Summary Notes
Bicycle Pedestrian Advisory Committee (BPAC)
May 10, 2017
MARC Broadway Room

Members/Alternates & Visitors
Michael McDonald PE – City of Leavenworth  Beth Wright – City of Olathe
Public Works*  Brian Shields PE – Overland Park Public Works
Mark McHenry – Kansas City Parks & Rec.*  Samuel Swearngin – Cycling KC
Matthew Messina – KDOT Bike Ped.  Art Gough – Cycling KC
Noel Challis – Platte Co. Parks & Rec.  DuJuan Hord – Safe Kids Metro KC
Michael Latka – City of Olathe

*Co-Chair
MARC Staff
Aaron Bartlett – Senior Transportation Planner
Laura Machala – Transportation Planner II
Amanda Graor – Principal Planner/Air Quality Program Manager
Beth Dawson – Senior Land Use Planner

1) Welcome/Introduction (3 min, )
Michael McDonald, Co-Chair. Michael called the meeting to order and requested introductions from those present.

2) Draft: March BPAC Summary* (2 min, Bartlett)
There was no discussion of the summary notes. A motion was made by Beth Wright and seconded Brian Shields to approve the summary notes. The motion passed unanimously.

3) Discussion: PSP focus on pedestrian and cycling project elements (20 min, Dawson)

Beth Dawson oversees the Planning Sustainable Places PSP program. Both the Missouri and Kansas American Planning Association chapters recognized the program with awards. PSP builds on Transportation Outlook 2040 and the Creating Sustainable Places initiative. PSP supports the MARC Board’s policy on regional land use. PSP helps local communities advance projects towards implementation.

The 2013 projects were the initial round of demonstration projects for the Creating Sustainable Places initiative. Funding came from Housing and Urban Development (HUD) and Surface Transportation Program (STP) from both Kansas and Missouri. Eighteen projects were funded
totaling $1,575,000 and covering a wide of range issues including downtown redevelopment, corridor plans, and neighborhood strategies.

The **2015 PSP** call was the second round. This round funded 13 projects using $1,000,000 STP ($500,000 Kansas and $500,000 Missouri). Projects included rural and urban settings. Projects were limited to local governments and transportation agencies.

The **2017 PSP** call funded 24 projects (16 in KS and 8 in MO). The total amount awarded was $1,800,000 of STP ($1,200,000 KS and $600,000 MO). Projects were limited to local government only. A variety of settings including rural and urban across the region. The RFP process is wrapping up.

The **2019 PSP** projects will award $955,000 ($355,000 KS and $600,000 MO). This call requires a minimum match of 20% or $238,750. We anticipate that the three types of projects: Sustainable Places Plan, Implementation Activities and Project Development will remain.

Maps were shared that showed the MetroGreen and Regional Bikeway Network against the PSP projects.

Of the 24 projects in the 2017 round, **14 projects include a primary bicycle and pedestrian role** and 10 projects include secondary purposes. Of the 14 projects, there are four categories.

- Community plan
- Corridor plan
- Area plan
- Other

**Community wide plans (4)**

Beth identified the four Community wide plans:

- KCMO Trails Nexus Study & Ordinance
- Prairie Village City Wide Bike/Ped Plan
- Edwardsville Connecting Edwardsville
- Louisburg Master Trail Plan

She provided additional information on the “KCMO Trails Nexus Study & Ordinance”. The city wants to use this study to implement trail development. This is $46,000 study to identify best practices to pay for trails during development. They want to codify by ordinance a funding mechanism.
Corridor Plans (7)

1. KCMO Truman Road Complete Street Redevelopment Plan
2. KCMO Midtown Complete Street Corridor Plan
3. KCMO Gillham Road Corridor Bike Connectivity Study
4. KCMO Independence Avenue Pedestrian Safety Improvements Study
5. KCMO Troost Ave & Prospect Ave ROW Enhancements Study
6. North Kansas City, Missouri is studying the Armor Road corridor (NKC Armor Road Complete Street Plan).
7. Westwood, Kansas has the (47th Street Complete Street Evaluation) extending from Mission Rd. to Rainbow Ave.

Beth provided additional information on the NKC Armour Road Complete Street Plan project. This $125,000 project was inspired through the planning of the Burlington Ave. corridor. This is a Project Development project type. They want to create a pedestrian and bicycle friendly network using these as main corridors.

This project includes these tasks:

- Complete Street Plan
- Incorporate community feedback into complete street plan
- Establish a design for improvements
- Establish method for using MARC’s data indicators
- Establish implementation steps, including phasing, cost estimates, and recommendations for funding sources.

Base information has been collected and the stakeholder kick-off meeting will be held in the next month, which will incorporate visiting various examples of complete streets in our region.

Area Plan (1)

KCATA is conducting the “KCATA Swope Area-Prospect Connectivity Study”. They have a budget of $309,000 with $135,000 in MO STP and $174,000 in local match. The project type is Project Development. The study area extends from Swope Pkwy on the north to 85th Street at the south edge and the Paseo on the west side to Cleveland Ave on the east side.

The project will complete the following tasks:

- Review Existing Plans and Policies
- Analysis of Existing Conditions
- Public Engagement: Survey has goal of 500 responses
• Identify Barriers to Pedestrians/Bicyclists within Project Area
• Identify Safety Challenges for Accessing Transit Stations/Stops
• Identify Qualities of Successful Pedestrian/Bicycle Environment and Improved Access to Transit
• Literature/Project Review – Identify Best Practices: Includes Troost MAX and at least three examples from outside KC that relate to project area.

Other PSP (2)

The “UG Kaw River Bike/Ped Connector Bridge” study has a budget of $150,000 using ($120,000 KS STP and $30,000 local match). The project type is a Sustainable Places Plan. Kansas City, Missouri owns a railroad bridge located in Kansas City, KS. They want to connect the Kansas and Missouri trails across the bridge. This will connect the West Bottoms area with the Armourdale area.

The following project tasks were shared:

• Engineering feasibility to assess alternate use for bridge
• Conceptual design to include planning analysis and design alternatives. Concepts should also be developed for trail related amenities.
• Community engagement of community and stakeholders. Outreach methods should include online engagement and innovative methods.
• Implementation plan to identify actions, conceptual costs, phasing, responsible parties and potential resources.

They have big ideas, like a restaurant on the bridge. The Kansas City Rowing Club stores their boats near this location.

“Get Active Bike Share Implementation Study” is an Olathe project with a budget of $70,000 ($56,000 KS STP and $14,000 local match). The project type is a Sustainable Places Plan. They want to look at an implementation plan for a bike share program.

Bike share program - goals and objectives.

• Benefits of bike share for the city, in particular public health and transportation options, potential financial, safety, social and quality of life benefits.
• Successful projects of similar size in similarly sized cities outside a major metropolitan area.
• Identify local context and demand for program.
• Summary of public engagement and stakeholder meetings.
- Identify options including costs, locations, technology, business model and administrative approach for recommended system.

**Discussion:**

Mike McDonald shared that he was impressed with the number of projects that are focused on bike and pedestrian issues. Beth agreed and said that other projects were looking at mobility hubs that will also look all modes.

Mark McHenry asked about the tracking process for the PSP projects. Beth Dawson said that we look at the status of the 2013 and 2015 PSP projects every other year. With regard to the 2017 PSP projects, all but eight are under contract. MARC holds the contract and a MARC staff person serves as the liaison. We expect to call for 2019 PSP in May of 2018. Beth provided a list of MARC staff contacts for all of the 2017 PSP projects.

4) **Discussion: Smart Moves 3.0** (15 min, Machala)

Laura Machala presented to BPAC an update that included a review the plan goals, key strategies, and bicycle/pedestrian related recommendations. Public meetings are planned in May. Public and stakeholder feedback will be used to produce final documents and then moving on to implementation. We plan to complete the plan in the summer.

Public transit benefits us all, whether we ride it or not. Transit powers business by increasing access to the workforce. It increases employee retention because of reliable transportation. Rapid transit attracts business investments. For every dollar spent on transit four dollars in economic activity is created. This means transit supports robust, well-connected economy.

Transit also empowers work by expanding access to jobs. Transit can also lower the cost of transportation providing upward mobility through opportunity. We have seen this with the KC Streetcar. However, less than 10% of KC metro jobs are accessible by transit. Job access is a centerpiece goal of the plan.

Transit enhances communities giving mobility options to seniors and people with disabilities. Transit promotes active lifestyles while also creating better access to health care. The air we breathe is cleaner by reducing single vehicle trips. Twenty (20) percent of older adults aged 65 and over need transit to remain independent.

Transit builds great places through revitalized areas. Transit can create vibrant activity centers and corridors. However, our region only spends half as much, per capita, than the average of our peers.
Through Smart Moves, our goal is to create a vision for greater mobility. Smart Moves imagines a Kansas City region with viable mobility solutions for empowered residents, successful businesses and vibrant communities. It promotes a suite of transportation options beyond traditional fixed-route to other options.

The plan identifies key opportunities: suburban job centers, east-west connectivity, redevelopment, expanded service hours, and emerging technologies.

Fixed route service to suburban job centers may not work. He heard that more east-west connections are needed. People want transit-oriented development supported by vibrant redevelopment. People need service hours that fit with their work shifts so need expanded service hours. We need to embrace emerging technologies to make planning of trips easier.

The plan promotes five key strategies: Mobility Hubs, High Demand Corridors, Mobility Innovation, Vibrant Places and Partnerships.

Laura explained the concept of each strategy.

**Mobility hubs** are strategic locations where an array of transportation options converge, allowing people to move from mode to mode seamlessly. Examples of existing hubs include the Mission Transit Center and Boardwalk Square. Building on the concept of “activity centers”, mobility hubs should be considered part of the land-use puzzle. In conjunction with the underlying network of transportation options and existing infrastructure, these hubs provide unique opportunities to complement and organize a vision for the region’s economic development and community growth.

**Focus on high demand corridors**, such as Metcalf and Independence will be served by fast-frequent service, operating with 15-minute headways.

People traveling along these high demand corridors can expect convenient, reliable, easy-to-use services that are frequent enough that they do not need to refer to a schedule. For municipalities and the development community, these corridors provides a strong organizing framework around which to focus growth and development.

**Mobility innovation** means integrated transportation services and amenities. This plan envisions public transit, traditional fixed route and paratransit, that is, working in concert with flexible mobility options like bike share, car share, vanpool, RideKC Freedom, Rideshare, and shuttles.

And connecting seamlessly between modes require technology that can help people plan and pay for their trips, as well as track arrival times, through mobile and kiosk technology.
We want micro-transit services. The integration of technology is essential to the success of the region’s transit system. Specifically, this plan calls for a single technology platform that provides a user-friendly way to plan and pay for trips, and easily track vehicles and users within the system. Most transit users prefer to receive information on a smart phone, so Kansas City’s transit system must be able to provide real-time travel information and the ability to request and pay for trips through those devices. On the back end, the system must be mode-neutral so that a user can identify their origin and destination and receive information that is personalized and includes fixed-route and non-fixed route services. To ensure equity, the system must also provide the flexibility to communicate with those who do not have a smart phone and offer payment choices that do not require credit card use.

Smart Moves will enable vibrant places through well-planned transit and flexible mobility solutions that attract businesses.

Investments in transit leverages economic development returns. A strategic transit-supportive development will increase tax revenue for municipalities.

This plan calls for partnerships between employers to coordinate shared service, between transit planners and municipal planners. Services will be integrated into developments.

Partnerships are need among employers, economic development corporations, universities & colleges, land use developers, workforce development organizations, social service providers, and local governments.

The plan also addresses local development recommendations that include bicycle and pedestrian.

Local Development Recommendations –

MARC will work with local governments to integrate mobility hubs with the regional bikeway network. MARC will is performing an accessibility study of fixed-route transit.

Local governments should prioritize facilities that are part of the regional bikeway system for funding. They are also responsible for bicycle and pedestrian Public Works construction standards. This will help to address how active transportation modes are incorporated into Mobility Hubs. Local Governments should develop an inventory of pedestrian facilities.

Mobility services could include bike share programs, zip cars, micro transit and more. We want Local Governments to work to integrate these services into the Mobility Hubs.
Discussion:

Are you looking at walkability audits as Mobility Hubs are being considered? Yes, we need to look at access to transit routes and hubs. Has there been any discussion of how to integrate the multiple services? Yes, we are looking applications (apps) that are seamless. Instead of five apps, you should only need one app.

5) Discussion: Transit Accessibility Study (15 min, Graor)

Amanda Graor provided an overview of the Transit Accessibility Study. We are using CPG funds and the project partners are KCMO, Unified Government, KCATA, and the Independence. The purpose of this is to address sidewalk inventory. We also need crosswalks and ADA ramps. We see people waiting for the bus on roads with no sidewalks. We encourage people to ride the bus. We are working a limited number of corridors to look at ¼-mile buffer and inventory the sidewalk conditions, crosswalks, and curbs. This is not a bus ADA study. It is focused on the system along the routes. We are working on a regional sidewalk data schema that provides uniformity for accessibility analysis. This study will help us establish data collection.

There is a stop on Antioch at 67th street with a sign. There is no connection from the sidewalk to the stop.

When we are done, we figure out what is next. We may look at prioritization of funding based on transit routes. One of the things that has been useful has been that both KCMO and Independence have hired Stantec (a consultant) to create an access management system.

Discussion:

With the example at Antioch and 67th Street, do we know why the bus stop sign was located where it is? What would we improve at that stop?

It may mean that we need to move the stop to where it is accessible. Study that is more detailed will need to be done to come up with improvements that make sense. There may be better locations based on traffic signal coordination. It does not look like a lot of other consideration goes into the place of some stops or that there has been any communication between the providers and the cities.

Why would you stop short of recommendations for stops?

The scope of the project is limited and looks to collect essential data elements needed to determine basic accessibility and to establish a regional schema. The study infers a lot when is shows that stops do not have basic accessibility.
A comment was made that many cities will routinely resurface a street and these projects present an opportunity to address stop deficiencies. However, the long-term viability of the route location needs to be considered because you would not want to make an investment in a stop that might end up moving to another location. We looked at long standing fixed route systems for this reason.

Art Gough asked if traffic speed data would be collected. Speeding traffic a real deterrent to people using transit.

We did not include speed data as a part of this inventory. Local Governments would likely have this type of data and potentially in a GIS format, which could be looked at using spatial analysis.

6) **Update: Regional Pedestrian Policy Plan** (15 min, Bartlett)

Aaron Bartlett provided an update on the effort to develop a Regional Pedestrian Policy Plan. The process has spanned multiple years and phases Pedestrian issues are cross cutting and affect much of the planning efforts that MARC conducts.

The development of the plan has been a work in progress that began in January of 2016 and will carry us through the end of this year.

In January of 2015 MARC adopted the Greater Kansas City Regional Bikeway Plan and later that year in June Transportation Outlook 2040, the Metropolitan Transportation Plan. Identified in the Active Transportation Chapter was a strategy that called for research into regional pedestrian plans. We began looking at peer MPOs for examples as we also began to think about our own programs as they relate to pedestrian matters. What role do we have to address regional pedestrian issues? How is this different from local pedestrian issues? We developed a Scope of Work and applied for special CPG funds but were unsuccessful in getting it.

Phase 1 - In January of 2016, work on a Local Government Pedestrian Inventory. The inventory contained 4 surveys to capture information across local government departments. The inventory was issued in August 2016 and closed in January of 2017.

Phase 2 - In this phase, MARC will conduct an organization wide inventory of current regional plans, policies and programs using a pedestrian lens. MARC will also reference other peer MPO’s practices where helpful.

At the local level, MARC will compile the results of the LGPI to address common challenges and provide meaningful best practices. This work is expected to be completed by September so that a full draft is available.
Phase 3 - Completion of the final plan document with recommendations will occur in October, November and December.

Aaron reviewed the MPO peer review process.

He also addressed several of the exiting regional plans, policies and programs.

- Transportation Outlook 2040
- SmartMoves 3.0 (under development)
- Transit Accessibility Study (under development)
- MetroGreen ® (Trails Component)
- Greater Kansas City Regional Bikeway Plan
- Destination Safe Blueprint 2018-2022 (under development)
- 2013 Pedestrian Crash Analysis
- Pedestrian Road Safety Audits
- Safe Routes to School
- Transportation Improvement Program (TIP)
- Walk Friendly Communities
- MARC GIS Walkability Index and Inventories
- Creating Quality Places/ Planning Sustainable Places
- MARC Complete Streets Policy
- Complete Streets Handbook
- Communities for All Ages
- Explore KC – Walk to School Campaign
- Regional Pedestrian and Bicycle Counts
- RideShare - Green Commute Challenge

Aaron also discussed the technical assistance tools using Geographic Information System GIS to identify regional priority areas. Examples were given of how sidewalk data could be used to enhance regional planning work.

Aaron gave a demonstration of the Mid-Ohio Regional Planning Commission online sidewalk tool.

Aaron addressed next steps. In May and June MARC stall will begin to draft parts of the document. In July, we will provide a progress update.

**Discussion:**

How will this plan be similar to other MPOs. This will serve as a standalone plan. Many MPO’s combine active transportation modes instead of creating spate plans for cycling and walking.

7) Local Round Table Reports (15 min)

   a) Michael McDonald reported on a new industrial park would include sidewalks on both sides of the street.
b) Brian Shields, reported on the bike commuter breakfast next week. Overland Park will put out bid a bike lane-striping project surrounding downtown.

c) John Hornbeck reported, Southwest Boulevard/Merriam Lane project is under construction and will complete the system to the county line. Everyone should come to the Levee Fest event. The 12th/10th Street corridor will be under construction soon.

d) Nichole Brown reported on the Roseland Elementary Safe Routes to School workshop that was recently held. The school district, city and citizens are excited about the direction the community is moving. We see this as a model other schools in the Shawnee Mission School District and then countywide.

e) Visit KCBikemonth.com to see all the events this month. (still time to submit events)

f) National Trails/Prairie Day is June 3

Next Meeting July 12, 2017, at 1:30 pm.
The meeting adjourned.