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

2) Approval of September Minutes
The Minutes from the September 11, 2019 meeting were approved.

3) Discussion: ConnectedKC 2050 project ranking
Laura Machala presented on MARC’s long-range transportation plan, more specifically the project prioritization process and Greenhouse Gas reduction scenarios. An introduction to ConnectedKC 2050 was provided, detailing that it’s a long-range, 30-year plan which all MPOs need. To construct ConnectedKC 2050, it’s been a 3-year process, where MARC is currently on the Project Prioritization step, after which the writing and development plan will follow. The plan is to go live in Spring 2020. The focus of the mission of project prioritization surrounds building strong communities. Access to opportunity, transportation choices, economic vitality, healthy environment, and public health and safety are needed to support the vision. In order to achieve the vision, there needs to be a focus on centers/corridors, a promotion of climate resilience, finding new sources of funding, prioritizing investments, and use of data and technology. Scenario analysis was performed, which included a trend growth scenario and a focus growth scenario. Several outcomes were identified for measurement, which include land consumption, cost to maintain our current system, GHG emissions, and transit and active transportation trips. The GHG emission scenario tested parameters such as focused land use, electrical vehicle conversion, building out the entire Smart Moves mobility network, making the operation of vehicles more expensive by doubling operational costs, adding parking costs to transportation mobility hubs, and reducing speeds limits on highways. A graph was presented which showed GHG scenarios and how they correlate to GHG reduction trends. If no changes are made, GHG emissions will reduce by 9.3% by 2050. If a compact focused growth parameter is added, there will be a 12.5% reduction. If 75% electrical vehicles are added, there will be a 35% reduction. If lowered speed limits and parking changes are added along with EVs, there will be a 61.3% reduction. The goal is an 80% reduction by 2050. The focused growth rate scenario is
the best way scenario to reduce GHG emissions. MARC asked that the committee consider prioritizing projects which help us reach that GHG goal. Out of 419 projects received, and a $15.1 billion budget, about 56% will be designated to highway and roadway projects, 13% will be for other projects, 12% will be for transit, 12% will be for active transportation, 5.7% will be for bridges, and the rest will be for freight projects. There is the assumption that all rehabilitation projects will be funded. There is the realization that not all projects can be funded, hence the need for prioritization. During last month’s ConnectedKC Planning and Policy Committee workshop, attendees gave high, medium, and low priority rankings to projects. Based on those results, a quadrant methodology graph was implemented, which shows which projects are considered high priority versus those considered medium or low priority. The top priority projects came out to $7.89 billion. A question was posed to the committee on whether the project prioritization plan makes sense and if there are any questions or suggestions. A public survey will be sent out to committee members for distribution. Once sent, the link will stay open for approximately 2-3 weeks. The project prioritization presentation will be shown to other committees for input.

4) Discussion: Filling BPAC vacancies and appointing ATPC/MO and KS STP representatives
MARC staff noticed that there are vacancies for BPAC, ATPC, and MO and KS STP. A motion was made and passed that Billie Hufford of Grandview to fill the BPAC representative on the Active Transportation Programming Committee, with Nicole Brown, Johnson County Health Department as an alternate. A motion was made and passed that Noel Bennion will continue to stay on MO STP, with Matt Davis as an alternate. A replacement for Greg Ruether on KS STP is needed, but this will be revisited at the January meeting. Programming will get a late start next year.

5) Discussion: 2020 Work Program
Alex Rotenberry discussed the 2020 BPAC work agenda. ConnectedKC 2050 planning will be continuing through half of next year. An update is needed on regional bikeway maps since paper maps still popular. Regarding counting programs, we have a couple counters that do not serve the entire needs of the region and in the new year they will be freed up. We desperately lack counts on our trails and other facilities. More discussion can be done on this with BPAC next year. At the very least a look at internal Complete Streets policy and our bike plan maps can be done. Complete Streets has been static so another look at the policy is needed. We would like to see an expansion of this program by summer 2020 and want to continue seeing public outreach campaigns and make it a more robust activity in 2020. MARC is hosting the GTI Academy for Sustainability next week. These webinars are free and cover a broad range of topics. The one for next week will be in the Westview room. More webinars will be purchased for next year. This year BikeWalkKC hosted Safe Routes to School, and next year BikeWalkKC will be hosting the Women’s Bike Summit. For Planning Sustainable Places projects, Beth Dawson of MARC could present. The Multimodal Connectivity Study final report is being worked on and should be completed this year. The National Complete Streets Coalition is working with 3 Missouri-based partners (Kirkwood, Joplin, and Eastern Jackson County) to launch the Consortium Series. This is
being done with support from the CDC and Missouri Dept of Health and Senior Services, the Missouri Council for Activity and Nutrition, and Missourians for Responsible Transportation. There’s the possibility of getting a presentation together on the National Complete Streets Coalition. As new resources become available, we may see an AASHTO Bicycle Guide for 2020. Supporting local efforts, such as bicycle friendly community (BFC) and walk friendly community (WFC) programs, will be maintained. This is a great way to see where your community stands.

Greenline was mentioned, which is a loop through KC that will connect downtown with a recreational trail. More will be mentioned on this as information becomes available.

6) Round Table

Jackson Co. Parks+Rec/Rock Island Trail: work on the Rock Island Trail has stopped for the time being. Rail banking application has been submitted, which should be ruled upon within the next couple of months. Waiting to begin construction again.

Leavenworth: several projects going on currently. Public want more sidewalk/bike accommodations, which was not the case 20 years ago.

Overland Park: council adopted first bike master plan, where 16 miles are bike lanes and 65 miles are shared. Meeting with design team set up for work on off road path for 91st street.

JCDHE: working with different communities in eastern Jackson county to take part in the Smart Growth America’s National Complete Streets: Missouri Consortium. Three jurisdictions (Jackson County, Joplin, and Kirkwood) were selected as recipients for aid.

KC Healthy Kids: in last month of fall photo contest. Small grants for schools, which can include bicycle or pedestrian projects.

Riverside: Completing another shared use path in 2020.

BikeWalkKC: about to partner with KC Resource library near 87th on bike safety educational programs. Programs will be once a month. This Friday, the MO Foundation of Health will be in Columbia.

Lenexa: finished draft of Complete Streets plan. Recently had work session. Received funding for tunnel under 87th street. Not set on when that will be, but possibly next month.

Grandview: Moving Complete Streets into policy. Updated bike lanes and working on street bike facilities, looking into wider, more trail-like bike lanes.

Cycling KC: AAA stats were shared regarding red light running and increased fatalities.

Louisburg: No project updates but looked back a master trails plan and realized a lot has been accomplished so far.

Next Meeting: January 8, 2020