalk KC has partnered with many organizations across KS to talk with KDOT on how they will implement the infrastructure law.
    - i. Specifically TAP grants, highway safety improvement programs, safe route to school, and affordable and accessible transportation options.
  - iii. Several new projects and programs are being introduced such a Safe Routes to School that includes high schoolers and a Safe Streets local match pilot program.
- 7. **Update: Complete Streets Network Assessment – Patrick Trouba**
  - i. Project to assess completeness of streets and gaps in completeness throughout the region.
    - i. Nine areas of rating criteria on individual point scales – Total of 32 points
  - ii. Results:
    - i. Corridor Type:
      - 1. Urban segments have better average rating than suburban segments. Rural segments rate very low but are not intended to serve many modes and should be treated differently.
    - ii. Activity Centers:
      - 1. Segments that intersect with higher-level activity centers have a higher average rating.
    - iii. Urban Segments:
      - 1. Jackson County urban segments rate higher than Wyandotte County urban segments.
    - iv. Suburban Segments:
      - 1. Johnson County suburban segments rate higher than other counties.
        - a. Likely reflects new complete streets builds and bike/ped infrastructure.
    - v. Rural Segments:

1. No particular conclusions, except these segments should be treated differently in discussions.
- iii. Next Steps:
    - i. Continue expansion of the graded network
    - ii. Show CSNA to outside groups
  - iv. Questions:
    - i. Patrick Cierpiot – Streets shouldn't be declared complete or incomplete if the condition of the road isn't considered. Not one of the rating criteria examines the quality of the roadbed and surface of the street.
      1. Patrick Trouba – Although condition is very important to consider, we are up against limited time and resources to collect data. In the future, I hope we will be able to access these criteria along with others such as streetlights and travel volumes.
    - ii. Patrick Cierpiot – Don't we already have way to access the quality of our roads through engineer reports?
      1. Patrick Trouba – This information might be available but sometimes data costs money that is not readily available.
      2. Martin Rivarola – We might have some information available to us but we need to make sure we are applying a regional filter to this assessment. The information for one city might not be available for another and the rating must be consistent. There is more work to be done for this assessment, but this is a start.

## 8. Roundtable Updates:

- i. Jackson County – Matt Davis
  - i. Awarded a 2023 Planning Sustainable Places grant for the Greenwood Connector
  - ii. Will help to plan the best trail route from Rock Island Trail through the City of Greenwood
- ii. Kansas City, MO – Bailey Waters
  - i. More protected bike lanes going in around the city
  - ii. Submitting a grant in safety advocacy for Vision Zero funding
- iii. Johnson County – Nicole Brown
  - i. Finished the process to access their funding balance through KDOT
  - ii. Starting their programing with the school year
- iv. Overland Park – Jan Faidley
  - i. Johnson Drive Repaving project is complete
    1. Includes the addition of a sidewalk on the north side
  - ii. Several street reconstructions are progressing

## 9. Meeting Adjourned

- i. The next meeting is scheduled for November 9<sup>th</sup>, 2022 at 1:30 pm and will be held both in person and online.