Welcome/Introduction (2 min, Bartlett)
Mark McHenry called the meeting to order and asked those present to introduce themselves.

2017 BPAC Members/Alternates (2 min, Bartlett)
Aaron Bartlett provided an overview of the BPAC member and alternate update process. He explained the makeup of the committee and the effort to balance geography, professional background and diversity. The TTPC Co-Chairs approved the update. Periodic updates are required and as needed.

November BPAC Summary* (3 min, Bartlett)
Mark McHenry ask if there was any discussion of the summary. After no discussion, McHenry asked for a motion to approve summary. Noel Challis made the motion and Eric Rogers seconded it. The motion carried.

Smart Moves 3.0 (15 min, Laura Machala)
Laura Machala provided presentation of the Smart Moves 3.0 planning effort. This transit planning effort is addressing regional challenges and opportunities. The region is large and the employment centers are distributed across many areas making transit service more difficult. Transit service and employment centers do not align. Job growth is occurring in hard-to-serve
areas. Suburban poverty is also growing. Hours of service and days of service limit mobility and employment opportunity.

This plan is building on other regional planning efforts such as MetroGreen, and the Greater Kansas City Regional Bikeway Plan. This will ensure that we are integrating regional vision plans into Smart Moves 3.0 in a way that aligns with bicycle travel. Efforts are underway to look at the corridors of both plans to make them compatible.

The goal of the planning effort is twofold.
1. Double access to jobs via transit in 10-years. A Brookins Report gave the KC region low ratings compared to other large metropolitan regions.
2. This is also a full update to the regional transit plan. The process is accounting for emerging mobility options that did not exist a short time ago. We recognize that technology is changing the way we move and the potential for full autonomous driving vehicles is not a matter of if but when. How will this impact on mobility?

The planning process has a strong focus on transit-oriented development TOD, mobility hubs and the regional bikeways. A mobility hub is a place where multiple modes come together including transit, BikeShare, rideshare and ride hailing services.

Work is underway to evaluate the regional bikeway network in relation to proposed mobility hub locations. Approximately, 60% of the proposed Mobility Hubs already are intersect with the planned regional bikeway network. We are looking at the remaining hubs to provide closer connections. Coming out of the Smart Moves 3.0 we anticipate a recommendation to examine bike routes in local plans and evaluate if some should be elevated to regional bikeway status to better connect to hubs. Additionally, local governments are now reassessing routes that could result in shifting regional bikeway corridors.

Pedestrian infrastructure at the most fundamental level means connected sidewalks, and safe crossings of roadways. They are essential for transit access. Sidewalk system are often incomplete or unmaintained.

Recommendations and strategies will align with mobility options that best serve the surrounding land use. Local governments control how land use develops around mobility hubs. Multiple agencies, both public and private play important roles in the implementation of this plan due to the complexity of mobility.

Stakeholder engagement and public involvement are integral to the work that has gotten us to this place. We anticipate completing the planning document by summer.

Discussion:
The northland through the Clay County EDC is leading an effort to plan for connected trails. Have you consulted them? Yes, we are aware of this work and its potential impacts.

Bike on bus is limited to two bikes, which may limit the effectiveness of regional bikeways. Bike lockers should be a consideration so that commuters can safely store a bike. In some ways, BikeShare can help to solve the storage issues. It is a demand and supply issue for bicycle parking and bike on bus options. About 1/3 of current BikeShare travel links to transit. Bike on bus options now have the capacity to carry three bikes. Increased frequency of service would also help to address the utility of bike on bus options. Bike stations are another option for mobility hubs allowing for additional cycling services and security.

**Rock Island Corridor: Project Update (20 min, Matt Davis)**

Matt Davis and Josh Boehm provided a status report on the project. Mr. Davis is the Project Corridor and Mr. Boehm is the Development Manager. The Rock Island Corridor is an out of service freight corridor. In 2013 there was an Alternatives Analysis Commuter Corridor study completed. The Rock Island Corridor was identified as a connect to the Katy Trail Corridor. In May of 2016, the corridor was acquired from Union Pacific Rail Road. An MOU was established between Jackson County and the Kansas City Area Transit Authority for joint purchase.

Long term KCATA is interested in transit opportunities for the corridor. We also need to keep in mind the freight obligation if new service was requested. This corridor has 56,000 residents and affect 25,000 jobs within one mile of the corridor.

The preservation of transit opportunities means that we are want to stay away from the rail bed when possible. There are a number of challenges. The goal is to connect our region to the recently completed Rock Island Spur of the Katy Trail. This 47 mile long, section connects Windsor to Pleasant Hill. The Jackson County portion of the corridor connects from the Truman Sports Complex to Lee’s Summit. There is a gap near Greenwood. Completions of the trail unlocks new economic possibilities that communities along the Katy Trail already enjoy and connects St. Louis to Kansas City. The Jackson County section also has significant opportunity because it provides links to the Little Blue Trace Trail, the Blue River Trail and the 3-Trails Historic Retracement Tail (current under planning).

There are topographical challenges to the corridor. While we only need 12 foot to build the trail we are also dealing with slopes and the need to preserve future transit opportunities. We are working to determine where in the short-term use the rail bed and where do we avoid it.

Construction cost is a real constraint. Currently we are in the preliminary planning phase. We want to be through this process by the end of April. The corridor is closed to the public.

A particular area of challenge is the tunnel under Bannister. This tunnel was built in 1903. Because of its size it will not be easy to share space. We don’t believe at this time both uses can share the space. So we are looking at other options for connections.
After preliminary plans are complete, we want to move to final design by late summer. Then begin construction in the fall and complete construction in 2018. This is an aspirational timeline.

As we move forward, we will hold three public meetings for input and will share this with BPAC.

Discussion:
What issues are there around flood plains? Trails surface approach is ok so long as we have the right slope and right materials.

Who is responsible when someone request freight service? The Surface Transportation Board (STB) is responsible for decisions. A majority of the corridor does not have lot of industrial use so it is very unlikely and it has been out of service for 40 years. Moreover, other corridors are providing service.

We will come out to speak to anyone. Please reach out us.

Local Government Pedestrian Inventory: Findings Report (30 min, Bartlett)
Aaron Bartlett reported that the survey opened in August of 2016 closed in January of 2017. He reviewed additional data that was gathered. The inventory has four parts. It is in a draft format. Several more communities have completed all four parts of the survey.

This survey provides information to build a better understanding of community issues. MARC will use it as we look a regional policy this year. We have good spread of community sizes.

We are pleased with the response rate. A majority of the regional population was represented.

Going forward this will help to move forward with local best practices. The report is only in draft form now. Key finding need to be pulled out from the survey. We will also consider how other communities address and solve pedestrian challenges.

Notably we are collecting more GIS data from communities across the region. This has been elevated as a priority. At this level, we are looking or common attributes across sidewalk data. Finite resources requires us to prioritize investments in the locations for maximum public benefit.

The survey is closed but additional research is needed. Moving forward we want BPAC review the final report with findings. When we send out the draft report we would like for you to review it and return it with comments by the January 20, 2017.

Local Round Table Reports (15 min)
- Wes Minder with Kansas City, Missouri announced that the city had an audit. Multiple departments have been involved in the bike plan. We have decided to move the bike plan implementation into City Manager’s office. We want to attract more riders and need to
provide facilities that will attract novice riders, the interested but concerned population. We will keep you posted as begin to reevaluate the city’s bikeway plan.

- Michael Park from Lee’s Summit reported that the city is considering a Transportation Sales tax proposal and recently adopted an update to the Thoroughfare Master Plan
- Brian Shields from Overland Park announced that plans were nearly finalized for bike lanes and sharrows in the northern part of the city.
- Andrea Clark with KC Health Kids announced they would hold an event on March 2nd. Students will be awarded for participation in the Healthy Eating and Active Living Program. They are also looking at a study of transit and pedestrian access to grocery stores.
- Matt Messina announced that KDOT would release a call for TAP projects this spring for the area outside of MARC region. He also said that work was under way to reroute US Bike Route 76 through Kansas.
- Noel Challis announced that the county is working on 3 missing trail links
- Neil Holman announced the City of Shawnee was given Notice to Proceed on February 6th with Shawnee Connects study.
- Art Gough announced the PedNet had recently adopted Vision Zero. A webinar is coming up. This is a mid-size community that is adopting Vision Zero.
- Mike McDonald with the City of Leavenworth announced truck routing changing to get the trucks off neighborhood streets
- Aaron Bartlett announced that MARC would offer all of the APBP webinars this year. Also this year, Destination Safe will update their Safety Blueprint which will have a Pedestrian section.

Next Meeting March 8, 2017, at 1:30 pm.
The meeting adjourned.