

Bicycle Pedestrian Advisory Committee (BPAC) Meeting Summary

Wednesday, May 14, 2025 – 1:30 PM

Co-Chairs

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

Missouri co-chair: Chuck Soules, City of Smithville (present, in-person)

Members/Alternates & Visitors in Attendance

In-person

Brett McCubbin, City of Shawnee

John Davis, Clay County

Luke Jackson, City of Kansas City, MO

Marlene Pardo, City of Kansas City, MO

Nick Ward-Bopp, Johnson County PRD

Regan Tokos, City of Kansas City, MO

Ron McLinden, citizen

Wes Minder, Platte County

Andy Fry, WSP

Chad Thompson, Lamp Rynearson

Christian Sinclair, City of Shawnee Bicycle
Advisory Committee chair

Jan Faidley, City of Roeland Park

Joshua Gentzler, City of Lansing

Juan Yin, MoDOT

Krystal Jolly, MoDOT

Michael Kelley, BikeWalkKC

Mira Felzien, KCATA

Noel Bennion, City of Riverside

Ted Smith, Platte County

Tod Hueser, City of Olathe

Virtual

Alli Gerth, City of Olathe

Andie Lynch, WSP

Tresa Carter, BikeWalkKC

Zach Baker, City of Olathe

MARC staff in attendance

In-person

Bobby Evans

Cy Splichal

Patrick Trouba

Ron Achelpohl

Virtual

Ryan Umberger

1) Welcome and Introductions

2) VOTE: Approve the March 12 meeting summary

- a) Brett McCubbin motioned to approve.
- b) Chuck Soules seconded the motion.
- c) Motion passes.

3) Presentation: Olathe PSP report (Zach Baker, City of Olathe)

- a) Zach Baker presented on the implementation of projects that the City of Olathe has planned since completing its Planning Sustainable Places planning projects, as well as construction projects still to come, ways that the context has changed since the studies, and how the facilities connect together. Planning Sustainable Places plans that Olathe has acted on include the Downtown Active Transportation Plan and the South Cedar Creek Connectivity Plan. *See the attached slides for more details.*

4) Presentation: Recap of Local Motion (Michael Kelley, BikeWalkKC)

- a) Michael Kelley reviewed a conference called “Moving Missouri Forward,” hosted by Local Motion, a bicycle and pedestrian advocacy group located in Columbia, Missouri. The conference covered several topics related to active transportation. Michael, co-chair Leslie Herring, and Kansas City,

MO Chief Mobility Officer Bailey Waters all sat on panels at the conference, and several BPAC attendees also attended the conference. Co-chair Leslie Herring invited committee members to report on conferences and other opportunities in the future.

5) Presentation: Performance measures: Bikeway target setting (Bobby Evans, Patrick Trouba, MARC)

- a) Bobby Evans and Patrick Trouba presented on the separated bike facilities performance measure, which involves the mileage of shared use paths and separated bike lanes, and the plan to set the target for it. Bobby and Patrick suggested using a survey and reports of obligations of federally funded projects on an annual basis to derive a target. *Please see the attached slides for more information.*

6) Presentation: MARC Bike Month Activities (Patrick Trouba, MARC)

- a) Patrick Trouba reviewed the activities MARC engaged in to celebrate National Bike Month. MARC ran its annual Bike Month media campaign, the theme for which was “Feel Your Best on a Bike.” Art was provided by local artist Nicholette Haigler. Ads pointed to marc.org/bike-month, and the campaign included a few storytelling interviews. On May 3, MARC held an “E-Bike Petting Zoo” at the Brookside Farmers Market. MARC also printed copies of the Regional Trails & Bikeways Map this year. *Please see the attached slides for more details.*

7) ConnectedKC 2050 Update (Cy Splichal, MARC)

- a) Cy Splichal presented on the update to the metropolitan transportation plan, ConnectedKC 2050, which is being finalized. The plan identifies regional goals and major transportation projects for the next 25 years. Scenario planning and financial capacity analyses are part of the plan. The plan is in its last round of public and stakeholder engagement. *Please see the attached slides for more details.*

8) VOTE: Filling BPAC representative seats in other committees

- a) Patrick Trouba revisited the item from March to appoint alternate BPAC representatives to other MARC committees. *Please see the attached slides for more details.*
- b) Suggested motion: Appoint the following BPAC members as alternates to the primary voting members on the corresponding committees:
 - i) Marlene Pardo to the Active Transportation Programming Committee
 - ii) Brittanie Propes to the Missouri STP Priorities Committee
 - iii) Jan Faidley to the Kansas STP Priorities Committee
- c) Chuck Soules moves.
- d) Brett McCubbin seconded the motion.
- e) **Motion passes.**

9) Roundtable Updates

This item was deferred due to a lack of time.

Bicycle/Pedestrian Advisory Committee

May 14, 2025

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: Approve the March 12 meeting summary
- 3) Olathe PSP Report
- 4) Recap of Local Motion
- 5) Performance measures: Bikeway target setting
- 6) MARC Bike Month activities
- 7) ConnectedKC 2050 update
- 8) Filling BPAC representatives in other committees
- 9) Roundtable Updates

1

VOTE: Approve the March 12 meeting summary

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PSP Olathe Update (5-14-25)

Alternative Transportation Plans
City of Olathe

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Downtown Active Transportation Plan City of Olathe



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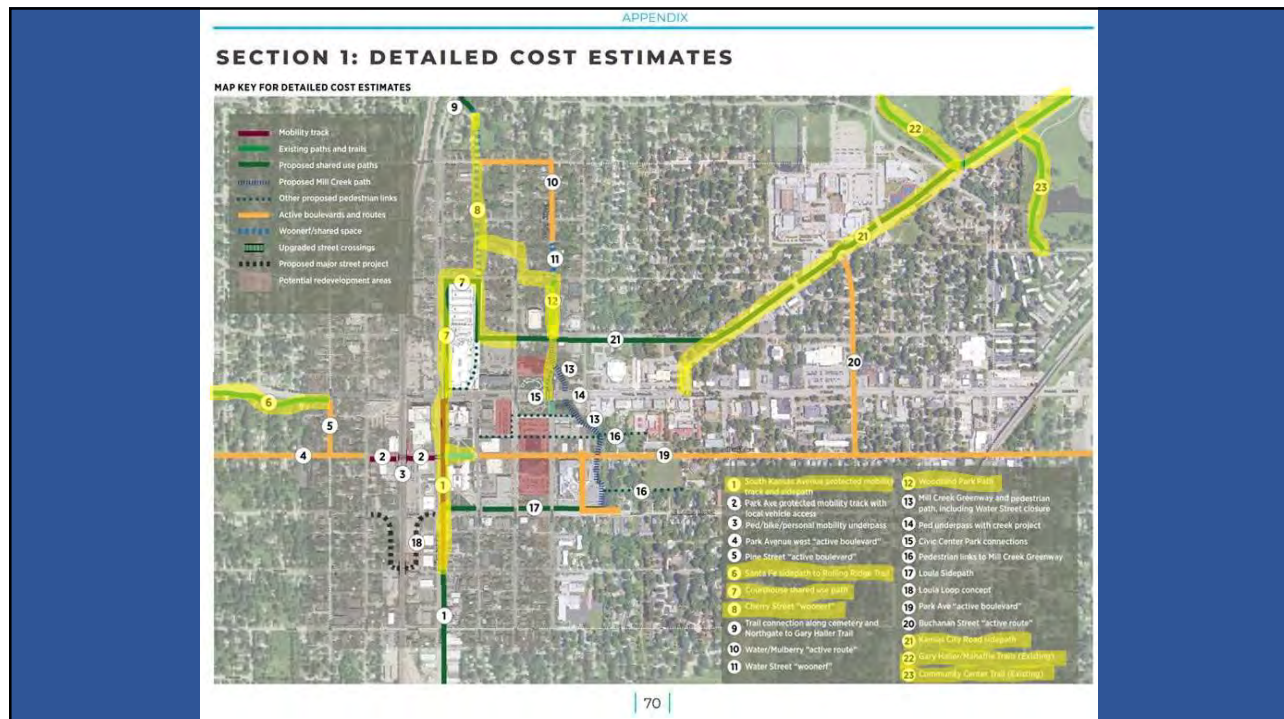
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Poplar Street to Kansas Avenue

The westbound sidepath continues on the south side of Poplar Street to Chestnut Street. From that point, pedestrians bound for the Kansas Avenue/ Northgate facility would use six-foot sidewalks along Poplar and Cherry Streets to a path at Spruce and Cherry. Bicyclists would utilize a marked "active boulevard" route for the same segment. The Poplar Street route also connects to the Mill Creek Trail and the Cherry Street woonerf.



Sidepath route along the south side of Poplar. This would also serve a potential residential development site on the north side of the Enterprise Bank and Trust property.

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2 | SYSTEM COMPONENTS

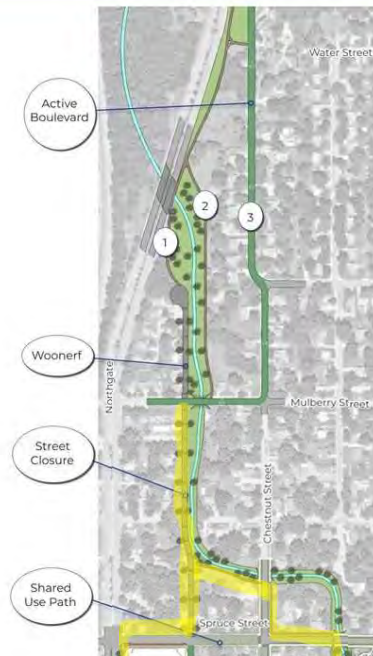
NORTHBOUND: Spruce Street to Northgate

Leaving the city center and continuing northbound to reach the Gary Haller Trail, the shared use path along Kansas Avenue turns east on the south side of Spruce Street, continuing for one block to Cherry Street. Cherry Street from Spruce Street to its terminus in a cul-de-sac north of Mulberry is essentially narrow alley, providing local access only. A section between Spruce and Mulberry Streets not needed for driveway access will be closed to traffic as part of the Mill Creek stormwater management project. Two short segments will remain open to serve driveways just north of Spruce and south of Mulberry. This provides the opportunity to redesign Cherry as a "woonerf" – a street concept originated in Holland where bicyclists, pedestrians, and cars at very low speed comfortably and safely share space. Landscaping and low-cost streetscape features are used to reinforce this shared space character.

Three options are available to continue the route north of Mulberry to connect with an existing path that begins at the Chestnut Street cul-de-sac south of Olathe Memorial Cemetery.

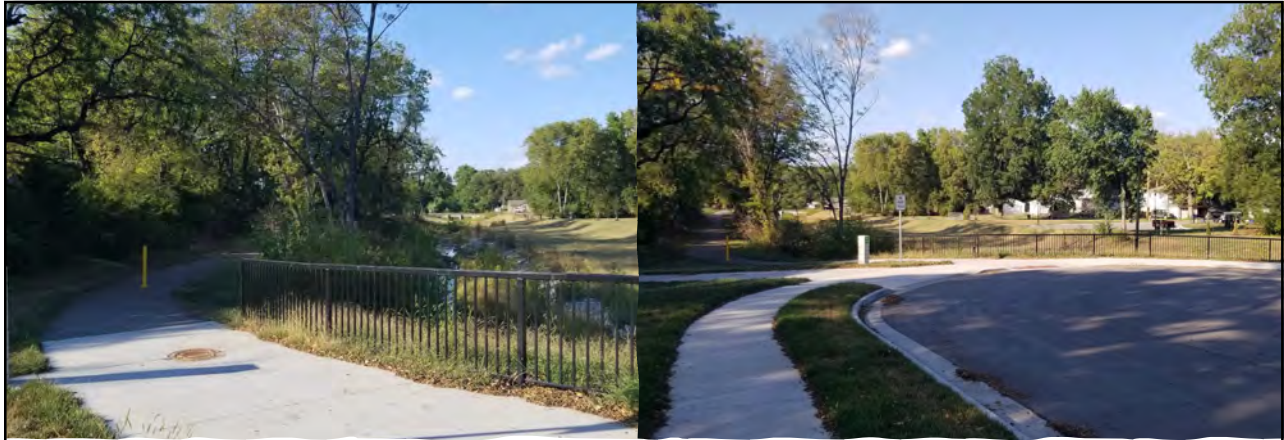
- **Option 1.** Continue the Cherry woonerf to the cul-de-sac north of Mulberry, with a short path connection to the existing Northgate sidewalk; widening the Northgate sidewalk to shared use path standards from that point to the Northgate path. The path would narrow to use the existing sidewalk on the Mill Creek bridge.
- **Option 2.** Cross Mill Creek at Mulberry and build a new shared use path the east side of the creek, connecting to the existing Northgate path north of the Mill Creek bridge.
- **Option 3.** Adapt Chestnut Street to provide an on-street "active boulevard" on Chestnut to the existing path at the street's terminus south of the cemetery. This facility would be identified by signage and shared lane markings for wayfinding.

The Northgate path continues to Harold Street, where existing bike lanes connect to the Gary Haller Trail.



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Cherry Street Mill Creek Trail

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Cherry Street Mill Creek Trail

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Mill Creek Trail

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Kansas Ave Streetscape



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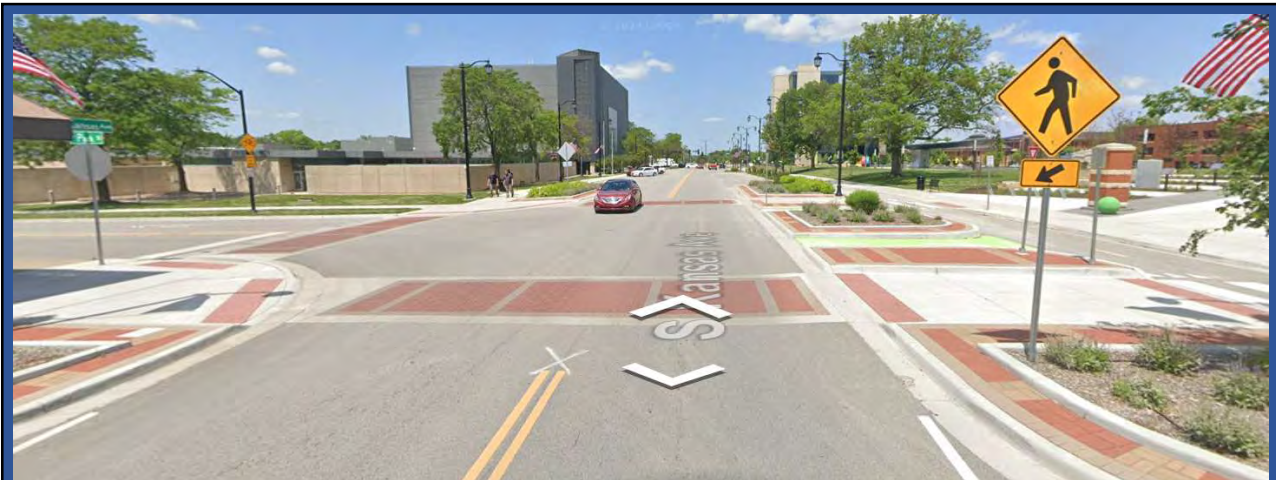
Kansas Ave Streetscape



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Kansas Ave & Park St

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3 | COMPLETE STREETS GUIDE

COMPLETE STREETS GUIDELINES

During the completion of the 2003 Downtown Master Plan a set of design standards and guidelines were adopted for the downtown core. This streetscape plan focused on Santa Fe Street which is reflected in the amenities and improvements that have been made along this corridor. The update to the downtown master plan completed in 2018 recommended updating the streetscape plan to include Kansas Avenue and Kansas City Road. Following are a set of new guidelines and standards to be followed when implementing the Active Transportation Plan, specifically on Kansas Avenue and Kansas City Road.

Santa Fe Street reflects the value of applying well considered design guidelines to a major arterial corridor. The 2003 streetscape plan included a variety of elements that included intersection design, paving materials, lighting, street furniture, street graphics, and other elements. Many of these guidelines are appropriate to the study area's other two major streets, specifically Kansas Avenue and Kansas City Road. Relevant components are addressed in this section. Along Kansas Avenue in the downtown core, street landscape and furniture would generally be found in the buffer area between the cycle track and the new curb adjacent to parking. Where sidepaths are used, these features would ordinarily be focused in the setback between curb and the edge of the path. The width of these areas may vary depending on the final design, but a desirable minimum setback for a sidepath is typically six feet. Streetscape features may include rain gardens and other "green" stormwater management techniques, seating, trash receptacles, signage and street graphics, lighting, bicycle parking, and public art.

In a street design process, each block should be analyzed individually to identify needs and functions strategically to use limited space most effectively. Sometimes, street design features can serve dual functions. For example, planters can also double as informal seating, lighting standards also can accommodate street graphics and banners, and public art can be incorporated into functional elements like bus shelters and bike racks.

In general, the attractive patterns of the Santa Fe streetscape should establish a palette for treatments along Kansas Avenue and Kansas City Road. But the other corridors may include some subtle distinctions to create individual character within a unified family of materials and components. An example of identification without conflict might be the use of uniquely designed tree grate covers for each streetscape or incorporation of green infrastructure that was not included in the original guidelines.



The National Association of City Transportation Officials (NACTO) provides guides for all the facilities included in this report for further reading

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Complete Streets Policy

<p>RESOLUTION NO. 20-1036</p> <p>A RESOLUTION ESTABLISHING A COMPLETE STREETS POLICY FOR THE CITY OF OLATHE, KANSAS.</p> <p>WHEREAS, for purposes of this Resolution, "Complete Streets" are defined as public rights-of-way that are safe, comfortable and convenient for vehicles, pedestrians, bicyclists, transit users and persons of all ages and abilities; and</p> <p>WHEREAS, the City of Olathe, Kansas (the "City") has long pursued provisions for pedestrians, bicyclists, persons of all ages and abilities, in addition to vehicular traffic, within its public rights-of-way; and</p> <p>WHEREAS, Complete Streets promote public health and welfare through increased opportunities for walking, bicycling, and use of public transit by encouraging more physical activity and providing for a comprehensive, integrated and connected transportation network within the City; and</p> <p>WHEREAS, the livability of neighborhoods and the economic development of the City and surrounding areas are greatly enhanced by implementing certain Complete Street principles that address a variety of social and community issues such as traffic congestion, quality of life, public health; and</p> <p>WHEREAS, it is desirable that the City establish a policy with respect to Complete Streets, so that those principles can be incorporated into the public street project design, development and construction process;</p> <p>NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF OLATHE, KANSAS:</p> <p>SECTION ONE: The following policies and procedures regarding Complete Streets (this "Policy") are hereby adopted:</p> <p>(A) That to the extent reasonable and practical, all public streets that are newly constructed or reconstructed within the City, whether privately or publicly financed, will be constructed as Complete Streets;</p> <p>(B) That any facilities proposed to meet the intent of this Policy will be designed in context with the land uses and physical characteristics of the surrounding area;</p> <p>(C) That aesthetic treatments will be considered as a part of all projects in consultation with the Chief Planning and Development Officer and the Parks and Recreation Director, or their designees;</p>	<p>SECTION TWO: Complete Street construction shall include to the extent reasonable and practical:</p> <p>(A) Ensuring provisions for pedestrians, bicyclists, and persons of all ages and abilities, as follows:</p> <p>(1) Along public streets, including provisions for crossing public streets and private drives or streets, where appropriate;</p> <p>(2) Across interchanges with freeways and other highways;</p> <p>(3) Across bridges over highways, waterways and railroad facilities; and</p> <p>(4) To interconnect with activity centers and residential areas with parks, trails and open space;</p> <p>(B) Working with Johnson County Transit to identify existing and potential locations for transit stops and working to ensure that pedestrians and bicyclists can conveniently and safely access transit vehicles at those locations;</p> <p>SECTION THREE: The following will be excluded from this Policy:</p> <p>(A) Normal maintenance activities, including mowing, cleaning, sweeping, pothole repair, chip-seal and slurry-seal operations, and other regular maintenance;</p> <p>(B) Projects involving a public street where bicyclists and pedestrians are expressly prohibited by law. In such cases, the City shall consider alternate provisions, where appropriate and feasible;</p> <p>(C) Areas where extreme topographic or natural resource constraints prevent the installation of some facilities. In such cases, the City shall consider alternate provisions, where appropriate and feasible;</p> <p>(D) In cases where the project is a public or private street under the control of another entity;</p> <p>(E) When the cost of the provision is excessively disproportionate to the need or probable use;</p> <p>SECTION FOUR: This Resolution shall take effect immediately.</p> <p>ADOPTED by the Governing Body this 19th day of May, 2020.</p> <p>SIGNED by the Mayor this 19th day of May, 2020.</p>	<p><i>McCapelli</i> Mayor</p> <p>ATTEST: <i>Debra L. Perry</i> City Clerk</p> <p>(SEAL)</p> <p>APPROVED AS TO FORM: <i>Debra L. Perry</i> Deputy City Attorney</p>
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Adopted May 19, 2020

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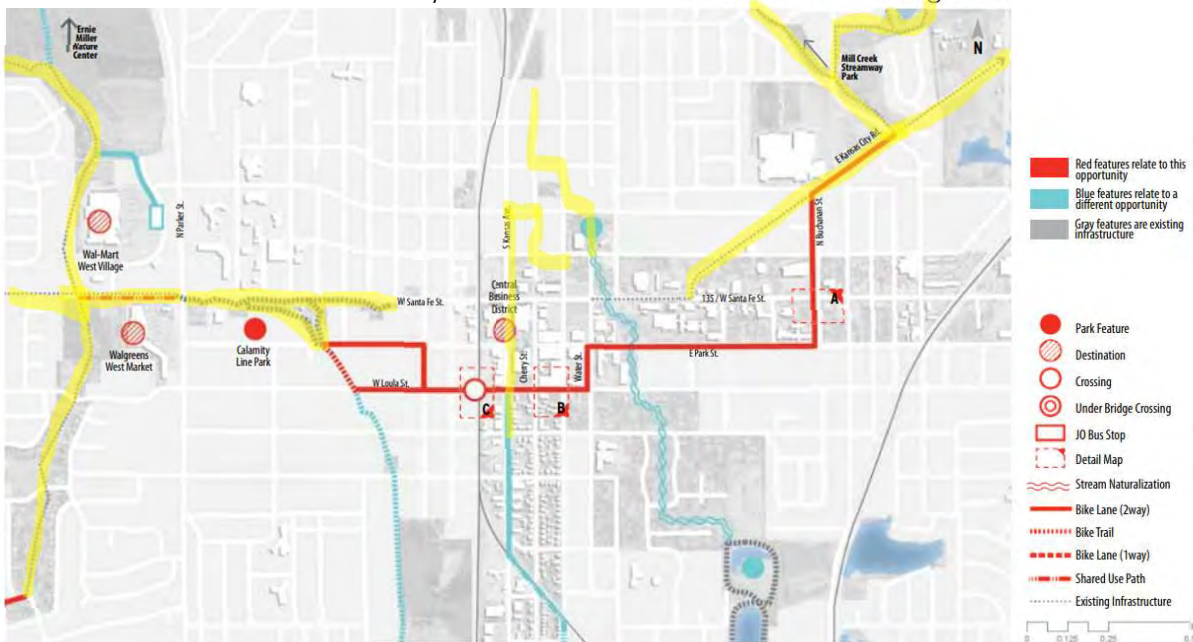
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Key Opportunities

1. Connect Ernie Miller Park / Little Cedar Creek to Mill Creek through Downtown
2. Connect Downtown to the Great Mall
3. Connect the Great Mall to Nearby Development Areas
4. Integrate Active Living / Fitness Opportunities around Olathe Medical Center
5. Connect Cedar Lake Village and Olathe Medical Center to Cedar Lake
6. Connect Cedar Lake and Lake Olathe
7. Provide Bike and Pedestrian Access around Lake Olathe
8. Connect Lake Olathe to the Prairie Center and Prairie Hiking Trail
9. Connect the Prairie Center through the Cedar Niles Future Park Site to 127th Street
10. Connect the Cedar Niles Future Park Site to the Rolling Ridge Trail
11. Enhance the Connection Between Rolling Ridge Trail and Oregon Trail Park
12. Improve the Streamway from Woodland Park / Mill Creek Pool to Waterworks Park

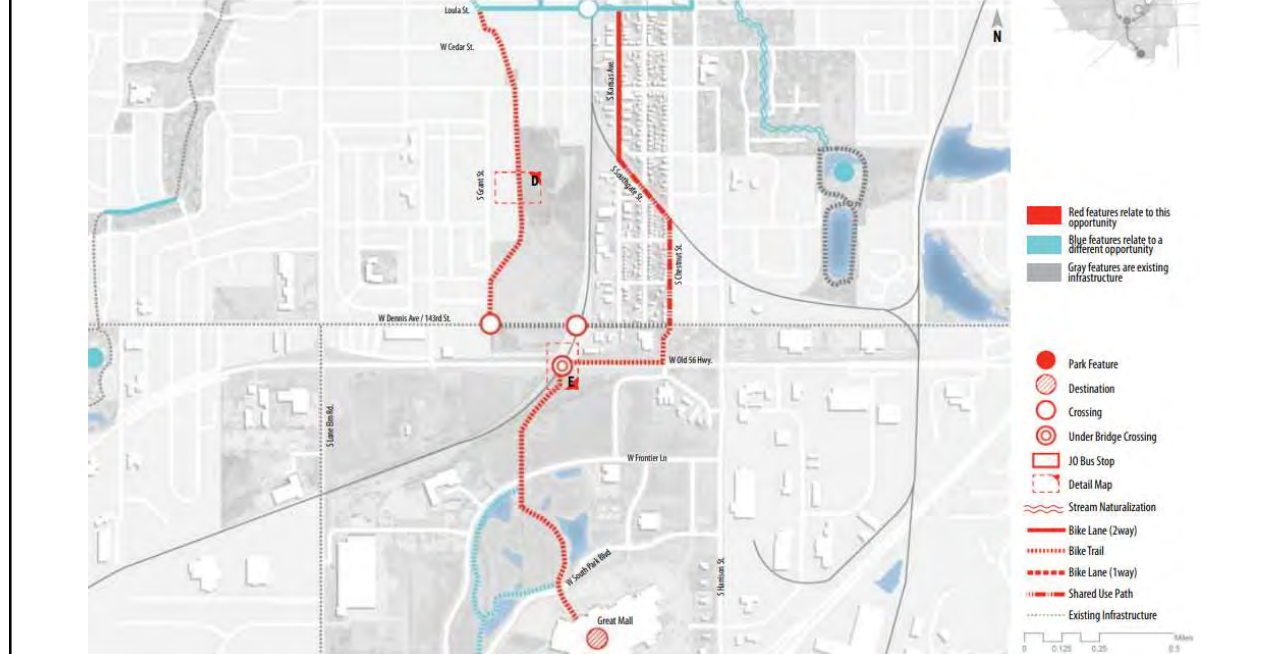
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1. Connect Ernie Miller Park / Little Cedar Creek to Mill Creek through Downtown



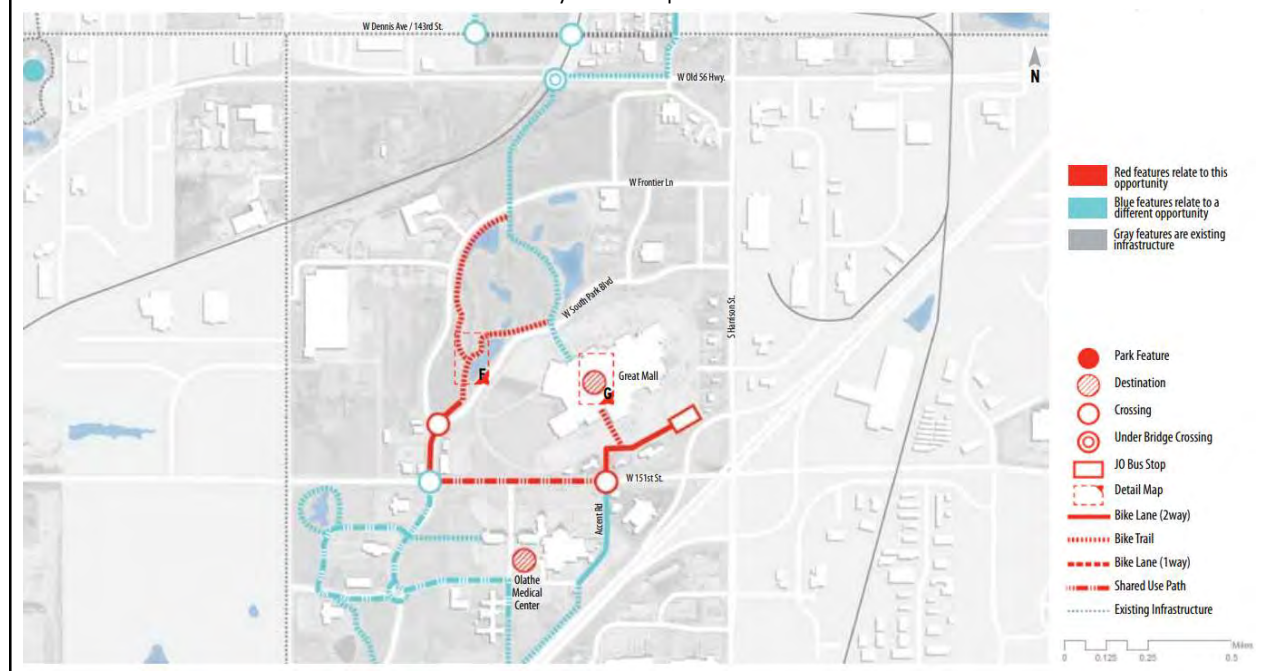
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2. Connect Downtown to the Great Mall



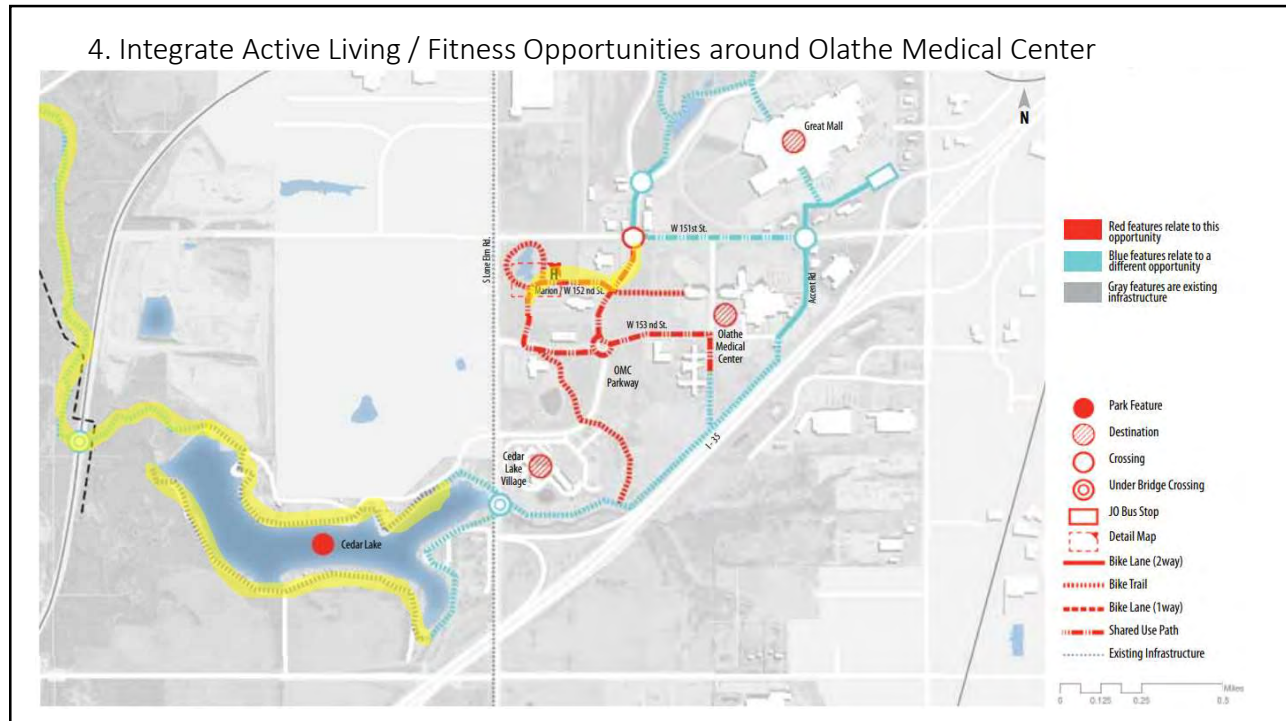
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3. Connect the Great Mall to Nearby Development Areas



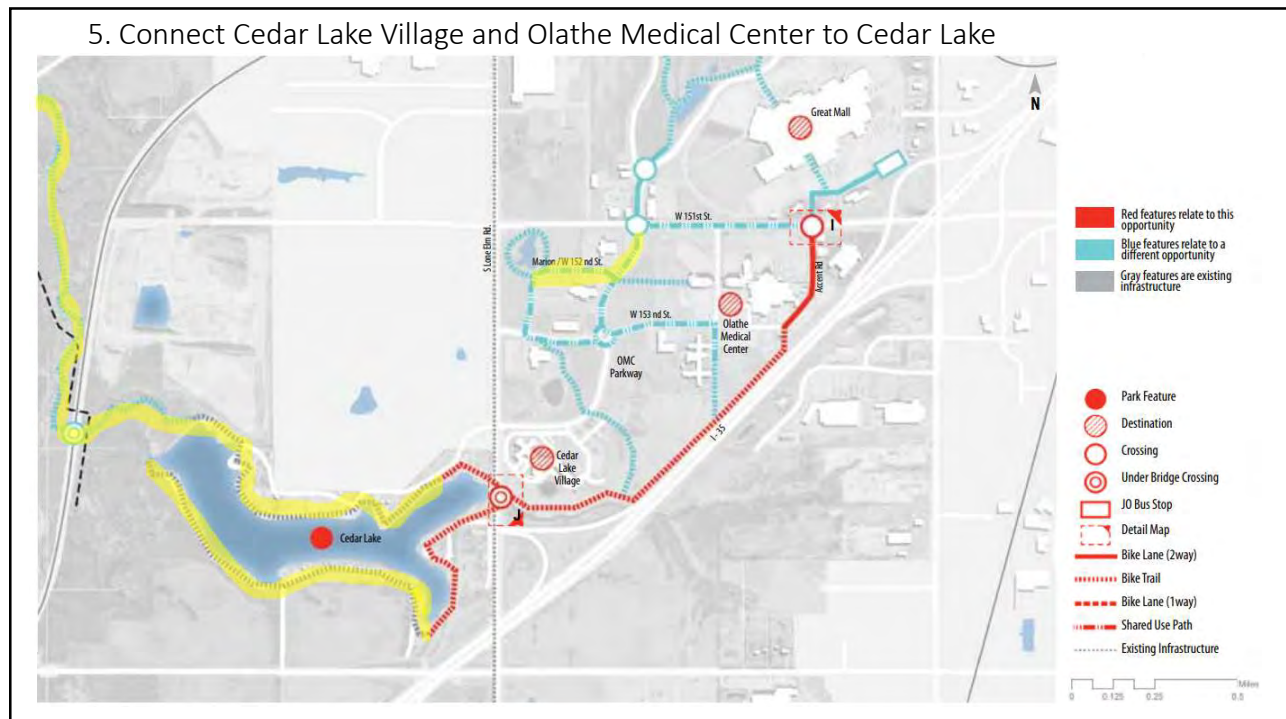
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4. Integrate Active Living / Fitness Opportunities around Olathe Medical Center



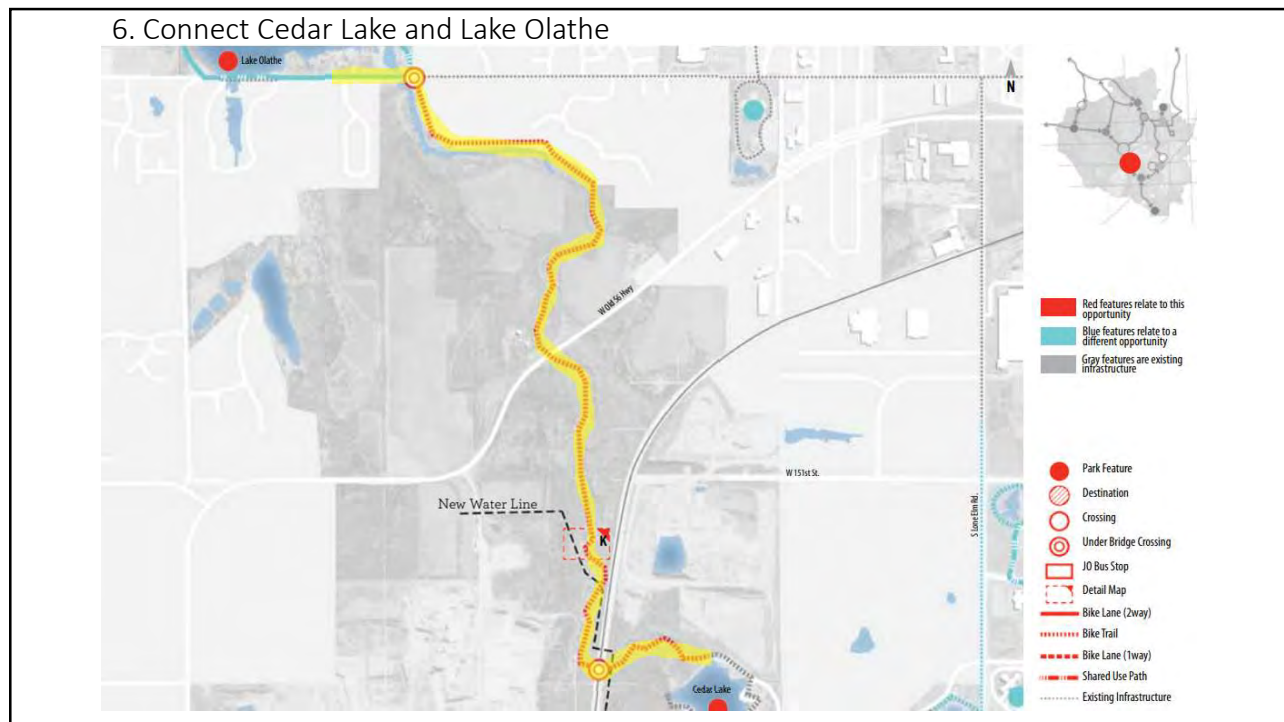
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5. Connect Cedar Lake Village and Olathe Medical Center to Cedar Lake



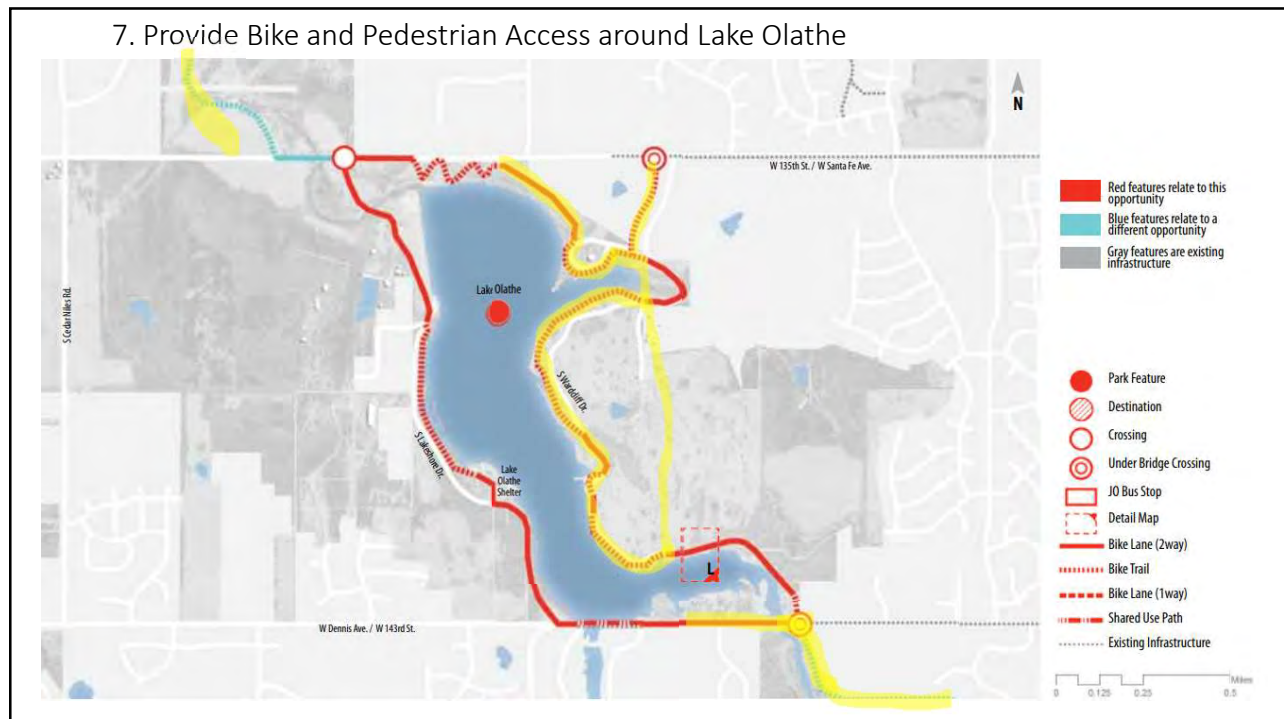
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6. Connect Cedar Lake and Lake Olathe



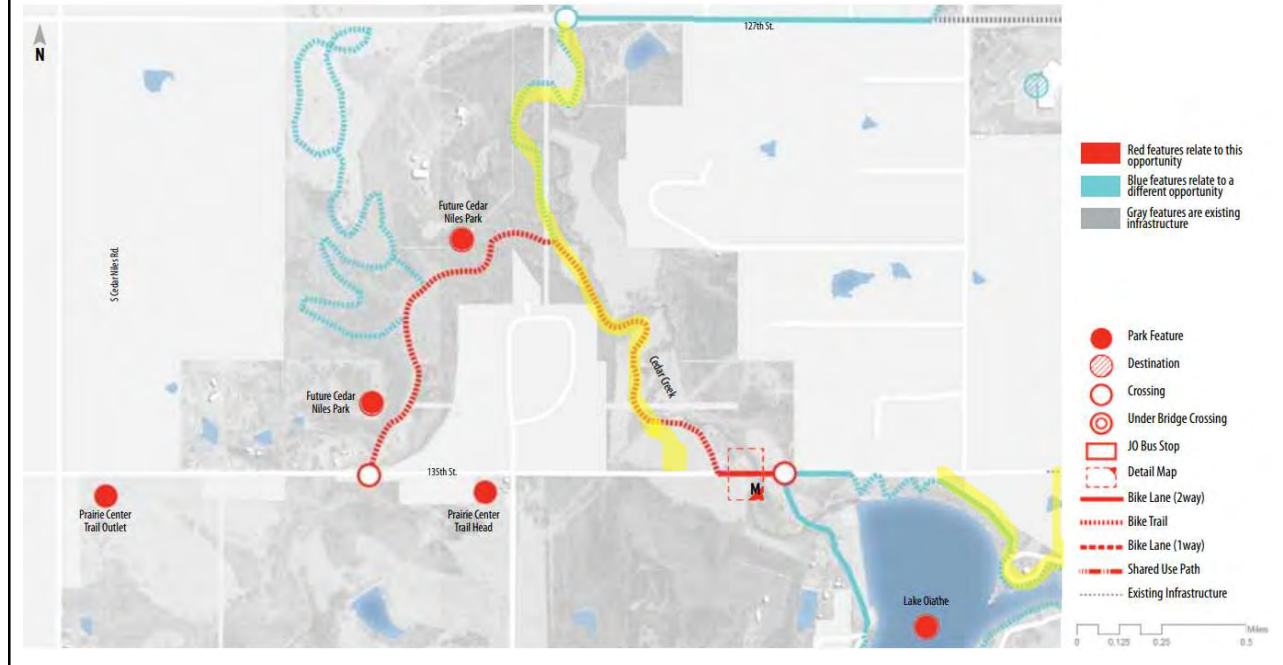
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7. Provide Bike and Pedestrian Access around Lake Olathe



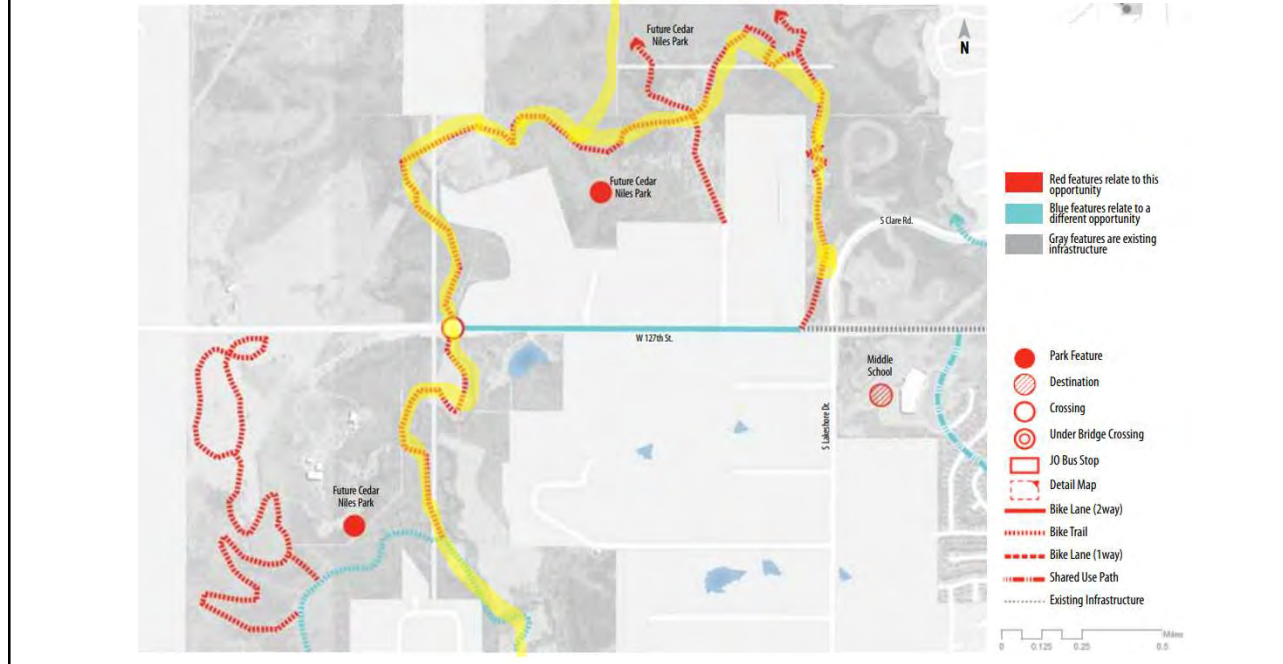
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8. Connect Lake Olathe to the Prairie Center and Prairie Hiking Trail



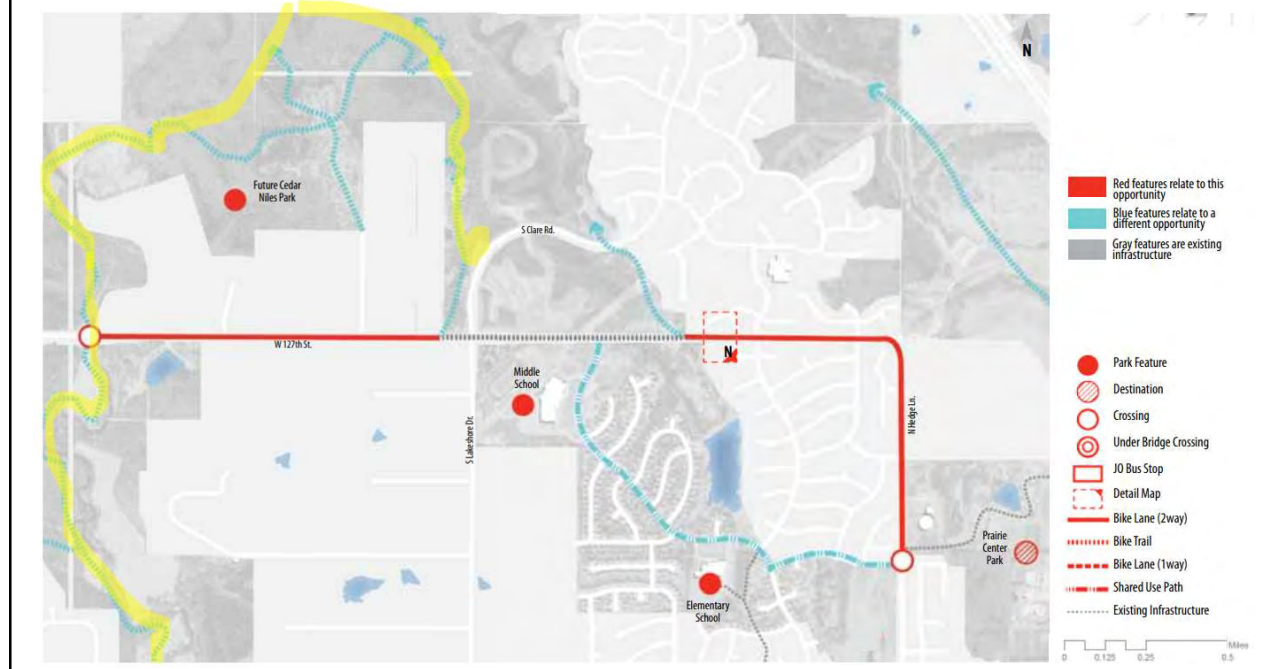
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9. Connect the Prairie Center through the Cedar Niles Future Park Site to 127th Street



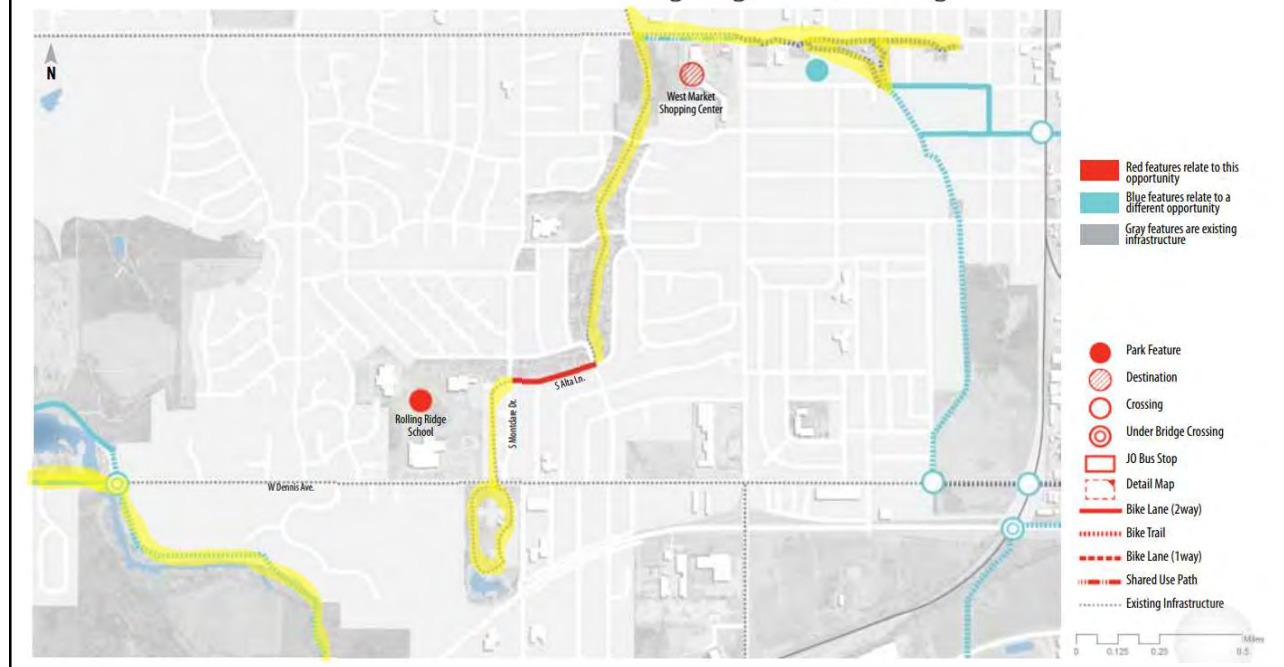
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10. Connect the Cedar Niles Future Park Site to the Rolling Ridge Trail

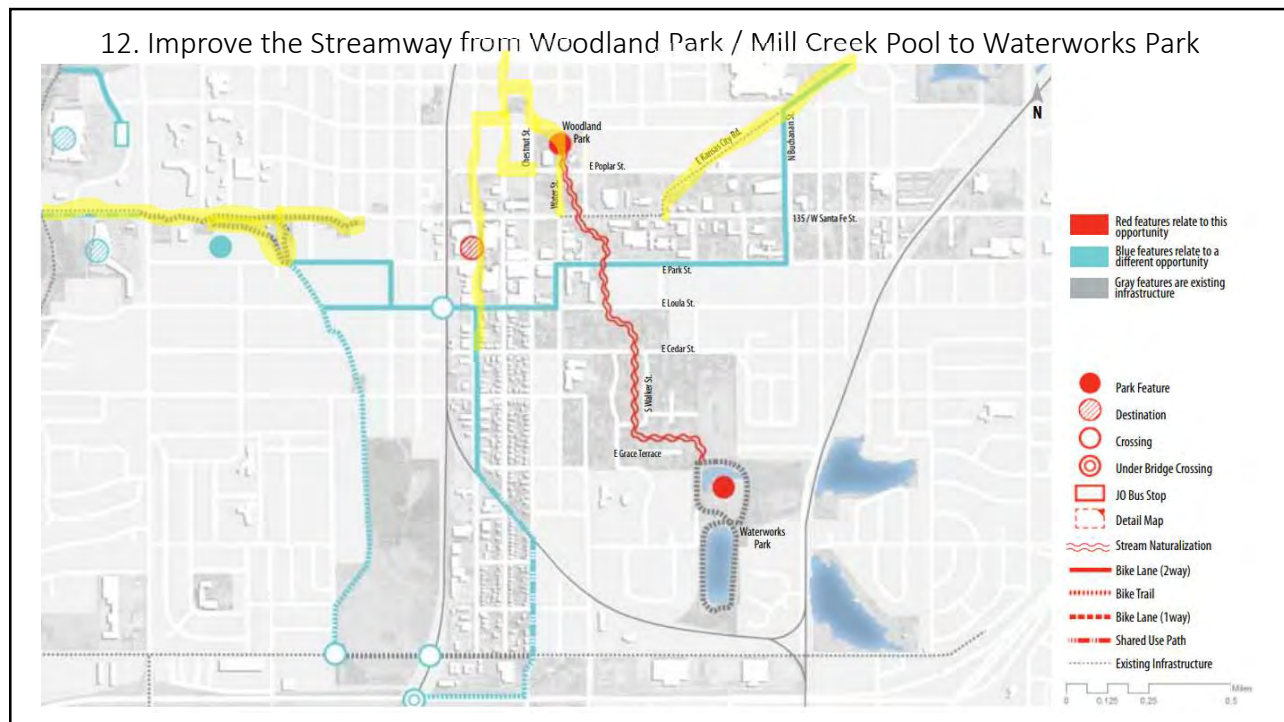


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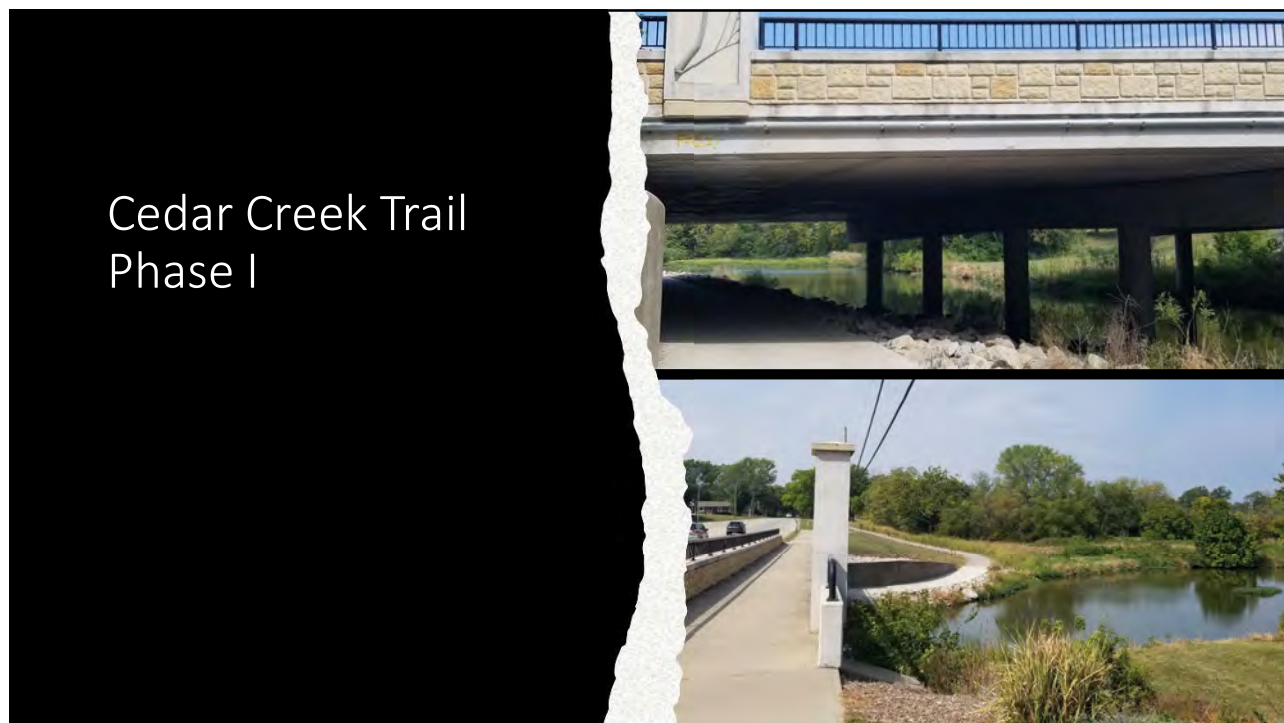
11. Enhance the Connection Between Rolling Ridge Trail and Oregon Trail Park



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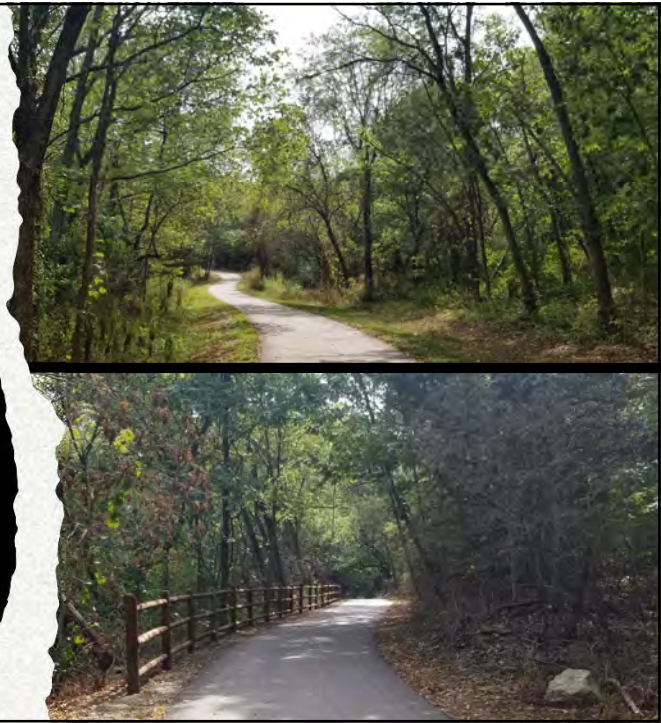


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Cedar Creek Trail Phase I



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Cedar Creek Trail Phase II

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Cedar
Creek
Trail
Phase II



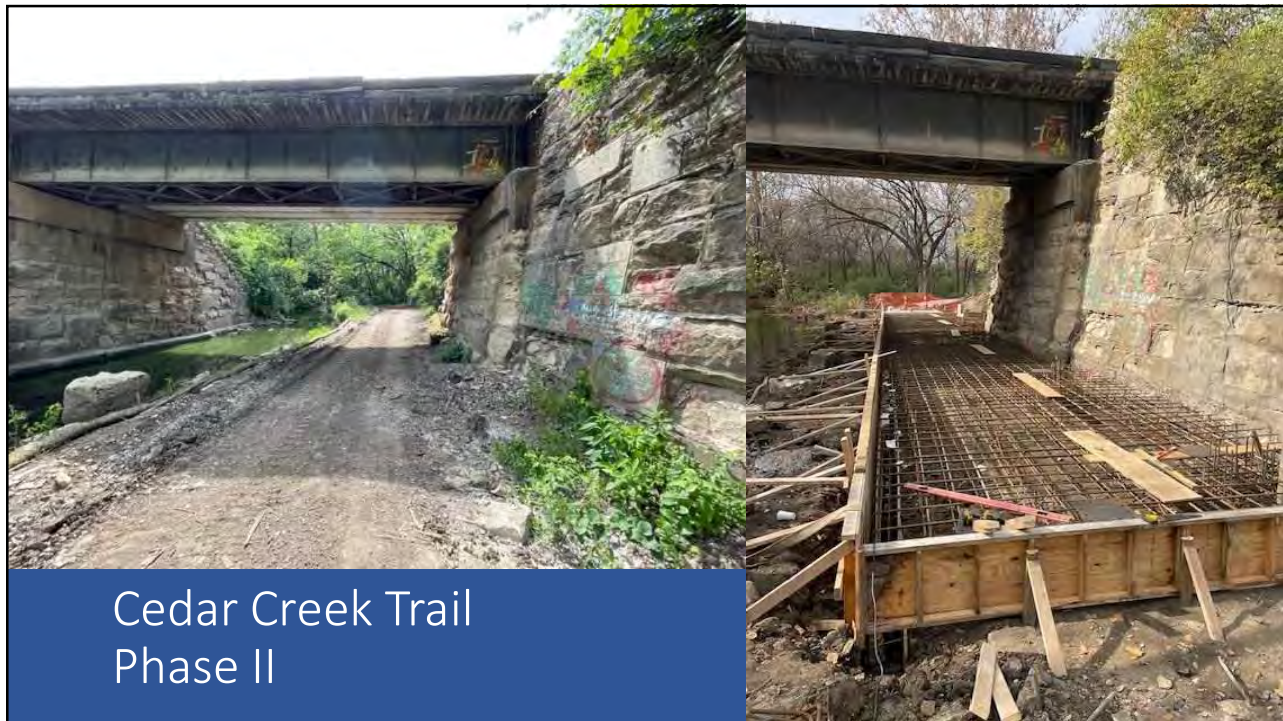
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Cedar Creek Trail
Phase II



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Cedar
Creek
Trail
Phase II



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Cedar
Creek
Trail
Phase II



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Olathe PSP Report (Zach Baker's screen)

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Recap of Local Motion (Michael Kelley, BikeWalkKC)

4

REPORT: MARC Federal Performance Measures

2025 Shared-Use Path & Protected Bikeway Performance Target

Presenter: Bobby Evans, MARC

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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 Performance Measures**
 - Ozone
 - PM2.5
 - Trips by Alternative Modes
 - Protected Bike Facilities
 - Transit Accessibility
 - Daily VMT
 - Electric Vehicle – Registrations + Charging Stations
 - Tree Canopy Coverage



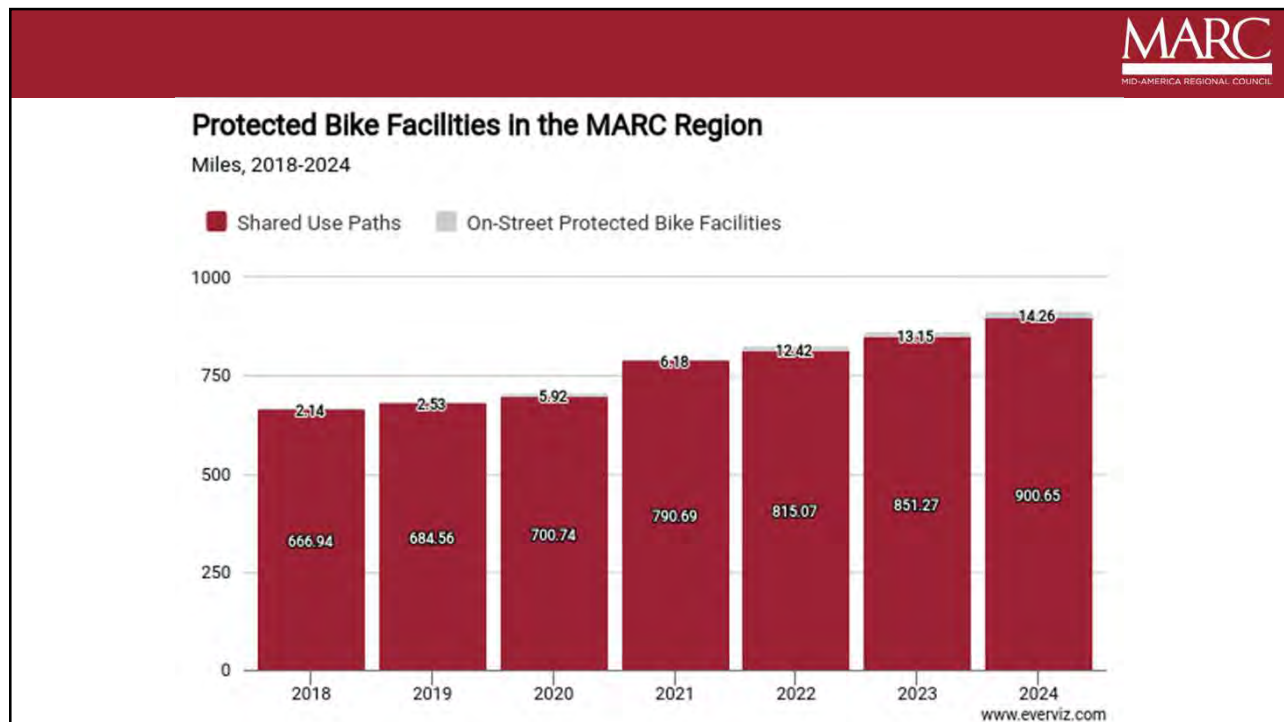
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Performance Categories



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MARC
MID-AMERICA REGIONAL COUNCIL

SBL/SUP Target Setting

- **Proposed Approach:**
 - Annual surveys + State Reports
 - TIP Obligations
 - Annual Survey of MARC Planning Partners
- **Considerations**
 - More tethered to reality/data
 - Not “aspirational”
 - Construction Target
 - Could pair this with a “planning/pipeline” target
 - Methodology TBD

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PBL/SUP Target Setting

• Timeline

- 2025 Target
 - Annual surveys + planning products
 - FY24 Obligated projects from TIP
 - 2024 Survey
- 2025 Target Tracking
 - FY vs construction season issue
 - Finalized early 2026
 - Prelim #'s > finalized at later date
- 2026 Target Tracking (set in November)
 - 2025 Survey
 - Project obligated in FY25 (built in 2026)



Credit: KSHB

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2025 Performance Targets

Shared Use
Paths 29.27mi

Separated Bike
Lanes 5.73mi

Centerline Miles



Credit: JCPRD

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2025 Performance Targets – TIP

TIP #	Sponsor	Project	SUP/SBL	Miles
410071-3	KCMO	KCI Corridor Trail Segment 1,2,3	SUP	2.9
611197	KCMO	Martha Truman Connector Trail	SUP	0.8
634076	Jackson County	Greenwood Connector: Jefferson to Hamblen Road	SUP	2.74
518016	Gladstone	The Linden Connector	SUP	0.91
410070	KCMO	US 169 Bike/Ped Overpass (Route 152 Segment 10)	SUP	0.25
630081	Lee's Summit	Complete Street Improvements, 3rd St. Blue Pkwy to Jefferson, and Market St.	SUP	1
634079	Jackson County	Little Blue Trace/Rock Island Connector	SUP	0.43
518018	Gladstone	Vivion Road Trail Extension - Phase 1	SUP	1
166001	Basehor	Parallel Road and 158th Street Bicycle/Pedestrian Improvements	SUP	1
166004	Basehor	Basehor Civic Campus Trails	SUP	1
630083	Lee's Summit	Pryor Road Complete Streets Improvements - Phase 1	SUP	2
356108	Olathe	Black Bob Road, 159th to 167th, Improvements	SUP	1

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2025 Performance Targets - Survey

Sponsor	Segment	SUP/SBL	Miles
Lenexa	99th from 98th Street to Clare	SUP	3
Excelsior Springs	Kennedy St from N Marietta St bridge to N Main St bridge	SBL	1
Jackson County	Rock Island extension from Jefferson St to Hamblin Road in LS	SUP	1.5
Jackson County	Rock Island/Little Blue Trace Connector from 350 to Brickyard	SUP	1.5
Blue Springs	AA Highway - From Adams Dairy Parkway to Scenic Drive	SUP	1
Olathe	119th St from Northgate to Woodland Rd	SUP	1
Olathe	Black Bob Road, 159th to 167th	SUP	1
KCMO	<ul style="list-style-type: none"> Harrison St - Brush Creek Blvd to Cleaver II Blvd. SW Blvd - 25th St to Cesar Chavez/Broadway. Grand Blvd - Truman Rd to Pershing Wornall to Holmes/Troost 	SBL	3.73
KCMO	<ul style="list-style-type: none"> Wornall Rd - 74th St to 75th St Lee's Summit Rd - NW Lakewood to Anderson E 23rd St - Benton to Indiana 	SUP	1.74
Independence	Main St from Maple Ave to Lexington Ave	SBL	1
Independence	24 Hwy from River to 291	SUP	3
Riverside	Vivion Rd Trail	SUP	1.5

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Bike Month Update

BPAC | May 2025

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Spring Bike Month Campaign

- Theme: Feel Your Best on a Bike
- Art from local artist Nicholette Haigler
- Ads pointing to marc.org/bike-month
- Storytelling interviews



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E-BIKE PETTING ZOO

May 3
9-11 a.m.

Brookside Farmers' Market
6425 Wornall Rd.
Kansas City, MO 64113

Free and open to the public.
Bring, share or try an e-bike!



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E-Bike Petting Zoo

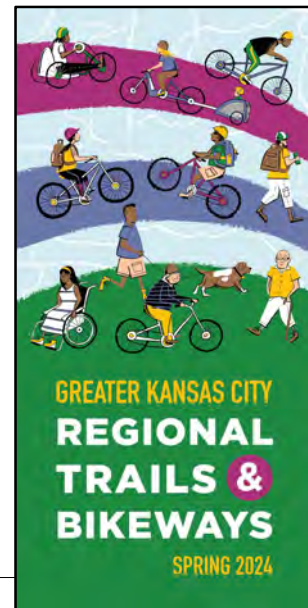


MARC
MID-AMERICA REGIONAL COUNCIL

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Regional Trails & Bikeways Map

- Extra printing for 2025
- Updates since the 2024 edition



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Happy Bike Month!

Questions?

Patrick Trouba
 ptrouba@marc.org
 816-701-8248



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WHAT IS A METROPOLITAN TRANSPORTATION PLAN (MTP)?

- Required planning document for our metro. Update required every 5 years
- Sets vision, establishes goals and identifies regionally significant projects
- Guides how regional transportation system will be developed for next 25 years



Major streets and
highways



Public
transportation



Bike & pedestrian
accessibility



Freight
transportation

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RA0

SCENARIO PLANNING

WE TESTED FOUR LAND USE DEVELOPMENT SCENARIOS TO SEE THE FUTURE:

- Higher/lower than anticipated population growth rates vs. more compact/dispersed land use

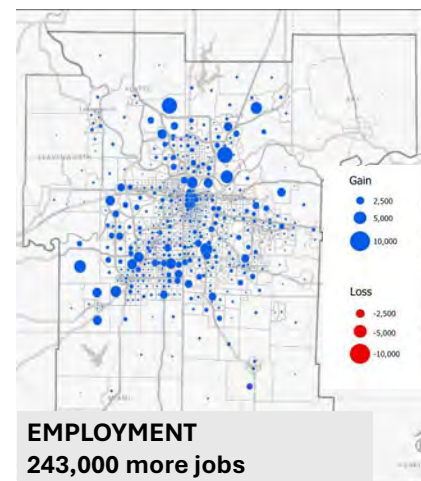
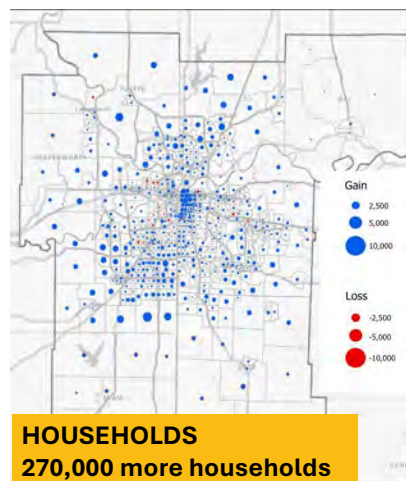
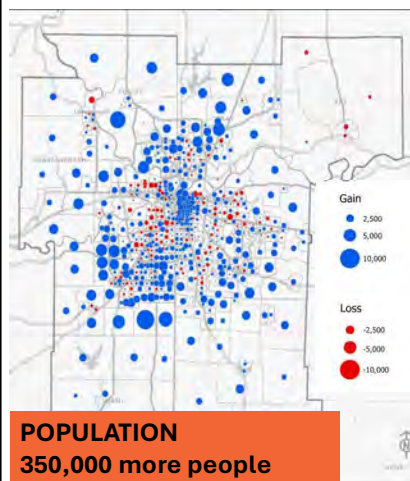


WHAT WE LEARNED:

- *In slow growth and high growth futures, best investment and growth strategy = focused growth with heavy multimodal investments*

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LAND USE FORECAST



Our rate of growth is slowing down. Our region is also becoming older and significantly more diverse. Households will also shrink in size.

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Slide 23

RAO Delete? Is this text necessary for presentation?

Ron Achelpohl, 2025-03-10T15:18:58.189

FINANCIAL CAPACITY ANALYSIS

FORECAST

- Re-evaluate transportation funding through 2050
- Based on past and recent investment levels projected forward



OUTCOMES

- Funding sufficient for highway/roadway management, operations and limited expansion for economic development and congestion relief.
- No revenue forecasted for new transit projects or services as temporary COVID-19 federal funding ends

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ENGAGEMENT & OUTREACH

MOST REGIONAL RESIDENTS...



Strongly support:

- Healthy environment = quality water and clear air
- Keeping roads and bridges in good condition
- Increased safety on all types of transportation modes
- Affordable housing as a major need
- Believe we should prioritize or support projects and programs that address the needs of disadvantaged populations
- Support regional or county-level investments in public transportation to expand transit options across the region



Electric vehicles met with mixed support

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RECOMMENDATIONS

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UPDATED POLICY FRAMEWORK



GOAL — HOUSING



**STRATEGY — DIGITAL
CONNECTIVITY and
HOUSING
COORDINATION**



**LANGUAGE
UPDATES**

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RA0

FEDERAL POLICY LANDSCAPE

FEDERAL POLICY LANDSCAPE HAS SHIFTED

- Various executive orders and USDOT orders add additional scrutiny to:
 - Climate work
 - Diversity, equity and environmental justice considerations
 - Electric-vehicle related programs and strategies, among other areas
- 1994 Environmental Justice revoked

MARC PROPOSES TO REFRAME POLICY FRAMEWORK

- Various terms and work to be re-evaluated, reframed or repositioned.

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PROJECT LIST

59
agencies

526
projects (\$25.1b)

240

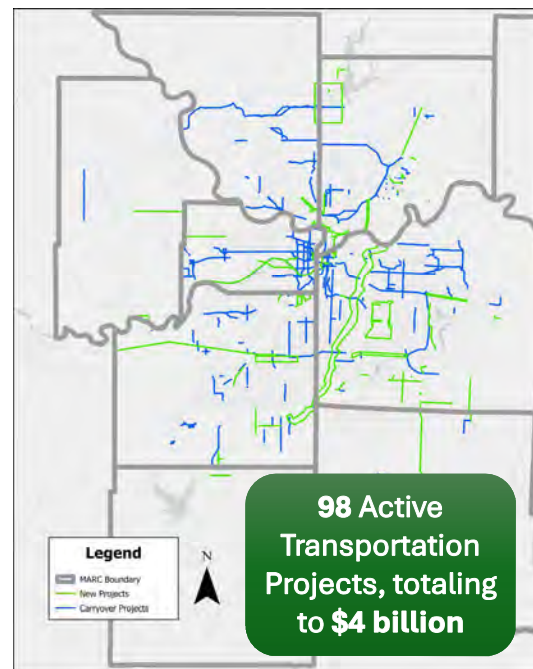
financially constrained projects

- 144 existing transportation system rehab (\$5.2b)
- 96 system expansion or new facilities (\$5.4b)

286

illustrative projects (\$14.5b)

Project categories: Kansas state system, Kansas local system, Missouri state system, Missouri local system and transit projects



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Slide 29

RAO This slide should use fewer words. Should be sufficient to note that "Staff is reviewing final language of plan for clarity and to respond appropriately to issues raised by recent Federal executive orders"

Ron Achelpohl, 2025-03-10T16:04:35.180

PERFORMANCE-BASED PLANNING APPROACH

Met targets and holding steady or getting better	Met targets but getting worse	Did not meet targets but getting better	Did not meet targets but getting worse
Safety measures <ul style="list-style-type: none"> Serious injury rate Fatality rate Number of serious injuries Number of fatalities Number of non-motorized fatalities and serious injuries 			
Infrastructure condition measures <ul style="list-style-type: none"> Percentage of bridges in good condition Percentage of interstate pavement in good condition Percentage of interstate pavement in poor condition Percentage of bridges in poor condition Percentage of non-interstate pavement in good condition Percentage of non-interstate pavement in poor condition 			
System performance measures <ul style="list-style-type: none"> Non-interstate travel time reliability Interstate travel time reliability Truck travel time reliability 			
Voluntary environmental measures <ul style="list-style-type: none"> PM 2.5 levels Ozone levels 			

Safety measures biggest immediate concern

Infrastructure condition measures trending positively (interstate system) but stalling or trending negatively (non-interstate)

System performance measures all on track to beat 2023 targets. We have a highly reliable roadway network with low congestion

Transportation choices reflect that most transportation system users rely on single-occupant vehicles and access to our transit system remains low

Environment & public health measures remain generally steady, but not making any progress

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RECOMMENDED AREAS OF WORK (POST ADOPTION)



Invest more in transit — Smart Moves implementation



Continue Complete Streets implementation across region



MARC Committee structure and process review



Identify, select and prioritize multimodal freight projects

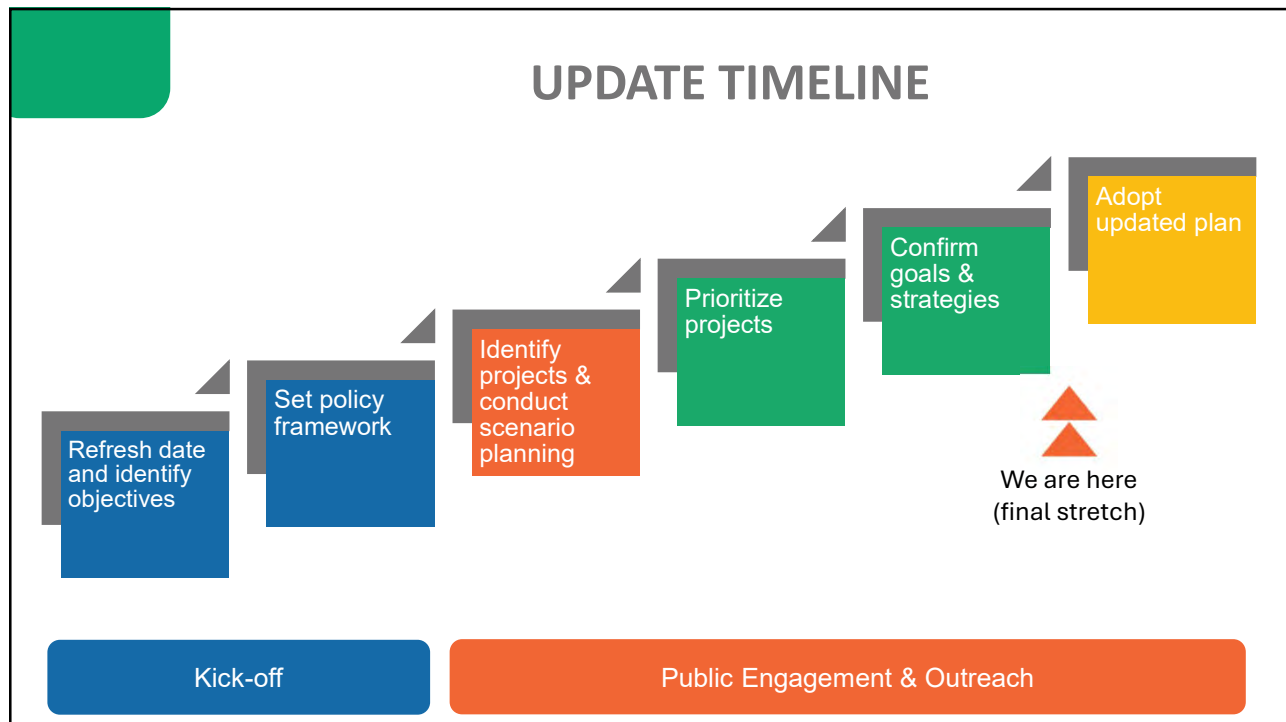


Reconsider CMAQ funds distribution targets

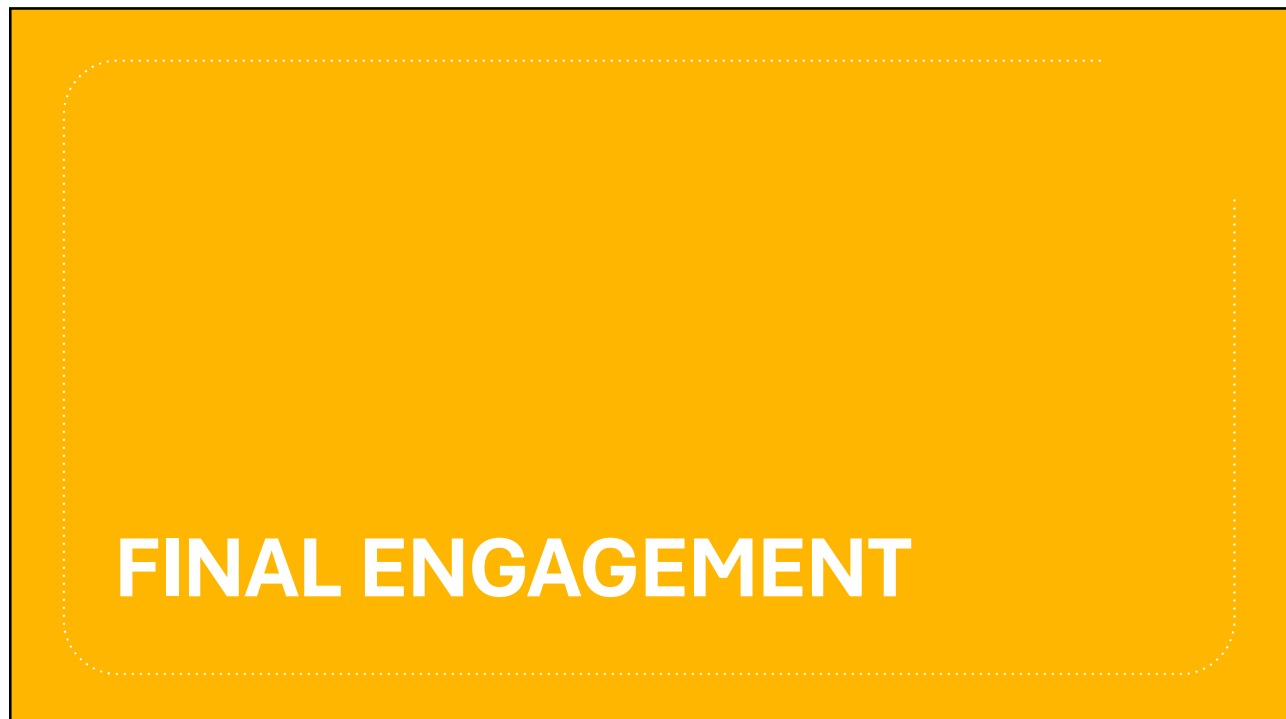


Support various corridor planning studies

32



33



34

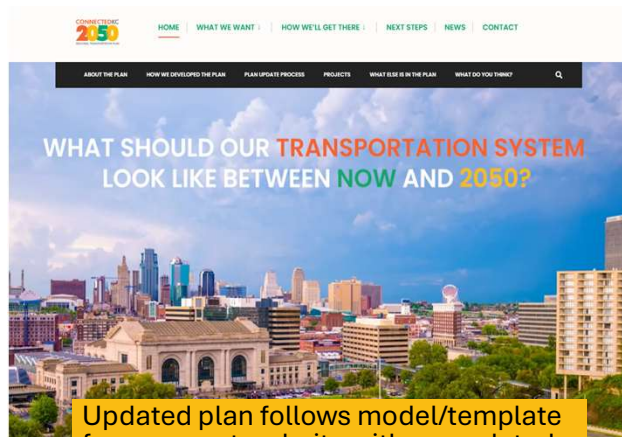
PLAN WEBSITE



update.connectedkc.org

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PLAN WEBSITE



Updated plan follows model/template from current website with an updated look and feel

update.connectedkc.org



Includes additional story maps and fewer PDF files for easier public viewing

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PLAN WEBSITE

CONNECTEDKC 2050 PROJECTS

Please note: The map of projects does not have every project included - based on the nature of the project, such as operational improvements, some projects do not have a specific location.

View by Organization View by System View by Primary Project Mode View Projects with Comments

View Projects on Map Illustrative Projects Printable Summary Constrained Projects Printable Summary

Legend

Connected KC 2050 Projects

KTP 2050 Projects - Constrained

KTP 2050 Projects - Illustrative

Bridge Highway/Roadway Transit Freight Active Transportation

Project page recently updated to display all constrained & illustrative projects. Comments on projects will be taken through comment period.

update.connectedkc.org

Connected KC 2050 Update Final Feedback

As we wrap up the update to Connected KC 2050, we want to hear your thoughts on this draft plan. Please take a few minutes to answer the following questions and share your thoughts.

START →

Internet access

If you have limited internet access, please give us a call at 816-474-4240 and we will talk through the plan and take any comments or feedback over the phone.

Other languages

You can use the translation drop-down in the lower right corner of this page to translate the plan into several different languages.

“What do you think?” portal will invite public comments through comment period.

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FINAL ROUND OF ENGAGEMENT

- Public review and comment — open April 16 through May 30
- Stakeholder engagement — outreach to MARC & external stakeholder groups
- Website & social media — advertise plan & comment form
- Two open houses/Office hours at MARC offices
 - Tuesday, May 20 11 a.m.–6 p.m.
 - Tuesday, May 27 11 a.m.–6 p.m.
- Outcomes will be summarized and reported to TTPC in June 2025

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WHAT'S NEXT?



**Complete draft
plan
write up
(1Q ~ 2Q 2025)**



**Release draft plan
for public review
and comment
(April 2025)**



**Final round
of public
engagement
(May 2025)**



**Approval by TTPC
and MARC Board
of Directors
(June 2025)**



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CONNECTEDKC
2050
UPDATE
REGIONAL TRANSPORTATION PLAN
THANK YOU!

update.connectedkc.org

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BPAC representation in other committees


- BPAC has representation as a committee on other MARC committees
- All primary voting member seats are filled, but the members need alternates
- Alternates attend a meeting in place of a voting member who cannot attend. Alternates who substitute for voting members may vote.

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BPAC representation in other committees

Committee	Abbr.	Timing	Member	Alternate
Active Transportation Programming Committee	ATPC	2 nd Wednesday of the quarter, Feb, May, Aug, Nov, 10:30	Nicole Brown	Vacant
Missouri STP Priorities Committee	MO-STP	2 nd Tuesday of each month, 1:30	Noel Bennion	Vacant
Kansas STP Priorities Committee	KS-STP	2 nd Thursday of each quarter, Feb, May, Aug, Nov	Nick Ward-Bopp	Vacant
Transportation Emissions Committee	TEC	2 nd Monday of the quarter, Feb, May, Aug, Nov, 1:30	Eric Rogers	Vacant

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	MEMBERS		ALTERNATES	
	Name	Affiliation	Name	Affiliation
TTPC (6)	Chuck Soules (Co-Chair)	City of Smithville	<i>Vacant</i>	
	Leslie Herring (Co-Chair)	City of Westwood, KS	<i>Vacant</i>	
	Wes Minder	Platte County	<i>Vacant</i>	
	Mary Jaegar	City of Olathe, KS	Beth Wright	City of Olathe, KS
	AJ Herrmann	City of Kansas City, MO	<i>Vacant</i>	
	<i>Vacant</i>		<i>Vacant</i>	
Federal (ex-officio, non-voting) (3)	David LaRoche	FHWA-KS Division	<i>Vacant</i>	
	Cecelie Cochran	FHWA-MO Division	Dan Weitkamp	FHWA-MO Division
	<i>Vacant</i>	Region VII	<i>Vacant</i>	
State DOT (2)	Jenny Kramer	KDOT	Allison Smith	KDOT
	Krystal Jolly	MoDOT	Katie Jardieu	MoDOT
City/County Technical Staff (4)	Noel Bennion	City of Riverside Capital Projects & Parks	Brittanie Propes	City of Parkville Parks & Recreation
	Marlene Pardo	City of Kansas City, MO	Regan Tokos	City of Kansas City, MO
	Brett McCubbin	City of Shawnee Parks & Recreation	Michael Park, P.E.	City of Lee's Summit Public Works
	Nick Ward-Bopp	Johnson County Parks & Recreation District	Rodney Riffle	Johnson County Parks & Recreation District
Others (8)	Eric Rogers	Bike Walk KC	Michael Kelley	Bike Walk KC
	Tod Hueser	City of Olathe, KS	<i>Alli Gerth</i>	<i>City of Olathe, KS</i>
	Kendra Burgess	The Whole Person	<i>Vacant</i>	
	Jan Faidley	Councilmember Roeland Park, First Suburbs Coalition	<i>Vacant</i>	
	<i>Vacant</i>		<i>Vacant</i>	
	Nicole Brown	Johnson County Health & Environment Dept.	Michael Brooks	University Health - Truman Medical Center
	<i>Mira Felzien</i>	KCATA	<i>Bryce Shields</i>	KCATA
	Brian Anderson	American Discovery Trail - Kansas	Brad Winfrey	Children's Mercy Hospital
<i>Italicized names are pending TTPC co-chair approval</i>				

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<h2>Roundtable updates</h2>	
<hr/>	

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Adjournment

Next meeting: July 9, 2025