

Regional Pedestrian Policy Plan

Mid-America Regional Council
Transportation Department

Approved May 2018

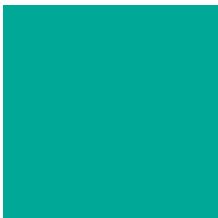
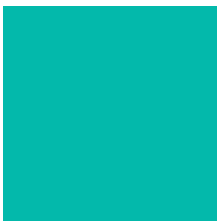
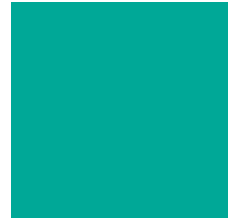
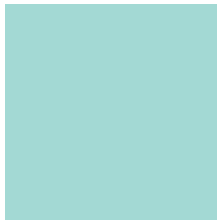


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INTRODUCTION

Increasingly, communities are focusing on the benefits of quality of life that walkable areas provide. Safe, convenient and inviting pedestrian spaces provide communities with health, environmental and socioeconomic benefits, in addition to increased transportation options and long-term stability. Most people are pedestrians at some point during the day, even if just to walk from a parked car to the entrance of a workplace.

Walkability is a measure of how friendly an area's infrastructure and other amenities are to pedestrians. It is multifaceted and requires regional and local collaboration. The ability to walk or travel in a wheelchair has a profound effect on our lives — from access to employment and educational opportunities to the quality of the air we breathe, our ability to integrate exercise into our day, our economic vitality, and the safety of vulnerable transportation users, such as children and the elderly. Yet there is a tendency to under value pedestrian systems and even avoid pedestrian issues due to the challenges in balancing transportation modes.

Although walkability is generally thought of in terms of sidewalks, crosswalks and other facilities in specific locations, there is also a regional need to focus investments strategically where pedestrian mobility demand is greatest, such as in activity centers, dense mixed-use development, transit corridors, schools and parks.

Land use, the built environment, and transportation networks all play an important role in making pedestrian trips viable. Walking (and biking) can extend the ability of transit riders to get there they need to go. Short distances translate to walkable trips, making these trips easy and attractive to pedestrians. Optimal conditions for a pedestrian trip include a mix of land uses, spaced for efficiency, supported by streets and intersections designed with priority for pedestrians first, followed by cyclists, transit users and finally automobile users.

On behalf of the Kansas City metro, MARC developed this Regional Pedestrian Policy Plan (RPPP) to improve walkability. The RPPP seeks to:

- » Integrate and coordinate MARC plans, policies and programs that have pedestrian elements.
- » Identify both strengths and areas of needed improvement.

Additionally, the plan identifies goals and strategies at the regional and local levels based on assessments conducted during a two-year period.

MARC has a role in facilitating pedestrian considerations as the Kansas City region's Metropolitan Planning Organization (MPO) under Federal requirement 23 U.S.C. USC 134 (h). Additionally, MARC seeks to serve as a regional forum to help local governments solve pedestrian challenges that are common to all.

Plan Vision

The RPPP envisions a Kansas City region where pedestrians can get to where they need to go in a pleasant and safe environment.

Pedestrian facilities:

- *Are well maintained.*
- *Offer excellent access to transit, jobs, goods and services, education and recreational opportunities.*
- *Are integral to the region's economic vitality and public health.*

PLAN ORGANIZATION

This document is intended to aid decision-makers at the regional and local levels. The plan itself is organized to address regional and local assessments in summary fashion with detailed discussion in subsequent appendices.

The RPPP provides:

- Self-assessment of regional work
 - » Identifies what we do well
 - » Identifies areas of needed improvement
- Peer MPO best practice review
- Assessment of local government work
 - » Identifies what we do well
 - » Identifies areas of needed improvement
- Regional and local strategy recommendations to advance a common vision and set of goals.

In Appendix A: Regional Assessment, the RPPP analyzes MARC plans, policies and program initiatives through a pedestrian lens. Many of MARC's initiatives go beyond federal requirements, advancing pedestrian issues and serving MARC's diverse communities.

In 2017, MARC staff conducted a peer review to evaluate how other MPOs have addressed pedestrian issues from a regional planning perspective. To initiate the peer review process, MARC staff reviewed the Federal Highway Administration's (FHWA) Metropolitan Pedestrian and Bicycle Handbook published in February 2017, which provides practical examples of pedestrian and bicycle transportation planning activities. MARC supplemented this report with additional research to help inform the development of goals and recommended strategies. Links to best practices from peer MPOs are provided throughout the RPPP.

The Local Government Assessment in Appendix B provides information about municipal plans, policies and programs. MARC conducted a Local Government Pedestrian Inventory (LGPI) in mid-2016. The inventory contained a four-part survey designed to address intradepartmental pedestrian issues. Responses totaled 82 from 34 municipalities throughout the MARC region. Some communities responded to all four surveys while others only responded in part. Detailed responses to the survey are provided in Appendix C.

Highlight from the LGPI include:

- » Pedestrian and bicycle issues are addressed by many communities through an established interdepartmental meeting process. However, bicycle and pedestrian issues are not a priority for some governments.
- » More than 85 percent of respondents provide a wide variety of marketing and public education efforts that support pedestrian friendly events.
- » Half of communities reported adoption of a Complete Streets Policy but, only one in three reported adoption of ordinances to support complete streets.
- » The role of law enforcement agencies is vital to keep roadways safe for pedestrians.

The creation of a walkable region requires collaborative efforts from state and local authorities, as local efforts have a cumulative effect on the region as a whole. MARC supports local efforts to become Walk Friendly Communities (WFCs). This national program recognizes communities that show commitment to improving walkability and pedestrian safety with a comprehensive set of programs, plans and policies.

Appendix D: Plan Development Process offers details on the development of this plan, led by MARC's Bicycle and Pedestrian Policy Committee (BPAC). Phase 1 began in January 2016 with a local pedestrian government inventory to gather plans, policies and programs at the local level. MARC staff conducted an in-depth review of MARC plans, policies and programs during Phase 2. During Phase 3, staff produced the report and gathered feedback. BPAC also led an ongoing stakeholder engagement process throughout all phases.

PLAN GOALS

The Regional Pedestrian Policy Plan seeks to encourage and facilitate the ability of people across the Kansas City region to walk (or operate a wheelchair) for transportation and recreation. To this end, the goals of the RPPP are to:



Increase the safety of pedestrians



Increase and improve the quality of pedestrian facilities
(sidewalks, crosswalks, ramps, etc.)



Target areas of high need and density of pedestrians



Educate the public on the benefit of walking as a mode of transportation

Analysis of MARC Activities

MARC has crosscutting plans, policies, programs and committees that focus on and elevate pedestrian issues. The following discussion summarizes how each goal is currently addressed through MARC activities. The Regional Assessment contained in Appendix A provides a more detailed discussion.

Goal 1: Increase the safety of pedestrians

The safety of pedestrians is a priority for MARC across its initiatives and activities. [Transportation Outlook 2040 \(TO2040\)](#), the Metropolitan Transportation Plan for the region, includes the improved safety and security of transportation users in its 10 policy framework goals. Additionally, the [Active Transportation chapter of TO 2040](#) includes several strategies that encourage pedestrian safety, such as the creation of quality facilities and support for local Safe Routes to Schools programs.

MARC also carries out activities that are largely devoted to pedestrian safety. [Destination Safe](#) is a coalition of federal, regional, state and local agencies coordinated by MARC that seeks to improve transportation safety (including pedestrian safety) across 13 counties. [Safety Ambassadors](#), developed in 2007 by MARC and partner organizations, is a program that provides consistency in youth pedestrian and bicycling safety education across the region. This program complements Safe Routes to Schools, an initiative implemented across the country to help children safely get to and from school on foot and bike. Finally, MARC promotes the national [Walk Friendly Communities](#) program, which recognizes local governments for efforts to improve walkability and pedestrian safety.

MARC issues a call for Destination Safe projects annually. These projects are funded through a combination of Missouri state funds allocated to the Missouri Department of Transportation (MoDOT) Kansas City District through the Missouri Coalition for Roadway Safety (MCRS). Nine Missouri counties compete for funding to support enforcement- and education-based programs. MARC has four Kansas counties that compete for National Highway Traffic Safety Administration (NHTSA) funding awarded through the Kansas Department of Transportation (KDOT).

On behalf of the Destination Safe Coalition, MARC coordinates a regional safety awareness campaign. Coordinated media buys, such as Facebook promoted posts and radio drive time messages, serve the regional population and result in a seamless Destination Safe campaign with funding from both Kansas and Missouri authorities. Pedestrian safety messages are concentrated during strategic periods of the year, such as back to school and Halloween.

MARC works with Destination Safe partners to develop and adopt the Kansas City Transportation Safety Blueprint: Together Toward Zero 2018-2022. The Blueprint promotes the Vision Zero movement that promotes pedestrian safety through crash prevention and mitigation. These two strategies are important in reducing the frequency and severity of pedestrian serious injuries and fatalities. Engineering, education, enforcement and emergency response are safety disciplines that, when combined, provide proven safety benefits to pedestrians. Slowing traffic increases reaction time and reduces the force of crashes. Cutting down on conflict points at intersections and separation of modes along roadways reduces risk. In order to increase the safety of pedestrians, MARC and its partners work together to identify opportunities and areas of need. MARC staff engage in research and analysis that pertains to pedestrian safety including analyzing pedestrian crash data and performing pedestrian road safety audits.

Goal 2: Increase and improve the quality of pedestrian facilities

In order for pedestrians to move safely, they need extensive and well-maintained sidewalks, crosswalks and other infrastructure. TO 2040 includes strategies to support Complete Streets — roadways designed for safe and convenient travel by users of all ages and abilities. Furthermore, MARC adopted a regional complete streets policy in 2012 (updated in 2015) and encourages local governments to use this policy as a template to create and adopt policies of their own. Twelve local governments have adopted Complete Streets policies.

Although MARC does not build or own pedestrian (or other) infrastructure, as the MPO, MARC receives federal funding that it then distributes via a competitive process to local entities for an array of projects, including those that are principally or partially pedestrian in nature. The Active Transportation chapter of TO2040 includes a strategy to promote Complete Streets through the selection of local projects for funding.

For each source of funding, MARC coordinates both Missouri and Kansas selection committees made up of local government staff and others who review applications and score projects. Surface Transportation Program (STP) funds can be used for the construction of pedestrian facilities, thereby advancing the Federal Highway Administration's (FHA) goal of increasing modal choice. Transportation Alternatives Program (TAP) funds can also be used to build pedestrian facilities, thereby expanding travel choice and enhancing the transportation experience. Congestion Mitigation Air Quality (CMAQ) funds can be used for projects that improve air quality, including pedestrian projects since walking produces zero emissions.

Another way to build or improve pedestrian facilities is for local governments to engage developers and businesses to help provide new and improved pedestrian infrastructure. Many cities and counties already require developers to provide new or repair existing sidewalks that abut their property. While this creates needed facilities, it sometimes leads to sidewalks that abruptly end at the property line, leaving pedestrians stranded. Communities could require developers to pay pedestrian impact fees, related to the expected pedestrian demand of their development. These funds could then be used to build or fix sidewalks, create crosswalks and purchase needed signals in specified areas.

Goal 3: Target areas of high need with high density of pedestrians

Transit stops, mobility hubs, schools, parks and other high activity places should be targeted for pedestrian investments. As discussed under Goal 2, MARC distributes funding that can be used to build pedestrian facilities. During the scoring process, projects receive more points if they are located in activity centers — places that are more dense, have a mix of uses and are pedestrian-friendly. Projects also receive points if they include a pedestrian component and if they are located in environmental justice communities — locations where the need for better infrastructure is typically higher.

MARC's recent review of projects funding through federal programs revealed that about one-third of investments go towards non-motorized modes of travel. While this share of investment is good, closer analysis reveals that the majority of these investments were outside of target areas where they would have had the greatest benefit.

Goal 4: Raise public awareness of the benefit of walking as a mode of transportation

MARC engages in several activities that provide education on the benefits of walking. In 2002, MARC introduced [Explore KC](#), a regional campaign to promote local trips by foot and bicycle. Over the years, Explore KC and MARC have collaborated with a number of local partners on a variety of community-based events. Each year, the Explore KC program continues to encourage residents, workers and visitors to bike and walk to make the most of the region's growing network of trails, parks and other resources. MARC budgets an average of forty thousand CMAQ dollars annually toward the Explore KC regional campaigns. The program encourages safety, as well as the health benefits of physical activity and increased exercise. Its ultimate goal is to help people improve their

personal well-being through active transportation.

MARC gathers information from local governments to publish the [Greater Kansas City Regional Trails & Bikeway Map](#) on a biannual basis. The map is printed as well as published through a mobile web app.

Most of MARC's efforts are designed to increase the share of people walking for everyday trip purposes. While education is important, other factors such as socioeconomics, transit service and land use play important roles in creating demand while improving the likelihood of pedestrian trips.

Additional information about MARC plans, policies and programs that address pedestrian issues is explained in the Regional Assessment.

STRATEGIES

The RPPP is intended to elevate the awareness of pedestrian challenges related to the plan goals. Additionally, strategies target investments and efforts to maximize pedestrian benefits. Strategies are organized into three categories: policy, technical and best practices at both regional and local levels.

Policy level strategies are intended to aid decision makers at the regional level during the planning and programming process, and at the local level in the development of plans and zoning regulations. Technical strategies identify actions where additional analytical work, such as collection of sidewalk data and GIS mapping, is needed to understand current conditions and identify needs. Best practices strategies are a collection of actions that have proven to be effective in a variety of communities. Many strategies are crosscutting, addressing more than one goal.

The regional strategies are for MARC and its partners, while the local strategies are for local governments. Regional strategies are meant to guide future discussions during the update of programming review criteria but not supplant them. The local strategies are meant to serve as a “menu of options” for local governments, recognizing that the capacity of staff and the need for pedestrian initiatives and actions varies across the Kansas City metro area.

Adoption of these strategies will help focus investments on locations where they will have the greatest benefit. Regional plans, policies and programs should facilitate planning and coordination among local jurisdictions and transit providers. They should help guide prioritization of investments where they will have the greatest opportunity to maximize limited regional resources. At the same time, local best practices should also prioritize investments of limited resources to maximize opportunity.

The following chart lists the regional and local strategies and which goals they address.

REGIONAL STRATEGIES

Goals

Policy Strategies



1. Concentrate investments

During the programming of funds, prioritize sidewalks and other elements of robust pedestrian networks within a quarter-mile of intense and walkable activity centers, mobility hubs, fast and frequent transit corridors, elementary schools and neighborhood parks. Concentrating investments results in facility construction and improvement where the demand is greatest, maximizing benefits.



2. Address barriers

Prioritize pedestrian system improvements to address regional barriers on major river crossings, freeways, railroads and links within a quarter-mile of bridge ends. By improving these critical linkages, pedestrians will be better able to access all parts of the region.



3. Increase resources

Increase amount of resources directed towards sidewalk improvements in activity centers, mobility hubs, transit corridors, schools and parks.

Goals

Technical Strategies



1. Walk Friendly Community assistance

Provide assistance to local jurisdictions working to achieve Walk Friendly Community designation.



2. Walk to School events

Promote and expand participation in Walk to School events.



3. Regional Counting Program

Expand the Regional Counting Program to local governments setting up non-motorized counting through loan of equipment, the development of standardized data collection methodologies, and sharing of data.



4. Professional training

Continue to provide professional training to planners, engineers and others through free monthly webinars.



5. GIS data schema

Develop regional sidewalk schema for data collection within a quarter-mile of activity centers, mobility hubs, transit corridors, schools and parks.



a. Develop gap analysis.



b. Explore adaptation of MARC Walk Score using sidewalk data.



c. Perform pedestrian crash analysis of these high-need areas.



6. Bridge inventory

Update regional level bridge pedestrian inventory.



7. Pedestrian signal timing

Integrate pedestrian considerations into the next Operation Green Light Strategic Plan by developing model context-sensitive pedestrian signal timing best practices.



8. Pedestrian Road Safety audits

Facilitate future training opportunities for the development of Pedestrian Road Safety audit.



9. Revise project scoring

Revise scoring scale in STP/TAP/5310 Programs to elevate pedestrian system and/or operational improvements.



SAFETY



QUALITY FACILITIES



TARGET AREAS OF NEED



PUBLIC EDUCATION

REGIONAL STRATEGIES

Goals

Best Practice Strategies



1. Sidewalk clearinghouse

Create regional sidewalk clearinghouse from local generated datasets.

LOCAL STRATEGIES

Goals

Policy Strategies



1. Pedestrian Master Plan

Develop Pedestrian Master Plans with ADA Title II Transition Plan for public right-of-ways.



2. Include sidewalks in CIP

Consider creating a sidewalk construction and replacement prioritization plan that places projects in the multi-year CIP. For example, a line item in a local government's program could be used to budget funding to replace sidewalks, address ADA compliance, and expand sidewalks where there are gaps.



3. Prioritize improvements

Prioritize sidewalk improvement within a half-mile of activity centers, mobility hubs, transit corridors, schools and parks. For example, a Pedestrian Master Plan could be used to identify high priority areas or needs based on location, need and condition of pedestrian infrastructure.



4. Planning and zoning

Adopt plans and zoning provisions (such as mandating the construction of sidewalks on both sides of the street in redeveloped and new areas) to ensure pedestrian connectivity.

Goals

Technical Strategies



1. Counting program

Develop an active transportation traffic counting program to monitor and evaluate trends.



2. Infrastructure inventory

Complete a citywide pedestrian infrastructure inventory.



a. Collect local data on sidewalk location, width and condition



b. Develop inventories of crosswalks, curb ramps and signals.



c. Map areas where pedestrian infrastructure is publicly or privately maintained.



3. Roadway design standards

Adopt functional class design standards for roadways that require 6-foot sidewalks (5-foot minimum) on:

- Both sides of arterials roadways.
- On one side of collectors roadways.
- On one side of locals roadways.



SAFETY



QUALITY FACILITIES



TARGET AREAS OF NEED



PUBLIC EDUCATION

LOCAL STRATEGIES

Goals	Best Practice Strategies
	1. Citizen advisory committee Establish a local government citizen advisory committee to address pedestrian city wide issues.
	2. Walk-friendly assessment Complete a Walk Friendly Communities Assessment Tool application to institutionalize the pedestrian mode into local plans, policies and programs.
	3. Complete Streets Policy Adopt a Complete Streets Policy to include considerations of all users and all modes in roadway improvement projects.
	4. Traffic calming Adopt a Traffic Calming Policy to include considerations of roadway design that slows vehicle speeds to improve safety and comfort for all users
	5. Financing plan Develop a financing implementation plan for pedestrian improvements.
	6. Residential sidewalk policy Develop residential sidewalk construction policies, with fair and practical financing programs for construction and replacement of residential sidewalks.
	7. Engage business Engage developers and businesses to help provide new and improved pedestrian infrastructure.
 	8. Education and outreach Engage advocacy organizations at the local and regional level for support and coordination of education and outreach programs. Develop a pedestrian education outreach program that supports safe and active communities.
 	9. Enforcement Provide routine enforcement of traffic laws to protect pedestrians in activity center and school zones.

CONCLUSIONS

MARC's pedestrian planning activities integrate into all core MPO functions. MARC's MPO regional activities incorporate pedestrian considerations during development of the RTP and project programming process. In addition, related stand alone programs that address environment, land use and transit planning also integrate pedestrian issues either explicitly or implicitly through crosscutting plans, policies and programs that related to pedestrian planning and community walkability in general.

The TO2040 Active Transportation Chapter addresses pedestrian issues as they relate to other sectors. For example, a regional role of MARC is to elevate the importance of pedestrian considerations in all bridges crossings of major rivers and highway systems to eliminate barriers and connect pedestrian facilities across city, county and state lines.

MARC identifies the need for data collection to further the planning and programming process. For example, MARC has made progress towards a regional count program and has built new partnerships with local governments. Extensive local sidewalk datasets have been acquired but gaps still exist to create a shared regional dataset. MARC's Active Transportation program has made progress towards addressing pedestrian challenges and strategies; however, progress is incremental and will require sustained efforts over the years to come. For example, efforts by local municipalities to attain WFC designation has proven more difficult than anticipated.

The MARC Unified Planning Work Program (UPWP) provides an annual opportunity to advance regional services and work products needed to address pedestrian issues. The UPWP is a list of all of the transportation projects that MARC, as the region's MPO, plans to advance. Every year, active transportation initiatives and projects, including those that relate to pedestrian safety and facilities are included.

The MARC Programming Process addresses pedestrian projects by incorporating selection criteria that supports complete streets across funding sources and programming committees. Planning committees are also given opportunity to provide input into the selection process. The programming process demonstrates strong ties between the RTP and the TIP. MARC has an ongoing process in place to review and enhance selection criteria. This allows MARC to strengthen the links between regional goals and investments.

Local government plans, policies and programs often create support for walk friendly communities. MARC can help to coordinate local efforts by providing broad technical support for communities committed to the Walk Friendly Communities (WFC) national model. This national program provides ample technical support at all levels including planning, engineering, education, enforcement and evaluation of best practices. The WFC application process provides an assessment tool local government are encouraged to follow.

PLAN IMPLEMENTATION

Implementation of the strategies identified in this plan will require ongoing oversight. MARC will use the RPPP to help shape the development of future plans, policies and programs and will evaluate project selection criteria used for funding decisions.

During the development of the 2050 Regional Transportation Plan update, MARC will reevaluate regional performance measures and determine how to track pedestrian investments. This will help determine the extent to which pedestrian investment are effectively targeted to the areas identified in the RPPP's policy strategies.

Every year, MARC Active Transportation staff will include the regional pedestrian strategies in the UPWP to provide staff with a series of tasks.

To support the implementation of local strategies, MARC will continue to offer technical support and resources. MARC will also request inventories of sidewalks, curb ramps, crosswalks and other related pedestrian datasets from local communities, and combine them in a regional database. Other areas where MARC staff will offer technical support to communities includes the Walk Friendly Communities Assessment Tool, Regional Counting Program, Explore KC and the efforts of Destination Safe to address pedestrian safety.

APPENDIX A: REGIONAL ASSESSMENT

Pedestrian issues are crosscutting and integrated across MARC plans, policies and programs. Recommendations to improve MARC's efforts are incorporated in this assessment.

MARC PLANS

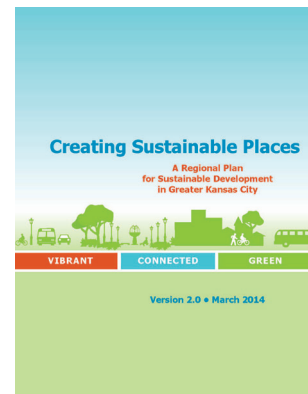
MARC Regional Plan for Sustainable Development

In 2009, the MARC Board of Directors adopted a regional vision for a more vibrant, connected and green region. Viewing the policy framework through a pedestrian lens helps to elevate the importance of walkable communities.

Walkable communities are vibrant. Walkable communities reduce the cost of transportation. They create a sense of place through streetscapes that are inviting to pedestrians. Vibrant communities maximize a mix of residential, civic, commercial and open spaces through a built environment that uses both vertical and horizontal space. Vibrant places are inclusive, providing a mix of housing options for all ages and socioeconomic backgrounds.

Walkable communities are connected. Walkable communities provides streets that accommodate all roadway users. The idea of providing routine pedestrian accommodations has gained acceptance in most circles. Pedestrian sidewalks, crossings and treatment at intersections are especially important to ensure that walking is both inviting and safe. Pedestrians are at higher risk of serious injury and death when traffic is speed increases. Compounding the risk like include issues like distracted driving and drugged driving.

Walkable communities are green. Walkable communities require less energy to move people and reduce the need for other forms of transportation. As people rely less on motorized transportation, fuel consumption will decrease and air quality will improve. Walkable streets are "green" in other ways too: streets redesigned with more space allocated for trees and native vegetation create stormwater treatment areas. Trees provide shade, reducing ambient heat islands associated with asphalt surfaces. Reducing impervious surfaces alleviates the need for larger stormwater systems and allows for natural systems to better treat runoff pollutants.



Transportation Outlook 2040

Transportation Outlook 2040 (TO2040) was adopted in June of 2015 and serves as the Regional Transportation Plan (RTP) for the Kansas City region. This plan directs the transportation decision-making process to achieve regional goals. TO2040 serves as a blueprint for the management of the region's transportation system through the year 2040. It describes the current and evolving surface transportation needs of the metropolitan area and broadly categorizes transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement.



Chapter 6 of the plan, titled Active Transportation, discusses pedestrian and bicycle needs and strategies. The creation of the RPPP fulfills one of the strategies identified in this chapter by creating a framework for regional pedestrian strategies. Other strategies include:

- » Provide assistance to communities to gain Walk Friendly Community recognition.
- » Encourage the development of local complete streets policies.
- » Facilitate pedestrian counts by loaning automated counting equipment to communities.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP), a required product under federal metropolitan planning regulations, promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. The UPWP performs three distinct functions: (1) it describes the transportation planning activities that MARC and other agencies propose to undertake each year to address regional issues and priorities; (2) it serves to document

the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and (3) it provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The MARC UPWP has long documented resources for active transportation planning that supports the development of innovative solutions to address regional transportation challenges. Current and ongoing efforts in the UPWP focus on:

- » Development, maintenance and implementation of regional planning strategies of the Active Transportation Chapter of Transportation Outlook 2040.
- » Foster increased regional bicycle and pedestrian travel as a share of all trips.
- » Facilitate transportation policies that integrate active transportation solutions with community development needs in the region.
- » Support engineering best practices, public education and traffic enforcement to improve safety of pedestrians and bicyclists.
- » Support efforts that address and advance active transportation data collection.
- » Encourage advancement of technical analysis tools that address active transportation planning and programming needs.
- » Provide active transportation planning support across related MARC initiatives and programs and to local governments working to address pedestrian and bicycling needs.

Transportation Improvement Plan (TIP)

As the designated MPO, MARC maintains the Transportation Improvement Program (TIP) for the area within the Metropolitan Planning Boundary, consisting of Cass, Clay, Jackson, Platte counties, and a small portion of Lafayette County in Missouri and the entirety of Johnson, Leavenworth, Miami and Wyandotte counties in Kansas.

Under federal law, two requirements ensure pedestrian investments as part of multimodal transportation system. The TIP must cover all modes of travel and be consistent with the approved metropolitan transportation plan, among other requirements.

The TIP provides project descriptions. Pedestrian accommodations are described as part of a roadway or intersection project. This is the standard rather than the exception.

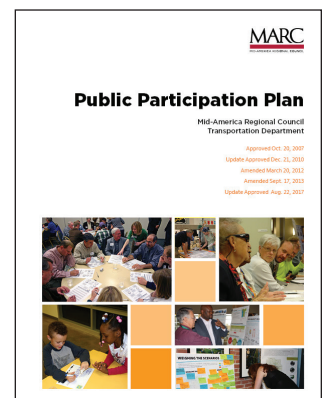
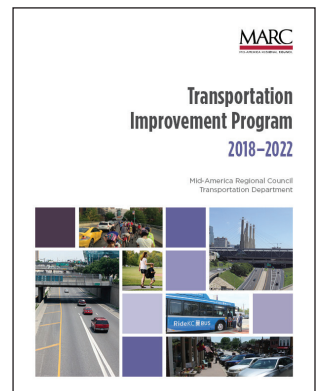
Public Participation Plan (PPP)

The Public Participation Plan (PPP) is a federally-mandated MPO product that outlines public participation procedures for engaging the public and stakeholders in MPO planning and programming activities, which at a minimum, includes the Metropolitan Transportation Plan, Unified Planning Work Program, the Transportation Improvement Program as well as the Public Participation Plan itself. MARC's public participation processes must include consultation with transportation stakeholders as outlined in the FAST-Act. MARC's PPP identifies ways to engage stakeholders early and throughout the planning process. This includes engaging with representatives of pedestrians. As part of the procedures outlined in the PPP, the plan cites this requirement and calls out as a primary strategy within the consultation process, that staff should engage members of MARC committees, including the Bicycle and Pedestrian Advisory Committee (BPAC).

MARC PROGRAMMING PROCESS

One of MARC's fundamental roles as MPO is to provide a forum and facilitate processes for cooperative decision-making regarding the use of federal transportation dollars for projects and programs in the Kansas City area.

MARC typically issues a call for project every two-years. MARC programs these funds using competitive application processes governed by various MARC committees. The committees consider policy guidance from the Total Transportation Policy Committee (TTPC), project evaluation scores, advisory priorities and commentary from MARC modal planning committees, public input, and other relevant information to develop funding recommendations for TTPC and the Air Quality Forum, as appropriate. The MARC Bicycle Pedestrian Advisory Committee (BPAC) is the modal planning assigned with the task of developing advisory priorities and commentary. The MARC Active



Transportation Programming Committee (ATPC) is assigned with the task of making funding recommendations to TTPC for all projects submitted under the Transportation Alternatives Program (TAP) and Congestion Mitigation Air-Quality (CMAQ) sub-allocated programs. Many more pedestrian investments are made using Surface Transportation Program (STP) sub-allocated funds that are typically part of larger roadway, intersection or bridge project. The Kansas and Missouri Surface Transportation Priorities Committees are assigned with the task of making funding recommendations to TTPC for all projects submitted under STP.

MARC programming committees adopt project selection criteria are reflective of the goals established by the RTP and are updated periodically to improve ties between long-range planning and the programming of federal transportation funds.

Recently, MARC review the past two funding cycles. Does our project selection process select projects according to our policy goals? This analysis grouped investments into three categories: bicycle/pedestrian, transit and other. Bicycle/pedestrian investments using STP funds regionally represented 29 percent of funds for federal fiscal years 2017-2018. Bicycle/pedestrian investments regionally increased to 33 percent for 2019-2020. While, MARC programming process results in significant pedestrian investments, it is vital that these investments are located strategically. For this reason, this plan recommends pedestrian investments within activity centers serving transit corridors and mobility hubs, schools and parks. As stated in TO2040: Strategically placed bicycle and pedestrian investments could significantly increase non-motorized trips and help meet active transportation needs of residents. (TO 2040 p 6.7)

A full list of MARC Transportation Committees is available online. The role or purpose of each committee is provided.

COMPLETE STREETS POLICY

Complete streets are streets, highways and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the entire public right of way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles, or buses; bicycling; using transit or mobility aids; and freight shippers.

In March 2013, the MARC Board of Directors approved a Complete Streets Policy in support of the region's vision for a safe, balanced, multimodal and equitable transportation system. The policy also calls for a transportation system that is coordinated with land-use planning, protective of the environment and that guides and informs MARC's planning and programming work.

The Complete Streets Handbook serves as a guide and reference for local communities that wish to implement complete streets facilities and supportive policies. The handbook offers guidance to communities that are at different stages of complete streets policy and/or facility implementation. It was developed with numerous audiences in mind, including policymakers, elected officials, planners, engineers, residents, leaders and organizations. The document is meant to help communities take complete streets policies or implementation to a higher level. The handbook is also intended to help readers understand the basics and identify resources that provide more detail on complete streets-related topics.

MARC worked with a consultant in the fall of 2011 to create the handbook. An update is planned for 2017.

ACTIVE TRANSPORTATION PROGRAM

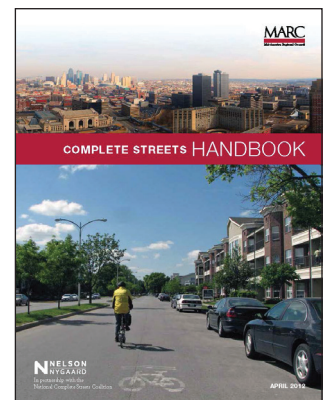
Kansas City Regional Bikeway Plan

Adopted January 2015 by the MARC Board of Directors, the Kansas City Regional Bikeway Plan is a standalone bicycle plan. While its focus is on bicycling, it promotes pedestrians in a number of ways.

It sets forth a regional vision expanding active transportation choices over a 2,000 mile Regional Bikeway network.

PEER MPO EXAMPLE

Nashville's MPO commits 15 percent of its annual STP funding to standalone pedestrian and bicycle projects. While this might not be the proportion that makes sense for the Kansas City area, the region could decide to set aside a specific amount for pedestrian and bicycle projects.



The plan promotes a complete streets approach so that when right of way is upgraded or resurfaced, facilities for bicyclists are included, a concept first promoted through MetroGreen. The Regional Bikeway Network also connects regional activity centers through expanded transportation choice and provides better access to the transit corridors and the expanding transits system.

Moreover, the plan recommends contemporary design guidelines that identify pedestrian planning and design best practices. The plan also recognizes the need to build upon regional trail investments serving pedestrians (as well as bicyclists) to connect gaps between built systems. It addresses the need to mitigate major regional barriers, including rivers and highways. The plan provides an inventory of bridges across major highways and evaluates their current level of accommodation for pedestrians. The inventory addresses planning and the overall tracking of conditions over time.



Association of Pedestrian and Bicycle Professionals Webinars

MARC host monthly webinars produced by the Association of Pedestrian and Bicycle Professionals (APBP). Webinars are offered free to anyone on the third Wednesday of each month typically from 2-3 p.m. Because space is limited, registration is required. Typical attendance exceeds fifteen. All APBP webinars are AICP CM and each webinar is worth 1.0 credit.

Webinars are geared toward planners, engineers and advocates. These webinars provide relevant and state of the art training in rapidly changing fields related to pedestrian and bicycle professionals. For example, this program offers training and resources on subjects including complete street design, shared and separated off-street paths, performance measures, pedestrian and bicycle automated count technology, facility maintenance and management, designing for active transportation in suburban contexts, crash safety analysis, traffic operations analysis, ADA compliance, innovative intersection design and operation, local, state and federal funding sources, and more.



MARC periodically evaluates the program using surveys. In most cases, the quality of the webinars meet or exceed expectations. MARC believes this program provides a valuable educational resource and serves to raise awareness solution driven strategies to advance pedestrian and cycling issues.

Walk Friendly Communities

The Active Transportation Chapter of TO 2040 identifies and promotes Walk Friendly Communities (WFC), a national program that recognizes communities that show commitment to improving walkability and pedestrian safety with a comprehensive set of programs, plans and policies. The program awards Bronze, Silver, Gold and Platinum levels of recognition.

MARC promotes WFC as a regional strategy to advance pedestrian issues at the local level. MARC discovered two MPOs that also have adopted WFC as a regional strategy. The Santa Fe Metropolitan Pedestrian Master Plan



MARC hosted a two-day regional workshop in June of 2015 with facilitators from the University of North Carolina, Pedestrian Bicycle Information Center (PBIC), the administrators of the Walk Friendly Communities program.

Combined, the WFC events drew 98 participants, representing 31 cities and 12 counties across two states. The vast geographic representation and diverse backgrounds of the audience demonstrated to MARC that local governments seek to become more walk-friendly.

MARC continues to provide technical assistance to communities in the region to apply for walk-friendly recognition. Communities that commit to complete the WFC application process have found there are many benefits associated with this effort, including enhanced communication between city/county departments and the identification of strengths and areas where improvement is needed.

Furthermore, MARC has used promotion of WFC to integrate pedestrian planning and its Communities for All Ages community recognition program by explicitly including it as one of the factors considered.

Part II The Local Government Assessment builds on WFC program as model approach for communities in the

Greater Kansas City area to improve pedestrian conditions and safety. In May of 2015, the PBIC designated the city of Lee's Summit Silver Walk Friendly Community.

For additional information about the WFC program visit walkfriendly.org. A copy of the Community Assessment Tool (pdf) provides in depth information about the application process and rationale behind the survey questions.

Explore KC – Walk to School Campaign

Since 2002, MARC has annually promoted International Walk To School Day. MARC has developed enduring partnerships with BikeWalkKC, KC Healthy Kids, Safe Kids Johnson County, Safe Kids Metro KC and numerous local governments to increase the number of elementary schools participating in the event.



MARC funds social media, radio, print and digital ads to promote Walk (and Bike) to School Day. A website www.walktoschoolkc.com allows schools to register and provides resources designed for schools and families. A national website www.walkbiketoschool.org provides additional resources and tracks participation across the United States.

In 2016, 94 elementary schools in the Greater Kansas City area registered to participate. This represents 26 percent of area schools compared with a national participation rate of five percent.

Ultimately, the goal is to transition schools from a one-day event to ongoing programs, like Walking Wednesdays or every day walking school buses. Moreover, year round biking and walking programs are associated with Safe Routes to School (SRTS) programs.

Regional Counting Program

As part of its Unified Planning Work Program (UPWP), MARC conducts a Regional Counting Program and assists local governments with setting up local programs to conduct manual and automatic bicycle and pedestrian counts through the loan of counting equipment and training. This includes analyzing bicycle/pedestrian volume data once it has been collected. The Regional Counting program:

- » Increases data collection and builds baseline data on biking and walking.
- » Provides assistance, support and outreach to local partners and member communities.
- » Supports bicycle/pedestrian amenities in transportation projects, the implementation of Complete Streets and creating quality places.

Counts also help to establish baselines to measure changes in pedestrian and bicyclist trips. MARC continues to develop better methodologies for data collection to improve the accuracy and reliability of data.

For inquiries about the MARC Regional County Program contact Kaitlyn Service at kservice@marc.org.

Greater Kansas City Regional Trails & Bikeways Map

MARC collects information from local governments regarding the location of trails and bikeways to develop a regional map. The first edition of the map was published in 2004 and since then there have been six iterations. Miles of on-road bikeways and off-road trails have grown substantially.

Collection of data, and map production is a collaborative effort across departments involving Transportation and Environment, Research Services GIS and Public Affairs.

TOTAL BIKEWAY MILES MAPPED

Year	On-road miles	Off-road miles	Combined
2008	265	416	681
2010	343	472	815
2013	459	555	1014
2015	602	701	1303

PEER MPO EXAMPLE

The San Francisco County Transportation Authority developed a GIS-based smart phone app called CycleTracks, which other MPOs can use. The app allows bicyclists to report issues with bike facilities and verify assumptions about bike networks. A similar app could be created, allowing pedestrians to report broken or missing sidewalks or places where other facility improvements are needed.

MARC has distributed the map widely across the region. In addition, the map is available through a web app that can be assessed by computer, tablet or smartphone.

MARC is currently working to collect data for the next map publication in 2018.

AIR QUALITY PROGRAM

Kansas City Regional Air Quality Educational Program

When the Clean Air Action Plan (part of MARC's Regional Air Quality Educational Program) was updated in 2011 it emphasized the need for a more robust and well-maintained pedestrian network. The program promotes pedestrian-centered goals that decrease ozone forming gases by increasing walking and other related activities. In fact, the goals outlined in the plan support MARC's Complete Streets Program and its work of integrating pedestrian infrastructure into all streets where pedestrians are allowed.

MARC's Complete Street Policy states, "By supporting more transportation choices and services, Complete Streets help limit disparities. Complete Streets accommodate more than just vehicular travel, and help make sure that corridor users and area residents are not overburdened by the noise, air and water pollution generated by motor vehicles." Ten cities and three counties across the bistate area have adopted Complete Street policies. This accounts for over 60% of MARC's region and features sidewalk updates, new walkways, bike lanes and more.

Another way we supported air quality and pedestrian involvement was with one of our Quinton's Clean Air-Venture commercials. In this commercial, we showed Quinton, our air pollution fighting bird, encouraging people to bike or walk instead of drive. We also urge pedestrians to go outside and exercise. This includes safety and the need for policies that reinforce such safeties, along with reducing emissions by exercising outside instead of traveling to a gym, etc.



COMMUNITIES FOR ALL AGES

KC Communities for All Ages created a toolkit are designed to help local government officials consider measures to improve the quality of life and opportunities for healthy living for older adult residents in metropolitan Kansas City's older suburbs. The First Suburbs Coalition, a Mid-America Regional Council (MARC)-supported organization of 19 older suburban communities on both sides of the state line, uses this toolkit as a resource to ensure that the needs of an increasingly diverse population are met. The toolkit addresses a variety of factors involved in creating communities for all ages including transportation, and more specifically, walkability.



To promote efforts at the local level, a Communities for All Ages recognition program was developed. The program includes a tiered approach to community investment and effort. A community can earn one of three levels of recognition representing the extent of its work: Bronze (Awareness), Silver (Assessment) or Gold (Implementation).

Recognition for each level requires a community to complete a set of actions, several of which push for improved and expanded pedestrian facilities. The actions do not necessarily require a great financial commitment, but do require time and effort from elected officials and staff, as well as citizen engagement. In most cases, the actions can be included in already-existing processes and programs.

One action that communities can take to earn points is to consider applying for WFC designation (see previous section on this topic).

GEOGRAPHIC INFORMATION SYSTEMS

Mid-America Regional Council (MARC) staff and the MARC Technical Forecast Committee have mapped and classified activity centers. Activity centers are areas of concentrated, mixed-use activity that are connected with complete streets, including pedestrian amenities. Activity centers are places where people shop, work, live, recreate, learn and gather. The size, mix of uses, and intensity of development in each activity center varies with the availability of land, access, surrounding development, transit services and other considerations. More walkable centers have smaller block sizes, mixed land uses, greater proximity to services and amenities, and nearby access to public transit with frequent service and expanded hours of service. The region's long-range land-use forecast assumes that activity centers will be the primary locations of new development and redevelopment in the coming decades.

Activity center boundaries were created and are updated by MARC using a combination of data including where buildings are located, the density of streets, and the location of transit routes and stops. These and other factors are combined to generate a walkability index. As more informative datasets, such as sidewalks or roadway speed, are developed, they can be used in the index to enhance the assessment of walkability. To this end, in 2017 MARC initiated the Transit Accessibility Study, to collect sidewalk, ramp and crosswalk data along specified transit corridors.

MARC encourages cities to create and maintain sidewalk, curb ramp and crosswalk inventories in a GIS format. A common format will allow for local governments to share data for planning purposes. MARC seeks to create a regional sidewalk dataset to make information sharing easier among jurisdictions and transit operators and the general public.

CLIMATE RESILIENCE STRATEGY

In the summer of 2017, MARC led an effort to address climate change through extensive community dialog culminating in the development of the Climate Reliance Strategy for the Kansas City region. Regional stakeholders identified opportunities, risks and vulnerabilities across a wide range of areas including public health, ecology, transportation, water, energy and housing. Priority solutions emerged in five sectors: public health, ecosystem health, transportation, water, and energy and housing.

While pedestrians are not explicitly discussed in the document, implicit to the crosscutting strategies that support green infrastructure is the combination of land use and transportation planning to create walkable communities.

PLANNING SUSTAINABLE PLACES PROGRAM

In 2013 MARC launched the Planning Sustainable Places Program (PSP) to provide local governments with financial support to advance detailed local planning and project development activities that further a sustainable community.

More specifically, PSP Program Objectives are to support:

- » Development and implementation of local activity center plans consistent with Creating Sustainable Places principles, identified regional activity centers, and the land use policy direction outlined in Transportation Outlook 2040.
- » Localized public engagement and community consensus building.
- » Identification and conceptualization of land use strategies, transportation projects, and related sustainable development initiatives that help to realize and advance the objectives identified in the Creating Sustainable Places initiative, Transportation Outlook 2040, and the MARC Board's adopted policy statement on regional land use direction.
- » Conceptualization, development, and implementation of Creating Sustainable Places projects.

PEER MPO EXAMPLE

The Mid-Ohio Regional Planning Commission (MORPC) uses an interactive online GIS mapping tool to share sidewalk data provided by local governments. MARC could provide a similar planning tool using local GIS datasets to benefit a regional planning process.



Through three cycles of funding, projects have addressed integrated planning involving land use and multi-modal integration, green complete street plans, trails and most recently mobility hub projects that intentionally connect mobility options. Pedestrian facilities and connectivity have been integral aspects of all of these efforts. Communities are encouraged to apply for funding to develop pedestrian master plans that are comprehensive in approach and address the development of sidewalk and ramp inventories.

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 plans, corridor plans, area plan and other.

The Sustainable Code Framework

The Sustainable Code Framework is a resource to help local governments identify code strategies that match the vision they have for their community. The Sustainable Code Framework allows communities to explore different code options based on their development objectives. The framework also contains a database of existing projects that demonstrate many of the sustainable principles communities' desire. These projects are for the most part local so communities can actually see the projects and how they integrate into local communities.

The Sustainable Code Framework addresses pedestrian issues in several areas including transportation design and land use planning. The Sustainable Code Framework website (codes.sustainable-kc.org) launched in March 2014.

REGIONAL ECONOMY

There is a growing body of research linking economic benefits with walkable in general. The Victoria Transport Policy Institute Economic published a report, *Economic Value of Walkability* (PDF), on April 20, 2017. This report suggest that current transportation planning efforts undervalue walking in economic terms.

Vitality is a part of the current Policy Framework of TO 2040. MARC recognizes that walkable communities result in low transportation cost for individuals and families. It improves access to transit and if combined with land uses that support walking trips has a profound impact the regional economy. Pedestrian access to transit increases mobility opportunities, access to jobs and other goods and services.

There are two regional planning initiatives where MARC and its partners have an opportunity to strengthen the link between pedestrian mobility and a vibrant regional economy. This plan recommends that this relationship be more closely explained in the next Regional Transportation Plan. Second, the implementation phase of Smart Moves 3.0 calls for pedestrian enhancements in and near Mobility Hubs.

SAFETY PLANNING PROGRAM

Kansas City Regional Transportation Safety Blueprint

In 2017 the Destination Safe Coalition began an effort to update the fourth iteration of the Kansas City Regional Transportation Safety Blueprint. The Safety Blueprint should be used as a resource for city, county, regional, and state officials to prioritize safety projects and to consider safety strategies that could be incorporated in other roadway construction and maintenance projects. This plan addresses five safety performance measure targets required by MAP-21 and the FAST-Act, the two most recent federal transportation bills.



The plan adopts a goal of 6 percent annual reduction in the number of non-motorized fatalities and serious injuries through the life of the plan 2018-2022. The plan aspires to reduce non-motorized fatalities and serious injuries to 83.1 for the five year average 2018-2022. MARC will use the adopted 6 percent annual reduction target to set a target for the MPO RTP. MARC is required to adopt safety performance measure targets by February of 2018 for the MPO area.

The Safety Blueprint has a non-motorized transportation focus area that includes pedestrians and bicyclists. This section provides a table of safety strategies grouped by approach (engineering, education, enforcement, emergency response). The table of strategies includes information about the timeframe for implementation, the relative cost of implementation, and the potential safety partners who might be involved in implementation.

2013 Pedestrian Crash Analysis

In 2013 MARC staff examined pedestrian safety issues throughout the Kansas City region to better understand trends. The report, 2013 Pedestrian Crash Analysis (pdf) includes an analysis of data trends, spatial analyses and identification of pedestrian safety strategies. This special report was produced to provide in-depth analysis of pedestrian safety issues. The report will be updated periodically with new data and appropriate written revisions.

Pedestrian Road Safety Audits

In the past, MARC has worked to organize and conduct Road Safety Audits or Assessments (RSA). An RSA should consider all modes of travel but may be used to focus on pedestrian safety. A road safety audit is a formal safety performance examination of an existing or future road or intersection by an independent, qualified and multidisciplinary audit team. RSAs can be used in any phase of project development — from planning and preliminary engineering to design and construction — and on any size of a project — from minor intersection, and roadway retrofits to mega projects. The RSA process includes a data-driven process combined with field observations to develop both findings and recommendations. Recommendations may provide both short term and long term solutions. For example, a short-term recommendations might include removal of overgrown vegetation to clear a pedestrian way along an existing sidewalk or increase law enforcement presence. Long-term recommendations could be to replace sidewalk gaps, bring intersections up to curb ramps to ADA compliance or install intersection curb extensions to slow traffic while reducing pedestrian crossing distance.

PEER MPO EXAMPLE

The New Orleans RPC provides points to projects that are located in documented bicycle and pedestrian crash hotspots.

For inquiries regarding assistance with a Pedestrian RSA training contact Aaron Bartlett abartlett@marc.org.

TRAFFIC OPERATIONS PROGRAM

Operation Green Light Program

Operation Green Light is a MARC Program that synchronizes traffic signals on major routes throughout the region, especially those that cross city limits. The Operation Green Light program provides oversight for a 24-member regional traffic program covering over 700 traffic signals.



These services improve traffic flow across the Kansas City metropolitan area, reducing unnecessary delay, improving traffic flow and reducing emissions that contribute to ozone pollution. The signal locations can be found [here](#).

Traffic signal timing and synchronization plans are complex and must be responsive to changing travel patterns while balancing the needs of all roadway users. MARC strives to work with OGL partners to ensure that pedestrians are accommodated to the extent possible. Many traffic signal intersections that have sidewalks and crosswalks will have pedestrian crossing signals. Pedestrian detection, typically a push-button, tells the controller of a person's presence and desire to cross the street. The traffic signal has timing specific to pedestrians established by national standards 3.5 feet per second to allow for crossing time. Additional pedestrian time may be provided for senior adults or those with mobility disabilities.

When the signal is running coordinated, signal timing is set to make the cycle length as short as it can be and the pedestrian timing is either built into the plan or if not built in then the detected pedestrian alters the timing plan of the intersection. During this transition time the intersection is not coordinated with up or downstream intersection for a few minutes. This is acceptable as it keeps the cycle length low and thus less delay for the pedestrian as well as the vehicle. When the pedestrian traffic is higher, it is built into the coordination plan.

The RPPP recommends the development of model context sensitive pedestrian signal timing best practices be integrated in the next Operation Green Light Strategic Plan. This will serve to guide future pedestrian infrastructure investment and traffic signal operational plans.

TRANSIT PLANNING PROGRAM

Smart Moves 3.0: Regional Transit and Mobility Plan

In 2017, MARC adopted Smart Moves 3.0, an update to the regional transit and mobility plan. The plan calls for expanded and connected transit and mobility services that together provide a significant increase in access to jobs for workers as well as integrated land use and transit planning to ignite economic development in the region.

Smart Moves 3.0 draws a clear connection between the ability to access jobs and other destinations, growth and development patterns in the region, and site and urban design.



Smart Moves recognizes the integral role that connected pedestrian infrastructure play in transit mobility especially to and from trip origins and destinations. The development of the Regional Pedestrian Policy Plan was underway during the development Smart Moves 3.0. Pedestrian issues were fundamental to the vision for activity centers, and mobility hubs.

Pedestrian connectivity to transit is an issue of concern across the regional transit network. The Smart Moves plan calls for a robust pedestrian network within a quarter-mile of transit stops and a half-mile within mobility hubs. Mobility hubs are activity centers that serve as connection points between transit lines and other mobility services and also serve to catalyze new development at densities that support enhanced transit. Smart Moves includes strategies that call for prioritizing funding for pedestrian improvements within a half-mile of mobility hubs. Additionally, the plan calls for a review of public works standards for pedestrian infrastructure and development review processes to ensure accessibility on right-of-way and within developments.

A specific challenge that is identified in Smart Moves 3.0 is the region's inability to provide convenient transit service in areas that are lacking pedestrian infrastructure, particularly areas that require significant walking due to extreme building setbacks and large parking lots to traverse. These "first- and last-mile" issues are addressed by providing more flexible options, e.g. microtransit, employer shuttles, or use of transportation network companies, that could potentially minimize the amount of walking needed.

Transit Accessibility Study

The Transit Accessibility Study is currently being conducted by MARC in partnership with area transit providers and select cities to study pedestrian accessibility in and around transit stops. This effort is primarily focused on the collection of sidewalk, crosswalk and ramp information. The state of pedestrian sidewalk, crosswalk and ramp inventories vary from city to city. The absence of sidewalk data poses a significant challenge to planning efforts both regionally and locally. The Active Transportation Chapter of TO 2040 identifies the lack of sidewalk data key concern.

Walking and transit share a symbiotic relationship. Transit ridership will not reach its full potential until pedestrian linkages are accessible, inviting and safe. Although compliance with ADA standards is a requirement, there are many areas in the region where sidewalks do not exist or are do not comply with ADA requirements/municipal engineering standards.

PEER MPO EXAMPLE

The Nashville MPO did a windshield survey for its 2009 Bicycle and Pedestrian Study, in which it inventoried all sidewalks in the region. The MPO hired a consultant who drove all 3,300 miles of roads in the MPO's jurisdiction. While it might not be feasible for MARC to hire a consultant to catalogue the entire Kansas City region — Kansas City, Missouri alone has more than 3,400 miles of roads — this approach would lead to uniform data across the region.

APPENDIX B: LOCAL GOVERNMENT ASSESSMENT

INVENTORY PURPOSE

MARC conducted a Local Government Pedestrian Inventory (LGPI) in mid-2016. The inventory contained a four-part survey designed to address intra-departmental pedestrian issues, including plans, policies and programs at a citywide level. Questions 1 through 5 of each survey identify the city and person who completed the survey. In many cases, those that completed survey also gather information from others. MARC appreciates the effort and time dedicated by all communities and individuals involved.

The purpose of each survey part is briefly explained, followed by a summary of findings. The report provides a rationale for why different components are important to the overall Walk Friendly Communities model and a community's commitment to pedestrian issues.

MARC developed the inventory using the Community Tool Assessment as general model. Some questions were modified and the length of the inventory was restrained to smaller set of questions. The intent was to create a set of surveys that would require less time to complete while still providing a clear picture of citywide efforts across the region.

A full summary of responses to this survey is provided in Appendix C.

Part I — Government Coordination, Outreach and Evaluation

This survey contained 32 questions. Government coordination is central to the success of municipal program. Communities establish lines of communication between departments responsible for the implementation of plans, policies and programs. Often those responsible for organizing these efforts will also be instrumental in providing long-term oversight and accountability. These survey questions explored how cities get started and sustain momentum. The survey also looked at how communities engage the general public. Lastly, the survey looked at methods to evaluate the effectiveness of efforts and measure progress towards addressing pedestrian challenges.

Findings and Conclusions

Pedestrian and bicycle issues are addressed by many communities through an established interdepartmental meeting process. When multiple departments participate, there are opportunities for planners, engineers, law enforcement and others to share information and work together to address challenges. Several respondents indicated that meetings involving bike/ped are multipurpose, which could cut down on the amount of attention paid to those issues.

However, several data points in the survey also suggest that bicycle and pedestrian issues are not a priority for some governments. While the majority of governments have meetings that involve bike/ped issues, a sizeable minority (38 percent) does not have them at all. Fifty-two percent of communities do not have citizen-based advisory committees. A citizen's advisory committee can be an effective way to engage the public and to bring in help from advocacy groups to support long-term efforts. A few local examples of citizen's advisory committees that address pedestrian topics include:

- » Lee's Summit Livable Streets Advisory Board
- » Kansas City Missouri Bicycle and Pedestrian Advisory Committee
- » Shawnee Bicycle Advisory Board
- » Leawood Sustainability Advisory Board

More than 85 percent of respondents provide a wide variety of marketing and public education efforts that support pedestrian-friendly events. Communities provided a variety of ways to promote awareness through low-cost options such as proclamations, news releases and social media posts. Many communities indicated an interest in regional cooperative efforts to encourage walking and track pedestrian mobility through counting programs. Communities are encouraged to contact MARC or visit the MARC Active Transportation page to learn about regional cooperative efforts. Respondants indicated that their greatest challenges to coordination between departments on pedestrian issues are insufficient staff resources and competing priorities.

Part II — Planning and Community Development

This survey contained 11 questions and addressed a variety of plans that effect pedestrian issues. It also looked at the community development process. The survey closed with a question to identify the greatest planning challenges related to pedestrian issues.

Findings and Conclusions

Like Part I, Part II indicates that bicycle and pedestrian issues are in the background for many communities. About 7 of 10 communities reported variations on pedestrian (sidewalk and trails) and bicycle plans. Twenty-seven percent reported that they have a Pedestrian Master Plan, 33 percent reported having a Bicycle Master Plan, and 53 percent reported having a Trails Linkage Plan. Additionally, 26 percent of respondents cited “lack of adopted plans” as the greatest challenge to bicycle/pedestrian planning, which was tied with “lack of implementation,” and “lack of supporting development ordinances.” Lack of support from land developers was identified by 42 percent of respondents as their greatest barrier. Finally, 53 percent of communities reported that they did not have an adopted Complete Streets Policy. Only 35 percent reported to have pedestrian friendly development codes for new development.

Here are some examples of local plans and reports:

- » Kansas City Walkability Plan (pdf) — Kansas City, Missouri
- » Trails KC Plan — Kansas City, Missouri
- » Self-Propelled Leawood - A Pedestrian and Bicycle Master Plan (pdf) — Leawood
- » Greenway Trail System — Lee’s Summit
- » Public Sidewalk Inventory Analysis Report (pdf) — Lee’s Summit
- » Riverside Comprehensive Plan (pdf) — Riverside (search key word “walkable”)

State and local governments have specific compliance obligations under Title II of the Americans with Disabilities Act ADA of 1990, however, only 6 out of fifteen communities confirmed a citywide ADA Transition Plan for right-of-ways. The Community Tool Assessment includes several resources on ADA topics. In addition the ADA Transition Plans: A Guide to Best Management Practices (pdf) is recommended for communities.

Examples of local ADA Transition Plans include:

- » Sidewalk Repair and ADA Transition Plan — Blue Springs
- » Americans with Disabilities Act (ADA) Transition Plan for Public Right-of-Way (pdf) — Lee’s Summit

Similarly, while 71 percent of communities have their planners work with traffic engineers and/or law enforcement, a variety of factors work against pedestrian planning, including a lack of plan implementation, support from land developers and funding. The survey indicates that pedestrian and bicycle issues are included in many of the respondents’ regular meeting processes. Multiple departments are often present at these meetings, so there are opportunities to draw on multiple perspectives to address community needs. These findings are consistent with similar responses from Part I.

Part III — Public Works and Engineering

This survey contained 38 questions and was the longest of the four surveys. Questions address a wide variety of issues including but not limited to: complete streets policy, pedestrian infrastructure inventories, infrastructure financing, maintenance programs, safety crash analysis and much more. The survey ends with a question to identify the greatest pedestrian-related public works challenges.

Findings and Conclusions

Complete Streets are designed and operated to enable safe and convenient access for all roadway users. MARC has adopted a Complete Streets Policy (pdf) and has developed a Complete Streets Handbook (pdf) for local governments. The handbook was undergoing an update during the development of this report.

Half of communities reported adoption of a Complete Streets Policy but only one in three reported to have adopted related ordinances to support Complete Streets. Communities are encouraged to review roadway functional class standards and to incorporate sidewalks with a width of at least 6 feet or a minimum 5 feet. Width is important for pedestrians, especially those in wheel chairs.

Nearly 8 out of 10 communities routinely incorporate pedestrian improvements in a Capital Improvements Program (CIP). However, only about half indicated that the CIP included special line items for sidewalk construction and repairs. Based on research and discussion, most cities require local residents to replace broken sidewalks. Thirty-eight percent of communities require sidewalk reconstruction on residential streets to be financed by the property owner. These ordinances are rarely enforced and may place economic hardships on low-income populations. This system has resulted in sidewalk systems that are not accessible due to poor conditions. Communities are encouraged to examine funding options that disperse the cost of sidewalk repairs. The survey revealed that 88 percent of communities use sale tax revenues to finance construction and reconstruction projects.

Question 17 of this survey provides a more detailed list of options and financial plans. Only about half of communities indicated that the city has a retrofit policy to fill gaps in sidewalks and provide new sidewalks as needed. Under a Complete Streets approach, sidewalks are considered essential to suburban and urban settings and should not be included.

Another challenge for communities is snow removal policies and ordinances. It is important for communities to develop a prioritization plan to clear sidewalks that affect transit users. Only half of respondents indicated having a policy or ordinance, and for those that do, most indicated they were not enforced. The Federal Highway Administration (FHWA) provides the following Guide for Maintaining Pedestrian Facilities for Enhanced Safety Research Report. Section 2.3.2 provides guidance of snow removal plans, policies and practices. There is no easy solution, however, public awareness is important to creating a culture that values sidewalks and removal of snow. Here are some examples of programs that have been adopted by communities where snowstorms are more prevalent.

» Missing list?

Regional and local data on sidewalk mileage and condition is currently lacking. Many cities do not have sidewalk inventories, and some have only partial data. MARC's sidewalk data for 21 jurisdictions in the region — where 60 percent of the metro population reside — indicates that there are more than 6,000 miles of sidewalk in these communities. MARC has data from Lee's Summit, Grandview, Blue Springs, and Kansas City in Missouri, and Mission, Overland Park, Olathe, Lenexa, and Kansas City in Kansas. The Lenexa data, as well as the Kansas City, Missouri, Overland Park, and Olathe data is dated. In 2017, the cities of Kansas City and Independence, Missouri, contracted for their entire roadway networks to be studied. This data shows that Kansas City has more than 2,200 miles of sidewalks, while the Independence study had not been completed at the time this plan was published.

Development of sidewalk inventories should be a first priority for communities. This allows a community to assess needs and determine a how best to address improvements overtime. The Public Sidewalk Inventory Analysis Report (pdf), developed for Lee's Summit, serves as a good example for other communities.

Respondents reported that the greatest challenges to design, maintenance and operation of pedestrian systems were lack of funds and support to prioritized pedestrian needs.

Part IV — Law Enforcement

This survey contained 13 questions and focused on traffic laws and enforcement activities to increase pedestrian safety. The survey closed with a question to identify the greatest law enforcement challenges related to pedestrian safety.

Findings and Conclusions

The role of law enforcement agencies is vital to keep roadways safe for pedestrians. Traffic laws are intended to protect pedestrians and create predictable rules of the road that reduce crashes by reducing risk. Thirty-nine percent of communities indicated they did not have a traffic safety division/unit within the police department. This is a challenge because it means that officers are often tasked with other responsibilities that compete with traffic enforcement. Communities are encouraged to dedicate resources towards traffic enforcement, particularly around schools during the morning and afternoon periods. Other best practices include the use of speed feedback trailers that can be relocated as needed to serve as public education and early warning practices.

Police patrol on foot or bicycle occurred in 57 percent of the communities surveyed. This form of patrol reinforces the legitimacy of both pedestrian and bicycle transportation and are effective ways to manage high-demand pedestrian areas. Ninety-one percent of respondents reported enforcement of motorist yielding to pedestrians in the crosswalk. Communities are encouraged to plan and announce pedestrian enforcement

campaigns. This combination includes both education and enforcement. These campaigns have proven to change public perceptions about pedestrian safety that carry over into driver behavior. However, these campaigns must be repeated periodically to maintain effectiveness.

Many communities report working with traffic engineers and/or planners to address safety concerns. The greatest challenges associated with competing law enforcement issues, and lack of enforcement resources.

APPENDIX C: LGPI SURVEY RESPONSES

Participation Analysis

The inventory and its four surveys were released on July 8, 2016 and closed on Jan. 11, 2017. MARC received 82 surveys from 34 municipalities throughout the region. Some communities responded to all four surveys and other communities responded in part. The response rate for the inventory was very high. Dividing the inventory into four separate surveys reduced the burden of many communities because separate individuals were able to complete their sections independently. However, as was in the case of some communities, multiple surveys were assigned to one individual.

Responses

Part I – Government Coordination, Outreach, and Evaluation – 21 responses

Part II – Planning and Community Development– 21 responses

Part III – Public Works and Engineering – 18 responses

Part IV – Law Enforcement– 22 responses

Of the the 34 municipalities that participated, 11 municipalities completed all four surveys, five municipalities completed three of four surveys, five municipalities completed two of four surveys and 13 municipalities completed at least one survey.

	Population represented by responses	Percent of regional population
Part 1 Government Coordination, Outreach and Evaluation	1,252,473	68%
Part 2 Planning and Community Development	1,345,209	73%
Part 3 Public Works and Engineering	1,120,256	61%
Part 4 Law Enforcement	659,300	36%

For each survey, the population of the communities that responded were totaled and compared to the total regional population.

Part I – Government Coordination, Outreach, and Evaluation

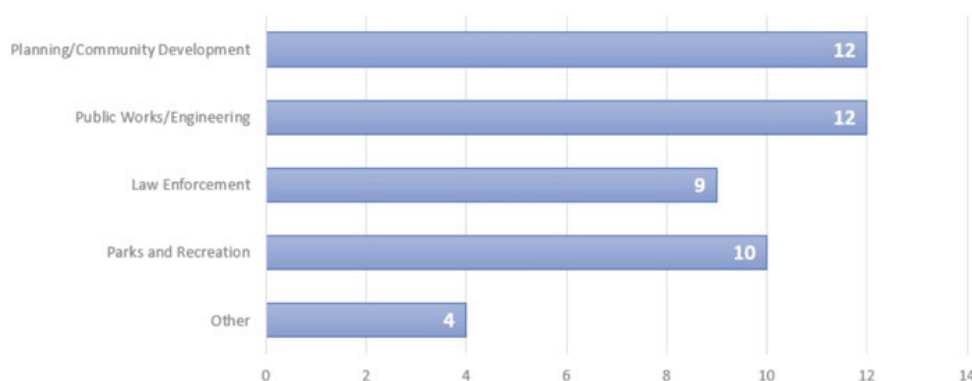
Questions 1-5 addressed staff contact information.

Q6. Do you have internal meetings among departments, regularly or as needed, that address pedestrian or bicycle issues?

21 responded, 0 skipped • Yes 62%, No 38%

Q7. If yes, please indicate which departments are involved.

13 responded, 8 skipped, respondents selected all that applied



Other responses:

- » Health and Water Services
- » Fire Department
- » City Clerk's Office
- » Law Department

Q8. If yes, describe the nature of these meetings (single focus, multipurpose, regular or as needed).

- » Multipurpose, regularly weekly meetings as related to development, as needed (focused) related to capital projects and quarterly/annually for other safety, operational, and planning improvement programs.
- » Transportation Development Committee (multipurpose/regular), Development Review Committee (Multipurpose/regular), and Bicycle Pedestrian Advisory Committee (bike/ped focus/regular).
- » Multipurpose meetings under the umbrella of the Development Review Committee that reviews all plans for projects citywide at preliminary stages. Typically address any relevant bicycle and pedestrian issues either in or around the project.
- » Regular monthly meetings related to review of Planning Commission applications where pedestrian issues are discussed to ensure adequate pedestrian access as development occurs as needed meetings related to a specific CIP project.
- » Multipurpose

Q9. Does your city meet regularly or as needed to address safe routes to school projects and programs with local school officials?

21 responded, 0 skipped • Yes 52%, No 48%

Q10. If yes, describe the nature of these meetings (school siting, sidewalk system, crosswalks, etc.).

- » City officials have met with specific school officials to review infrastructure concerns.
- » School siting projects go through Development Review Committee while sidewalk/crosswalks issues are addressed as needed.
- » We coordinate with Mission Woods and with Westwood to see that crossings of Rainbow Blvd to go to Westwoodview Elementary School are safe.
- » Public Works meets quarterly with the School District.
- » Police Department meets quarterly with School District and security staff to discuss sidewalk conditions and student walking safety.
- » Already have a walking route plan for each school that we follow, therefore do not meet regularly with schools.
- » City of Gladstone and NKC School District work closely on various projects

Q11. Do you have a designated citizen based advisory committee (e.g. Pedestrian Advisory Committee, Ped/Bike Council, Livable Communities Committee, Healthy Communities Committee), or other venue for citizen input where pedestrian issues are addressed?

21 responded, 0 skipped • Yes 48%, No 52%

Q12. If yes, describe the nature of these meetings (single focus, multipurpose, regular or as needed).

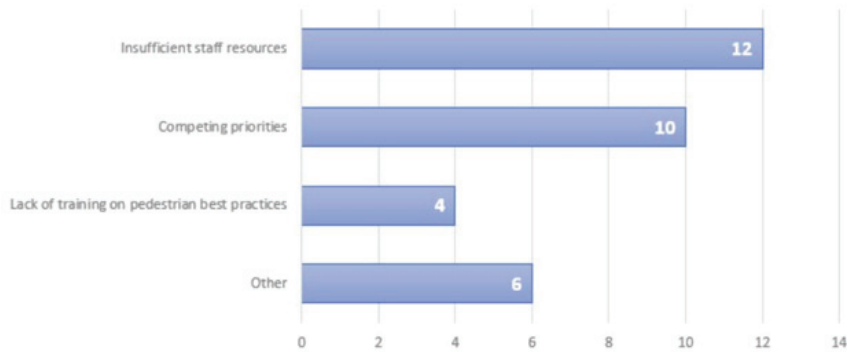
- » Planning Commission review of bike plan and projects
- » We have 4 committees that would have a role in pedestrian issues, all are multipurpose committees: Bicycle Friendly, Public Works, Planning, and Sustainability Advisory Board
- » Monthly meetings held to specifically address bike/ped issues/concerns.
- » Regular monthly meetings to discuss and make recommendations about all types of traffic issues.
- » We have a standing Sidewalk Committee that addresses pedestrian issues and focuses on walkability and safety.
- » At one time, we had a walking trail committee to come up with locations for possible sidewalks but when the

public came out against sidewalks, the committee stopped meeting.

- » Westwood Hills is so small that when citizens have concerns, they either appear at council meetings or call the city clerk or the mayor directly.
- » We have an Environmental Advisory Council that meets monthly. Topics range from bike/ped issues to recycling events and stream clean-ups.
- » Capital Improvements Committee, Park & Recreation Committee

Q13. What are the greatest challenges to coordinating pedestrian efforts among departments?

18 responded, 3 skipped, respondents selected all that applied

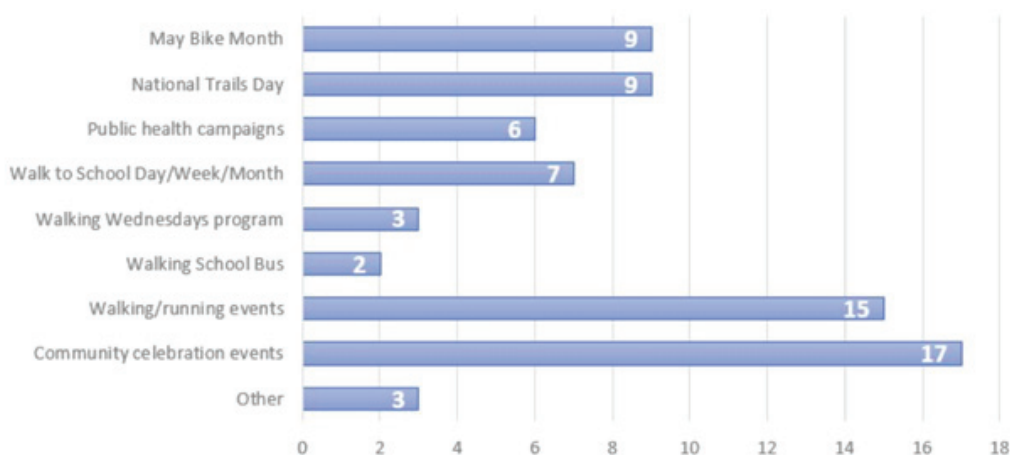


Other Responses:

- » Lack of funding, easement space, and citizen demand
- » No city administrator to coordinate these type of necessary discussions
- » Don't have recognized challenges, as providing pedestrian accommodations as part of projects is a given
- » No clear position in charge ... many hands handling various aspects
- » Although City has extensive sidewalk and trail network, this issue is not really on our radar as a discrete item

Q14. In which outreach campaigns do you participate? Please check all that apply. (In the fields that follow, briefly describe any education or encouragement campaigns that are implemented in your community regarding the following topics.)

18 responded, 3 skipped, respondents selected all that applied



Other Responses:

- » Green Commute Challenge

Q15. List official proclamations, sponsored events (commuter breakfasts, ride with the mayor, etc.), paid or earned media outreach. Include descriptive information about techniques used (e.g., posters, workshops, etc.) to market the events.

-
- » Board of Aldermen Proclamation
 - » City Council/Mayor's Proclamation
 - » City Sponsored Bike Events
 - » Bicycle Recycle Event
 - » TV Media
 - » Paper Publications/Articles
 - » Utility Billing Messages
 - » Social Media
 - » Bike to Work Week Proclamation
 - » Commuter breakfast

Q16. List official proclamations, sponsored events, paid or earned media outreach. Include information about the target audience, techniques used (e.g., posters, workshops, etc.), frequency, scope, and attendance of the events.

- » Collaboration between Local Parks & Recreation and Missouri, National Parks & Recreation organizations
- » Social media photo contest using local trails
- » Posters/flyers
- » Special events in parks or on Rock Creek Trail.
- » National Trail Day event at Stagecoach Park
- » MARC Promotional materials
- » Employee newsletters

Q17. List official proclamations, sponsored events, paid or earned media outreach. Include information about the target audience, techniques used (e.g., posters, workshops, etc.), frequency, scope, and results of the programs.

- » Let's Move! Program – free Saturday programs
- » Health Fair
- » LSTV
- » Market Health Information
- » The Healthy Communities Initiative
- » The Get Active Challenge – monthly social media program
- » The Communities That Care program
- » Community Garden Partnership

Q18. What is your process to support school partnerships? How have you worked with schools in the past to promote these programs?

- » We support National Walk to School Day via our social media channels.
- » The City and Advisory Board work directly with schools to encourage participation in walking/biking activities. City coordinates safe routes to school program, and associated improvements with the schools. Mapping for safe routes to school available on the City's website and distributed to the schools.
- » The City led a 3-year pilot initiative, Active Living KC, partnering with the Hickman Mills School District.
- » Weekly walking school buses were started, International Walk to School Day celebrations were organized, and bike racks were installed at all elementary schools in both Hickman Mills and Center School Districts.
- » Meet quarterly with the school district to support and encourage these programs
- » We had a part-time SRTS coordinator until the recession hit. She was getting schools to participate in creating walking school buses. Things have since petered out.
- » Yes- Gladstone Public Safety has been involved with this.

Q19. Describe your city's permitting process for special events.

- » Coordinated through Community Development Department. Depending on the scope of the event, there is a charge for for-profit and non-profit events.
- » Typically over the counter permit in the Planning Department. Events are reviewed for approval by Traffic Engineering, Police, Planning, and Fire staff from the City. Events such as races can choose from predetermined routes or propose unique routes for increased fees.
- » If the request is to close down a street, permission is granted through the Police Dept. Special events in parks are permitted through P&R via a special use permit. The fee can be waived for community purposes.
- » Event that runs through Mission Hills must receive approval from the Prairie Village Police Department who we contract with to provide police services.
- » The City of Olathe has an online form that is used for outside events. Those interested pay \$50 to apply and then present to a special events committee for consideration. If an event is approved there is a cost recovery element for city services to the event sponsor.
- » We require special events to get a permit and pay for 50% of city costs (for police, signs, barricades, etc.)
- » Special events requiring street closure and/or city safety staff participation must apply for a special events permit. Board of Aldermen has sole authority to issue a permit. City code asks for application 30 days in advance of scheduled Board meeting, although in practice, events may be coordinated by staff, reviewed by subcommittee and presented to Board for approval within 10 business days.
- » Event organizer works with Traffic Manager, the event sponsor is responsible for providing traffic control & plans, staff reviews the plans to ensure safety of participants & the public as well as ensure adequate access/circulation is provided on the road network
- » 5K/10K running events, unless specified otherwise, are run on a preplanned certified route in the park. The park remains open for the entire event to everyone. An applicant must supply the event application and application fee of \$25 at least 30 days before an event (Tier 1) 60 days (Tier 2). Staff reviews the application and sends out a follow up email or phone call. Insurance requirements are due 7 days before an event.
- » The City hosts several 5K runs as well as corporate challenge and an annual triathlon for kids. Entities wishing to conduct walking/running events need to submit a map to the Community Development Department for review by all Departments

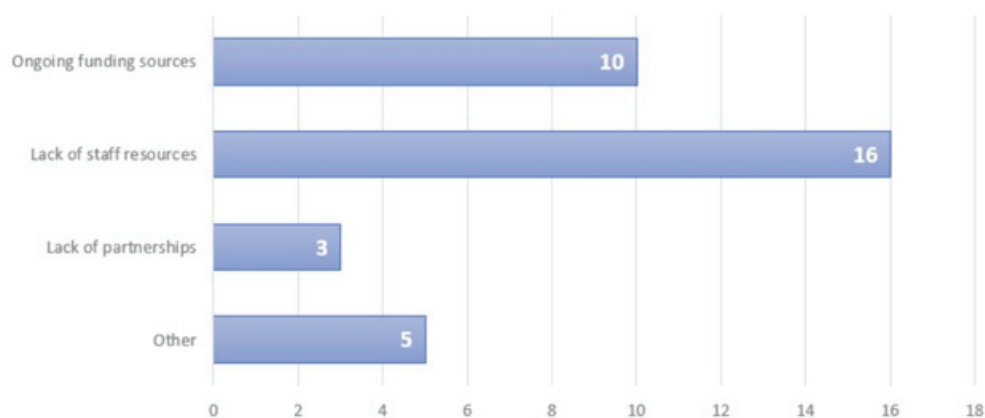
Q20. Describe how you organize and promote city-sponsored events. List official proclamations, sponsored events, paid or earned media outreach. Include information about the target audience, techniques used (e.g., posters, workshops, etc.), frequency, scope, and results of the programs.

- » The Downtown district blocks off the streets between 1-3 times a month for activities.
 - We promote these events via our City's magazine, website, social media channels and PEG channel.
- » Multiple annual events occur where streets are blocked downtown and at other commercial districts within the City. Some are City co-sponsored, others privately coordinated and some by organizations associated with the City
 - Events market regional attendance, may draw tens of thousands in attendance and last several days per event.
 - Outreach by posters, banners, flyers, signs, radio ads, LSTV, Facebook, Twitter, Websites, Magazines, etc.
- » We are willing to close most streets in town for community events, Often we will supply barricades and traffic controls
- » City events are organized by a convention and visitor's bureau.
 - Promoted through social media and direct communication with sponsors, posters and yard signs for community
- » City of Mission Hills Keim Street Fair
 - Advertise on city website and in city newsletter; do a proclamation by mayor; target audience is Mission Hills residents; held annually; very good turnout every year
- » We allow neighborhoods to get block party permits to close streets for their own parties. The city also sponsors various community events like our Downtown Fall Festival.

- Our Neighborhood Services group focuses their attention on neighborhoods in northern OP that might not have HOAs. Instead we create Neighborhood Conservation Areas. We give them a small amount of funding to help have block parties or try and get bigger funding to do small projects
- » City sponsors or co-sponsors four major downtown block events and four downtown concerts each year. Major events include Spring Music Party, Fall Music Party, National Night Out Against Crime (August) and Holiday Lighting Ceremony (November).
 - Outreach efforts normally include utility newsletter, media releases to local print media, Nixle public notice system, City website, posters and Chamber of Commerce email list. Major events normally have 800-1200 participants/attendees each.
- » City-sponsored Midnight Bike Ride and 4th of July Freedom
 - Advertised in a variety of ways including posters, Town Talk, & social media
- » The local Main Street organization puts on large city events and goes through the same permitting process as any other organization for an event.
 - Because these events are large, City staff and the Police Department sit in on the planning meetings with Main Street to know and understand their event plan.
- » Gladsfest, Concerts in the vicinity of Linden Square

Q21. What are the greatest challenges to education and encouragement efforts?

20 responded, 1 skipped, respondents selected all that applied.



Other Responses:

- » Competing for the same audience with other programs
- » Lack of participation by citizens
- » No community volunteers for additional activities
- » More funding and participation from the School Districts

Q22. Do you have examples of successful past programs that no longer have sufficient resources?

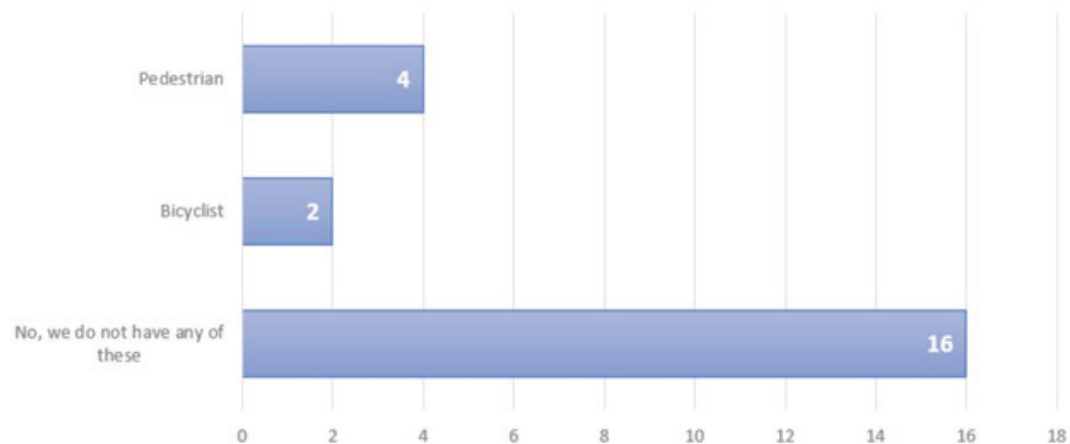
- » Let's Move! Blue Springs - this program once had grant funding.
- » We are still doing the events, but the dollars and sponsorships are not there anymore.
- » Share the Road Safety Education
- » The City secured and put into place a Safe Route to School program, but that is no longer done at the state level and we have not pursued whatever version of that exists elsewhere.
- » Walking School Bus Program

Q23. Please describe any educational or encouragement efforts not previously addressed.

Respondents did not provide any additional information

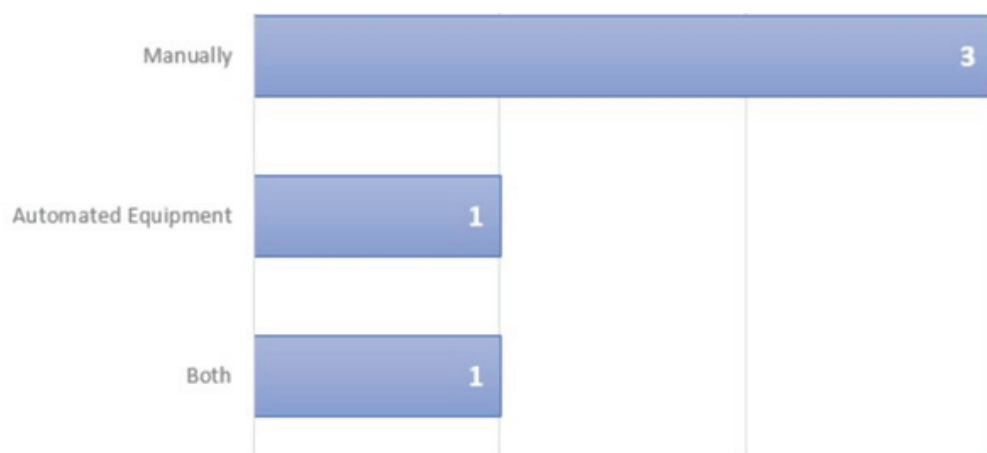
Q24. Does your organization have a bicyclist and/or pedestrian counting program? Check any that apply

21 responded, 0 skipped, respondents selected all that applied



Q25. If you have a counting program, how are counts conducted?

5 responded, 16 skipped (all who responded no to Q24)

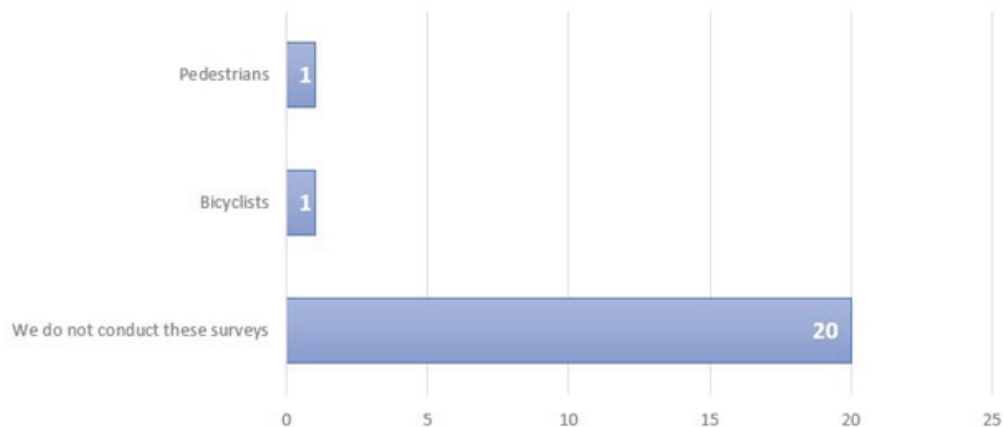


Q26. Would your community like to be involved in a regional data-sharing program? The program would assist with standardized data collection methods and the development of regional factors for weather and land use.

19 responded, 2 skipped • Yes 15, No 4

Q27. Does your community conduct intercept surveys of pedestrians and/or bicyclists? Check any that apply.

21 responded, 0 skipped, respondents selected all that applied

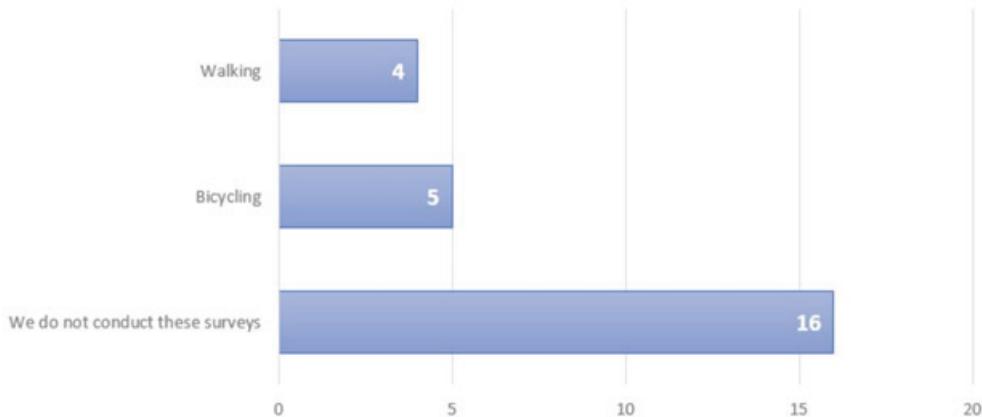


Q28. If yes, please describe your intercept survey (including when the program began, frequency of counts, number of sites, counter/surveyor training or recruitment, etc.):

- » Due to lack of resources, we have not been able to collect data on a regular basis. Also, most cyclists would not stop to take the survey. We conducted two bike/ped counts in 2009 and 2010 at 13 key locations. We collected bike/ped counts with an intercept survey this summer on Grand Blvd.

Q29. Does your community conduct public stated preference surveys related to walking and/or bicycling? Check any that apply.

21 responded, 1 skipped, respondents selected all that applied



Q30. Please attach a copy of the survey and findings to an email by clicking [here](#).

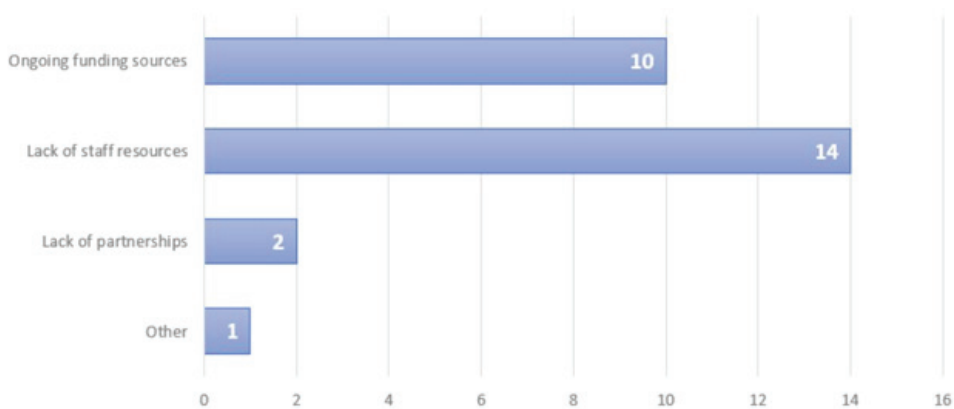
6 respondents provided results to their public state preference surveys

Q31. Would your community like to be involved in an effort to standardize data collection methods for stated preference surveys?

20 responded, 1 skipped • Yes 15, No 5

Q32. What are the greatest challenges to evaluation programs?

19 responded, 2 skipped, respondents selected all that applied

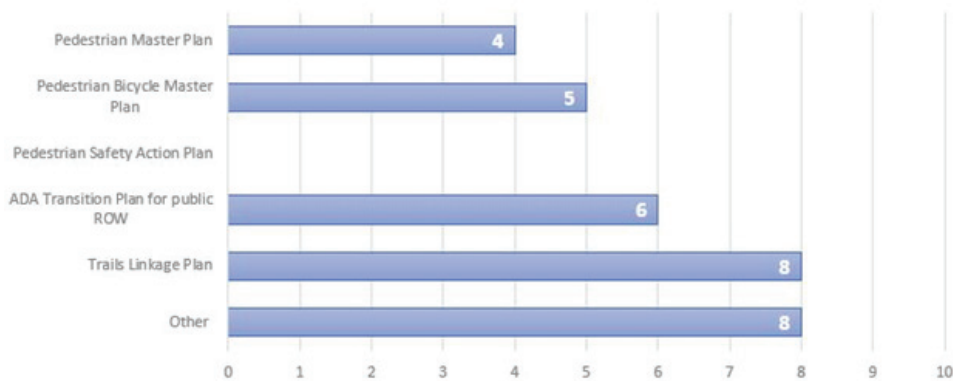


Part II – Planning and Community Development

Questions 1-5 address staff contact information.

Q6. Check the box if your city has adopted any pedestrian focused plan.

15 responded, 6 skipped, respondents selected all that applied



Other Responses:

- » Section of the City's Comprehensive Plan include policies related to improving pedestrian connectivity and walkability
- » Parks Master Plan has some high-level bicycle and pedestrian planning
- » Sidewalk & Trails Master Plan
- » Bicycle Transportation Plan
- » Currently working on "Linking Historic Shawnee Downtown Master Connectivity Plan"

Q7. Please provide a hyperlink below or attach a file to an email by clicking here.

11 respondents provided copies of their pedestrian focused plans

Q8. Has your community established a connectivity policy, pedestrian-friendly block length standards and connectivity standards for new developments, or convenient pedestrian access requirements?

20 responded, 1 skipped, Yes 35%, No 65%

Q9. If yes, please provide a hyperlink below or attach the relevant documents to an email by clicking here.

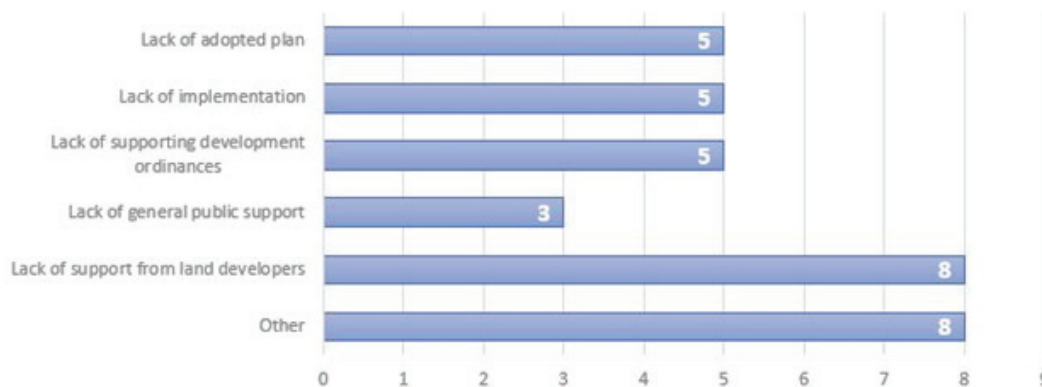
- » Eight respondents provided copies of their connectivity policies, pedestrian-friendly block length standards and connectivity standards for new developments, or convenient pedestrian access requirements.

Q10. Do planners work regularly with traffic engineers and/or law enforcement to review sites in need of safety improvement for motorists and pedestrians?

21 responded, 0 skipped • Yes 71%, No 29%

Q11. What are the greatest challenges to planning?

19 responded, 2 skipped



Need "other" comments

Part III – Public Works and Engineering

Questions 1-5 address staff contact information.

Q6. Has your community adopted a Complete Streets policy?

18 responded, 0 skipped • Yes 50%, No 50%

Q7. Has your community adopted a Complete Streets ordinance?

17 responded, 1 skipped • Yes 29%, No 71%

Q8. If yes, please describe how the Complete Streets policy or ordinance has impacted the decision making progress since its adoption. (If applicable, please provide a hyperlink below or attach the policy or ordinance to an email by clicking here.)

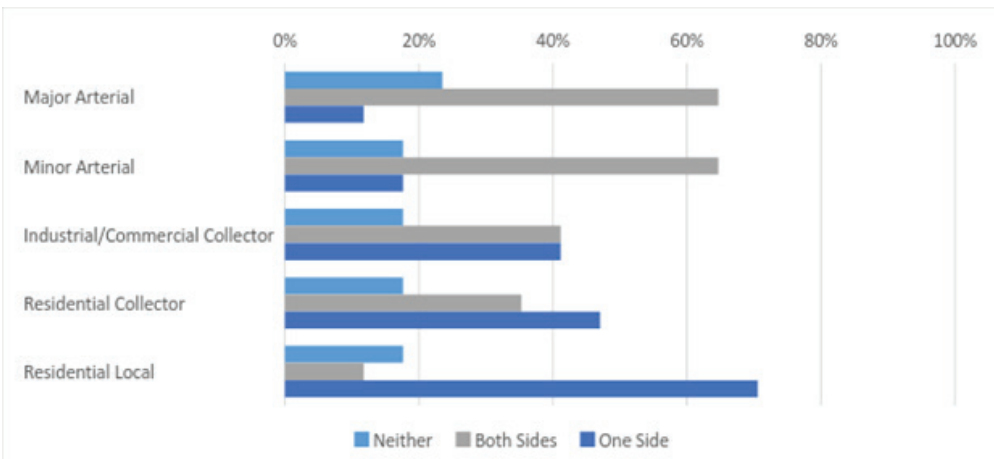
- » Has brought increased consideration for all modes of transportation when completing roadway projects.
- » Planning Commission has adopted many aspects of a complete streets policy in the development regulations.
- » We use the policy to encourage sidewalk and trail development and funding for such work.
- » The City's Policy was adopted by Resolution and has been a model policy for other agencies; a recognized policy nationally.
 - The policy has helped implement safety improvements and extend access through new infrastructure, education and encouragement activities with less conflict.
 - The policy led to the creation of a Mayor appointed citizen advisory board for policy oversight.

Q9. Sidewalk Width (in ft.)

- » Major Arterial – between 4' and 5'. 6' if adjacent to curb, or 10' where planned shared use
- » Minor Arterial – between 4' and 5'. 6' if adjacent to curb, or 10' where planned shared use
- » Industrial/Commercial Collectors – between 4' and 5'. 6' if adjacent to curb, or 10' where planned shared use
- » Residential Collector – between 4' and 5'. 6' if adjacent to curb.
- » Residential Local – between 4' and 5'. 6' if adjacent to curb.

Q10. Do you require sidewalks on one side of the street or both sides of the street by functional class?

17 responded, 1 skipped



Q11. Sidewalk Setback from Back of Curb (in ft.)

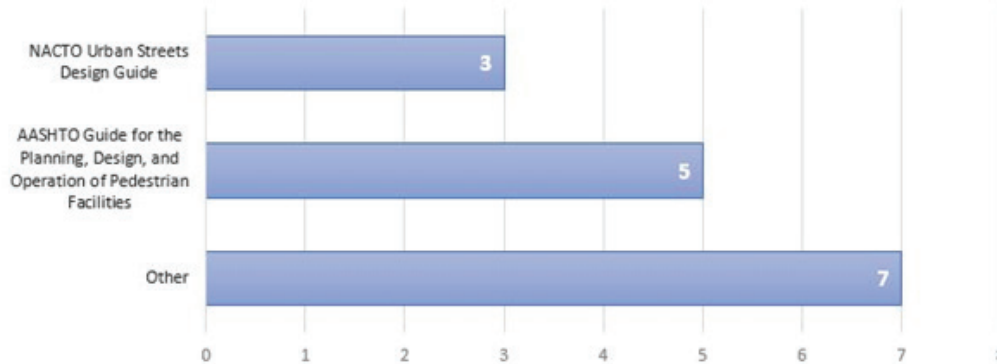
- » Major Arterial – Generally 3-5 feet, but as large as 14 feet
- » Minor Arterial – Generally 3-5 feet, but as large as 10 feet
- » Industrial/Commercial Collectors – Generally 4-7 feet, but as large as 10 feet
- » Residential Collector – Generally 2-5 feet
- » Residential Local – Generally 3-5 feet, but as large as 8 feet

Q12. If applicable, please provide a hyperlink below or attach the street design specifications ordinance to an email by clicking here.

5 respondents provided copies of their street design specifications

Q13. Does the city/county have use any of the following standards and guidelines?

9 responded, 9 skipped, respondents selected all that applied



Other Responses:

- » City of Blue Springs Design and Construction Manual
- » APWA design standards
- » MoDOT PROWAG
- » ITE (Urban Street Design, Walkable Urban Thoroughfares, Etc.)
- » APA (Complete Street)
- » MUTCD

Q14. Are sidewalks or other related pedestrian improvements included in a Capital Improvements Program?

18 responded, 0 skipped • Yes 78%, No 22%

Q15. Is there a line item in your Capital Improvements Program for the cost of sidewalk construction and repairs?

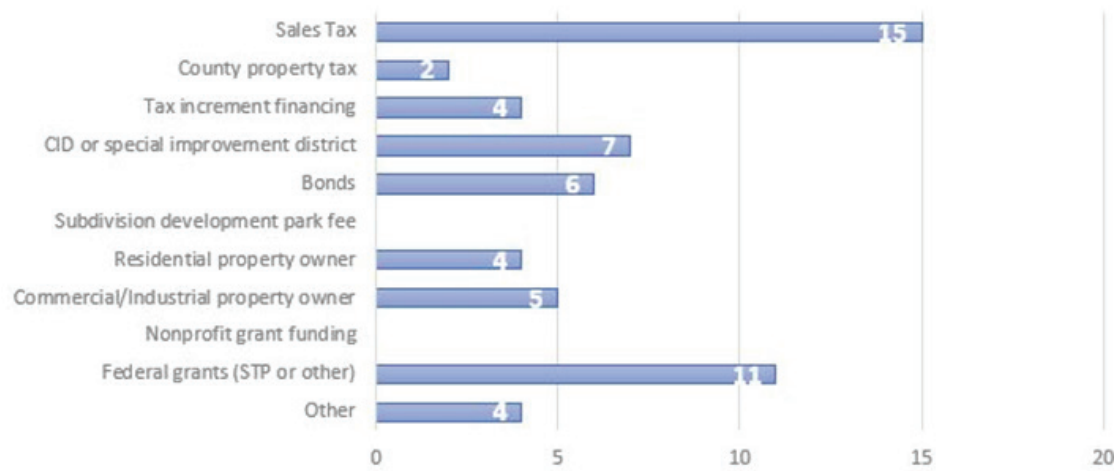
17 responded, 1 skipped • Yes 53%, No 47%

Q16. Please add a hyperlink to your Capital Improvement Program in the description below, or attach the CIP to an email.

7 respondents included a link to their Capital Improvement Program

Q17. What types of funding sources are used for sidewalk construction and reconstruction projects? Check all that apply.

17 responded, 1 skipped, respondents selected all that applied



Other Responses:

- » Developer Installed
- » 50/50 Cost Share program
- » CBDG funds
- » County Transportation Sales tax

Q18. Does the city require sidewalks to be constructed or upgraded with all (or the vast majority of) new private development?

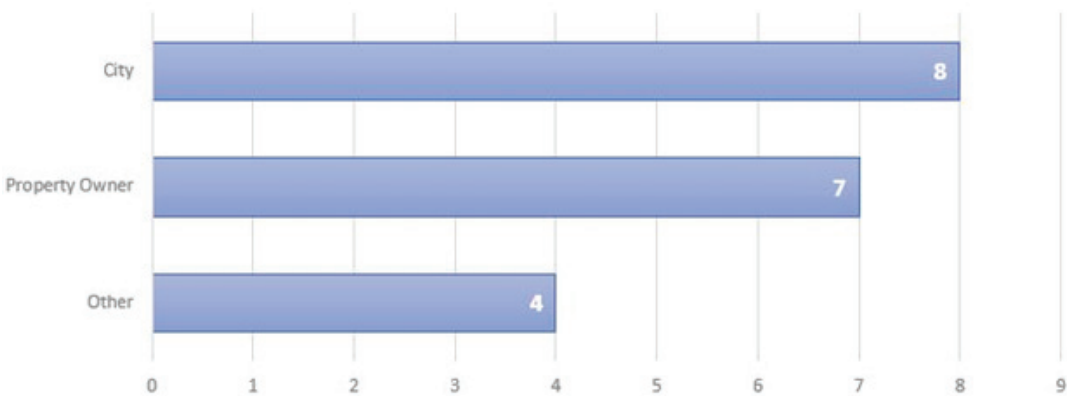
18 responded, 0 skipped • Yes 83%, No 17%

Q19. Does your city have a sidewalk retrofit policy to fill gaps, repair sidewalks, and provide new sidewalks as needed?

17 responded, 1 skipped • Yes 53%, No 47%

Q20. Who is responsible for sidewalk reconstruction in the right-of-way adjacent to residential property?

18 responded, 0 skipped, respondents selected all that applied



Other Responses:

- » Currently under review
- » Currently seeking guidance from other entities
- » City offers a 50/50 cost share program to qualifying projects

Q21. How effective is this sidewalk policy? Describe either successes or failures of the policy's effectiveness. Are informal practices used instead of a formal policy or ordinance?

- » Moderately effective. Lack funds to properly maintain existing sidewalks.
- » Works with no problems.
- » The combination of CIP funds, an active sidewalk committee and an interested City Commission has resulted in a dramatic number of sidewalks being constructed throughout the community
- » The cost sharing programs have become increasingly popular as contractors inform the residents of the program - it gets used more often.
- » For the most part, property owners believe that it is the responsibility of the City to maintain the sidewalk. We have a 5year plan, but if a citizen would like to pay 50% of the sidewalk improvement, we (City) would consider to participate.
- » Policy is opposed to new sidewalks without consent of all adjacent owners.
- » Our successes have been in many areas of the City with new handicap ramps meeting the MoDOT PROWAG requirements; however, our failures are keeping the sidewalk report up to date with the dynamic changes to sidewalks after every season. Challenges are also felt with funds and personnel to keep up with maintenance.
- » The City's Policy of maintaining all sidewalk within right-of-way in lieu of the adjacent owner's responsibility for maintenance greatly challenges the City's ability to fund sidewalk maintenance and new sidewalk as a high priority considering the significant needs for sidewalk maintenance and gap construction.
- » Not enforced
- » Depends on the case

Q22. Does your city/county have a snow removal policy or ordinance?

18 responded, 0 skipped • Yes 50%, No 50%

Q23. Please describe how the policy or ordinance is enforced, and if there are any related challenges to this process.

- » Adjacent property owner must remove snow. Covered in chapter 64 of KCMO code of ordinances.
- » Codes will send letters to commercial properties and to residents on a complaint basis. No citations are given.
- » We have a 24-hour clean-up requirement, but it is not enforced
- » We had an ordinance requiring snow removal within a specified period of time but deleted it due to lack of enforcement capacity.
- » Because the City is responsible for maintenance of sidewalk within the right-of-way, the policy is to address ADA issues only upon complaint (which may be addressed with alternatives that do not require snow removal). Otherwise no snow removal is done on sidewalks.
 - This is an unresolved issue. A change in policy to require adjacent owner maintenance or substantial increase to funding would be needed to require snow removal on sidewalks regardless of ADA complaint.
- » General maintenance in ordinances but not enforced

Q24. Has your community created a sidewalk inventory?

17 responded, 1 skipped • Yes 59%, No 41%

Q25. Is the inventory kept in GIS, AutoCAD or other electronic mapping format?

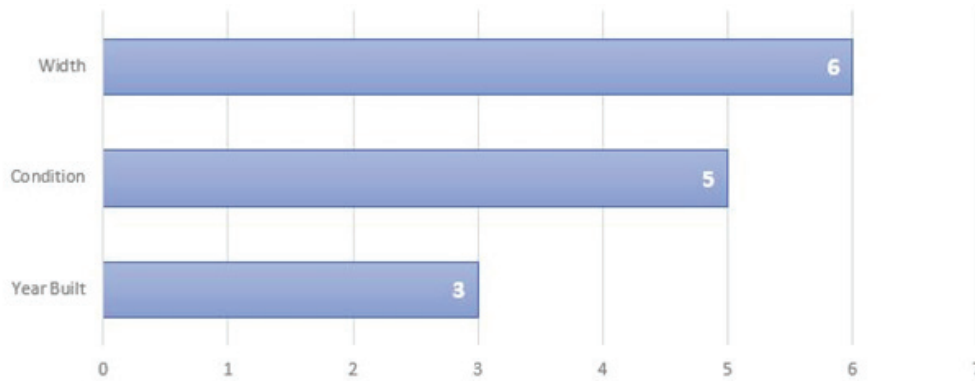
15 responded, 3 skipped • Yes 60%, No 40%

Q26. If you have an electronic version of the sidewalk inventory, please attach a copy

Three respondents answered: two had shapefiles they were willing to share, and one indicated that they use in-house software

Q27. If you have an electronically mapped sidewalk inventory, check all of the attributes within it.

6 responded, 12 skipped



Q28. Describe any other attributes of the sidewalk inventory.

- » Defects
- » Cross slope
- » Ramp condition
- » Material
- » Accessibility
- » Inspections
- » ADA Compliance
- » Planned, proposed status
- » Maintenance Activity
- » Length

Q29. Has your community created a curb ramp inventory?

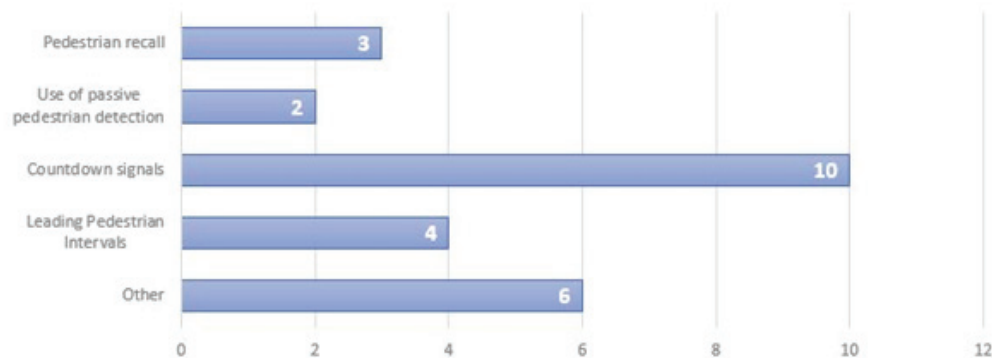
17 responded, 1 skipped • Yes 47%, No 53%

Q30. Does your community maintain a pedestrian signaling system?

18 responded, 0 skipped • Yes 61%, No 39%

Q31. Check any of the following pedestrian signaling practices used within your community.

14 responded, 4 skipped



Other Responses

- » Audible signals actuated by button
- » RRFB at crosswalks
- » Push button, red light stops traffic for pedestrian crossing (PHB Signals)
- » Pedestrian Actuation/Detection

Q32. What is the average walk speed (ft. per second) used to determine signal timing?

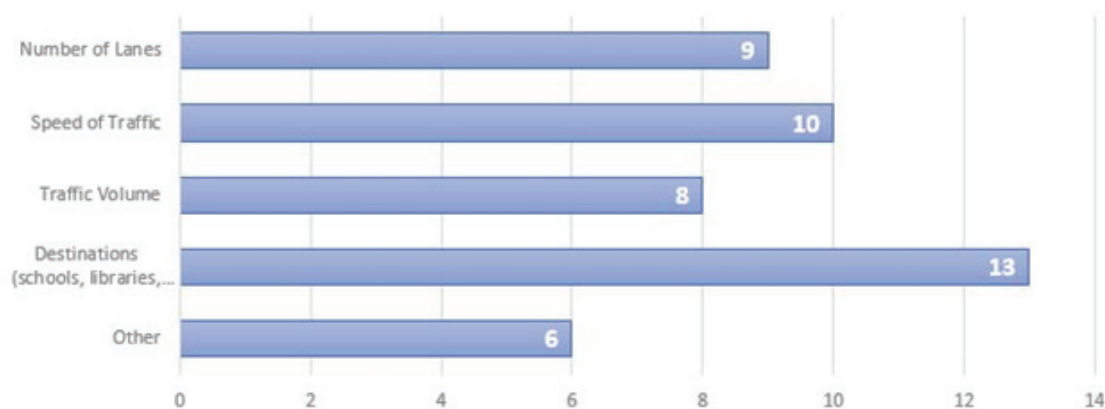
Between 2.5 and 4 feet/second

Q33. Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at signalized intersections. (If applicable, please provide a hyperlink below or attach relevant documents to an email by clicking here.)

- » Have a policy to install APS at all signalized intersection with sidewalks leading to them
- » We monitor and make changes if and when we become aware we need to
- » The Sidewalk Committee reviews signal operations from a practical standpoint and comments back to city staff.
- » Signals are physically inspected at least quarterly to ensure lights and push buttons are functioning. All downtown signals have been upgraded to meet current standards except one intersection which is scheduled to be upgraded in 2016/7
- » We have not done anything special, we just make sidewalks, trails, and walkability a part of everything we do.
- » Received a grant from MoDOT. We have a Sidewalk CIP 5 year plan.
- » Targeted enforcement and awareness campaigns in the downtown. Pedestrian education and speed enforcement.
- » Crosswalks across all legs of signalized intersections. Audible push buttons where needed. Exclusive ped phases when conflicts occur with dual right turns.

Q34. Which criteria are used when selecting crosswalk design? Check all that apply.

15 responded, 3 skipped

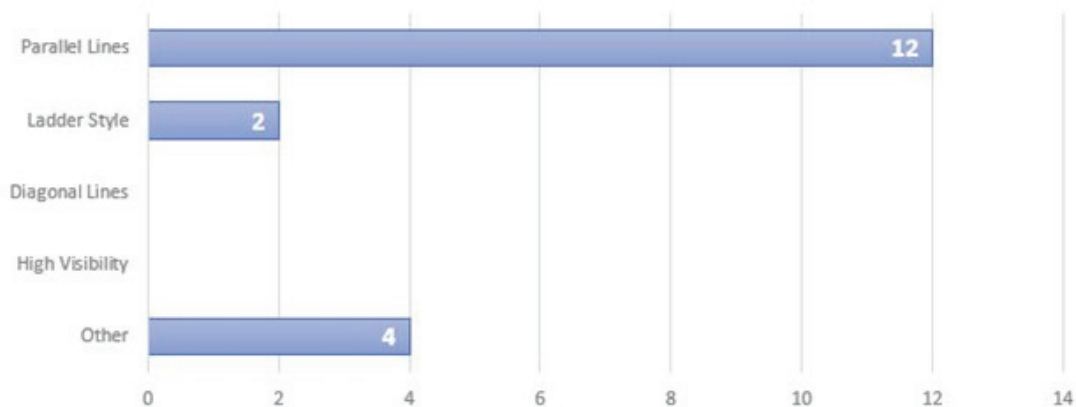


Other Responses:

- » Pedestrian volumes
- » Type of street
- » ROW designation
- » Location (context)
- » Intersection stop/free/signal/roundabout or mid-block controlled/uncontrolled crossing

Q35. What is your standard crosswalk marking type?

18 responded, 0 skipped



Other Responses:

- » Unknown, no established city design standard

Q36. Please describe your crosswalk inventory and maintenance process.

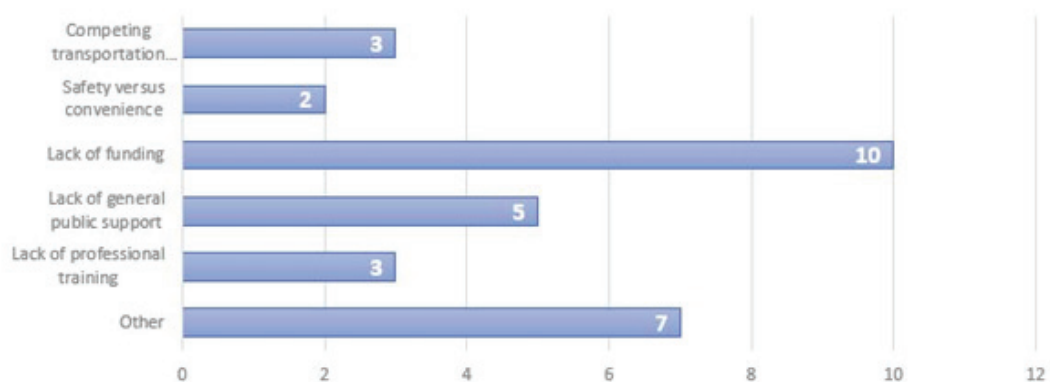
- » Maintenance is focused on school crosswalks and by requests.
- » Asset management system.
- » We review yearly. We have yearly pavement marking contract to address needs.
- » Annual painting occurs before school starts, signals inspected quarterly for functioning buttons and lights, and a full time traffic tech position to make repairs as necessary.
- » We do not have an inventory, the city is small and we know where everything is.
- » Repaint as notice growing faint. No inventory as there are very few cross walks in town probably due to lack of sidewalks
- » Inventory is within an excel database of all pavement markings within the City. Maintenance of markings is as-needed or once every four years (whichever is less).
- » Signing is inventoried in a Road Safety Audit program and CityWorks management system. Maintenance as-needed or predicted sign life (whichever is less).
- » Signal controlled crosswalk inventory is in GIS (integrated with CityWorks software) and locations in CAD, signal timing database and signal inventories.
- Maintenance of traffic signal pedestrian crosswalks are as-needed.
- » Where crosswalks are integrated in traffic calming, traffic calming is inventoried in CAD

Q37. Does your city have a traffic calming policy?

18 responded, 0 skipped • Yes 39%, No 61%

Q38. What are the greatest challenges to current design, maintenance and operation of pedestrian systems?

15 responded, 3 skipped



Other Responses:

- » Trees damaging existing sidewalks and restricting installation in older parts of town.
- » ROW is a challenge. PV supports pedestrian systems and we have the ability to address most if not all concerns. We primarily add new sidewalks where none exist with major rehabilitation projects.
- » Lack of support by elected officials
- » Maintenance Policies

Part IV – Law Enforcement

Questions 1-5 address staff contact information.

Q6. Does your community have local traffic ordinances that address the safety of pedestrians?

22 responded, 1 skipped • Yes 91% No 9%

Q7. Does your community have a traffic safety division/unit within the Police Department?

23 responded, 0 skipped • Yes 61% No 39%

Q8. Does your community have police patrol on foot or bicycle?

23 responded, 0 skipped • Yes 57% No 43%

Q9. Does your community enforce motorist yielding laws for pedestrians?

23 responded, 0 skipped • Yes 91% No 9%

Q10. Please describe any additional efforts or tools used by law enforcement to address pedestrian safety and how locations are selected. (Examples may include targeted enforcement of speeding laws near schools, or deployment of speed feedback signs.)

- » Street cameras
- » Portable radar recording device
- » Selective traffic enforcement
- » Closely monitor school zones
- » Decoys
- » Use speed trailer to slow traffic down during events
- » pay for a crossing guard to cross Rainbow Blvd
- » Provide patrol through the student parking lots
- » Sign boards used to alert drivers of pedestrian traffic

Q11. Do police work regularly with traffic engineers and/or planners using crash data to identify problem areas and potential solutions?

23 responded, 0 skipped Yes 57% No 43%

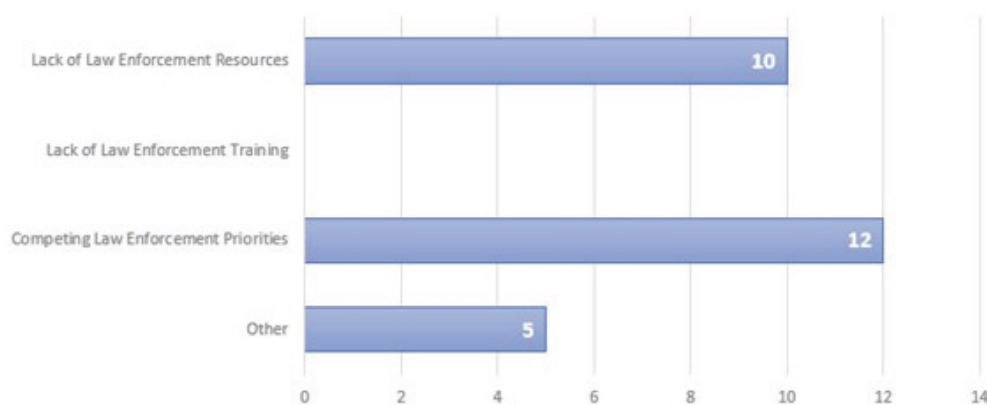
Q12. Please describe how you work together to address the safety of pedestrians.

- » Monthly data is recorded, problem areas are identified and traffic unit members and city engineers work together maximize pedestrian crossing safety by warning lights/signs and street markings.
- » We have frequent dialogue with Public Works on issues involving pedestrian safety and the motoring public.
- » Public works reviews crash data once or twice a year to identify problem areas.
- » Crash overlap with speeds. High accident intersections- review light cycles and traffic flow.
- » Help with traffic counts and pedestrian counts to determine need for school crossing guards and/or enhanced signage.
- » When planning for new road construction the police and planners have had meetings about accident data and traffic patterns.

- The city also invites the public to comment and be a part of the process on these projects.
- » Work together in planning/review of development, special events (races, festivals, etc.), crash analysis, traffic calming, and special projects.
- » Procedures to lower speed limits in residential neighborhood
- » We share data on crash locations and circumstances. Together, we decide if enforcement or an engineering solution is most appropriate for high crash areas/locations. We work closely with the traffic engineer to address any concerns regarding any specific areas. The traffic engineer evaluates the area and provides his recommendations, i.e. change in traffic pattern, signage. Often enforcement is an effective measure.
- » We work closely with the traffic engineer to address any concerns regarding any specific areas. The traffic engineer evaluates the area and provides his recommendations, i.e. change in traffic pattern, signage. Often enforcement is an effective measure.

Q13. What are the greatest challenges for law enforcement related pedestrian traffic?

23 responded, 0 skipped, respondents could choose all that applied



Other Responses:

- » Lack of public compliance
- » Our city is does not have sidewalks on our main streets which forces pedestrians to walk in the streets.

APPENDIX D: PLAN DEVELOPMENT PROCESS

The Regional Pedestrian Policy Plan has been a multiyear work in progress defined by three phases.



Phase 1 Local Pedestrian Government Inventory

In January of 2016, MARC staff and the Bicycle Pedestrian Advisory Committee (BPAC) began work to assess pedestrian plans, policies and program at the local level. A Local Government Pedestrian Inventory (LGPI) was developed and patterned after the comprehensive nature of the Walk Friendly Communities assessment tool. By August of 2016, MARC issued the LGPI to cities in the region. This inventory closed in January of 2017. The results of LGPI were compiled and analyzed Phase 2.

Phase 2 Conduct Review and Research

This work began in February of 2017. BPAC served as the steering committee for the plan development process. MARC staff conducted a thorough review of MARC plans, policies, programs and activities while also analyzing the results of the LGPI. The BPAC received updates along with drafts of the document throughout Phase 2. In addition, presentations will be provided to other MARC planning and programming committees as needed. MARC will facilitate public review of the draft document to gain valuable feedback.

Phase 3 Project Deliverables

The project will produce the final draft document for adoption. This document will include:

- » A review of MARC's existing plans, policies and programs from a decidedly pedestrian- and walk-friendly perspective accompanied by regional policy recommendations.
- » Findings of the Local Government Pedestrian Inventory accompanied by local government best practices.

Stakeholder Engagement Process

BPAC Bicycle Pedestrian Advisory Committee

BPAC served as the steering committee for the project. MARC staff provided project updates at every meeting. BPAC helped to shape the scope of work and content of the Local Government Pedestrian Inventory throughout 2016. Their oversight continued through 2017 as the regional assessment of MARC plans, policies and programs took form. Parts of the draft plan were shared, including program summaries and draft plan recommendations. A full draft document was released in November to BPAC and the public. BPAC reconvened for a special meeting on Dec. 3, 2017, to receive a final draft and provide final feedback.

Stakeholder Engagement Event Aug. 25, 2017

MARC hosted a special stakeholder engagement event on Aug. 25, 2017. The event was well attended by a wide representation of local government staff and nonprofit advocacy groups. MARC used interactive audience polling technology to gather and document feedback. Polling questions focused on draft plan recommendations.

RESULTS

Regional policy #1: Prioritize sidewalk improvements near activity centers, mobility hubs, transit corridors and schools and address barriers across major rivers and freeways.

When asked if the policy was too weak, just right or too strong, 57 percent, or 8 of 14, felt it was “too weak”, 43 percent, or 6 of 14, said it was “just right” and no one indicated it was “too strong”.

When asked why it was too weak, individuals indicated that terms like “near” were vague. They also were concerned that the policy tried to address both areas of need and barriers together and that it would be easier to understand if it were replaced with two separate but complementary policy statements. There was also strong agreement that parks should be added to the list of priority areas.

Regional policy #2: Revise scoring scale in STP/TAP/5310 programs to elevate pedestrian system and/or operational improvements.

When asked if the policy was too weak, just right or too strong, no one felt it was “too weak”, 80 percent, or 12 of 15, said it was “just right” and 20 percent, or 3 of 15, indicated it was “too strong”.

Regional policy #3: Increase resources directed toward sidewalk improvements near activity centers, mobility hubs, transit corridors and schools.

When asked if the policy was too weak, just right or too strong, 18 percent, or 3 of 17, felt it was “too weak”, 76 percent, or 13 of 17, said it was “just right” and 6 percent, or 1 of 17, indicated it was “too strong”.

We then asked stakeholders to tell us if we were missing anything. Participants were able to see the responses of others and to add a vote up or down if they agreed or disagreed. The following responses were provided.

Responses	Up votes	Down votes	Total
Equity as a key factor in transportation planning	10	0	10
A desire for full integration of pedestrian, bikeway, and greenway infrastructure	9	0	9
Pedestrian connections across jurisdictional lines	8	0	8
Better coordination with transit systems	5	0	5
Policy recommendations for local jurisdictions	5	1	4
Activity center definition. Is this all encompassing?	3	0	3
Make equity a central theme of the plan and the prioritization framework	2	1	1
Policies that balance the needs of urban, suburban, and rural communities	2	2	0
Changing policies of local jurisdictions	2	5	-3

Not all of the feedback identified missed items; in some cases, it reinforced existing elements.

Local policy #1: Consider sidewalk construction and replacement prioritization plan with dedicated multiyear Capital Improvements Program (CIP).

When asked if the policy was too weak, just right or too strong, 14 percent, or 2 of 14, felt it was “too weak”, 86 percent, or 12 of 14, said it was “just right” and no one indicated it was “too strong”.

Local policy #2: Prioritize sidewalk improvements near activity centers, mobility hubs, transit corridors and schools.

When asked if the policy was too weak, just right or too strong, 14 percent, or 2 of 14, felt it was “too weak”, 86 percent, or 12 of 14, said it was “just right” and no one indicated it was “too strong”.

Local policy #3: Develop plans and regulatory zoning tools to ensure pedestrian connectivity.

When asked if the policy was too weak, just right or too strong, 100 percent, or 11 of 11, said it was “just right”.

We then asked stakeholders to tell us if we were missing anything. Participants were able to see the responses of

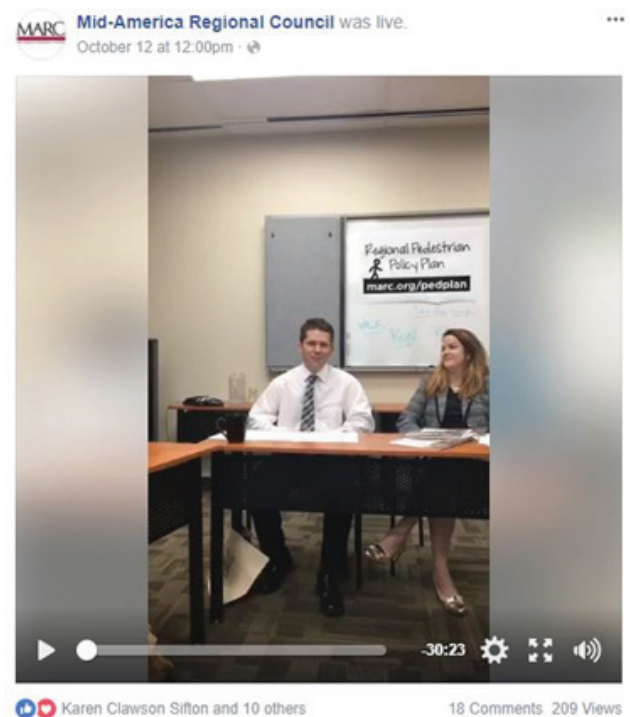
others and to add a vote up or down if they agreed or disagreed. The following responses were provided.

Responses	Up votes	Down votes	Total
Support for active transportation encouragement and education.	9	1	8
Adopt a “Vision Zero” type policy	8	0	8
Equity	6	0	6
Guidelines for integrating local pedestrian and bicycle networks.	6	0	6
The importance of community engagement for local prioritization	6	0	6
Planners include sidewalk connectivity to all plans.	5	0	5
Maintenance	5	0	5
Safe and comfortable street crossings	5	0	5
Policies to require and integrate new pedestrian infrastructure with existing	4	0	4
Transit	3	0	3
Cities that put sidewalk maintenance on property owners have no need for multiyear sidewalk replacement program	0	4	-4

Public Engagement and Survey

MARC hosted a discussion about regional pedestrian issues on Facebook Live on Oct. 12, 2017. A panel of five representatives participated in the event. Online participants were able to post questions for follow-up. The event allowed time for each guest to address a different set of pedestrian issues. One question was then taken from online participants, and panelists were given an opportunity to respond. The social media platform made the meeting available to more people than would typically attend a traditional in-person meeting.

The full 30 minute discussion can be viewed anytime by anyone with a computer, tablet or smartphone. In a two week period, the event received 209 views. While traditional meetings have advantages and not everyone has a Facebook account, we believe that the innovative approach to community outreach yielded a larger and more diverse group of individuals than a traditional meeting would have. In addition to raising awareness of pedestrian issues, the event also heavily promoted the [MARC project page](#) and online regional pedestrian survey.



Adoption Process

After approval by the Bicycle Pedestrian Advisory Committee, the plan goes to the Total Transportation Policy Committee for approval then to the MARC Board of Directors for adoption.



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