Summary Notes
Bicycle Pedestrian Advisory Committee (BPAC)
September 12, 2018
MARC Broadway Room

Members/Alternates & Visitors
Allison Smith – Kansas DOT
Art Gough – Cycling KC
Brian Shields PE – Overland Park Public Works
Brian Anderson – City of Leawood
Doug Wesselschmidt – TranSystems
Eva Steinma – MoDOT
Gerri Doyle – MoDOT
Greg Ruether – Overland Park
James Kraatz – City of Lenexa
Karry Rood – City of Leawood
Lucinda Noches Talbert – KC Healthy Kids
Matt Davis – Jackson Co. Rail Road Authority
Michael McDonald PE – City of Leavenworth*
Mike Latka – City of Olathe
Neil Holman – City of Shawnee
Noel Challis – City of Riverside
Sarah Shafer – Leavenworth Co.

*Co-Chair

MARC Staff
Aaron Bartlett – Senior Transportation Planner
Drew Stiehl – Transportation Planner
Whitney Morgan – Transportation Planner

1. Welcome/Introduction (3 min, McDonald)
   - Michael McDonald Kansas Co-Chair called the meeting to order and requested introductions from everyone.
   - The sign-sheet that being circulated.

2. Draft: May BPAC Summary* (2 min, Bartlett)
   - The summary notes were approved unanimously without revision.

3 Discussion: The Bird and Lime in Kansas City (10 min, Stiehl)
   - Drew Stiehl provided a brief presentation on the evolution of the electric scooter phenomenon, how communities are adapting to alternative transportation modes.
   - Planners are responding to disruption in the shared-use mobility industry:
     - “Dockless” mobility options are being introduced nationwide.
     - Dockless bikes, scooters already popular in Europe and Asia.
     - Important management considerations for cities.
     - Increasingly familiar model of deployment.
     - Public safety concerns.
   - There are several companies that are launching e-scooter services including but not limited to (Bird, Lime, Lyft, and Razor).
   - Venture capital is funding the company expansion. Bird has raised $150 million but has $1 billion valuation.
   - On July 11 Bird deployed in Kansas City, Mo followed by Lime on September 11.
   - The service is cheap, $1 dollar to start and $0.15 cents per mile. Very cheap mobility.
• Both utilize “chargers,” or voluntary participants who collect the scooters at the end of each day, and charge them at their own homes for a fee (~$5-20 per unit).
• Active users can send in for a free helmet (less S&H), which is good because the scooters can go 15 mph and falling hurts. *Speeds are comparable to cyclists but they operate very differently due to differences in wheel radius. Helmet use is very rare.*
• Drew mentioned several recent examples of e-scooter operations launched in other metropolitan areas and noted the similarity in response of users and municipal governments:
  o Operations begin without announcement.
  o People take to using them.
  o Local authorities shut down operations.
  o Providers and cities reach agreement and operations resume.
• Many cities are banning the e-scooter from sidewalks travel and requiring them to operate in the street. However, Denver has taken the opposite approach and classified them as “toy vehicles” requiring them to operate on the sidewalk.
• Planners are now struggling with several issues:
  o How should we classify dockless scooters?
  o How do we manage they use in the ROW and where are they parked?
  o How do we prepare and plan for new modes?
  o How do we address liability issues?
• Questions:
  o What worries you about e-scooters in your communities?
  o What gaps do you see e-scooters filling?
  o Do your community regulations currently allow for operation of these vehicles? If so, where?
  o How can your community be prepared for an e-scooter deployment?
  o How can we be proactive and not reactive?
  o How can we leverage these investments in our communities?

Discussion:
The group discussed a number of topics. Here is a summary of the noteworthy discussion points.
Several people gave antiodal stories about using the e-scooter noting that they were fun and useful. Planners want to embrace new modes that reduce our dependence on the automobile but there are challenges to change.

Positive Aspects:
• A positive outcome has been the public demand for complete streets has increased because of the e-scooter. This increases demand for bike lanes and cycle tracks. They do not belong on the sidewalk with pedestrians.
• Kansas City, MO is charging a $1 fee per day per unit and has set limits on the total number of units that are allowed. The funding raised by the fee could be used to build more bikeway facilities.
• Easy to use and expand the range of pedestrian trip to those of a bicyclist trip or further.

Challenges:
• The e-scooter is likely here to stay but they may not work or operate during the winter season.
• Most concerns related to storage and safety of the e-scooter.
• Solving the problems like where to park the e-scooter has lead to quick solutions like designated painted area in the furniture zone of sidewalks.
• There is a real concern about safety of the rider. The smartphone apps require the user to accept all responsibility. While helmets are required, they are rarely used.
• Modes don’t mix well creating complexity in traffic operations.
• E-scooters travel too fast be operated on the sidewalk.
• Cities need to review traffic ordinances and to address this new mode. Cities also need to plan for the future and determine how to address dockless bikes and e-scooters. Advice given to other communities was to be proactive, review your ordinances and communicate with operators.
• Currently they could be ticketed on a share use path because they motorized. There needs to be consistency across jurisdictions.
• Several people noted that e-scooters ridden into adjacent jurisdictions.

4. PSP FY 2019 summary of projects integrating active transportation (10 min, Bartlett)

Aaron Bartlett provided a summary of projects from the PSP FY 2019 funding that are working to integrate the active transportation modes. The 2018 call was the fourth round for projects for the Planning Sustainable Places program. The source of funding is the Surface Transportation Program so only local governments and transportation agencies could apply, but we encouraged collaborating with not-for-profits and others in their community to ground proposed projects in their community.

• The 2018 call included FY 2019 $955,000 in funding with $355,000 from Kansas STP and $600,000 from Missouri STP.
• There are three types of projects:
  o Sustainable Places Plan.
  o Implementation Activities.
  o Project Development.
• The program has a minimum 20% local match requirement. Typically, the actual match rate has been in excess of 25%. For 2019, it looks to be 30% at $388,605.
• The distribution of projects in this funding round covers a variety of settings and a variety of topics. Complete streets projects constitute a sizeable portion of projects in this funding cycle.
• Two-thirds of the projects recommended for 2019 PSP funds focus on creating better bike/walk environments. Those projects are then broken into four types.
• 2019 PSP [12]
  o Bike/Walk Primary [8] All of the projects which have a primary focus on bike/ped issues are listed
    ▪ Community [2] Community focused projects are looking at either an entire community or a sizeable portion of a community.
      • Independence Truman Connect
      • North Kansas City Bike Master Plan
    ▪ Corridor [4] Corridor focused projects will examine a specific corridor.
      • Gladstone North Oak Complete Street
      • KCMO Linwood Corridor Complete
      • KCMO Street & Bikeway Connections
      • KCMO 63rd Street Corridor
      • Shawnee RE-Imagine 75th Street
    ▪ Area [1] Area focused projects will examine a specific area within a community.
      • Olathe Downtown Active Transportation Connectivity Plan
    ▪ Other [1]
      • KCATA Multimodal Marking and Wayfinding System Plan
  o Bike/Walk Secondary [4] Other in this case will be a regionally focused project.
• The recommendations will proceed on September 14, 2018 to the Sustainable Places Policy Committee (SPPC) and then to the TTPC and MARC Board for approval.
Discussion: There was no additional discussion.

5. **MARC: Measuring Multimodal Network Pilot Project (10 min, Bartlett)**

Aaron Bartlett updated the group. The FHWA Office of Human Environment- encouraged to use FHWA Guidebook for Measuring Multimodal Network Connectivity released in February of 2018. These measures evaluate current performance of the bicycle and pedestrian network connectivity to jobs, educational institutions, services, and opportunities.

- Call released July 5 to MPOs and State DOTs
- Proposal were due August 2
- Successful applicants notified August 15
- MARC will receive $55,814.
- Project will evaluate the performance of bicycle and pedestrian networks near mobility hubs.
- Results will be developed in 2019 supporting work related to the Regional Transportation Plan 2050, while furthering work to implement SmartMoves 3.0 and the Regional Transportation Bikeway Plan.
- UPWP 2019 project work will culminate in September of 2019.
- MARC will participate in peer exchanges at the end of the process.

Discussion: There was no additional discussion.

6. **MARC: Whistle Blower Policy and Conflict of Interest Policy (5 min, Bartlett)**

Aaron Bartlett provided copies of the policies. It is MARC's practice to provide copies of the policies to all planning and programming committees on an annual basis. He asked if there were any question. There were no questions or further discussion.

7. **Local Round Table Reports (15 min)**

- **a)** Michael McDonald reported that the City of Leavenworth continues to look at sidewalks and funding. We have sidewalk advisory committee that will talk about priorities with the commission soon.
- **b)** Sarah Shafer of Leavenworth CO. reported they are in the process for looking at connectivity routes for cyclists. Identification of roadways and signing is needed to connect the communities through the county. P.W. is leading the effort. Some roads have no should or only 1 foot. Therefore, what will be the future standard for bikes at least 3 foot beyond the edge line. So far, the videos are showing 4 to 5 foot clearance. However, we receive reports from cyclist that motorists are passing with less than three-foot clearance. We want to participate in the regional wayfinding planning process.
- **c)** Allison Smith from KDOT shared about the Legislative Agenda Task Force efforts to take public comment. A report will come out in January of next year.
- **d)** Matt Davis of Jackson Co. Rail Road Authority said that Phase 1 has one month until complete connecting Raytown to Brick Yard Road. A ribbon cutting invite will be shared.
- **e)** Lucinda Noches Talbert from KC Healthy Kids announced that their current Executive Director is resigning in December and efforts to recruit a new Executive Director would begin soon. Please visit [https://www.kchealthykids.org/](https://www.kchealthykids.org/) for more information.
- **f)** Nichole Brown of the Jo. Co. Health & Environ. Dept. announced that a new health assessment was underway. They are asking communities about bike pedestrian issues. They are also working to support Walk to School October 10 this year. She offered to help schools.
- **g)** Neil Holman with Shawnee reported “Nieman Now!” is turning Nieman Road into a three lane road with a bike and pedestrian path on one side and sidewalk on the other helping to invest in the downtown area. Bids have been received and work will finish up in Fall of 2019. He also reported, on August 25-26 the City hosted the “Tour of Shawnee” and bike rodeo events were held. Circuits included 7, 12, and 25-mile routes.
h) Brian Shields that Overland Park completed about 30 miles of new bike lanes and shared lane marking this year with about 50 miles planned in 2019.

i) Brian Anderson with Leawood reported bike lanes on Mission road from 119th Street to 127th Street were delayed due to storm sewer issues. The City will sign an 11 mile south loop.

j) Greg Ruether of Overland Park reported that the Community Develop Committee recently approved the City Council, 30 bike racks from BikeWalkKC in the downtown area. Cyclist want to park at the front door like the motorist. It is very exciting to see these improvements.

k) Art Gough of CyclingKC commented that the potential users of scooters that pedestrians and bikes are the fastest growing mode of fatalities. He suggested encouraging people to wear safety vest.

l) An e-mail came through that Mark McHenry will retire in December.

_The meeting adjourned. The next meeting will be held on November 14._