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MEETING NOTICE BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Leslie Herring, KS Co-Chair
Chuck Soules, MO Co-Chair

Wednesday, November 12, 2025 - 1:30 PM
Mid-America Regional Council
Lewis & Clark Room
600 Broadway Blvd., Suite 200
Kansas City, MO 64105

This meeting will be held in-person and via teleconference. Members of the public who wish to participate in this meeting virtually please email ptrouba@marc.org by Noon on Monday, November 10, 2025 for instructions to join the teleconference.

Agenda

- 1) Welcome
- 2) VOTE: Approve the September 10 meeting summary
- 3) Presentation: Regional Bikeway Plan Update: data analyses and plan progress (Scott Harris, Toole Design Group)
- 4) Discussion: Construction Physics article: [Why Are So Many Pedestrians Killed by Cars in the US?](#)
- 5) Presentation: Tour of the upcoming roundtables
- 6) Roundtable updates

Next meeting: January 14, 2026, 1:30 p.m.

Getting to MARC: For information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, visit <http://marc.org/mapandparking.htm>. If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

Special Accommodations: Please notify the Mid-America Regional Council at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). We will make every effort to meet reasonable requests.

MARC programs do not discriminate against anyone on the basis of race, color or national origin, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see http://www.marc.org/transportation/title_vi.htm, or call 816-474-4240.

Bicycle Pedestrian Advisory Committee (BPAC) Meeting Summary

Wednesday, September 10, 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 Attendance

In-person

Brett McCubbin, City of Shawnee

Eric Rogers, BikeWalkKC

Jan Faidley, City of Roeland Park

Michael Kelley, BikeWalkKC

Michael Wells, North Kansas City BPAC/Kansas

City Public Library

Nick Ward-Bopp, Johnson County PRD

Noel Bennion, City of Riverside

Tod Hueser, City of Olathe

Virtual

Bryce Shields, KCATA

Mira Felzien, KCATA

Nicole Brown, Johnson County DHE

Visitors in Attendance

In-Person

Art Gough, citizen

Laurel Shoger-Hall, Chaumiere Neighborhood Association

Olivia Meade, Chaumiere Neighborhood Association

Ron McLinden, citizen

Virtual

Andie Lynch, WSP

Cara Elbert, Shockley Consulting

Christian Sinclair, Shawnee bike advisory committee

Imogen Thomas, The Borman Group

John Davis, Clay County

Ted Smith, Platte County

MARC staff in attendance

In-person

Bobby Evans

Cy Splichal

Martin Rivarola

Patrick Trouba

Ron Achelpohl

Virtual

Alicia Hunter

Beth Dawson

Ray Webb

Ryan Umberger

1) Welcome and Introductions

2) VOTE: Approve the July 9 meeting summary

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

3) Presentation: Chaumiere neighborhood sidewalk and pedestrian bridge

Olivia Meade and Laurel Shoger-Hall of the Chaumiere Neighborhood Association, presented on the infrastructure problems that the neighborhood was facing, and how they documented those problems

to convince city officials to prioritize infrastructure improvements. Meeting attendees noted the importance of sidewalks and congratulated the speakers on their work.

4) Discussion: LOS article from Urbanism Speakeasy

Patrick Trouba introduced the discussion article attendees could read before the meeting. Andy Boenau wrote the article "[The status quo analysis is urban design malware](#)" on his blog Urbanism Speakeasy, criticizing the concept of level of service (LOS). Some optional discussion questions were offered. Attendees discussed why LOS wouldn't be adequate useful for non-auto users, how level of comfort could be an alternative metric for non-auto users, the misperception by the public when LOS is used as a metric, how it is important for electeds and city staff to experience streets and intersections as a pedestrian, the possibility of considering other metrics, and more.

5) MARC future e-mobility policy brief

Patrick Trouba introduced the possibility of MARC staff creating a policy brief on e-mobility vehicles (e-bikes, e-scooters, and similar devices) so that MARC member cities can be helpfully informed and discuss what would work best for them. The scope could include policies from local and state governments across the country and internationally. It could cover policies regarding the functions of e-mobility vehicles and policies regarding different urban contexts such as trails, on-street bike facilities, and shared street contexts. The audience for a brief would be city management and technical staff. Mr. Trouba asked the group what MARC staff should focus on and how could such a project be helpful to them. Attendees discussed learning from other cities how well their own policies have worked, what steps cities are taking to install safe infrastructure, talking to teenagers who are reputed to be acting unsafely, educating police officers, taking a wholistic approach, and other additional topics.

6) BPAC transition to a roundtable

Martin Rivarola reviewed a recent recommendation from staff to restructure committees at MARC. Part of the recommendation is that BPAC become a roundtable instead of a committee. Attendees raised the possibility of using a different word than "roundtable" and asked about membership and bylaws.

7) Roundtable Updates

- a) There was no additional time for roundtable updates.

Bicycle/Pedestrian Advisory Committee

September 10, 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 July 9 meeting summary
- 3) Chaumiere neighborhood sidewalk and pedestrian bridge
- 4) LOS article from Urbanism Speakeasy
- 5) Future MARC e-mobility policy brief
- 6) What a transition to a roundtable would mean for BPAC
- 7) Roundtable updates

1

VOTE: Approve the July 9 meeting summary

2

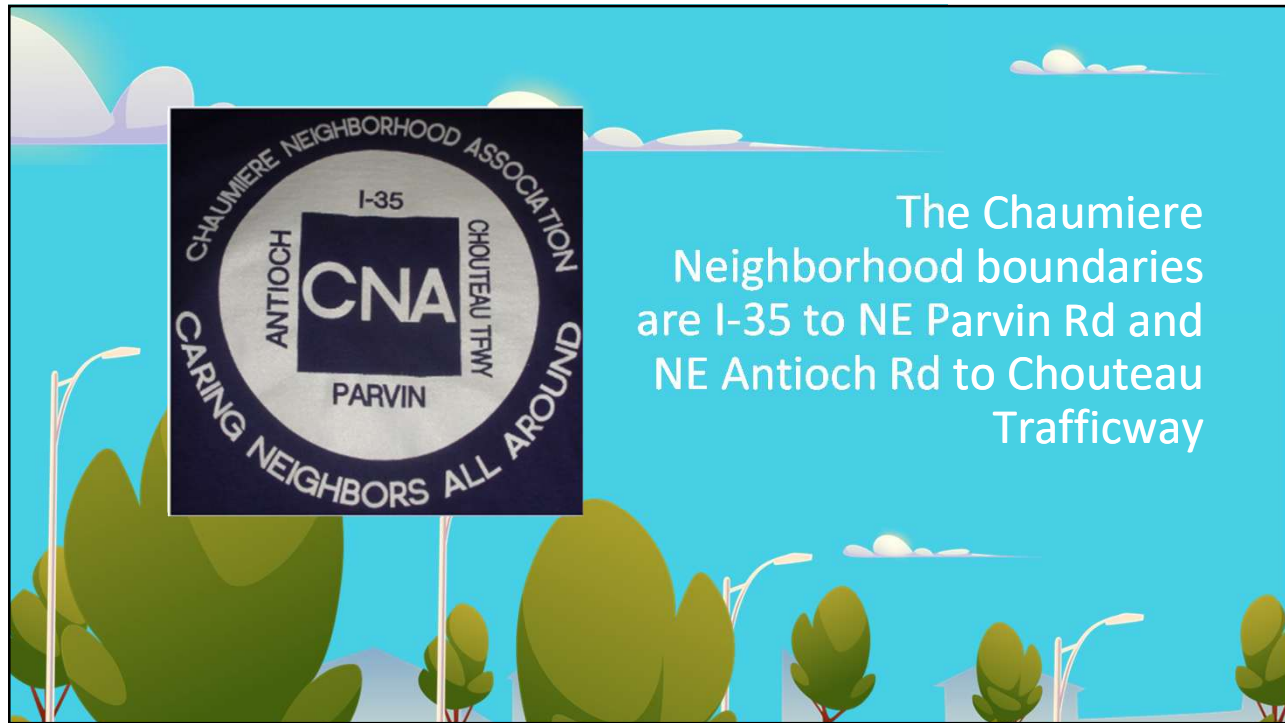
Chaumiere neighborhood sidewalk and pedestrian bridge

3

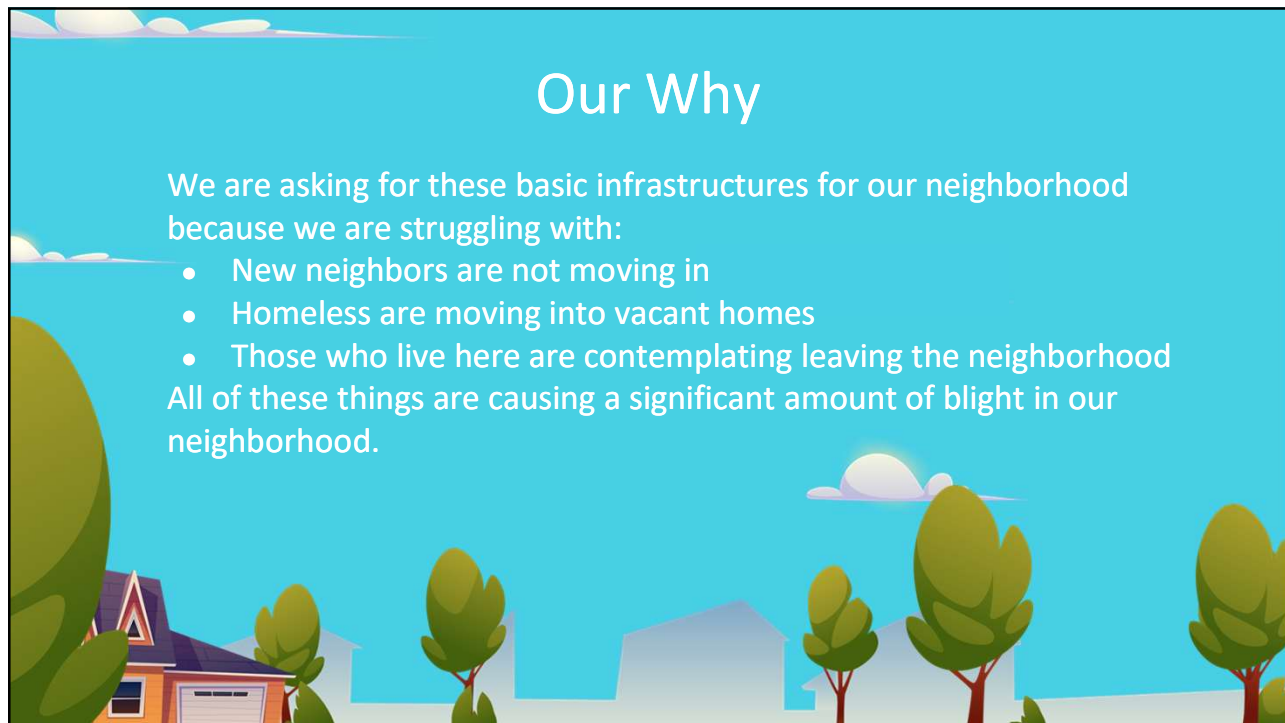
Chaumiere Neighborhood Concerns



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Blight

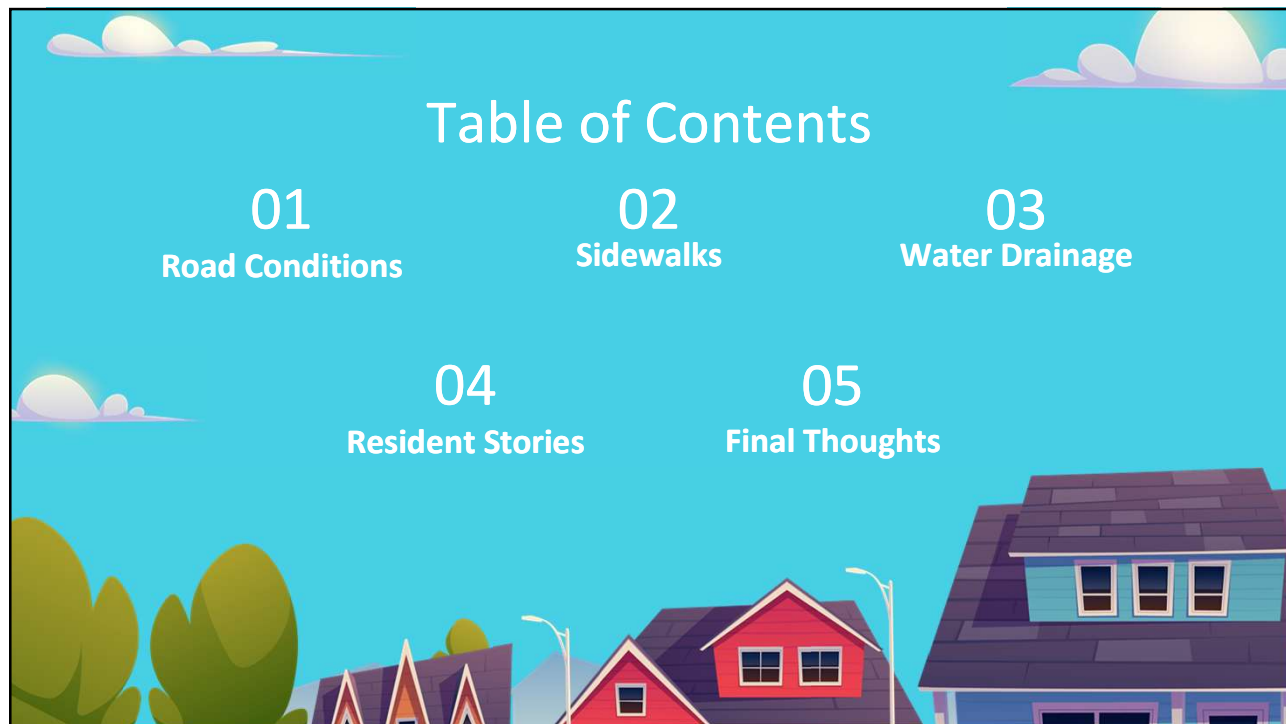
Our neighborhood is starting to experiencing blight. This is an issue that will continue to persist if something is not done. Persistently we have been trying to get our voices heard. We have talked with someone from just about every department in the city and each one meets us with the answer of "have you checked out PIAC?". We are in need of more than what PIAC alone can give us. We are asking for an expedition of planning and support in order to make sure our neighborhood can get basic infrastructure and meet the needs of our residents.

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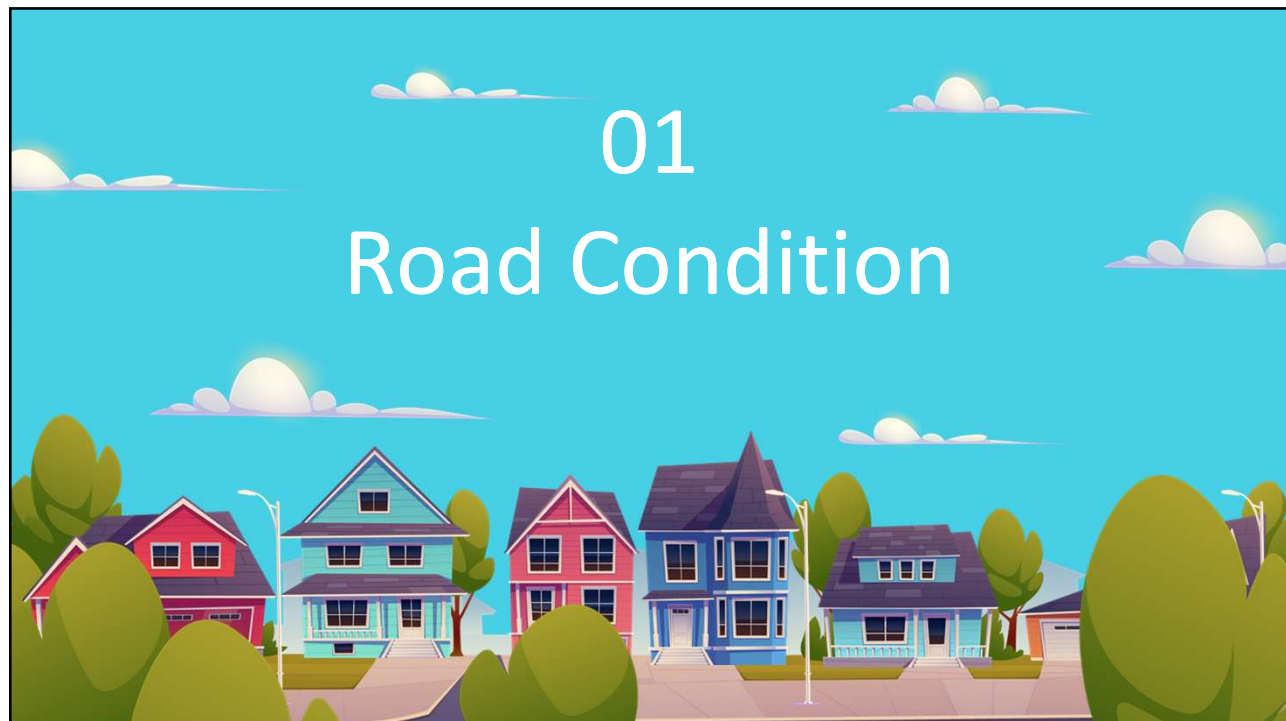
"The underlying message of the Neighborhood is that if somebody cares about you, it's possible that you'll care about others. 'You are special, and so is your neighbor' - that part is essential: that you're not the only special person in the world. The person you happen to be with at the moment is loved, too.

~Fred Rogers

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118+

On NE Russell Road between NE Antioch Road and N Cleveland Ave, there are over 118 patches in the road that stretches 0.7 miles. These patches are mostly due to water issues and potholes. This high traffic road is a growing concern as it is a main connecting road for the neighborhood.

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General Road Concerns

Most of the roads in Chaumiere Lake Neighborhood experience these issues:

- Edges of the road have grass growing over them
- Potholes
- Sharp drop-offs with no guard rails
- Minimal signage to warn drivers of upcoming changes in the road
- Poor overhead street lighting
- Most roads are not wide enough for two cars to pass at the same time.

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Photos from our neighborhood



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Photos from our neighborhood



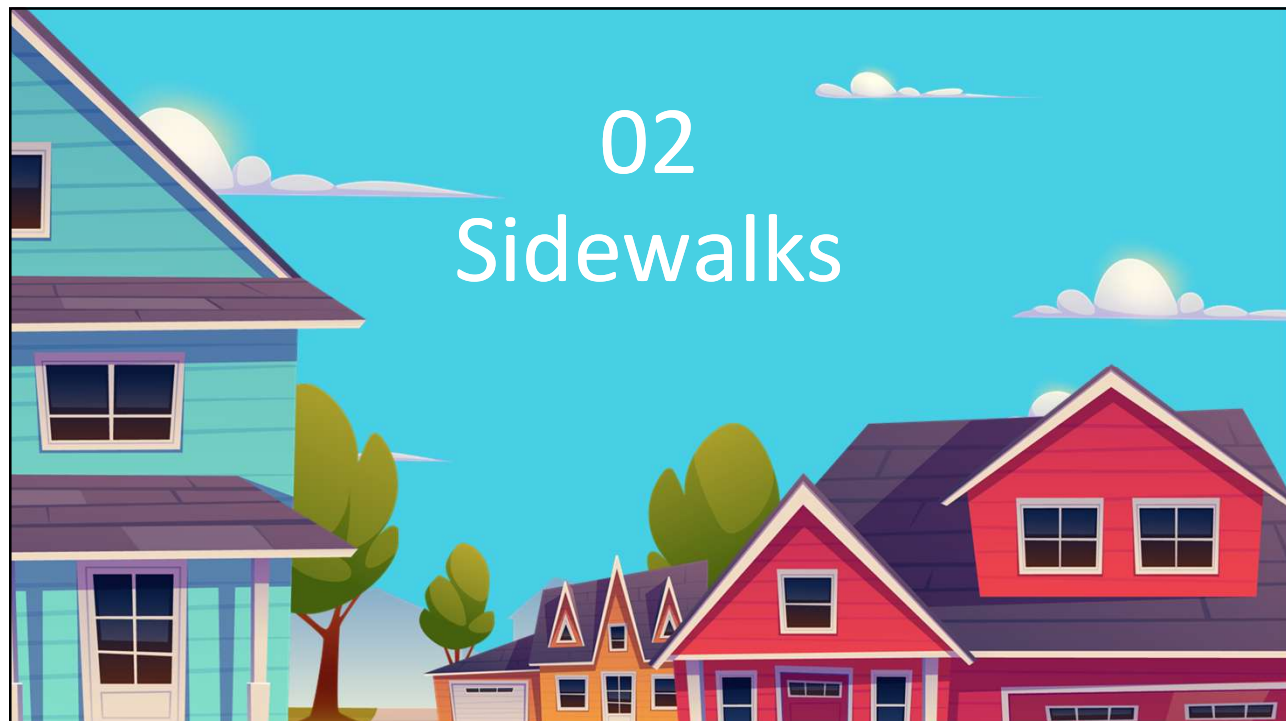
Left - you can see that there are at least two layers on parts of our roads. This higher level of the road is causing water to run off into neighboring homes.

Right - This is an edge of the road that has fallen apart.



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	name	description
1	NE 39th St Stop Sign	NE Chaumiere Rd has stop signs at this intersection, but with NE 39th St being a hill at this intersection it is incredibly blind. There was a fatality here in September of 2021. If we can turn this into a 4-way stop it would help slow down traffic and decrease chances of another accident.
2	NE 43rd St Stop Sign	N Kansas Ave has a stop sign at this intersection, but we are asking for a 3-way stop to be installed. The West side of 43rd St is blind to those on Kansas. This is also where the road makes a strange S shape in the road.
3	NE Antioch Rd Stop Sign	There is a stop sign at the end of NE Russell Rd here. Adding a stop sign here on NE Antioch Rd would slow down the speeding that occurs on this road. To the South, Antioch Rd is blind to those leaving Russell Rd. Adding a 3-way stop here would also allow for a crosswalk to be installed allowing residents to safely cross the street over to the community center.
4	NE Russell Rd. Stop Sign	There are 3 roads that meet at this intersection. Children wait for their bus in the middle of the road due to this being their bus stop location. From NE Drexel Rd to the East is a blind corner. N Bales Ave to the West is a blind corner.
5	NE Parvin Rd Stop Sign	NE Chaumiere Rd has a stop sign at this intersection, but we are asking for a 4-way stop to be installed. Parvin Rd currently does not have any stop signs to help slow down traffic.
6	Antioch Stop Sign	There is a stop sign at the end of NE 39th St here. Adding a stop sign here on NE Antioch Rd would slow down the speeding that occurs on this road. Adding a 3-way stop here would also allow for a crosswalk to be installed allowing residents to safely cross the street over to the sidewalk that is already installed in front of the community center.





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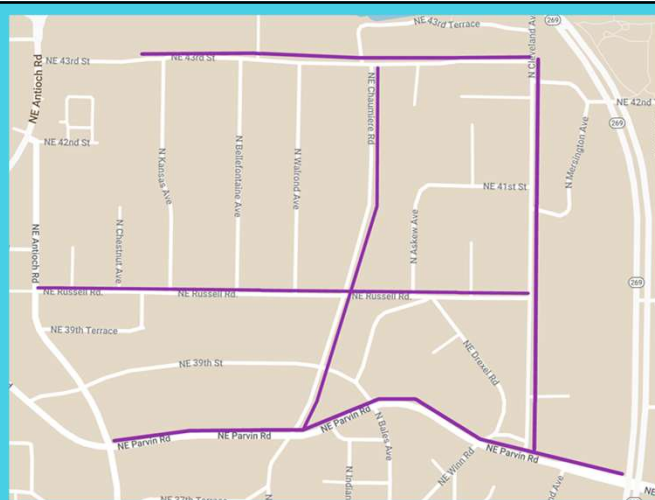
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Photo from our neighborhood

This picture is from part of N Cleveland Ave. This sidewalk does not even go the full length of the road. You can see that it is unsafe for strollers, wheelchairs, runners, or simply just for walking.



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[Here is the link to our interactive map](#)

Our priority of streets where we would like to have sidewalks is listed in order below.

	name	description
1	Russell Rd Sidewalk	Adding a sidewalk along NE Russell Rd would allow for foot traffic to travel to and from Cleveland, the Clay County Clothes Closet, Antioch, and the local community center
2	N Cleveland Ave Sidewalk	There is pre-existing sidewalk on parts of the East side of N Cleveland Ave. We are asking for a updated and new sidewalk to be installed stretching the whole length of N Cleveland for a North-South connection.
3	NE 43rd St Sidewalk	Adding a sidewalk along NE 43rd St would allow for foot traffic to travel to and from Cleveland, Antioch, two local KCATA bus stops, shopping districts, our neighborhood parks, and an apartment complex with young children. Part of an ADA compliant sidewalk has already been started at the West end of the road next to the Brookwood at Antioch apartment complex.
4	NE Chaumiere Rd	We are asking for a new sidewalk to be installed stretching the whole length of NE Chaumiere Rd for a North-South connection through our neighborhood
5	NE Parvin Rd Sidewalk	Adding a sidewalk along NE Parvin Rd would allow for foot traffic to travel to and from Cleveland, Antioch, Chouteau, neighborhood parks, pre-existing sidewalks, and KCATA bus stops.

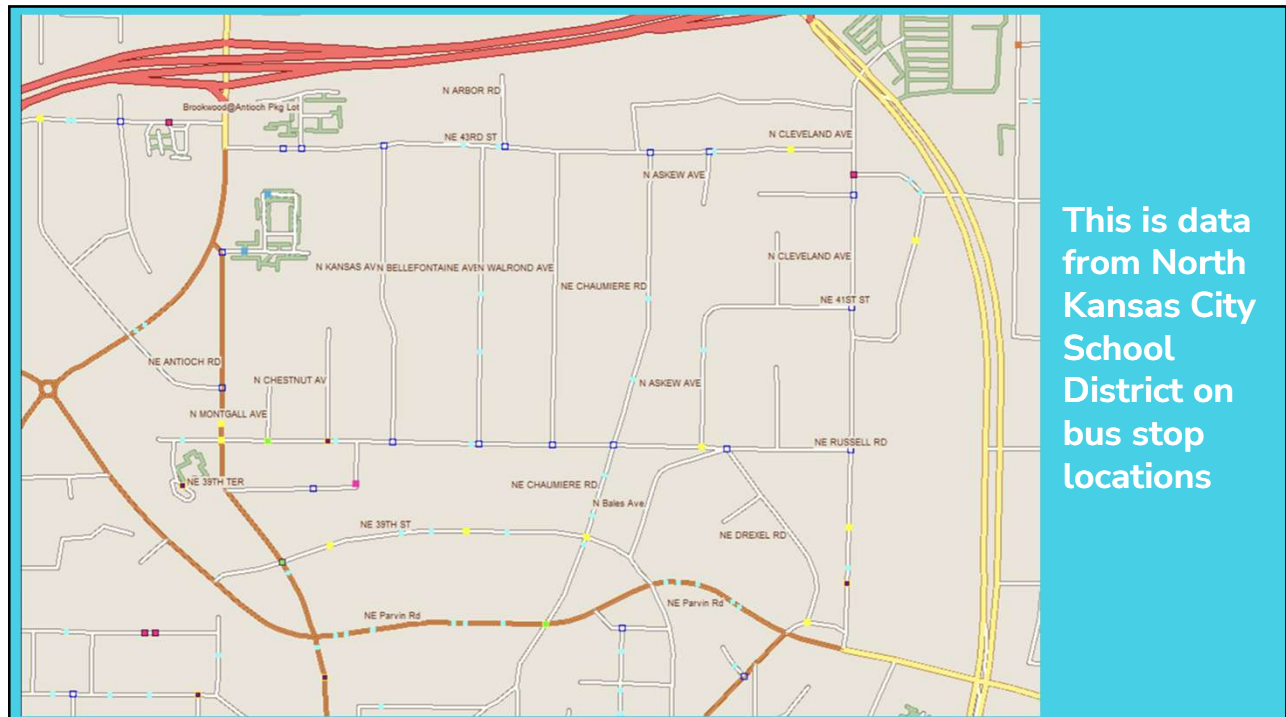
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School Bus Stops

Children must walk to and from their bus stops in the busy roadways. They also have to wait in the roads or on deteriorating corners for their buses to arrive. Our initial request is for “bus stop ahead” signs to be placed near bus stops to help increase visibility and awareness. Which will immediately increase the safety of our children. For the roads that will not have sidewalks installed on them, the secondary request would be for separate, identifiable areas to be created for the children to stand safely while waiting for the bus.



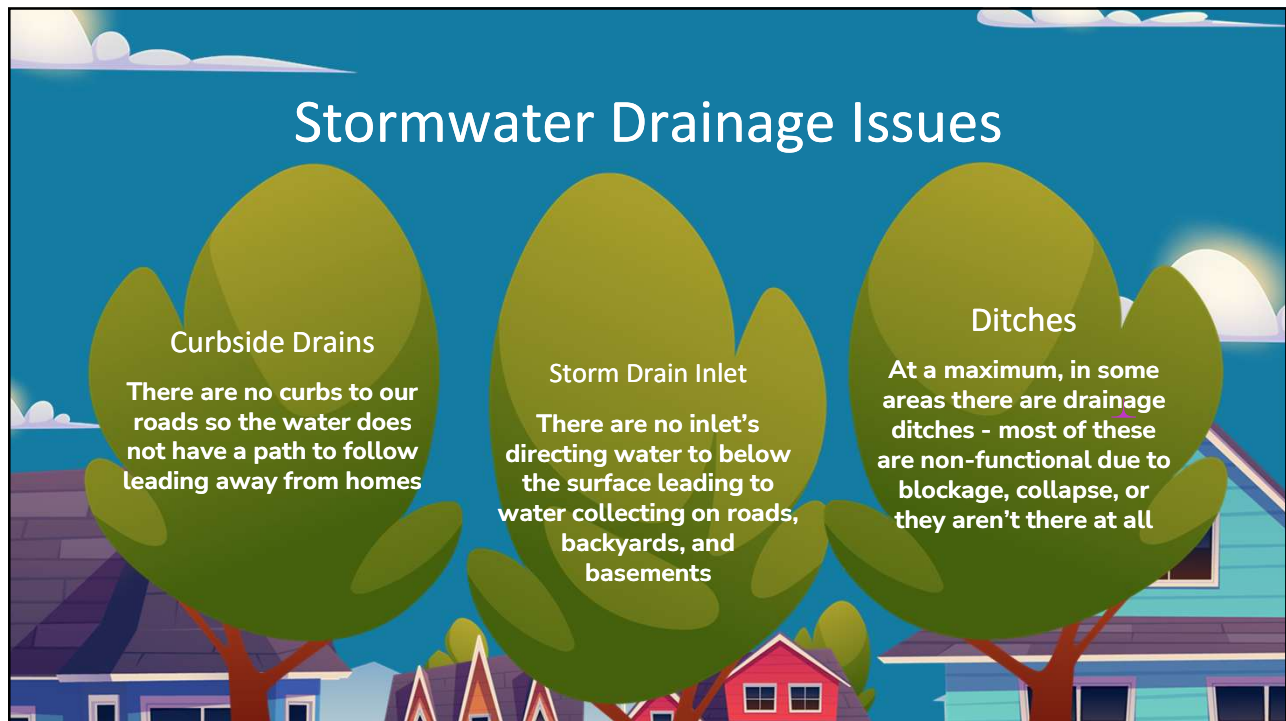
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Photos from our neighborhood



Throughout our neighborhood this is what a majority of the “water drainage” looks like - if there is even any kind of structure put in place at all



On NE 43rd St there is a part of the road that repeatedly has a pothole despite the city repaving the area due to a recurring water leak

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Photos from our neighborhood



Located on NE Russell Rd there is a valley that consistently has water drainage issues. This is about the 3rd time this road has had work in the last 3 years. These pictures are from the heavy rain that occurred in May of 2023. The whole road was shut down for days, patches had to be made multiple times, and the core issue of proper storm water drainage has still not been solved so these issues will persist in the future.



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Photos from our neighborhood



NE Russell Rd valley from May 2023 continued

Right - Please notice the worker down in the hole to give you an idea of the size and depth of the damage



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Photo from our neighborhood



NE Russell Rd valley from May 2023 continued

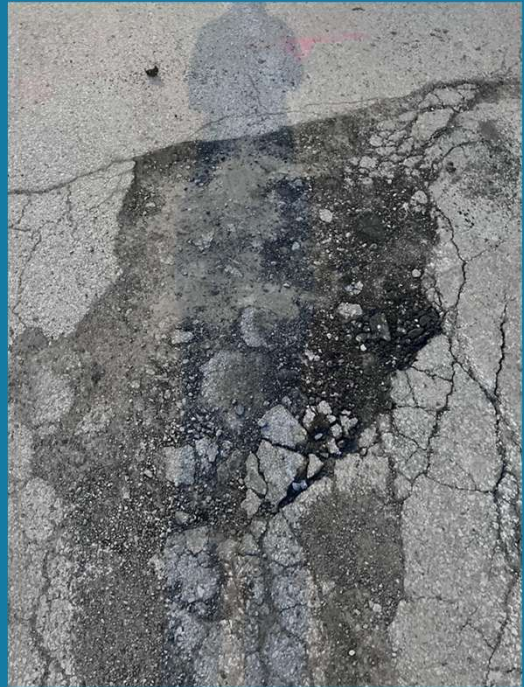
You can see in the background some of the previous patch work that has occurred on this stretch of the road

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Photo from our neighborhood

NE Russell Rd valley from May 2023
continued

Here you can see the first resurfacing
in the valley of Russell Rd failed. This
was not two weeks after repairs had
finished. Crews had to come back out
two more times to get the road back
to working condition.



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Photo from our neighborhood

Drains such as this are some of the
few in the neighborhood. The
problem with this area is there is a
steep drop to this area with
nothing in place to prevent a car or
person from falling in.



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An example of what we are experiencing:

- Sept. 20th we noticed a water leak near a fire hydrant on Russell
- By at least Sept. 25th a report was submitted with 311
- At least 11 more reports were submitted with no visible progress being made on the water line
- At least one public report was submitted for experiencing water pressure issues
- Oct. 21st the line exploded creating a geyser and shutting part of Russell road down
- We lost water connection for a period of time for repairs
- There were 2 metal plates and now more patches in the road

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Photo from our neighborhood

The Oct. 21st Explosion



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Neighbor 1's Story

She has lived in this neighborhood her whole life. She raised a family in her childhood home, like many of her neighbors. She is growing concerned with the lack of attention being given to our neighborhood. Due to her inability to easily navigate the internet, she is unsure how she can get her voice heard.

Neighbor 2's Story

Neighbor 2 and his wife have been living in our neighborhood for over 10 years now. They just had a baby, but are now contemplating moving since they cannot safely walk the neighborhood and their daughter cannot easily play with neighbors.

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Neighbor 3's Story

Neighbor 3 has lived in our neighborhood for nearly a decade. There is a rental property near her that has been filled with trash, fires, drug activity, and homelessness. There was even an "OPEN" neon sign in the window displayed at night time. She has contacted police and the city with no support. They have been in talks of moving of the issue persists.



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Photo from our neighborhood

Here is a driveway entrance on Parvin Rd. Their driveway entrance is starting to collapse due to a lack of proper stormwater drainage.

This is an example of what is happening to many, if not most, of the driveways in our neighborhood.



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05 Final Thoughts

Currently what little “sidewalks” we do have are not ADA compliant. They also are far too narrow, not accessible to most residents, and are crumbling; plus the current sidewalks do not connect.

The ability for our community to be safely walkable is critical to the longevity of our neighborhood.

Deteriorating streets make driving precarious and has lead to unnecessary deaths in our neighborhood. Aging water lines and lack of proper stormwater drainage is leading to more street damage as well as water backing up into homes.



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Our goal is for the Chaumiere Neighborhood to be a safe community with well maintained homes where people are proud to live.



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Do you have any questions?

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Olivia Meade

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Laurel Shoger-Hall

- laurelshoger@gmail.com
- 816.506.4226

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Photo credit: Mike Hendricks, *The Kansas City Star*

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Level of Service (LOS) article from Urbanism Speakeasy

Discussion questions:

- What kinds of metrics should we use to grade streets instead of LOS?
- Would applying LOS to pedestrians, cyclists, and transit help, or just create different problems?
- What are examples of streets or roads in the region that are overbuilt in order to provide high LOS at peak times?
- What are examples in the region where the LOS does not match the street's context?
- What are examples in the region of streets that are great despite having "poor" auto LOS?

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MARC future e-mobility policy brief

Purpose:

To collect policies on e-bikes, e-scooters, and other similar vehicles so that MARC member cities and counties can be helpfully informed about policy options.

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MARC future e-mobility policy brief

The scope could include the following contexts:

- Local, in-region
- Local, out of region
- State-level
- International
- Functions of e-mobility vehicles
- Built environment context
- Shared streets
- On-street bike facilities
- Trails

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MARC future e-mobility policy brief

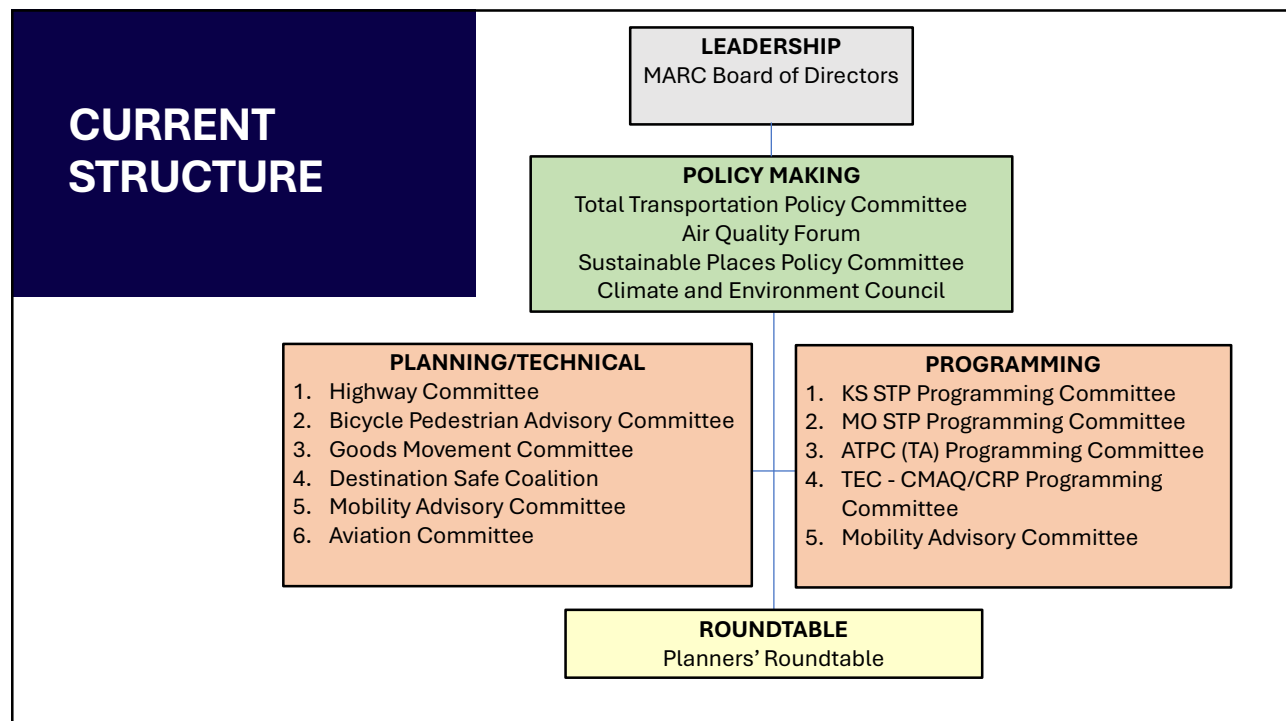
Audience: city management and technical staff

What should we focus on, and how can we organize it to be most helpful to you?

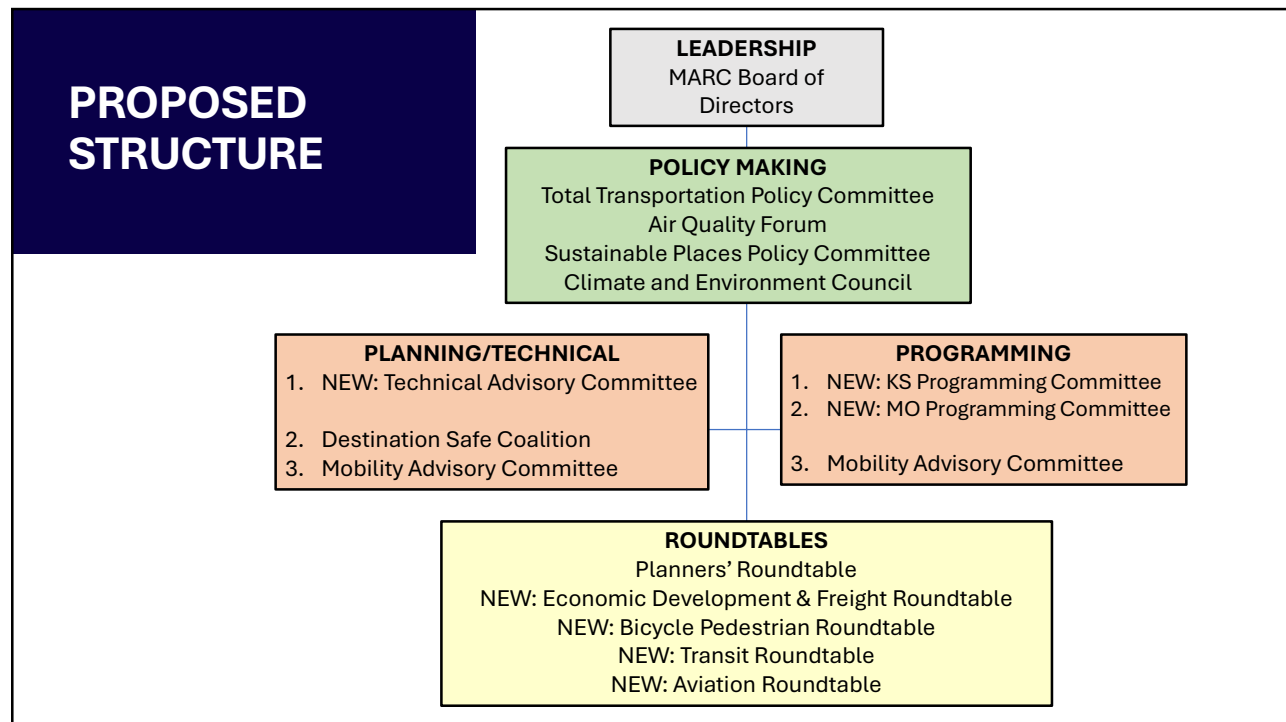
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BPAC transition to a roundtable

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Adjournment

Next meeting: November 12, 2025

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