



MID-AMERICA REGIONAL COUNCIL

HIGHWAY COMMITTEE MEETING
Wednesday, September 27, 2023
1:30 – 3:00 PM
MARC, Lewis & Clark Room, 2nd floor
600 Broadway, Kansas City, Missouri

NOTE: This upcoming Highway Committee meeting will be held in-person and via webinar. To join the meeting via webinar, please follow the virtual meeting and call-in instructions below.

Table with 4 columns: ACTION, AGENDA ITEMS, PRESENTERS, TIME. Rows include Welcome and Introductions, Highway Committee July 26th meeting summary, Leavenworth Countywide Transportation Plan, RideshareKC Rebranding, 2023 Fall Call for Changes to Functional Class System, ConnectedKC MTP Update, MARC Policy Updates, Roundtable Updates, and Adjourn.

VIRTUAL MEETING & CALL-IN INSTRUCTIONS

MARCZoom08

Address: https://marc-kc.zoom.us/j/3086746761?pwd=end1eUxnRjdLUURWUEJ4UzRCc3QwUT09

- You may need to run the Zoom opener to join the meeting.
This link also works with the Zoom smartphone app.

Meeting ID: 308-674-6761

Passcode: 976329

Audio:

- We encourage the use of computer audio especially if you are viewing a webcam or sharing your webcam.
Dial Toll-Free
877 853 5247 US Toll-free
888 788 0099 US Toll-free
One tap mobile
+18778535247,,3086746761#
+18887880099,,3086746761#

NEXT HIGHWAY COMMITTEE MEETING: November 29, 1:30 – 3:00 PM

\*PLEASE NOTE THE CHANGE IN MEETING DATE DUE TO THANKSGIVING HOLIDAY.

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance).

## Highway Committee

July 26, 2023

### Attendance

Michael Park, City of Lee's Summit  
Sherri McIntyre, City of Liberty  
Allison Smith, KDOT  
Michael Spickelmier, City of Lansing  
Carl Brooks, City of Harrisonville  
Chad Thompson, KCMO  
Melissa Schmitz, MoDOT  
Steven Cross, KDOT  
Brandon McElhiney, City of Lenexa  
Zach Cowart, HNTB  
Matt Volz, HDR  
Tim McEldowney, Gardner  
Troy Shaw, UG/KCK  
Ryan Sims, Johnson County  
Mark Sommerhauser, KC Scout TMC  
CE Goodall, Edwardsville, Kansas  
Britni O'Connor, MoDOT  
Joe Johnson, De Soto  
Ron McLinden, Citizen  
Greg Weatherd, HNTB  
Cameron McGown, HNTB

#### MARC Staff:

Martin Rivarola  
Selina Zapata Bur  
Patrick Trouba  
Alicia Hunter  
Darryl Fields

#### **Agenda:**

- Welcome and Introductions
- Approval of May 24<sup>th</sup> Meeting Summary
- Updates: K-10
- Presentation: 2023 Fall Call for Changes to Functional Class System
- Discussion: MARC Policy Updates – Complete Streets Policy and Congestion Management Policy & Toolbox
- Roundtable

## MINUTES

### **1. Welcome and Introductions (Co-chair Michael Park)**

Introductions were made. See attendance for those present.

### **2. Approve May 24<sup>th</sup> Meeting Summary (Co-chair Michael Park)**

Sherri McIntyre made a motion to approve the May 24<sup>th</sup> Meeting Summary and Joe Johnson seconded the motion. The May 24<sup>th</sup> Meeting Summary was approved by committee members with none opposed.

### **3. K-10 Corridor Project (Steven Cross, KDOT)**

Steven Cross went over a project overview, existing conditions, project Purpose & Need, near-term upcoming work, and planned outreach. The project starts at the Douglas County/Johnson County line on the west end and extends to the I-35/I-435 interchange. The project is currently in the Discovery Phase, pre- Preliminary Engineering. The discovery phase includes identifying current and future corridor problems and needs, evaluating various improvements alternatives, selecting a Preferred Alternative, securing federal approvals such as NEPA, and developing an implementation plan. The Notice of Intent (NOI) for the NEPA process has been pushed back a little bit to accommodate local elections. The NOI is anticipated in September with a Finding of No Significant Impact (FONSI) a year later. Roadway deficiencies, bridge deficiencies, traffic conditions, and crash hot spots were noted as well as upcoming development related to the Panasonic development site.

The Purpose and Need of the project is to enhance safety performance, improve traffic operations, improve infrastructure condition, provide flexible transportation choices, and support local and regional growth. Near-Term Upcoming Work includes traffic forecasting, development of improvement alternatives (i.e., toll-free & express lanes, interchange improvements, and new interchanges), a Level 2 Tolling Study, NEPA initiation, and stakeholder engagement. Planned outreach will involve advisory group meetings, public information meetings, community organization presentations, newsletters, surveys, focus groups, and social media. The project webpage is available at [www.K10.ksdot.gov](http://www.K10.ksdot.gov). Steven Cross also reviewed the project schedule, culminating in October 2024.

Martin Rivarola inquired about environmental goals, tied to the region's MTP, being reflected in the Purpose and Need and whether there is still time to provide comments on the Purpose & Need. Steven Cross noted that there is still time to provide comments.

Ron McLinden made a comment concerning potential environmental impacts related to lithium-ion batteries which are anticipated to be developed along the K-10 corridor. He inquired as to what would happen if the market for lithium batteries dropped and what impact that would have on transportation demand along K-10. Steven Cross responded that a sensitivity analysis was conducted regarding anticipated travel demand.

Sherri McIntyre inquired about the five counties involved in the traffic model. Steven Cross responded that the six counties included Leavenworth, Johnson, Douglas, Miami, Wyandotte and Franklin.

Steven Cross noted that comments may continue to be submitted via the project website.

#### **4. Functional Classification System Call for Changes (Alicia Hunter)**

Alicia Hunter announced the call for changes to the Functional Classification System. She described what functional classification is as well as how it is used. Access and mobility are key factors in roadway classification. Arterials provide higher levels of mobility while local roads provide more access. The hierarchy of the Functional Classification System was reviewed, including collectors (minor and major), and arterials. As the MPO for the Kansas City Region, MARC is responsible for developing and maintaining changes of the Functional Classification system of roadways within its planning boundaries. Official MARC Procedures and the MARC Functional Classification webmap were also referenced in the presentation.

Alicia Hunter presented the process for this call for changes, which opened on July 17<sup>th</sup> and will be open until August 14<sup>th</sup>. Jurisdictions can request a change through MARC's online tool. Proposals will be reviewed by MARC staff and State DOTs, with coordination occurring between MARC staff and local jurisdictions. Recommendations will be presented at the November Highway Committee meeting, and subsequently to TTPC before being submitted to the State DOTs and FHWA. General Guidelines to follow were presented, relating to system continuity, parallel routes and appropriate design/function.

Sherri McIntyre asked for clarification regarding the different fields to be filled out for each request using the MARC online tool. Selina Zapata Bur offered to reach out after the meeting to walk through these questions. Michael Park inquired about how functional class considers future roads or roads that will be soon improved. Michael Park inquired about the requirements of having a certain functional class. There are data reporting requirements for roadways with certain levels of functional class.

Ron McLinden inquired as to whether we anticipate that changes to other MARC plans and policies may impact the functional classification system. Martin Rivarola responded that no, but our forecasting and modeling efforts are related to this.

#### **5. MARC Complete Streets Policy Update (Patrick Trouba)**

Patrick Trouba defined complete streets, which are streets, highways, bridges and facilities that are planned, designed operated and maintained for the needs and safety of all users along and across the entire public right of way. The update is needed to comply with the policy, to integrate the Complete Streets Network Assessment, to review and clarify language and to enhance green streets/green infrastructure language. Patrick reviewed the Policy statement and exceptions to the policy. Polling questions were asked via PolLEV, including:

- How well is each mode served by our Complete Streets Policy? (through MARCs planning processes)
  - How well are pedestrians (walking and wheelchairs) served?
  - How well are cyclists (bicycles, e-bikes, other cycles, scooters) served?
  - How well are motorists (cars, motorcycles) served?
  - How well are city transit and transit users served?
  - How well is freight served?

Other discussion questions asked of the Highway Committee included:

- Which of the 10 elements of a complete streets policy is most important to you? Which ones should MARC focus on in an update?
- What would you add or remove to the Complete Streets Policy? Why?
- What role(s) could the Complete Streets Network Assessment play in the Complete Streets Policy? How should gaps be prioritized?
- How should we integrate green streets/green infrastructure treatments into the Complete Streets Policy?
- How can this policy better effect a complete multimodal network in the Kansas City region?

Feedback included the following:

- It is hard to think about a complete multimodal network when you don't have transit service in your community or if one of your mode choices is reduced.
- Complete streets are context sensitive as they will be different in urban, suburban, and rural communities.
- How do we differentiate the value of each of the complete streets elements set in different contexts?

## **6. MARC Congestion Management Policy Update (Selina Zapata Bur)**

Selina Zapata Bur presented an overview of the MARC Congestion Management Policy & Toolbox, and kicked off the updates to these documents over the next few months. The Congestion Management Process is one component of the metropolitan planning process. It is a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on a region's multi-modal transportation system; evaluating and recommending alternative strategies to manage current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage congestion. The policy is being updated in coordination with updates to the Metropolitan Transportation Plan.

Polling questions were asked via PolLEV, including:

- How well is the purpose and content of the Congestion Management Process Policy & Toolbox clearly explained?
- How well does the Congestion Management Process Policy & Toolbox function to help our region manage congestion?

Other discussion questions asked of the Highway Committee included:

- Which elements currently in the Congestion Management Policy are working well, and why?
- Are there elements you would add or change in the Congestion Management Policy? Why?
- The Congestion Management Toolbox details a wide range of alternative strategies to manage congestion. Are there any strategies you would add to the toolbox, and if so, please describe.

Feedback included the following:

- What is defined as single occupant vehicle capacity? Are we talking about turn lanes, aux lanes, for how long? Center left turn lanes should not be considered additional capacity. They are at times implemented to address safety concerns.
- How does the policy address future congestion or related projects such as adjacent new bridges that may require additional roadway capacity?
- A better notion of the policy goals may be needed.
- How does the policy relate to Greenhouse Gas reduction goals? As these goals are achieved, congestion should diminish.
- There is a shift in freight that impacts traffic and congestion as well.

Presentations on these policy updates (Complete Streets and Congestion Management) will be made to many MARC committees through the end of August. MARC will be pulling together a workgroup to delve into the details of both of these policies. Please email [sbur@marc.org](mailto:sbur@marc.org) or [ptrouba@marc.org](mailto:ptrouba@marc.org) by 5pm on August 15<sup>th</sup> to volunteer.

#### **7. Roundtable Updates (Committee)**

MARC staff is seeking volunteers for presentations to the Highway Committee. A Work Zone presentation used to be made in February by KC Scout, which could be made this upcoming year as well.

#### **8. Adjourn**

The committee adjourned at 2:50 PM.

**NEXT MEETING: September 27, 2023, 1:30-3:00 PM**