

# **Bicycle Pedestrian Advisory Committee (BPAC) Meeting Summary**

July 12, 2023

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## **Members/Alternates & Visitors in Attendance**

Art Gough  
Andrew Ngui, City of Kansas City, MO  
Andrew Robertson, GBA  
Bailey Waters, City of Kansas City, MO  
Bobby Evans, City of Kansas City, MO  
Brett McCubbin, City of Shawnee  
Emily Randel, City of Mission  
Jan Faidley, City of Roeland Park  
Jenny Kramer, KDOT  
Juan Yin, MoDOT  
Krystal Jolly, MoDOT  
Leslie Herring, City of Westwood (co-chair)  
Mandy Buettgen-Quinn, City of Springfield  
Michael Kelley, Bike Walk KC  
Mira Felzien, KCATA  
Rodney Riffle, Johnson County  
Ron McLinden  
Sherri McIntyre, City of Liberty  
Tod Hueser, City of Olathe

## **MARC staff in attendance**

Patrick Trouba  
Martin Rivarola  
Beth Dawson  
Josh Woody  
Raquel Ordonez

## 1) Welcome and Introductions

- 2) **Vote: Approve May 10, 2023 Meeting Summary:** Brett McCubbin moves to pass the summary, no comments, motion passes.

## Agenda

### 3) Presentation: 18th St Pedestrian Mall Update overview– Chad Thompson

- i) 2021/22 study began, timeline for the project over time discussed. Described the different scope proposals over time, ranging from total closure to no change. Similar projects described in Memphis, boardwalks in California.
- ii) From there progressed to curbless environment scope. Traffic still exists, can be closed for events, 2-lane road at other times, accommodates residential/restaurants. Wants to maintain traffic for growing restaurant business, hybrid strategy. This came out of nearly a year's worth of public meetings.
- iii) Now in the process of getting a design contract. 6.5\$ million secured, 22\$ million total, must be phased.
- iv) Project 1A is 18th St and 17th Terrace Improvements, Project 1B is north/south roads. Project 2 is Paseo Boulevard, adding medians, additional aesthetic. 1A is only funded, 1B and 2 are aspirational, a lot of support from new council members and momentum, as well as federal funding.
- v) Map of described phases is presented. Curb changes and benefits described
- vi) Highlights include curbless environments, decorative lighting, 17th Terrace is parking neutral, parking garage wanted, but too expensive.
- vii) Project 1A concept art presented and described. Curbed planters and decorative signing shown with 3D representation. Illustrates curbless concept and form with outdoor eating adjacent. Still being worked out is how it will work with combined smart sewer, part of the next steps of the project. No managing body/ CID as of yet, hoping to spur implementation.
- viii) Overhead lighting presented is described as funding dependent. Discussion underway to leave streetlights as early 20th century style rather than modern in 3D.
- ix) Currently waiting for Design Notice to Proceed. Design meant to be completed in mid-winter and started in early summer of 2024. Construction between 6-9 months.
- x) Ron McLinden Question asked: What material is the planter? Answer: Lightweight concrete, they are movable. Q: Any plan for trees, lack of shade. A: Lack of depth, so no trees but bushes, can't support trees. Q: How will vehicles go through space. A: Same as today without curb. Two pullouts/drop-off points for museums. Buses can park to North and West and come back. Q: Planters impromptu seating? A: Can be, partially explains design. Q: Stormwater under design, what are options, channeling? A: 2 options, keep pipes the same, drain down, or graded design through center of the street. Q: Incorporating shade for usability? A: Couple of ideas, canvas/ tented areas or canopies to cover area. Problem would be private building responsibility; canvas can be from city property. Some planters can have trees, but most cannot due to limitations of planters.
- xi) Art Gough Question asked: Anticipated speed limit? A: 20-25 mph speed, discussion at 10-15 or 35 still being worked on. Q: Example of reverse speed table? A: Yes around country. Q: How does design accommodate the transit stops? A: Will continue the same way as currently.
- xii) Bobby Evans (chat) Q. Any considerations in facilitating ped/bike/transit movement between this district and crossroads/brewer's alley? A. Ideas from Paseo, not from this district.

### 4) Aaron Bartlett introducing Mandy Buettgen - Springfield, MO Safe Systems Presentation

- i) Aaron B: Thanks for opportunity to talk about program, started in Springfield Missouri. Pedestrian Fatalities are high and we are looking for safe-systems approaches, excited to show Mandy's project.
- ii) Mandy Buettgen: Has worked for Springfield for 20 years, degree from Tech U of Berlin. Project is called SafeAcross, is a Pedestrian Safety Initiative.
- iii) Icebreaker meant to identify pedestrian crossing in different countries quickly. Several countries shown, with US having hard to ID signage.
- iv) Pedestrian fatalities had risen. 60 pedestrians struck yearly in Springfield. Drivers do not notice signs, don't look for pedestrians, don't know rules or ride of way. Pedestrians don't go out of their way to use crosswalks, avoid eye contact, cross when they can.
- v) 49% causes due to driver, 40% due to pedestrians crossing inappropriately. 1 in 4 drivers yielded to a pedestrian at a crosswalk in a compliance study.
- vi) Importance of unique signage described. Current sign is not indistinguishable from deer crossing. Pedestrian signs are allowed to be fluorescent to stand out, this implementation has been shown to have a huge advantage, easier for drivers to ID.
- vii) Within 4 years compliance increased from 25% to over 50%
- viii) Has sharable version SGF that other cities can use.
- ix) Core of project is 5 Es, Education, Engineering, Evaluation, Encouragement & Equity, and Enforcement, described briefly each.
- x) Two anchors presented. "Mr. Walker" a pedestrian stand in sign, florescent man shaped sign. Heart pedestrian sign shows message of caring, emotional, and more memorable than standard sign.
- xi) Public education: Flyers, social media, easy to consume ads and PSA videos. School programs for elementary students.
- xii) Evaluation: Site evaluation and social norming studies. Publishing these compliance numbers and advertising the scores publicly.
- xiii) Engineering: Simple guidance for best practices. RRFBs. Optimal results have easy educational materials for engineering solutions.
- xiv) Encouragement: Proving that this is beneficial to all, not a top down regulation. Lantern walk engages neighborhoods for community education.
- xv) Equity: Understanding mid-block crossing, many blamed for their situation. Dignity and Victim shaming. Springfield has met with non-profits advocating for these people. Over 90% of these people have been hit by a car. Have taken photos of pedestrians with signs to encourage empathy.
- xvi) Edu-forcement. Yield checks, as high visibility enforcement, warnings given before violations.
- xvii) Policy. Springfield has 3 foot rule, drivers must yield to people within 3 feet of crosswalk. Review local laws and regulations in each city. Line graph shows curve of accidents has flattened since implementation.
- xviii) Costs estimated 17,000 for mid-sized city, 4000 for maintenance and 5 hours per week for staff during kick-off phase. Many grants available from federal govt.
- xix) Safe across website shown, participating communities have access to toolkit with more resources and guidance here. Links and QR codes shared to end presentation, questions asked for.
- xx) Michael Kelley Q: Data gathered on effectiveness on PSAs? A: No, not directly. Q: Increased spending in infrastructure? A: Yes has invested in many places in community, not focus of this program. Q: Has there been any talk about working with police department to change how they share information about crashes involving pedestrians or local media reporting? A: Victim shaming has been discussed, met with local groups and police, brought to empathy/education

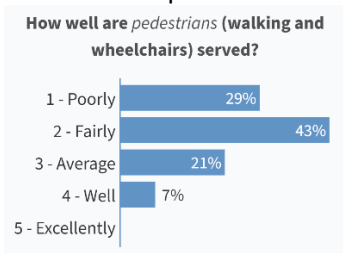
program, looking to give media story ideas for interviews to highlight pedestrian perspectives. Police does good job not leading to victim blaming, can be difficult at times.

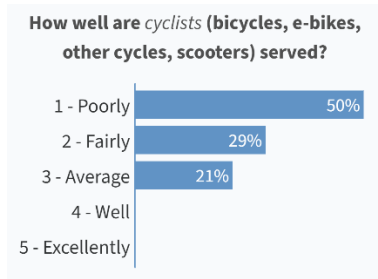
xv) Ron McLinden: Q: Timing of traffic issues has to be an issue, 60 second flow of traffic, long for pedestrians, leads to walking where they can cross, there is a mismatch, has this factored in. A: Pedestrian anti-valve, early start makes it more visible. Looking at restricting block lengths to alleviate wait times in city code.

xvi) Mandy Buettgen (chat): If any community is interested in this free program, check out [www.SafeAcross.com](http://www.SafeAcross.com) and [facebook.com/sgfyields](https://facebook.com/sgfyields) . You may email me at [mbuettgen@springfieldmo.gov](mailto:mbuettgen@springfieldmo.gov). Thank you!

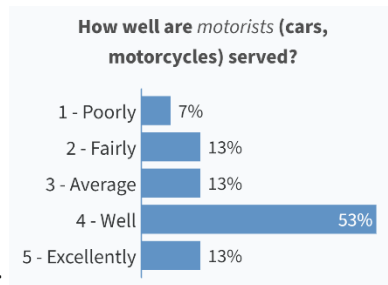
## 5) Planning: Complete Streets Presentation– Patrick Trouba

- i) Policy update.
- ii) Why update section. Policy recommends reevaluation. Integration of complete streets network assessment into policy. Also good for clarification of language and standards. Can enhance green streets/green infrastructure language in policy.
- iii) Policy framework described, 10 points describing purpose and elements that are addressed in policy, could get feedback on specific elements to emphasize or redefine.
- iv) Definition of complete streets given. Designed for all users along and across the entire public right of way. Safe accommodations for all users who have legal access and may be reasonably be expected to use facilities. Project sponsors retain design decision authority.
- v) Statement described to applies to any activities conducted by MARC to program federal funds for projects in the Transportation Improvement Program. Reiterates previous definition.
- vi) Exceptions given to projects that aren't streets. Modes prohibited, costs are excessively disproportionate to need or likely use, population scarcity indicates lack of need.
- vii) Implementation section, seeks to review all project applications seeking federal transportation funding for compliance with the complete streets policy. Review and monitor projects for compliance with the policy. Procedures for committee incorporation of policies. Engaging sponsors and encouraging complete streets.
- viii) Network assessment section. Strengths are good at ID-ing multimodal gaps, potentially good at seeing effects of reconstruction. Weakness, providing rural road completeness, limited ability to cross reference with land use.
- ix) Overarching question is: How can this policy better effect a complete multimodal network in the KC region?
- x) Poll EV exercise, polling "How well is each mode served by our Complete Streets Policy?"
- xi) How well are pedestrians served? Scale out of 5 live poll given.

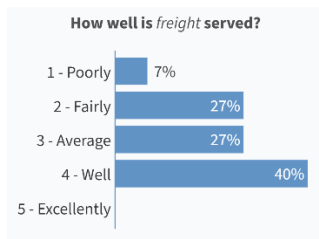




xii) Cyclists:



xiii) Motorists:



xiv) Freight:

xv) Other example discussion questions shown. Floor open to discussion.

xvi) Ron McLinden: Q: Project applicant is asked about complete streets, what does that mean, are there objective criteria that the cities implementation has to meet for MARC to consider it complete. As example, if there are 2 elements bike and pedestrian, if you have bike lane and some pedestrian, does it matter what the measurements of pedestrian accommodations are quantitatively? They should be treated equally.

A (in room): Applicants have to answer if they follow our policy

xvii) Leslie Herring: Policy document should have big distinction in pedestrian accommodations and other qualitative, prescriptive features. If that language is the recommendation of BPAC, it still has to go to the MARC Board. Its requirements could be too costly for cities, and too difficult to get through the MARC Board? Board would not be supportive of something that requires city CIPs to be rearranged. Not saying its not worth the conversation, but must be aware of politics, and framework.

1. Ron McLinden: Rather than assume they aren't sensitive, prepare to educate board and TTPC on benefits. More than just sidewalk presence, is it consistent, free of cross-slopes, safety issue in slick weather.
2. Michael Kelley: With regard to exceptions, must be changed to point about "too cost prohibitive" or absence of need, far too often used to get around complete street guidance. National complete streets grades policies 1-100 scale, this is the most objective way to measure by this.
3. Ron McLinden: Need a local discussion irrespective of national standards specific to Kansas City, not rely on others.
4. Michael Kelley (chat): I fully disagree with that assertion. We absolutely should be following the word of the NCSC.
5. Bobby Evans: Complete streets coalition does great job and we would follow them. We need to figure where this policy sits in decision making process, very often gets superseded and ignored around country. We need require explanation/report to explain why it is not a complete street, too easily ignored.
6. Jan Faidley (chat): Most important elements of National Complete Streets Coalition criteria:

- 3) Applies to all projects and phases, and 4) Allows only clear exceptions
7. Ron McLinden: What objective criteria could be met before a street be considered complete?
  8. Michael Kelley (chat): CS policies are about a full transportation network, not individual streets.
  9. Leslie Herring: Potential for focus group to complete conversation in other venue
  10. Patrick: Could reconstitute focus group. Will give presentation to other committees. Draft in September, TTPC in October, possible approval by TTPC and board in November.
  11. Leslie Herring: Can we commit to return to conversation giving more time and focus outside of this meeting? Serious workshop in the future?
  12. Ron: Three key words, what objective criteria.
  13. Art Gough: Ven diagram of vision zero is within complete street, complete streets should incorporate vision zero and its lessons around country. Safety should be key.
  14. Michael Kelley (chat): Vision Zero is a separate paradigm from Complete Streets.

**6) BPAC KS and MO STP Member Committee**

- i) New Missouri-side member and 2 Kansas side. Ask for volunteers/nominations.
- ii) Jan Faidley volunteers to be alternate for Kansas.
- iii) Martin Rivarola suggests in interest of time to move item to next meeting in September.

**7) Meeting Adjourned- Next meeting on September 13**