BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MINUTES
March 11, 2020
Broadway Room
Matt Davis, MO Co-Chair and Michael McDonald, KS Co-Chair

BPAC Members in Attendance
Matt Davis, Jackson Co. Parks + Rec, Rock Island
Mike McDonald, City of Leavenworth
Eric Rogers, BikeWalkKC
Nicole Brown, JoCo Health and Environment
Brian Shields, Overland Park

Alternates and Non-Members in Attendance
Billie Hufford, Grandview
Michael Kelley, BikeWalkKC
Art Gough, Cycling KC
AJ Farris, KCATA
Chuck Soules, Smithville
Lisa Donnolly, City of Olathe
Jan Faidley, Roeland Park
Christa McGaha, Lenexa
Jean Carder, City of Louisburg
Lauren Reiman, HNTB
MaryAnna Henggeler, Jackson County Health Department
Matt Kleinmann, Children’s Mercy Hospital

MARC Staff in Attendance
Alex Rotenberry, Martin Rivarola, Patrick Trouba, Amy Strange
Beth Dawson, Jake Goldman

1) Welcome/Introduction
Mike McDonald conducted the welcome and introduction.

2) Approval of September Minutes
The Minutes from the January 8, 2020 meeting were approved.

3) Kansas Surface Transportation Program Priorities Committee Seats
Alex Rotenberry from MARC discussed the past recent history of filling BPAC representation on the three programming committees: the Active Transportation Programming Committee and the two Surface Transportation Programming Priorities Committees, one in Kansas and one in Missouri. Membership to the BPAC is required to serve as a representative of the BPAC on a programming committee. The Kansas STP Committee meets every quarter. Christa McGaha volunteered to be the alternate and leave Shawnee Parks and Recreation Director Neil Holman as the voting member. A motion to appoint the two BPAC members was approved.

4) Discussion: Connected KC 2050 & Sub-allocated funds programming process update
Martin Rivarola from MARC presented on MARC’s long-range transportation plan and the upcoming programming activities. The plan is currently being written and will be available entirely on the project website, connectedkc.org, as opposed to a physical document being created. The timeline is to finalize the website and then conduct a final round of public engagement in May. Members are encouraged to look at the website and give feedback. The plan will then be approved by the MARC Board and published in June.
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About $80 million federal transportation funds is allocated by committees. The process for programming policy is being adjusted for 2020 to better align with the adoption of the ConnectedKC 2050 plan. A two-step prequalification process will be instituted. This will strengthen applications, following the goals and strategies of the plan and other adopted MARC policies already in place today. Planning committees, such as the BPAC, will have a role in reviewing applications and scoring them during this first step of the process. Projects that are returned to applicants with low scores will be given the chance to revise.

The first step will launch on April 23, 2020 and will be mandatory of those applying for these funds. The committee members will have the opportunity to read the applications, see staff scoring, and comment on the projects themselves. The committee will have a special meeting July 21 to review the survey responses of the first round, to decide if they concur with the resulting scores and comments. The second step will launch in July-August.

5) Curbside Management
Patrick Trouba from MARC introduced the topic of curbside access management, how space is allocated between the different potential uses of the street curb. Some uses might include on-street parking, delivery & freight, transportation network companies (such as Uber or Lyft), scooters and bikeshare, or public transportation.

Why manage the curb? Functions of the curb include the movement of goods deliveries, access for people, the activation of the space by vendors such as food trucks, street trees, and storage.

There are three strategies to manage the curb: relocation (moving the use elsewhere), conversion (changing one type, such as parking to freight zones), and flexibility (using the space for more than one use).

There was discussion on conflicts between bicyclists/pedestrians and automobiles, coordination of data and the lack thereof. BikeWalkKC is partnering with a phone app called OurStreets to look for bad behavior and reporting it.

6) Discussion: Update to the Regional Bikeway Map
Alex Rotenberry discussed the ongoing update to the regional bikeway map. He recapped the discussion on the legend of the map. He mentioned that the data collection was ongoing and encouraged those in attendance to pass along data if they had not already. Some of the topics discussed in January included the legend, the definition of Unmarked - Share the Road, stress levels, transit transfer facilities, bicycle stations, historical trails, and state bicycle routes.

Because of an ongoing project at MARC regarding studying bicycle levels of traffic stress, staff posited that it may be better to create a secondary, online only map that shows low stress routes and forgo unmarked-share the road designations. Questions about the current online and the functionality and current format.
A suggestion was made to include more links or QR codes to direct people to the online map, bikeshare and transit, as well as possibly other resources for locals and out-of-towners. Currently, there are separate apps for purchasing bus fare and renting bicycles and scooters, both run by the Kansas City Area Transportation Authority, though the integration of all are expected to occur in 2020.

How well is the regional bikeway map integrated with Google Maps? User experience has varied, occasionally utilizing trails, but also suggesting a direct route using arterials with no bicycle infrastructure. Cities must submit data to the Google.

7) **Discussion: Complete Streets Analysis**
Alex Rotenberry presented on an idea that MARC staff have been discussing internally. The idea is that not all complete streets are equal, some having the bare minimum to be considered a complete street, while others are examples for the whole region. The analysis would look quantitatively at built streets in the region and, potentially, rank them on a scale. It could look at gaps in the system, have a scoring system, it’s all being considered. Discussion included looking at critically underfunded areas, analyzing communities that have complete streets ordinances including their implementation and their scores by the National Complete Streets Coalition, identifying the barriers to building complete streets, a list of projects recommended for road diets.

8) **Round Table**
The KS co-chair requested information the 18th Street bridge across the Kansas River study by KDOT

Leavenworth—County wrapped public engagement on Comprehensive Plan, including an extension of 152 into Kansas. Sandpit project public meeting.
Jackson County – Started work on Rock Island Trail again. Working on underpass for MO 78. Work expected to start on a Rock Island/Little Blue Trace Connector.
KCATA – Ride KC Next plan out for review, expected implementation by October 2020. Zero fare is not a part of the Ride KC Next plan.
Smithville – 1.2 miles of trail about to be added, from downtown to the lake
Grandview – working with Missouri Bicycle and Pedestrian Federation at a possible branch of the Santa Fe trail coming to Grandview.
BikeWalkKC – Westwood close to adopting a complete streets ordinance.
Overland Park – College, from Metcalf to Nall, have a road diet for the convention center.
Lenexa – adopted complete streets plan. There is a bike share project fully implemented this summer or early fall
Roeland Park – Completed Roe 2020, includes facilities for bicycles on Road Blvd.
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Next Meeting: July 21, 2020