BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MINUTES
January 8, 2020
Broadway Room
Matt Davis, MO Co-Chair and Michael McDonald, KS Co-Chair

BPAC Members in Attendance
Matt Davis, Jackson Co. Parks + Rec, Rock Island
Mike McDonald, City of Leavenworth
Noel Bennion, City of Riverside
Michelle Dake, KC Healthy Kids
Eric Rogers, BikeWalkKC
Nicole Brown, JoCo Health and Environment
Jean Carder, City of Louisburg
Brian Anderson, City of Leawood
Eva Steinman, Federal Transit Admin.
Neil Holman, City of Shawnee

Alternates and Non-Members in Attendance
Kati Horner, City of Independence
Art Gough, Cycling KC
AJ Farris, KCATA
Lisa Donnelly, City of Olathe
Emily Randel, City of Mission
Jenny Kramer, KDOT
Erin Stryka, Rosedale Development Assoc.
Michael Kramer, City of Gardner
Lauren Reiman, HNTB
Michael Burton, City of Overland Park

MARC Staff in Attendance
Alex Rotenberry, Ron Achelpohl, Martin Rivarola, Laura Machala, Caitlin Zibers,
Tom Jacobs, Patrick Trouba, Amanda Horner, Natalie Phillips and Jared Islas

1) Welcome/Introduction
Matt Davis conducted the welcome and introduction.

2) Approval of September Minutes
The Minutes from the November 13, 2019 meeting were approved.

3) Discussion: ConnectedKC 2050 Update
Laura Machala presented on MARC’s long-range transportation plan, updating committee members on the plan’s stakeholder and public engagement, project prioritization, programming policy and next steps. A prioritization workshop on Oct. 17, six public meetings and an online public meeting made up the stakeholder and public engagement efforts. The results of the surveys from the public and online meeting were represented geographically across the region, although respondents were generally younger adults with higher incomes. Survey results found that there is an equal split on the plan’s outcomes, and that people are generally in favor of making public transit better and are opposed to adding new lanes and roads across the region. Funding is also a concern.

Based on current revenue projections through 2050 and the composite score of each project (made up of an application score and a committee ranking), all projects were put on either a financially constrained list or an illustrative list. TIP projects and rehab projects (projects submitted to the plan that add new lanes to an existing roadway, etc.) were automatically considered financially constrained. These lists are currently working their way through MARC’s committees and will be presented to TTPC and the MARC Board at the end of the month.
The process for programming policy is being adjusted for 2020 to better align with the adoption of the ConnectedKC 2050 plan. The call for projects as part of the sub-allocated funds will be delayed until July. A two-step prequalification process will be instituted. Projects that are returned to applicants with low scores will be given the chance to revise. This will also add renewed rigor to the selection of roadway capacity projects and will also better align with KDOT and MODOT plans.

The next steps in the long-range plan process include a soft launch of the plan website in March, followed by a review and comment period in April and May. The plan will then be approved by the MARC Board and published in June. The next steps for the programming policy include a call for a letter of intent in April and May, committee review in June and the call for projects in July. Exact dates should be available within a month’s time.

4) Discussion: ConnectedKC 2050 Performance Measures
Caitlin Zibers gave an introduction to the annual performance measures report. Performance measures should be easy to understand, able to be forecasted and have set targets. They may also be able to be influenced by MARC through policy and funding. To go along with the new ConnectedKC 2050 plan, an update to the current set of performance measures should be considered. Certain performance measures should be revised, kept as it, combined or added all together in order to better align with the new ConnectedKC 2050 plan format.

Committee discussion included adding a bicycle level of stress within activity centers, pedestrian access mileage and distance between controlled street crossings. A concern was raised on changing performance measures and not being able to see trends past a few years. Staff response was that they would try to keep data the same and report on trends.

5) Discussion: Update to the Regional Bikeway Map
Alex Rotenberry distributed the current version of the regional bikeway map in order to discuss possible updates to the map. The committee focused their discussion on the legend of the map. B-Cycle bike share has been rebranded as RideKC Bike, and stations will be phased out in favor for a dockless system. Discussion on the definition of “Unmarked - Share the Road” – is simply a road? Are “Unmarked - Share the Road” the most used? If you remove them from the map, there is a loss of regional bikeway connectivity. Discussion on whether or not the inclusion of a non-existent bicycle facility on a bikeway map is accurate. Questions about where a sharrow would fall on the map, as it is not represented on the legend. Definition of “protected” – is it physical separation or a painted buffer?

Discussion turned to a more broad idea of the map. Indianapolis has a map based on level of stress, which may be more consumable by the public. How well is the regional bikeway map integrated with Google Maps? Is Google Maps accurate? Municipalities make changes to Google Maps. Who is the audience of the map? Planners or bicyclists? Discussion on the possibility of
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having multiple versions of the map available online. Could this version have the ability to turn on/off different layers of the map? Possibility of adding transit transfer points to the map.

Currently, there’s a section on the map that has graphics showing different bicycling rules/tips. The idea to alter these to show the different bikeway types and materials and their pros and cons was brought up. The possibility of adding bicycle etiquette tips or an FAQ section was mentioned. Finally, a discussion on how e-bikes, e-scooters and/or gas bikes could/should be integrated into the map.

6) Discussion: Regional Wayfinding Plan Update
Alex Rotenberry presented on the ongoing work regarding the regional wayfinding plan through PSP. The plan is due to be complete in March and has gone through various workgroups, surveys, etc. Discussion has included materials, costs, colors, etc. The wayfinding sign that they have developed is customizable by each jurisdiction. The team is also working on a digital version – either a website or app with all of the same information. A decision was made to use time rather than distance as the way to communicate a destination’s proximity. The team has been in contact with KCATA marketing to see if/how the plan could dovetail with RideKC.

There will be a stakeholder meeting in the MARC Board Room on January 21 from 2:00 – 3:30 pm to discuss the plan.

7) Round Table
Leavenworth – Adding sidewalks
Leawood – BikeWalk Leawood meeting tonight
KDOT – State Active Transportation Plan with Toole will be completed in June 2021, 18th Street bridge replacement
Mission – Working with Special Olympics Mission to target inclusive trails
Children’s Mercy – Regional Physical Action Plan
Riverside – New trail connection
Independence – Truman Connect PSP wrapping up, $1.5 bond to close sidewalk gaps in critical areas, 24 Highway Complete Street
Unified Government – KC Levee Trail, Environmental Assessment on Buck O’Neil Bridge soon
Tom Jacobs, MARC – Climate Action Plan community workshop at the end of March

Next Meeting: March 11, 2020