Summary Notes
Bicycle Pedestrian Advisory Committee (BPAC)
July 12, 2017
MARC Broadway Room

Members/Alternates & Visitors
Amy Terreros – Children’s Mercy Hosp.
Art Gough – Cycling KC
Beth Wright – City of Olathe
Brian Anderson – City of Leawood
Brian Shields PE – Overland Park Public Works
Danielle Sitzman - City of Mission
Duluan Hord – Safe Kids Metro KC
Eva Steinman – MoDOT KC District
Garima Bhandari - KC Healthy Kids
Greg Ruether – Overland Park Parks & Rec
James Kraatz – City of Lenexa
John Hornbeck – 20.20.20 Movement
Katie Bushong – BHC Rhodes
Maggi Priesmyer – BikeWalkKC
Matt Davis – Rock Island Rail Corridor Authority of Jackson Co.
Matthew Messina – KDOT Bike Ped.
Michael Latka – City of Olathe
Michael McDonald PE – City of Leavenworth Public Works*
Noel Challis – Platte Co. Parks & Rec.
Paul Plotas – KC ITE
Samuel Swearngin – Cycling KC
Tom Worker – Braddock – Olsson & Associates

*Co-Chair
MARC Staff
Aaron Bartlett – Senior Transportation Planner
Beth Dawson – Senior Land Use Planner

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

2) Draft: May BPAC Summary* (2 min, Bartlett)
   Brian Shields provided a copy of corrections, and there were no other revisions. The summary notes were approved, unanimously.

3) Update: Regional Pedestrian Policy Plan (30 min, Bartlett)
   Aaron Bartlett provided brief overview of the purpose of the project. Presentations were provided in March and May. Mr. Bartlett’s presentation focused on project progress and developments. To date, MARC’s project team has met to discuss the purpose of the assessment and intended outcomes. Programs are being assessed through a pedestrian lens to determine how each programs overlaps pedestrian issues. Mr. Bartlett provided two draft sections of the program summaries (the Greater Kansas City Regional Bikeway Plan and the AirQ program). More summaries of the MARC’s programs are under development, focused on a pedestrian viewpoint. The MARC project team is working to complete their portions of the draft document by the end of August, but recognizes that some portions may take additional time. During this time, other parts of the draft document will also be under
development, and the assessment will consider peer MPO examples where appropriate. Work is expected to continue through August and beyond.

Mr. Bartlett identified next steps. On August 24, MARC will hold a stakeholder engagement listening session to address preliminary recommendations coming out of the assessment. Recommendations will be made at both regional and local levels. In September, BPAC will receive feedback from this stakeholder engagement, and a high-level summary will be provided.

MARC will hold a public engagement on October 12 from 4-6 pm, and will work to incorporate feedback into a final draft document to share with BPAC and TTPC in November. Before the full draft document is released, MARC Public Relations and other members of the project team will review it.

Mr. Bartlett focused on three questions to generate discussion.

1. **Are there other MARC programs that should be included in the assessment?**
   (A list of MARC programs was provided based on information shared in May.)

   **Discussion:**
   Mr. McDonald requested that BPAC be given time, in advance of the meeting, to review the draft document. He suggested that this would give BPAC members the opportunity to provide comments ahead of the meeting. Mr. Bartlett agreed that a draft of the document would be circulated as soon as possible. While, the plan would only be presented at a summary level focusing on outcomes during meetings, BPAC members would need time to review the plan outside of the meeting to provide comments prior to accepting the plan.

   Mr. McDonald asked if during the review there are any areas that BPAC should focus attention on, and Mr. Bartlett responded that MARC is developing preliminary recommendations as the draft document takes form. It is important that we focus on these recommendations to get feedback to see if we are moving in the right direction on issues.

2. **What distinctions would you make between regional and local pedestrian matters?**
   What are the roles of an MPO and local governments?

   **Discussion:**
   Danielle Sitzman suggested that MARC should provide best practices for local governments. Mr. Bartlett indicated that best practices at the local level would focus on areas of greatest need. Local government’s responsibilities include, but are limited to, identification of needs
followed by the prioritization of local investments. Limited resources require local governments develop strategies for investment.

Mr. Bartlett said that MPOs sometimes develop pedestrian inventories to address regional significant investments. The sharing of data between state, local and regional authorities is advantageous for everyone. Some MPOs have been able to combine multiple local sidewalk pedestrian inventories into regional datasets and these datasets are useful for a variety of applications. MPOs may provide GIS tools that incorporate crash data, sidewalk data, and other spatial datasets for planning, prioritization and programming.

3. Can you provide examples of regional or local best practices that should be considered? Are these they types outcome-based recommendations that you expected to see?

Discussion:
Mr. McDonald suggested that recommendations coming from the regional level should be focused on arterials and collectors rather than local streets. You should also consider how often the sidewalk inventory should be updated in order for it to be useful. It would be helpful to provide examples of collection methodologies. He suggested that anything more than 5 years old is too old to be reliable. There was consensus that data collection should be institutionalized into city best practices; and that, if possible, should be part of the general roadway asset management process.

The group also discussed sidewalk construction policy through new roadway construction and reconstruction. Residential sidewalks on local streets were identified as a particularly difficult issue because in many cases, if not almost all, the responsibility of maintenance falls on the property owner for both reconstruction and snow removal. Sidewalks are part of compete streets, yet they are often treated differently than the rest of the roadway. We have not viewed sidewalks as part of the public maintained roadway, and that has caused many unmet needs.

Maggie Priesmeyer also suggested that education & encouragement best practices be included under local best practices, and that it would be helpful to include local and regional partners as well. Mr. Bartlett agreed.

4) SRTS Regional Summit (10 min, Priesmeyer)
Maggie Priesmeyer reported on the 1st SRTS Regional Summit. The event will be held at 2010 N. 59th Street in Kansas City, KS at the USD 500 Central Office on Wednesday, September 13, 2017 from 9 am to 3 pm with breakfast and lunch. The Summit is geared to educate and empower adults working on SRTS programs. There is a $25 registration fee; although we will
not charge anyone that is coming to attend the BPAC meeting only. If you are planning to attend the full event, we need your registration fee to cover expenses. We will have vendor tables, as well as sessions to discuss and share information.

The impetus for this event is to create more awareness of good practices across the region. This will be a venue to share information among community champions, and will work to address a number of topics on and around a set of questions. How do we stream data collection and share best practices and resources? We recognized that there are already many great examples.

How do we get schools to work with cities to apply for funds? How are communities collecting data, and are there opportunities to streamline efforts? What are the pedestrian & cycle related programs and any challenges? We want to have conversations around these types of topics. BPAC was asked to provide feedback to make the Summit pertinent and relevant.

Discussion:

*Plan Development* - Matt Messina shared that plan development is needed before KDOT can accept implementation plans. Phase 1 (plan development), and Phase 2 (implementation) are mostly infrastructure. They are not focusing on the education, encouragement or enforcement aspects of SRTS. It is also important for communities to interpret data collected. Are Phase 1 projects through KDOT still eligible? Yes, at the statewide level.

*Funding Options* - Where are the sources for funding?

*Changing the Culture* - The problem seems to be a culture perception that it is unsafe for students to walk, even when the facilities are present. Some schools are overcoming the cultural fear with a walking school bus or bicycle train.

*Networking and Capacity Building* - It is important to build a network of local champions, and to link people together to build grassroots momentum. The torch needs to be passed from one generation of parents to the next.

*Policy Issues* - Sprinklers running in the morning block sidewalk use. Snow is also an issue for students walking to school.

The next BPAC meeting will be held at the SRTS Summit venue, and you will not be charged if you attend only the BPAC meeting. This is the first year, and registration is open to Missouri and Kansas participants; however we only have capacity for 120 attendees.
5) Update: Regional Wayfinding (5 min, Bartlett)

Mr. Bartlett provided a one-page summary to remind BPAC of the goals and objectives of the project. This project would be carried over to begin in 2018 through the MARC UPWP draft. We will engage the stakeholders at the August 24th event. Local and federal funding will be sought to leverage the cost of the project. Wayfinding is an essential component of bikeway and trails serving utilitarian purpose. MARC has identified a set of work objectives to frame a future scope of work, and we have estimated hours for each work objective.

Discussion:
How much will MARC need? The budget for 2018 has not been set. We may need to raise more local funding to meet the budget requirements for the proposed work objectives.

6) Update: Regional Bikeway Network (10 min, Bartlett)

Built into the Greater Kansas City Regional Bikeway Plan is a process to update the Regional Bikeway Network (map) prior to the call for projects. We recognize that new plans are under development, and additionally communities’ plans are fluid. We want to ensure that revisions at the local level be assessed at the regional level to determine if corridors need to be redrawn.

The adoption of the Regional Bikeway Plan provided overland roadway connect for the MetroGreen railroad ROW, roadway, and steamway Corridors. A few modifications to the current Regional Bikeway Network have been identified that met the intent of the RBN. Mr. Bartlett provided a few examples of proposed revisions. We would envision sharing the revision as they make their way through stakeholders, BPAC and TTPC review.

The plan is intended to provide direction at the local level to achieve regional connections.

Discussion:
Are there many changes proposed or is the number of revisions minor. The number of changes are pretty minor.

7) Local Round Table Reports (20 min)

Aaron Bartlett reported that MARC has requested data for bikeway and trails, and the information will be used to publish a new map in 2018. We also included a request for park data.

Mike McDonald reported that Eisenhower Rd will have sidewalks. The creek trail has been closed for 2 years, but we are working on banks of the creek to reopen the trail by October.

Brian Shields reported that the city is receiving new bids for the bikeway stripping for construction in 2018 (30 miles in downtown area).

Brian Anderson reported that the city is working on a 30-mile m/l north and south loop using roadways with, low traffic volumes and low speeds. The north loop will not have any trails, and the south loop may incorporate both road and share use path dual facility options.

Commented [AB1]: Page 6, under Hornbeck – is the street Quindaro? If not, where is Quindio?
Greg Reuther reported that 4 interruptive, educational panels were installed in Overland Park along Indian Creek, with the help of author and historian Henry Fortunato. Henry is also working with Kansas City, MO to discuss additional signs. Overland Park will add 7 additional panels in the future.

Matt Davis reported on the Rock Island Trail project. Preliminary engineering is complete corridor wide, and MoDOT is reviewing those plans. We anticipate breaking ground this winter on the south section, and this coming spring on the north section. We are working to get through historic and cultural review on the south section. We are developing a Greenwood Connector Work Group to address the gap between Cass Co. and the end of the south section.

Samuel Swearngin reported that Cycling KC will host the Louisburg Cider Ride on July 23rd.

John Hornbeck reported that work is progressing on the section of 10/12th Street bike lanes in late June between Metropolitan Ave to Quindaro Ave. The sharrows on Central have been corrected, which intersects with the 10/12th Street bike lanes, and goes within a ½ mile of 12 parks.

We are looking to study 5 streamway corridors for trails in the next 90 to 120 days. Topography is a key feasibility factor, as some will work and some may not work.

Noel Challis reported that the Prairie Greenway Loop is complete. A future piece will be open in the fall.

Mike Latka reported that the bike share feasibility study is underway, and Olathe is working to proceed with land acquisition for the Meadowland Trail. We anticipate construction to begin in August or September.

Eric Rogers reported that BikeShare expanded three new stations north of the river last month. One is north of the river in North Kansas City, MO, which was a local project. The week of August 7, we are installing 8 more stations south of the river. River Market and UMKC are a few locations. SRTS program is adding Independence School District.

Next Meeting September 13, 2017, at 1:30 pm. The meeting adjourned.