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

2) **Draft: November BPAC Summary* (2 min, Bartlett)**
   The summary notes were approved unanimously with no revisions.

3) **Discussion: 2018 BPAC Work Agenda (15 min, Bartlett)**
   Aaron Bartlett reviewed the 2018 BPAC Work Agenda. He reviewed the projects and plans and described the purpose each work item. BPAC annually reviews work items. The work plan looks at five categories of work:
   1. Projects/Plans
   2. Public Outreach
   3. Professional Development Continuing Education
   4. Reports Major Projects and Studies
   5. Local Topics
Mr. Bartlett spent more time discussing the projects and plans since they are key initiatives related the work of the Active Transportation Program.

Mr. Bartlett discussed the general goals and objects of developing a regional wayfinding plan. A collection of examples has been assembled to develop a picture of best practices. As we evaluate these examples, we are looking for practices that could work in our region. We anticipate that the work would be developed with a broad coalition of local governments. Some of the work would require professional consultant services. Funding for the work may come from a variety of sources and partners. No funding has been allocated at this time.

This year MARC will issue a call for FY 2021-2022 transportation sub allocated programs. The call will be released on January 19 with a deadline of March 23. BPAC plays an important role in developing general priorities for projects. We will work towards a review of the projects in June. Bike and Pedestrian related projects are the focus of BPAC’s review.

We will also work on promoting May Bike Month and Walk to School in October. A new Greater Kansas City Regional Bikeway and Trails Map will be produced and distributed this year.

Mr. Bartlett provided a bullet point list of BPAC meeting dates and anticipated agenda topics. These topics are subject to change.

He also provided a list of the APBP 2018 monthly webinar series. Webinars are offered free at MARC but space is limited and the webinars are well attended.

**Discussion:**
There were no questions or topics discussed.

4) **Update: PSP Armour Road Complete Streets Implementation Plan (20 min, Copeland)**
Sarah provided a presentation on the Armour Rd project 3 key components. The plan has been adopted. This project came about after looking at Burlington Ave. Three key ingredients were noted about the corridor.

1. The corridor provides a great canvas to work with. Very walkable. The east end has more lanes and is harder to cross on foot. As we looked at complete streets design, we looked for opportunities to make it walkable, bikable and ways to do this.

2. There was great deal of interest in Armour from the planning work that was done on Burlington. There was lots of energy from the N.K.C. Master Plan.

3. We were doing transportation modeling for this corridor. We saw an opportunity to expand the length of the corridor model through the PSP funds. We have complete a
phase one. It will fully open in July of 2018. The new facility required a Visio transportation / traffic analysis. This gave an opportunity to model more to look at the area to the north on Armour.

Community Engagement Events
We launched a Community Engagement Day in May of 2017. Operational changes needed to be address with public so that we could identify what is good, what is bad. We wanted to get feedback. What are your likes and dislikes? What do you need?

A Community Workshop was held in June of 2017. By this time, we had three area or zones of the Armour corridor. See slide. We got great consensus in the in the first and second zones but encountered more challenges in the downtown zone or zone 3.

We had a Meet on the Street in September of 2017. We took 4 parking spaces to set up community engagement activities and demonstration of a bike lane.

Sarah shared a YouTube video of the event that ran 4 min 30 seconds. She address outcomes.  
1. We got lots of media attention. What do you think? See Sarah Shipley in the background.
   Action New 41.  
2. Lots of people stopped to learn more about the project.  
3. Visualization was very important, it helped our City Council see it first hand, and that was very convincing.  
4. This went from 10 am to 6 pm. It was a great day and worth the effort to provide City Council with a public perspective.  
5. We found it helpful to layout design to make the process visual.

Sarah address three zones of the corridor.  
The Commercial Zone
- Streamlined current curb and gutter to achieve reassignment of the space. Buffer bike lane on each side. We looked at pedestrian crossing every 300 feet. Ozark was considered.  
- Phasing is addressing some of the short-term investments.  
- Transition Zone from 2 lanes to 1 lane. This has great crossings. Great B cycle station.
- Phasing of the plan around the downtown area will be a wait see approach.

The Downtown Zone
- This zone was more challenging because there was concern about the loss of parking.

We are now focused on next steps. She address five steps.  
1. $480,000 to make the first improvements  
2. Conduct education outreach to understand new design and operation  
3. Conduct parking management study and plan to get consensus.  
4. Phase in placing improvements I along Armor Rd.
5. Make improvements to the Downtown Zone.

Steps 1-3 are already underway. We are very excitement about what this will all mean to our city and our residence. Some concern and cautiousness about parking but no push back on the traffic operations.

Discussion:
There has been no organized opposition to the plan. We still have some. However, the budget and plan were approved. The redevelopment area will be completed this summer. New tenants will be moving in later this year. We see great possibilities or links bicycle and pedestrian corridors. Our goal is to create a quality loop from Chateau Bridge to Heart of America Bridge. The network of faculties’ and crossing point will make it easier for people to get around on foot or by bicycle.

5) Update: Rock Island Trail planning (30 min, Davis)

Matt Davis Program Coordinator provided a presentation for the Rock Island Rail Corridor. This corridor has been looked at for about two decades for rail trail and commuter rail. Mr. Davis address four key development that led to the corridor acquisition.

• March 2013: Alternative Analysis identifies the preferred use of the Rock Island to be a commuter rail and trail corridor.
• November 2013: Jackson County enters an MOU with Union Pacific.
• September 2015: The KCATA Board votes unanimously to partner with Jackson County to acquire the corridor.
• On May 2, 2016, Jackson County acquires the corridor from Union Pacific.

The KCATA partnered with the purchase to look at long term rail commuter opportunities. We have railroad rights when we purchased the ROW.

Matt Davis shared that preserving the corridor is a first priority.

• While the shared use path is being implemented now, it’s being done in a way to preserve the corridor for future transit.
• High-capacity transit is the primary purpose of the corridor in the long- or mid-term
• Trail or “shared use path” development will be a valuable amenity that can be delivered in the short term and drive private development and provide a ridership base for high-capacity transit

We see economic development opportunities through all of the work that we are doing. He shared a time line that began in 2016. The concentration of work work will occur towards the development of the share use path this between 2018 and 2020. In addition to the share use path, multimodal transit development and transit-oriented development planning efforts will be conducted. The last two issues are symbiotic and very much dependent on the success of the other.
Mr. Davis shared that about 56 K population live and 26 K work within a ½ mile of the corridor. There are great destinations, Truman Sports Complex, Raytown Down, etc.

Mr Davis shared a number of positive benefits associated with the share use path.

- Research tells us that trails increase single-family property values by 3.5 to 11% based on case studies.
- We tend to see more spending at commercial locations. Bicyclist, pedestrians and transit users pend 1.42 times at retail areas.
- There are public health benefits that come from more physical exercise that translate to lower health care cost. According to a NCHRP National Cost-Benefit Study people who take up cycling save, on average, $150 a year in medical cost.
- We see more willing to commute if a bike lane or path exist. Up to 20.38 minutes longer in commute times. (NCHRP National Cost Benefit Study)

Matt Davis addressed a number of other regional trails systems that this system will connect. The new share use path will connect to existing and future trail systems that will provide a true network of connectivity. As connectivity increases access to key destinations will also increase.

- Little Blue Trace Trail
  - Kansas City, Independence
- Three Trails Corridor
  - Sugar Creek to Gardner
- Blue River Trail
  - Brush Creek Trail to Plaza
  - Swope Park
  - Indian Creek Trail to Olathe

The Share Use Path will be constructed in two phases in the near term and future phases will be addressed in the long term.

Phase one construction will begin on Jefferson Street Lee’s Summit and will end on Brickyard Rd in Kansas City, MO, 6.4 miles, complete mid-2018.

Phase two we will continue from Brickyard Rd to the Truman Sports Complex, 6.9 miles will begin mid-2018 and will end 1 to 1 ½ years later.

In the future, we will work to address the Greenwood Connector. We need to find a route of about 6-12 miles to connect from Jefferson St to the MoPAC Trail south of the Cass County line. We are actively working to address the Greenwood Connector to complete the system in our region. This is a work in progress.
Matt addressed 7 trail heads along the entire corridor. Each trailhead will provide parking, wayfinding and possible transit connections. He discussed three kinds of trailheads basic, minor and major trailheads.

In Raytown Downtown, there is a conception near a brewery. He shared that these trailheads will share basic amenities like parking to more enhancement as transit oriented development advances. Bike share and dock less B-cycle options are also under consideration.

Matt talked about the Katy Trail between Kansans City and St. Louis. When completed the system will be over three hundred miles of trail. Today that system is about 238 miles. It is exciting because this Kathy Trail attracts about 400 k users annually. This generates about 10 million dollars in direct spending. When the system to Kansas City completed we expect to see this economic benefit to magnify.

The Greenwood Connector is vital to the long-term success of the work. We have looked this in the past, MARC, Lee’s Summit and others. A Greenwood Connector stakeholder group was convened about 5 months ago.

A number of routes have been evaluated and discussed at length. There are pro/cons to every route. We are looking at convenient and direct routes as well as overall feasibility. Goals were to look at the needs and identify where to go. We wanted to look at the option. Short and long term. Who is responsible for what part of the corridor? How do we work together? We want a facility that will work for all ages and abilities. Soles and roles. Good connection to Greenwood. What is the feasibility, timing and cost? We need a Unified Plan. We thought about interim and ultimate routes. Could the interim also serve to be stand along connections once the ultimate connection is in place?

We have at least three options that emerged out of this process. Matt shared a map. With the orange line being the preferred most, direct route. With the red and purple connections also have their own utility. A number of options are being perused independently by different partners.

Matt also said that the group discussed connections to Kansas to the west. We see value in completing the Highway 150 section that is east of Mo 291. All options have challenges.

Matt indicated that a final route needed to be finalized. They would support a Greenwood PSP application to develop a more robust plan.

He provided contact information and asked if there were any questions.

Discussion:
Who is your contractor? Rod Mucker Brothers for the south construction. They have built
about 27 miles of the Katy Trail, and Trolley Track rehab. Our engineer estimate was about 5.2 million and their bid came in at 3.4 million.

There was no more discussion.

6) Local Round Table Reports
Eric Rogers announced that May is Bike month. He also said that BikeWalkKC has a pop event kit for those want to barrow it.

Brian Shields announced that bids are underway for the downtown bikeway plan. Olathe is conducting a bike share study. Dock less bike share options are emerging. This may be a topic to discuss at the regional level. There are some challenges to the dockless bikes regarding the regulation of their use. The parking of bikes in safe locations and the maintenance of bikes may also be an issue. St. Louis is looking at regulating the operators. Statewide legislation may pre-empt local regulations. B-Cycle will also offer dockless bikes soon. We need to do some research into the matter and a course of action that makes sense.

There were no local reports

*Next Meeting March 14, 2018, at 1:30 pm. The meeting adjourned.*