

# Bicycle Pedestrian Advisory Committee (BPAC) Meeting Summary

Wednesday, November 13, 2024 – 1:30 PM

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## Co-Chairs

Kansas co-chair: Leslie Herring, City of Westwood (present, in-person)

Missouri co-chair: Chuck Soules, City of Smithville (not present)

## Members/Alternates & Visitors in Attendance

### In-person

Andie Lynch, WSP

Andy Fry, WSP

Art Gough, citizen

Eric Rogers, BikeWalkKC

Marlene Pardo, City of Kansas City, MO

Michael Kelley, BikeWalkKC

Noel Bennion, City of Riverside

Regan Tokos, City of Kansas City, MO

Ron McLinden, citizen

Bryce Shields, KCATA

Christian Sinclair, City of Shawnee Bicycle

Advisory Committee chair

Dan Weitkamp, FHWA-MO

Jan Faidley, City of Roeland Park

Jason Sims, KC2026 FIFA World Cup

Juan Yin, MoDOT

Katy Harlan, MoDOT

Mayra Toothman, City of Smithville

Nicole Brown, Johnson County DHE

Wes Minder, Platte County

### Virtual

Alysen Abel, City of Spring Hill

Briam Amaya, Toole Design Group

## MARC staff in attendance

### In-person

Bobby Evans

Patrick Trouba

Martin Rivarola

Cy Smith

### Virtual

Alicia Hunter

## 1) Welcome and Introductions

## 2) VOTE: Approval of the September 11, 2024 meeting summary

- a) Michael Kelley motioned to approve.
- b) Nicole Brown seconded the motion.
- c) Summary approved.

## 3) VOTE: BPAC Representative to the Active Transportation Programming Committee

- a) Nicole Brown nominated to fill this seat.
- b) Michael Kelley motioned to approve.
- c) Jan Faidley seconds the motion.
- d) The motion is approved.

## 4) Presentation: 2026 World Cup (Jason Sims, KC2026)

Jason Sims, Transportation Director for KC2026, presented on the effort to host the FIFA 2026 World Cup in Kansas City. Topics included the large scale of the tournament (generally and for the Kansas City

region), the goal of the tournament for the region, the transportation planning effort (including a monthly working group), FIFA and host city responsibilities, and progress to date. KC2026 needs to identify and fund pedestrian and bicycle projects soon for the next spring construction season. The next meeting of the transportation working group is on November 19.

**5) Presentation: Pedestrian aspects of the MUTCD (Katy Harlan, MoDOT)**

Katy Harlan, a Traffic Safety Engineer at MoDOT, presented several aspects of the Manual of Uniform Traffic Control Devices (MUTCD), including the timeline for approval of the 11<sup>th</sup> edition, MoDOT's integration of the MUTCD into its Engineering Policy Guide (EPG), and specifications of pedestrian devices such as crosswalks, sidewalk extensions designated by pavement markings, rectangular rapid flashing beacons, and the allowed colors for pedestrian signage. The Accessibility Guidelines for Pedestrians in the Public Right-of-Way (PROWAG) has not completed its rulemaking process so MoDOT is not incorporating it at this time. *See the attached slides for additional details.*

**6) Presentation: Decarbonization report (Cy Smith, MARC)**

Cy Smith, Transportation Planner at MARC, summarized the U.S. Department of Transportation's report to Congress on decarbonizing U.S. transportation. The report was conducted in response to the unprecedented amount of funding and incentives that support greenhouse gas (GHG) emissions reduction. The presentation covered the breakdown of GHG emissions by sector, the impact on federal revenue due to climate change-related damage to infrastructure, the goals for emissions reduction, projected emissions and scenarios, and actions that can be taken at the local level.

**7) Presentation: Bike/ped/transit performance measures (Bobby Evans, MARC)**

Bobby Evans, Principal Planner at MARC, presented on MARC's performance measures. MARC is required to establish certain targets, but also has some voluntary performance measures. Two measures were covered: "trips by alternative modes" and "protected bike facilities" (transit measures were not covered). The breakdown of commute trips by mode was shown for 2022 and 2023 based on the ACS 1-year estimates. Goals included decreasing the number of "drove alone" trips, increasing "work-from-home" trips, and increasing "alternative commute" trips. For the "protected bike facilities" measure, it had previously only covered on-street bike lanes but will now also measure shared use paths. The methodology for determining the targets involves combining miles of shared use paths and separated bike lanes in the TIP with the amount of miles revealed by a survey sent out to local governments.

**8) Presentation: MARC Regional Bikeway Plan update – brief tentative scope overview**

Patrick Trouba, Transportation Planner at MARC, presented on the plan to update the Regional Bikeway Plan in 2025. The presentation covered the reasons for updating the plan, the goal of the update, categories of tasks, and the timeline for the plan. Due to a lack of time at regular BPAC meetings, Mr. Trouba asked the committee if there should be a separate meeting to discuss the scope in more detail. Some attendees indicated they would appreciate an additional meeting.

**9) Roundtable updates**

There was no remaining time for members to share updates.

# Bicycle/Pedestrian Advisory Committee

November 13, 2024

Please enter your name and organization in the chat window so that we may have an accurate record of attendance

## Agenda

- 1) Welcome
- 2) VOTE: Sep. 11, 2024 meeting summary
- 3) BPAC rep. to the ATPC
- 4) 2026 World Cup
- 5) Pedestrian aspects of the MUTCD
- 6) Decarbonization report
- 7) Bike/ped/transit performance measures
- 8) MARC Regional Bikeway Plan update –  
brief scope overview
- 9) Roundtable updates

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**VOTE: Approve the July 10 Meeting Summary**

2

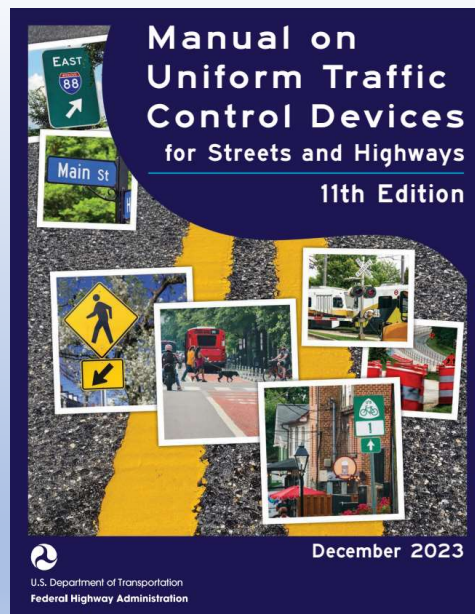
## VOTE: BPAC representative to the Active Transportation Programming Committee

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Katy Harlan; P.E., RSP1  
Traffic Safety Engineer

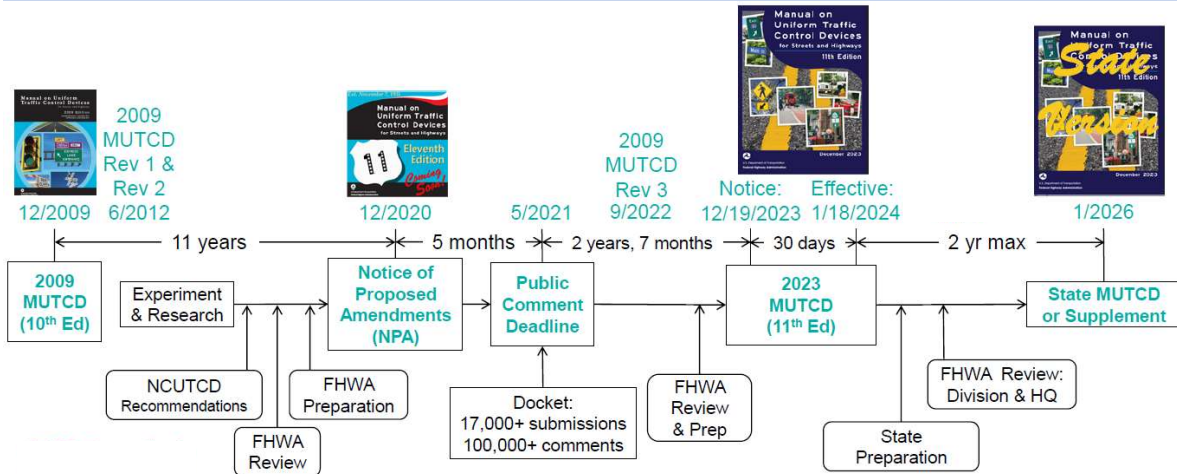
Missouri Department of  
Transportation

## MUTCD and Pedestrians



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## The path to the 11<sup>th</sup> Edition



It is very likely this lengthily process will not occur again, but instead FHWA will update the manual much more frequently through many smaller revisions

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## Other Resources ATSSA and NCUTCD



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## Other Resources ATSSA and NCUTCD

A link to the 2024 Expo's education listings, which includes the MUTCD presentations made by NCUTCD Members - [expo.atssa.com/2024-education.html](https://expo.atssa.com/2024-education.html)

### SUNDAY, FEB. 4, 2024

9:15-10:15 a.m. PT

- VRU - Accommodating Vulnerable Users in Work Zones (Room 5A/B)
- TTC - Connected Work Zone Standards Group Update (Room 4)
- CAV - Drones and Artificial Intelligence in Work Zone Traffic Management (Room 8)
- SIGNS - Experiences Using Variable Speed Limits in Virginia (Room 3)
- CAV - The New MUTCD: General and Connected and Automated Vehicles (Room 1A/B)
- RWP - Reducing Dangerous Work Zone Hours (Room 2)
- BUSINESS - Roundtable: Buy America (Room 11A/B)
- GUARDRAIL - Understanding the Short Radius Guardrail System (Room 10)
- PM - Using CPFM Data to Support Safety and Pavement Management (Room 9)

### MONDAY, FEB. 5, 2024

7:45 - 8:45 a.m. PT

- CAV - Improving Road Safety with Advance Driver Assist Systems (Room 4)
- PM - The New MUTCD: Markings (Room 5A/B)
- TRAFFIC SIGNALS - The New MUTCD: Standard and Portable Traffic Signals (Room 3)
- GUARDRAIL - Recent MASH Guardrail Solutions (Room 1A/B)
- RWP - Safer Incident Management Traffic Control for All Disciplines (Room 2)
- TTC - What Happens in the Court Room following a Work Zone Incident? (Room 8)
- TTC - Wrong Way Driver Detection in Work Zones (Room 10)

### MONDAY, FEB. 5, 2024

9 - 10 a.m. PT

- RWP - Connected Workers for Safer Roads (Room 5A/B)
- CAV - Implementation of Autonomous Truck Mounted Attenuators (Room 4)
- TRAFFIC SIGNALS - Improving Signal Operations with Connected Vehicle Applications and Statewide Cooperation (Room 3)
- BUSINESS - Long Hard Fight: Legislative Advocacy for Work Zones (Room 1A/B)
- TTC - The New MUTCD: Temporary Traffic Control (Room 10)
- BUSINESS - Recruiting and Retaining Talent at Every Level (Room 2)
- SIGNS - Retroreflectivity 101 (Room 8)
- PM - Roundtable: Designing, Building and Maintaining Safer Roads (Room 11A/B)
- TTC - Smart Arrow Boards Have Become Even Smarter (Room 9)

### TUESDAY, FEB. 6, 2024

8 - 9 a.m. PT

- TRAFFIC SIGNALS - Advanced Traffic Signal Performance Measures (Room 4)
- GUARDRAIL - Barriers and End Terminals at Curb Locations (Room 3)
- BUSINESS - Engaging New Employees with the 5 C's of Onboarding (Room 2)
- VRU - Improving Nighttime Visibility for Pedestrians and Motorists (Room 8)
- PM - Measuring Pavement Marking Retroreflectivity (Room 9)
- SIGNS - The New MUTCD: Signs (Room 10)
- RWP - Training for Real-Life Danger in a Virtual World (Room 1A/B)
- CAV - You Cannot Save Lives with Bad Work Zone Data (Room 5A/B)

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## Other Resources ATSSA and NCUTCD

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FEB 2-6  
San Diego

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#### Conference Schedule

##### The New MUTCD: General and Connected and Automated Vehicles

[Return to schedule page](#)

Sunday, Feb 04, 2024 9:15 AM - 10:15 AM PST  
Location: 14B, San Diego Convention Center

#### Description

Join us for the first of the sessions on the new Manual on Uniform Traffic Control Devices (MUTCD). Review key changes in Parts 1 and 5, addressing general MUTCD and connected and automated vehicle (CAV) content.

[The New MUTCD - General and Connected and Automated Vehicles.pdf](#)

#### Speaker(s)



#### Speakers

- Gene Hawkins, NCUTCD Chair

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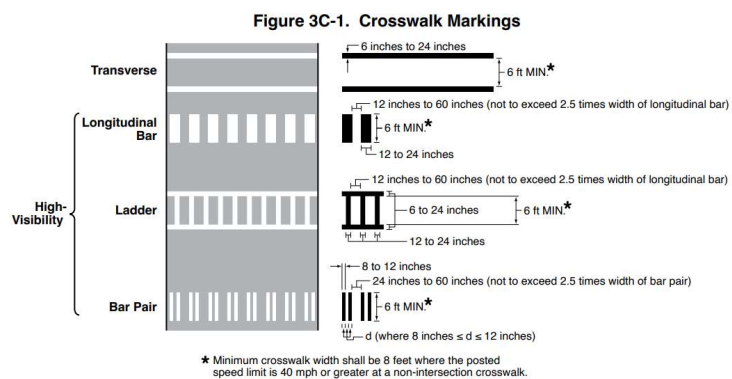
## Pedestrians and the MUTCD

- High Visibility Crosswalks
- Additional Information for “Sidewalk Extensions Designated by Pavement Markings”.
- RRFBs
- MoDOT’s FYG Research Results
- Incorporation of the PROWAG

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### High Visibility Crosswalks

## Pedestrians and the MUTCD

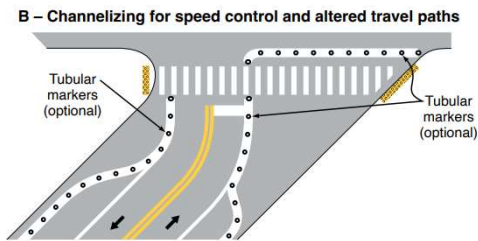


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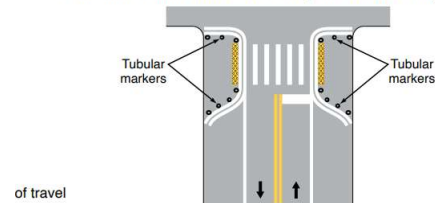
# Pedestrians and the MUTCD

Additional Information for  
"Sidewalk Extensions Designated  
by Pavement Markings".



**Figure 3J-6. Examples of Sidewalk Extensions Designated by Pavement Markings and Channelization**

**A – Sidewalk extension to reduce the pedestrian crossing distance**

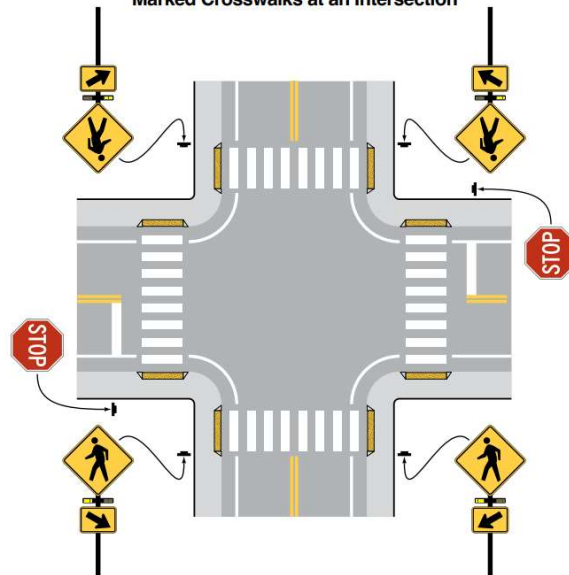


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Rectangular Rapid  
Flashing Beacons (RRFBs)

Pedestrians  
and the  
MUTCD

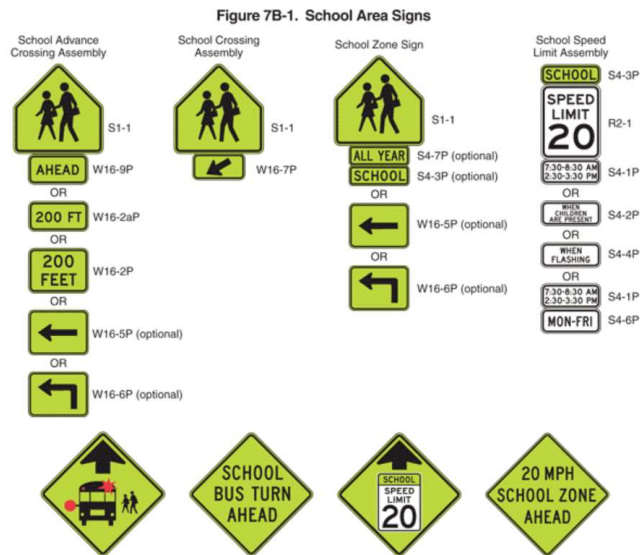
**Figure 4L-1. Example of RRFBs at Uncontrolled, Marked Crosswalks at an Intersection**



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# Pedestrians and the MUTCD

MoDOT's FYG Research Results



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# Pedestrians and the MUTCD

- Incorporation of the PROWAG



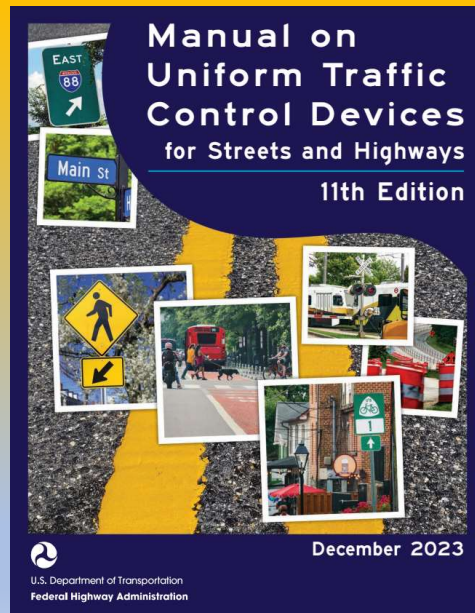
**U.S. Access Board**

*Advancing Full Access and Inclusion*

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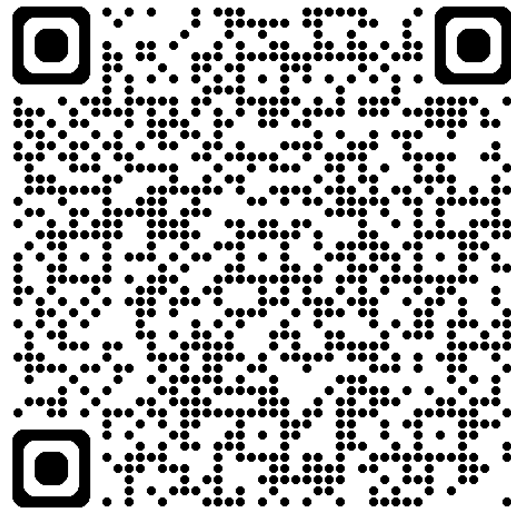
## QUESTIONS?

Katy Harlan; P.E., RSP1  
Missouri Department of  
Transportation



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Department of  
Transportation  
Report to Congress:  
Decarbonizing U.S.  
Transportation



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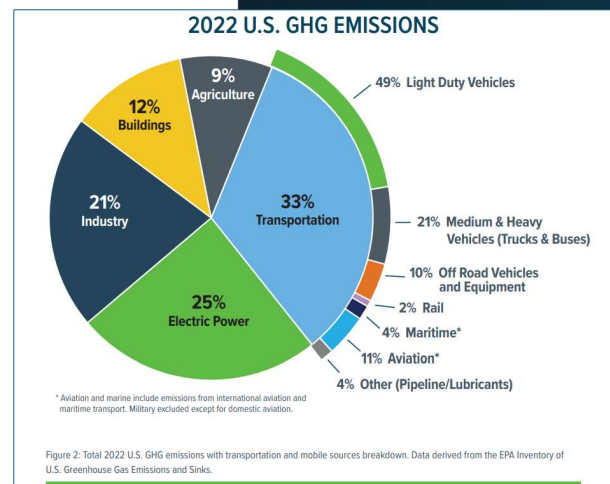
- The U.S. Department of Transportation, in response to the unprecedented funding and incentives that support green house gas (GHG) emission reduction, constructed a Report to Congress that outlines the strategy and actions for decarbonizing transportation systems in the U.S.
- This presentation summarizes some of the key findings and strategies outlined in the report.



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## State of Transportation Sector Emissions

- According to the USDOT's Report, the transportation sector accounts for about one third of U.S. Greenhouse Gas (GHG) emissions, more than any other individual sector of the economy.
- DOT has committed to rapidly decarbonizing the transportation sector while achieving a clean, safe, secure, accessible, affordable, and equitable transportation system for everyone.



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## GHG Impacts on Transportation and Environment

- Additionally, emissions will have impacts on not just the climate, but they will disrupt and damage critical infrastructure, impeding on transportation system development.
  - **\$2.2 trillion annual\*** loss in Federal Revenue (2022 Dollars) by 2100
    - \*Federal Revenue in 2022 amounted to \$4.9 trillion according to Congressional Budget Office
  - **10% reduction** in the growth potential for the U.S. GDP by 2100



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## U.S. Emissions Reduction Goals

- The U.S. has committed to ambitious GHG emissions reduction targets to limit global average temperature increases to 1.5°C above pre-industrial levels. Specifically, under the United Nations Paris Agreement, the U.S. committed to reduce GHGs by:
  - **50-52%** below 2005 levels by 2030 across all sectors and GHGs.
- Additionally, under the Long-Term Strategy of the United States, the U.S. set targets for
  - **100% carbon pollution-free** electricity by 2035
  - **Net-zero emissions** no later than 2050

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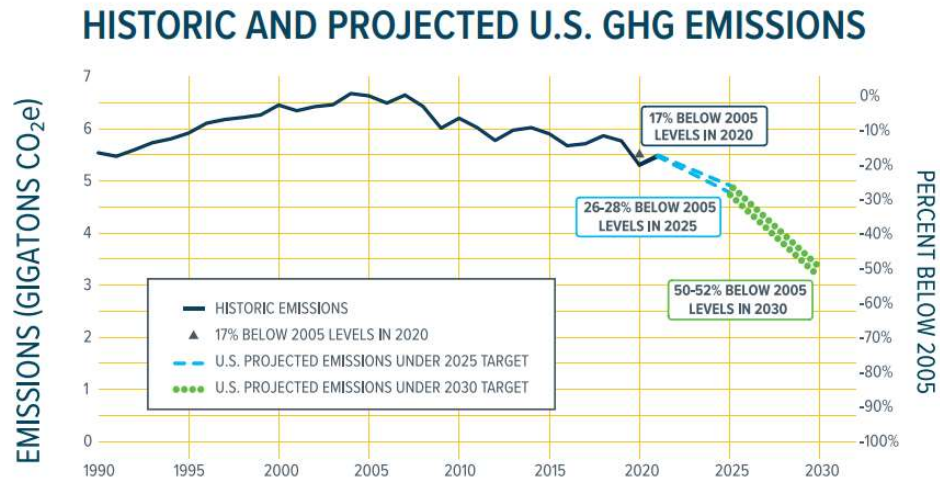
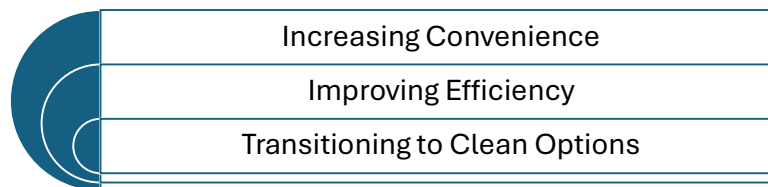


Figure 1: This figure shows the historical trajectory of U.S. net GHG emissions from 1990 to 2019, the projected pathway to the 2030 Nationally Determined Contribution (NDC) of 50-52% below 2005 levels, and the 2050 net-zero goal.<sup>9</sup>

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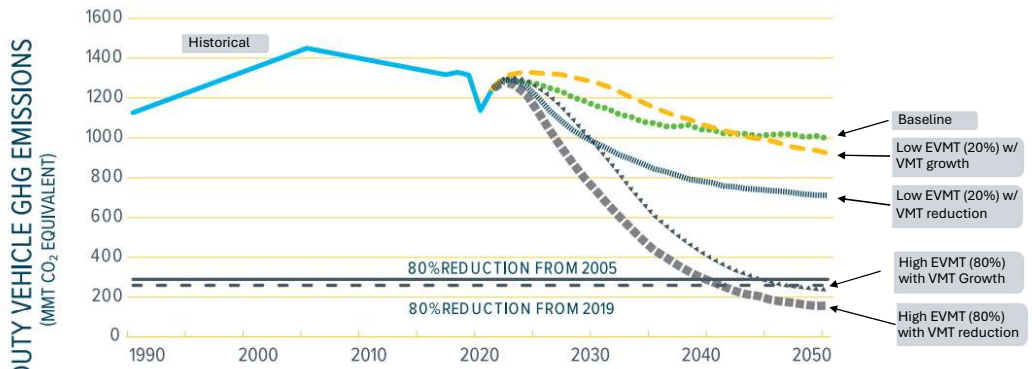
## U.S. Blueprint for Transportation Decarbonization

- Transportation GHG emissions are the result of three main factors:
  1. The total amount of activity (i.e., the distance and volume of travel)
  2. The energy intensity of the transportation options (i.e., energy per mile traveled)
  3. The carbon intensity of the fuels used to provide that energy
- The U.S. DOT proposes addressing three areas in the transportation system:



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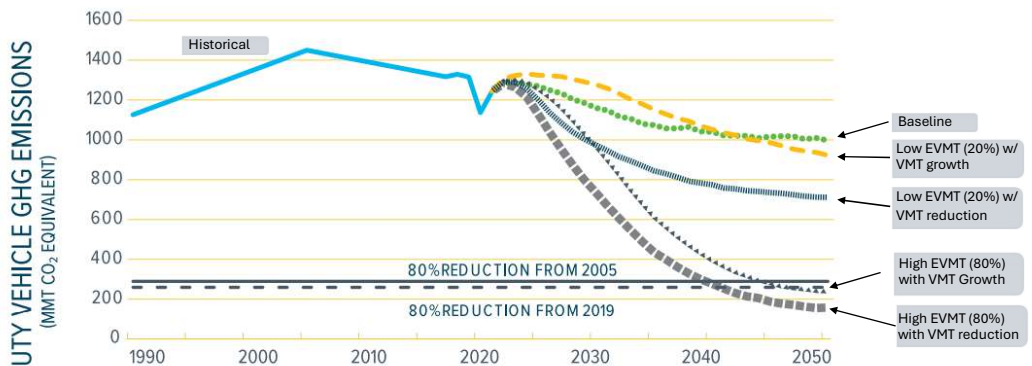


PASSENGER VEHICLE GREENHOUSE GAS EMISSIONS SCENARIOS<sup>A</sup>**Observations:**

- Business as usual shows a very slight GHG reduction from current levels
- 20% penetration of EV's (in vehicle fleet) with anticipated VMT growth shows a slightly better ghg reduction, but **well short** of targets
- 20% penetration of EV's with reduction in VMT shows a much improved reduction, to **about half** of the reduction target

Figure 7: GHG emissions scenarios depend on EV adoption as well as VMT change. (Source: Hoehne, C., Muratori, M., Jadun, P., Bush, B., Yip, A., Ledna, C., Vimmerstedt, L., Podkaminer, K. and Ma, O., 2023. Exploring decarbonization pathways for USA passenger and freight mobility. Nature Communications, 14(1), p.6913.)

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PASSENGER VEHICLE GREENHOUSE GAS EMISSIONS SCENARIOS<sup>A</sup>**Observations:**

- 80% penetration of EV's w/ anticipated VMT growth shows a much greater ghg reduction and would **meet target by 2050**
- 80% penetrations of EV's w/ reduction in VMT shows a **much steeper** GHG reduction, **meeting targets 5-10 years earlier**

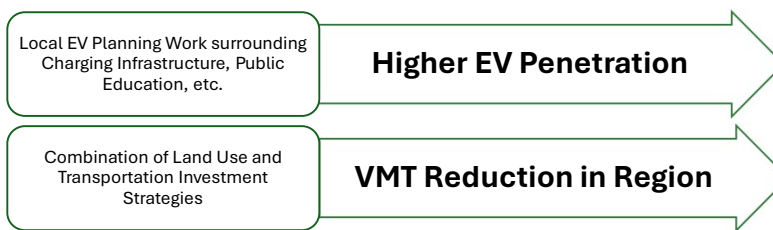
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## Ties to MARC Transportation Work

- Costs of failure to meet GHG reduction targets are more than significant for the transportation system and environment
- High penetration of EV's in *light-duty vehicle fleet* is necessary
- Reduction in VMT significantly increases GHG reduction in any scenario
- **Both** EV increase and VMT decline are necessary to meet targets



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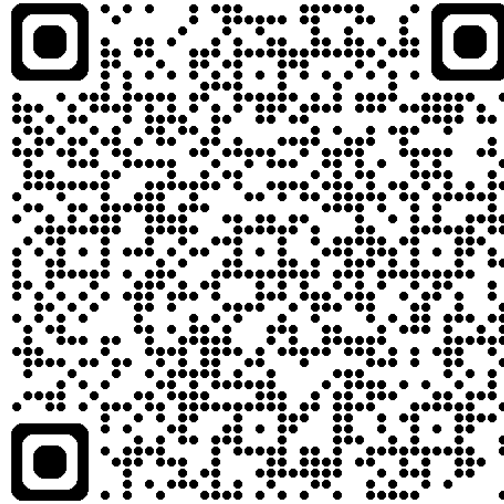
## What actions can be taken regionally and at a local level?

- Consider projects and strategies that promote consistency between transportation improvements and housing patterns.
- Investment in public transportation
- Invest in active transportation & complete streets
- Invest and encourage transit-oriented development
- Increasing convenience by investing in historically under-resourced and disadvantaged communities
- Integrating climate considerations into transportation project development through NEPA. Quantify and disclose project's emissions, identify alternatives and mitigation measures



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Department of  
Transportation  
Report to  
Congress:  
Decarbonizing U.S.  
Transportation



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# Performance Measures & Target Setting 2025

Bicycle-Pedestrian Advisory Committee  
November 2024



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## *How is our region performing?*

- Mid-America Regional Council (MARC) is required to establish targets that measure the performance of the region's transportation system.
- Additionally, MARC assesses a set of voluntary measures that work towards regional goals identified in Connected KC 2050.



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## *How is our region performing?*

- Federally Required Performance Measures
  - Safety
  - Infrastructure Condition
  - System Performance
  - Transit Asset Management
  - Public Transportation Agency Safety Plan
- Voluntary Measures
  - Ozone
  - PM2.5
  - Trips by Alternative Modes
  - Protected Bike Facilities
  - Transit Accessibility
  - Daily VMT
  - Electric Vehicle – Registrations + Charging Stations
  - Tree Canopy Coverage



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## Transportation Performance Measure Categories:



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## *BPAC's Role in Guiding Voluntary Performance Measures*

Feedback on draft findings for three voluntary measures:

-  Trips by Alternative Modes
-  Protected Bike Facilities
-  Transit Accessibility

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## Trips by Alternative Modes

This measure represents the percentage of workers who commute to work by carpooling, walking, taking public transportation, working from home, or other means.

**Source:** U.S. Census Bureau American Community Survey (ACS) 1-Year Estimates Data Profile for Individual Counties\*

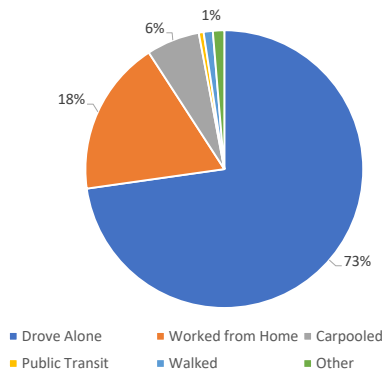
\*Methodology Note – Counts are only available for counties over 50,000 in population, excluding Miami and Ray Counties



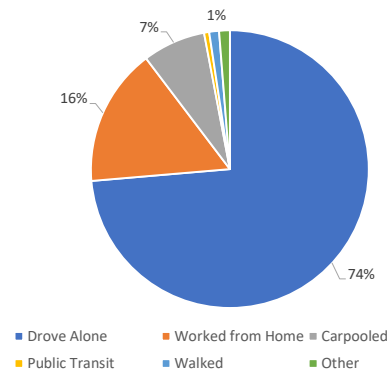
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## Trips by Alternative Modes

2022






2023



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## Trips by Alternative Modes

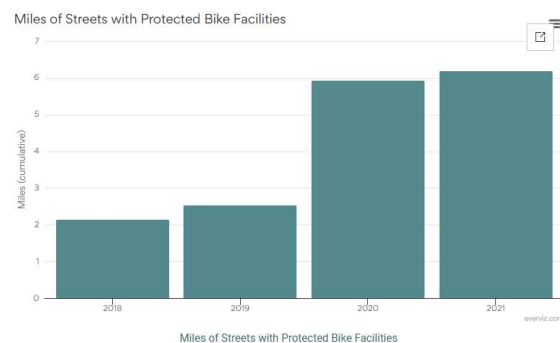
- **Goal:** *Decrease* number of “Drove Alone” Trips 
- **Goal:** *Increase* Work-From-Home 
- **Goal:** *Increase* Alternative Commute Trips 



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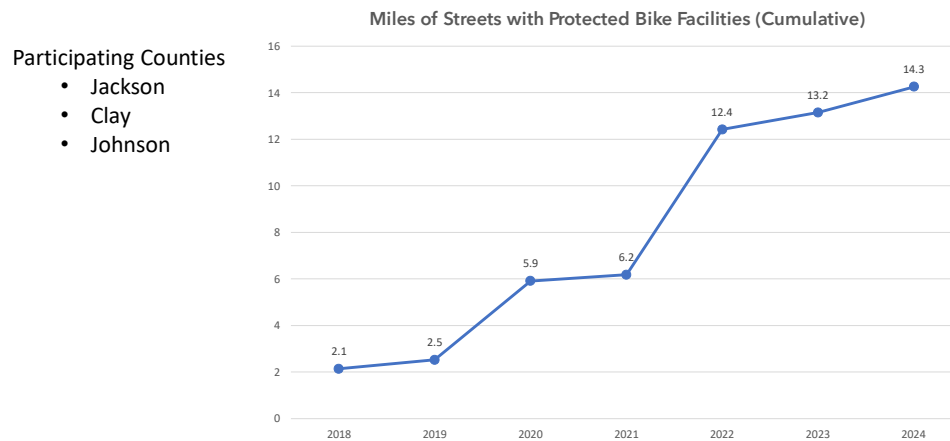
## Protected Bike Facilities

- Voluntary performance measure
- Tracked On-Street only 2018-2023
- Now including Shared Use Paths
- Examining relationship to safety
- Other MARC efforts
  - Regional bike map
  - Complete Streets Network Assessment



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## Protected Bike Facilities (October 2024)



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## Protected Bike Facilities

### Target Methodology:

- Protected bike facilities projects in the Transportation Improvement Plan (TIP)
- Survey with local jurisdictions.
- **Target: Miles Expected to be Built**

2025	Shared Use Paths (miles)	Separated Bike Lanes (miles)
In the TIP	26.55	1.96
From the survey	15.24	5.73
<b>Totals</b>	<b>41.79</b>	<b>7.69</b>

MARC  
MID-AMERICA REGIONAL COUNCIL

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## What's Next?



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## Regional Bikeway Plan 2025 Update

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Brief review of the tentative scope

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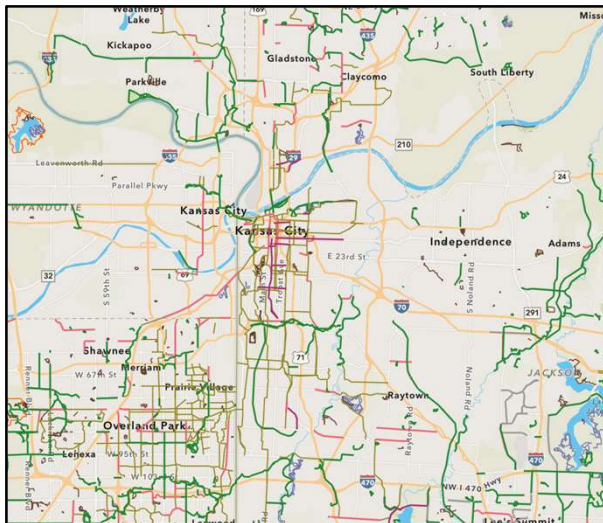
## Why an update to the Regional Bikeway Plan?

- Current Regional Bikeway Plan was conducted in 2014-2015.
- Last year, MARC staff measured implementation of the planned Regional Bikeway Network at about 12% of network mileage.
- Seeking to understand barriers to implementation.
- New work needed to understand cross-jurisdictional gaps.
- A regional bike/ped counting program has not been implemented and the landscape of bike/ped counting has changed; a new plan is needed.

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## Goal of the update

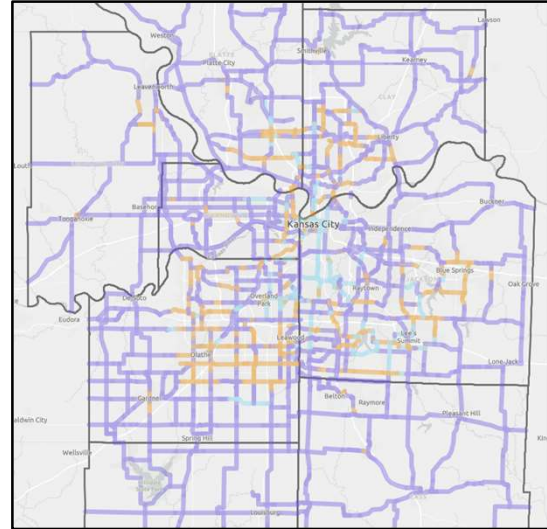
The primary goal of this Regional Bikeway Plan update is to **better facilitate implementation of safe and low-stress bicycle facilities in the Kansas City region, prioritizing interjurisdictional connections.**



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## Task categories

- Existing conditions + analysis
- Public & stakeholder engagement
- Network design
- Regional Counting Program + other recommendations



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## Timeline

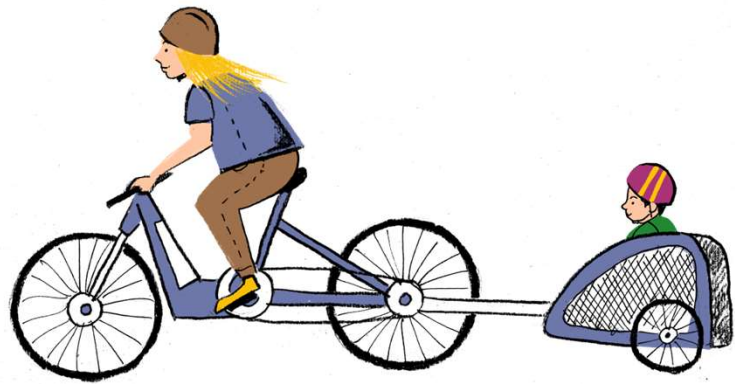
- Procurement – Q1 2025
- Planning effort – Q2-Q4 2025



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Want to talk more about it?

Should staff schedule a  
separate meeting to get  
feedback?



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**Roundtable updates**

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**Adjournment**

**Next meeting: January 8, 2024**