



**OPEN MEETING NOTICE**  
**TOTAL TRANSPORTATION POLICY COMMITTEE**

Chuck Adams, Kansas Co-Chair

Carson Ross, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, March 21, 2017 at 9:30 a.m. in the Board Room on the second floor** of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

**A G E N D A**

1. Welcome/Introductions - 9:30 a.m.
2. *VOTE: February 21, 2017 Minutes\** - 9:35 a.m.
3. *VOTE: Release Quarterly TIP Amendment for Public Review and Comment\** - 9:40 a.m.
4. REPORT: MoDOT Update on Innovation and Alternative Finance - 9:45 a.m.
5. REPORT: Scenario Planning Policy Discussion - 10:00 a.m.
6. REPORT: Beyond the Loop Study Update- 10:20 a.m.
7. REPORT: I-35 Integrated Corridor Management Planning: Conclusions and Next Steps - 10:35 a.m.
8. REPORT: 2016 4<sup>th</sup> Quarter Traffic Fatality Report - 10:45 a.m.
9. Other Business - 10:55 a.m.
10. Adjournment - 11:00 a.m.

**\*Action Items**

**Getting to MARC:** Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, can be found [online](#). 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.

**Parking:** Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

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**Total Transportation Policy Committee**  
**February 21, 2017**  
***Meeting Summary***

**Members, Alternates Present-Representing**

Mayor Carson Ross, Jackson Co. Munic., MO Co-Chair  
Commissioner Jim Allen, Johnson County  
Matt Davis, Jackson County  
Richard Grenville, PortKC  
Darren Hennen, Northland Chamber of Commerce  
Tony Hofmann, City of Overland Park  
Nathan Law, Miami County Municipalities  
Robbie Makinen, KCATA  
Michael McDonald, Leavenworth County Munic.  
Sherri McIntyre, City of Kansas City  
Janet McRae, Miami County  
Jack Messer, City of Overland Park  
Josh Powers, Johnson County  
Mark Randall, City of Independence  
Mayor Randy Rhoads, City of Lee's Summit  
Eric Rogers, BikeWalk KC  
Fred Sherman, Johnson County Municipalities  
Kite Singleton, Regional Transit Alliance  
Mayor David Slater, Clay County Municipalities  
Mayor John Smedley, Platte County Municipalities  
Tim Vandall, Leavenworth County Municipalities  
Geoffrey Vohs, Johnson County  
Mayor Eileen Weir, City of Independence  
Doug Whitacre, Johnson County Municipalities  
Beth Wright, City of Olathe  
Beccy Yocham, Johnson County Municipalities

Jennifer Schwaller, HDR  
Allison Smith, KDOT  
Paul Snider, KCATA  
Kip Strauss, HNTB  
Brent Thompson, Unified Gov't WyCo/KCK

**MARC Staff Present**

Ron Achelpohl, Director of Transp. and Environment  
Aaron Bartlett, Senior Transportation Planner  
Karen Clawson-Sifton, Senior Transportation Planner  
Beth Dawson, Senior Land Use Planner  
Amanda Graor, Principal Planner/Air Quality Program  
Manager  
Marc Hansen, Principal Planner  
Jim Hubbell, Principal Planner  
Tom Jacobs, Environmental Program Director  
Whitney Morgan, Transportation Planner II  
Jenny O'Brien, Air Quality Employer Outreach Specialist  
Martin Rivarola, Assistant Director of Transportation  
Land Use Planning  
Kaitlyn Service, Transportation Planner I  
Amy Strange, Public Affairs Coordinator  
Jermain Whitmore, Program Assistant  
Eileen Yang, Transportation Modeling Manager

**Others Present**

Jamesen Auten, KCATA  
Dick Davis, Olsson Associates  
John Dobles, HNTB  
Vernon Fields, City of Basehor  
Bob Heim, Platte County  
John Ivey, Citizens 4 Progress  
Nan Johnston, City of Parkville  
Kristen Leathers, Affinis  
Mike McKenna, Affinis  
Ken Miller, City of Lansing  
Wes Minder, City of Kansas City  
Jon Moore, Olsson Associates  
Paul Plotas, Wilson & Co.  
Rob Richardson, Unified Gov't WyCo/KCK  
Kurt Rotering, Walter P. Moore  
Jennifer Russell, Garver  
Darin Sanders, Clay County  
Mark Sherfy, BHC Rhodes

### 1) **Welcome/Introductions**

Mayor Carson Ross, Missouri Co-Chair, called the meeting to order and self-introductions followed.

### 2) **Approval of January 17, 2017 Meeting Summary\***

There were no changes to the January 17, 2017 meeting summary. Beccy Yocham moved to approve the meeting summary, Mayor David Slater seconded and the motion carried unanimously.

### 3) **2017 Unified Planning Work Program – Amendment #1\***

The *Unified Planning Work Program (UPWP)* 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2017 UPWP Amendment #1 will make the following modifications:

- Program additional Missouri Consolidated Program Grant (CPG) in the following tasks for staff expenses:
  - 1.1 - Program Administration \$15,000;
  - 2.1 - Land Use, Demographic and Comprehensive Planning \$50,000
  - 2.3 - Modeling/Forecasting Activities \$50,000
  - 2.5 - Transportation Research and Database Management \$40,000
  - 4.1 - Conformity of the MTP and TIP \$3,200
  - 4.2 - Mobile Source Elements of the Clean Air Action Plan \$5,000
- Revise task 3.1, Transportation Improvement Program, to remove \$60,000 for contracted services for the development of a TIP Database Tool. Reassign this funding to staff expenses in tasks 2.2, Metropolitan Transportation Plan (\$30,000) and 3.1, Transportation Improvement Program (\$30,000);
- Revise task 5.1, Active Transportation Planning, to remove \$80,000 for contracted services for the development of a Regional Pedestrian Policy Plan. Reassign this funding to staff expenses in task 5.1;
- Revise task 5.2, Intelligent Transportation Systems Planning and Integration, to decrease CPG funding for the Regional ITS Architecture Update by \$25,000. This decrease will be offset by increased funding from other sources. Reassign the CPG funding to staff expenses in task 2.5, Transportation Research and Database Management.
- Adjust the MARC consultant budget in Appendix C, Schedule 3 to reflect the consultant contract budget changes in tasks 3.1, 5.1, and 5.2 described above;
- Add new tasks funded through the Missouri Traffic Engineering Assistance Program (TEAP) to the Appendix E – Related Activities
  - E.5 - Lewis Street Traffic Study – Parkville, MO
  - E.6 – Pleasant Hill Bikeway Plan – Pleasant Hill, MO

The revisions are detailed at [http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2017\\_UPWP\\_Amend1.aspx](http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2017_UPWP_Amend1.aspx)

Projects conducted through the *UPWP* may influence or result in changes to established transportation policies, plans and programs.

MARC's Public Involvement Plan requires that proposed amendments to the *UPWP* be released for public review and comment prior to adoption. One comment supporting the inclusion of the Pleasant Hill Bikeway Plan was received by telephone.

The amendment results in an increase of \$163,200 to the overall UPWP CPG budget.

Mayor Eileen Weir moved to approve *Amendment #1 to the 2017 UPWP*, Sherri McIntyre seconded and the motion carried unanimously.

#### **4) KCATA Update**

Robbie Makenin & Jamesen Auten provided an update on the new RideKC Freedom service. The Kansas City Area Transportation Authority (KCATA) has developed a new approach to service delivery for technology-enabled, on-demand paratransit services. In the near future, KCATA plans to initiate a pilot project which will enable both ADA qualified and general public riders to schedule taxi and paratransit trips through an app-based reservation system or through the regional call center.

Kite Singleton questioned what will happen to Bridj and what do the vehicles will look like. Mr. Makenin responded that the vehicles used for the Bridj pilot will get consolidated into the program; and will be rebranded.

Janet McRae inquired about the hours of operation, and Mr. Makenin answered that it will run 24/7.

Mayor John Smedley asked if this is being view as an Uber/Taxi overlay, or will it be interfaced with the existing routes. Mr. Auten remarked that it will be region wide, but there are a few issues they are working through and plan to include as many as possible.

Beccy Yocham asked what will the service times be, and if they will compete with companies like Uber. Mr. Auten replied that initially it may be longer, but KCATA will work on making it competitive and will be a significant improvement over current paratransit service time.

#### **5) 2015 Planning Sustainable Places (PSP) Project Update**

Rob Richardson & Don Sloan with the Unified Government Tri-City (Bonner Springs, Edwardsville and Kansas City, Kansas) Plan project provided an overview, and the impact that the project is having. The Kansas City region's vision of vibrant, green and connected centers and corridors is central to both the Creating Sustainable Places (CSP) initiative and *Transportation Outlook 2040 (TO 2040)*, the region's Metropolitan Transportation plan. In 2012, MARC's TTPC and the CSP Coordinating Committee joined forces to launch PSP, a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors & centers. The PSP program continues to serve as a single local government assistance program intended to specifically respond to these goals and facilitate objectives as listed below. The Sustainable Places Policy Committee (SPPC) provides oversight to the PSP Program.

##### **Program Objectives:**

- Support the development & implementation of local activity center plans consistent with CSP principles, identified regional activity centers, & the land use policy direction outlined in *TO 2040*.
- Support localized public engagement and community consensus building.
- Support the 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.
- Support conceptualization, development, & implementation of CSP projects.

The 2015 Planning Sustainable Places funding cycle has a project that has concluded its work.

The Planning Sustainable Places Program represents a key implementation mechanism for numerous related adopted plans, including *TO 2040*.

KS/MO Surface Transportation Program funds FY 2015 – Funds awarded to MARC to be used as support of local planning initiatives selected as outcome of the PSP Call for Projects.

Michael McDonald enquired if there is genuine excitement during the public engagement/input for the improvements or are they more focused as beautification efforts. Mr. Richardson explained that it is a mix of interest. On the east & west ends there is excitement, but places like Edwardsville are a little more cautious. There are some beautification efforts, but there are a lot of amenities that aren't accessible to the metro area.

#### **6) 2017 MARC Work Plan Review**

Ron Achelpohl provided an overview of MARC's major work objectives for 2017 for review and discussion. The summary is prepared to assist the Board, committees and staff in better understanding and focusing on key initiatives. The summary does not fully describe all of MARC's activities, particularly those that are routine, but it highlights issues of particular importance that require attention by the Board, MARC committees, and the community-at-large.

Full details of 2017 work objectives are included in the *Unified Planning Work Program*.

#### **7) 2017 UPWP Active Transportation Related Major Work Activities**

Aaron Bartlett provided the overview of the Active Transportation Work Plan. The MARC staff is undertaking a number of major work activities, which relate to active transportation modes. This report covers four activities/products found in the 2017 Unified Planning Work Program, **Section 5.1 Active Transportation Planning**. Each of these items are addressed briefly. An oral presentation will accompany this report. Later this year staff reports and updates will be required for items resulting in products.

### **5.1 Active Transportation Planning**

#### 5.1.4 PRODUCT: Development of a Regional Pedestrian Policy Plan. (Project Manager: Aaron Bartlett)

MARC recognizes the essential role that walkability has in regional multimodal transportation system. This plan will synthesize a regional vision that improves walkability across judicial boundaries through policies, plans and programs. A regional pedestrian policy plan coordinate planning efforts first at the regional level and provides best practices to address walkability at the local level. Beginning in August of 2016 MARC issued a Local Government Pedestrian Inventory to cities in the region. This inventory closed in January of 2017. The results of this inventory will guide further research for incorporation, into this plan. This planning process will result in a final document presented for adoption in the first quarter of 2018.

#### 5.1.5 PRODUCT: Development of the Metrogreen® Bikeway and Trail Wayfinding Plan (Project Manager: Aaron Bartlett)

In January of 2015, MARC adopted the [Greater Kansas City Regional Bikeway Plan](#), envisions a cohesive regional network of bikeways, connected across city, county and state boundaries, that promotes active transportation. The Regional Bikeway Network proposed in this plan will make it easier for people across the metro to use bicycling not only for recreation, but also as a viable transportation alternative to reach a wide variety of destinations. The plan substantially expanded the MetroGreen® system, adding hundreds of miles of roadway corridors. The plan recommended that MARC coordinate development standards for a regional bikeway and trail wayfinding system.

MARC will lead an effort with the aid of a consultant to develop regional wayfinding guidelines to promote consistency and compatibility between regional and local bikeways. The planning process will include a review of national bicycle wayfinding best practices and a summary of existing bikeway and trail wayfinding throughout the MARC region. The final document will provide design guidelines, which governs the architecture of are regional wayfinding network, including a destination, direction, distance/travel time and protocol for sign placement.

The anticipated planning effort period to completion after the consultant has notice to proceed is 8 months.

5.1.8 ACTIVITY: Regional Counting Program (Project Manager: Kaitlyn Service)

Bicycle and pedestrian volume data improves the region’s understanding of active transportation movements in the region. MARC owns portable bicycle and pedestrian counting equipment, which it continues to loan to local jurisdictions.

When the City of Overland Park purchased their own counting equipment in 2016, MARC and Overland Park entered into a voluntary data sharing agreement whereby each organization has access to data produced by both sets of counters, regardless of ownership. The data sharing structure is low maintenance and can be replicated if other entities in the region purchase compatible counting equipment.

Additionally, MARC has been testing the accuracy of the counting equipment and refining installation procedures. Development of best practices guidance will standardize and improve the quality of the data collected.

MARC continues to research potential opportunities for program expansion.

5.1.10 PRODUCT: Update 2012 Complete Streets Handbook (Project Manager: Kaitlyn Service)

Since the Complete Streets Handbook was published in 2012, roadways across the region have been retrofitted to better accommodate users of all abilities who are walking, biking, driving, or taking public transit. The 2017 Complete Streets Handbook update will showcase local examples of Complete Streets resulting from reconstruction, new construction, and road diet projects.

The update will also include information on Green Streets techniques to reflect the December 2015 revision of the Regional Complete Streets Policy. Green Streets integrate strategies for stormwater management, urban heat island abatement, streetscaping and urban forestry into their design.

Darren Hennen questioned if the work on the trails is being coordinated with 911, and Mr. Bartlett responded that it has been done in the past, but not a part of the future work plan.

**8) 2017 Regional Transit Coordinating Council (RTCC) Major Work Activities**

Karen Clawson covered the RTCC work plan for 2017. The RTCC is an advisory body to MARC, the Kansas City Area Transportation Authority (KCATA) and local jurisdictions. The RTCC convenes on a bi-monthly basis to address regional transit planning, coordination and implementation of transit priorities. The objectives of the Council are to:

- Provide an improved forum to support coordination of regional transit operations and services, planning and related transit activities;
- Advise on technical and policy input to existing KCATA, MARC and local groups;
- Improve alignments between federal, KCATA, and MARC planning and programming requirements and processes; and
- Support governance and structural changes to the regional transit services, over time.

Staff will continue to report or seek direction from the TTPC on a number of these initiatives as they advance throughout the year.

The region’s Metropolitan Transportation Plan, Transportation Outlook 2040, outlines a policy framework as the foundation for various activities for MARC and supporting committees. Specifically, TO2040 includes a goal to expand “transportation choices” – with a charge to expand affordable, accessible, multi-modal transportation options in order to better connect residents and visitors to jobs and services. The RTCC’s work plan includes various initiatives to achieve these objectives.

2017 RTCC Work Plan, adopted by the RTCC on January 10, 2017.

Mayor Weir inquired how much of net revenue is collected through fares, and Mr. Makinen replied that approximately \$13 million a year, and they are working on keeping with emerging technologies. Mayor Weir queried if there will be more free ride days, and Mr. Makinen answered that they are working on increasing ridership, but will eventually get to that point.

Mark Randall asked if the group is looking at coordinating with 5310 funding, and Mrs. Clawson remarked that the Mobility Coordinating Committee with working on that.

#### **9) Performance Measures and Target Setting Work Plan**

Jim Hubbell provided an overview of the various performance measures and work plan for setting targets. When Congress passed the federal transportation bill MAP-21 in July 2012, it included a series of provisions for Transportation Performance Management (TPM). According to Title 23, Chapter 1, Section 150 of that law, "Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming."

In the intervening years, Congress passed the FAST Act in December 2015, which essentially maintained and reaffirmed the performance management provisions of MAP-21. Also during this time, USDOT developed a set of performance measures and related regulations through the federal rulemaking process. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance. As the proposed rules were issued, various stakeholders and MARC committees were engaged to review and develop comments. In many cases, final rules reflected substance of comments submitted by MARC.

Under the Transportation Performance Management requirements of MAP-21/FAST Act, State DOTs, Metropolitan Planning Organizations (MPOs) and Public Transportation Providers will be required to establish targets for as many as 26 performance measures. Three measures apply only to areas designated non-attainment or maintenance for certain air pollutants: ozone, carbon monoxide, or particulate matter. Currently, there are no non-attainment or maintenance areas for the aforementioned pollutants in the Kansas City region. In 2017 and 2018, MARC will coordinate with planning partners and regional stakeholders to establish performance targets for 23 measures.

In addition to establishing targets for the performance measures defined though the MAP-21/FAST Act rulemaking process, MARC will also need to monitor and demonstrate reasonable progress towards achieving those targets. The targets established for the Kansas City metropolitan region will ultimately be integrated into the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and regional performance management process.

#### **10) 2016 Air Quality Awareness Survey Results**

Amanda Graor provided the results of the 2016 survey and discussed some of the year-to-year trends in air quality awareness in the Kansas City region. The 2016 ozone season ended October 31<sup>st</sup> with final ozone levels coming in just below the federal health-based ozone standard. The Kansas City region has previously been designated nonattainment for ozone, and has been considered a maintenance or attainment area since 1992. However, the region has consistently been at or near the federal standard since then with one or more days of exceedance during every ozone season.

The MARC Air Quality Program has undertaken an annual survey to determine the public awareness of air quality issues in the region for over fifteen years.

Mr. McDonald remarked that Leavenworth County was informed that they would be added to the Air Quality boundary for quite some time; but still have not, and wonders if the response would be the same for them as the other counties that are included. Ms. Graor explained why they still aren't a part of the boundary because of different factors, such as CMAQ funding. It is a possibility it could influence the survey, but won't be included until they become a part of the boundary.

Mayor Ross enquired if ethanol gas is harmful, and Ms. Graor commented that it depends on the blend. The higher the number is, the cleaner it will burn; however, it is still not as energy efficient as regular gasoline.

#### **11) Rideshare Rebranding and Mobile Application**

Jenny O'Brien provided a preview and information about the new look and increased functionality of the Ridesharekc.org website, as well as an overview of the mobile application and suggestions for how cities and counties can use this program to promote ridesharing in their communities. The regional Rideshare program, supported by Congestion Mitigation/Air Quality funds, promotes alternatives to commuting alone to area employers and commuters. The program recently underwent an update to the brand, website and development of a mobile application to support program functions.

#### **12) Other Business**

- Mr. Achelpohl announced that the Beyond The Loop public meeting will take place this Thursday, February 23<sup>rd</sup> at the Central Library at 2pm.
- Mr. Achelpohl reminded everyone about turning in nominations for the MARC Regional Leadership Awards, which are due by March 17<sup>th</sup>.

#### **13) Adjournment**

With no further business the meeting was adjourned. The next meeting of TTPC will be held February 21, 2017.



**ISSUE**

*VOTE: 2017 2<sup>nd</sup> Quarter Amendment to the 2016-20 Transportation Improvement Program*

**BACKGROUND**

The *Transportation Improvement Program (TIP)* is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the *TIP* on a quarterly cycle to accommodate changes to projects in the *TIP*.

The proposed 2017 2<sup>nd</sup> Quarter Amendment to the *2016-20 TIP* includes 17 projects:

- 8 new projects to be added, including, but not limited to:
  - #162004 – DeSoto Road from Ida Street to Eisenhower Road
  - #356105 – 127<sup>th</sup> Street over Captain Creek Bridge Replacement
  - #634072 – Miller Road Bridge Maintenance
  - #990297 – ITS Improvements in Clay and Platte Counties
- 9 modified projects
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review on the Internet at:

<http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/17Q2amend.aspx>

**POLICY CONSIDERATIONS**

MARC's Public Involvement Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption.

All of the projects in the proposed 2<sup>nd</sup> quarter amendment are financially constrained.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

Approve the release of the 2017 2<sup>nd</sup> Quarter Amendment to the *FFY 2016-2020 TIP* for public review and comment.

**STAFF CONTACT**

Marc Hansen

**TTPC AGENDA REPORT**

**Agenda Item No. 4**

March 21, 2017

**ISSUE**

REPORT: MoDOT Report on Innovation and Alternative Finance

**BACKGROUND**

The Missouri Department of Transportation is pursuing innovative transportation and funding solutions through their Road to Tomorrow initiative. The program is currently focused on pilot projects for solar roadways, the internet of things, smart pavement, electric vehicle infrastructure, grant writing and innovative finance.

More information about this program is available at <http://www.modot.org/road2tomorrow/>

MoDOT staff will provide an update on these initiatives at the meeting.

**POLICY CONSIDERATIONS**

None.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACTS**

Ron Achelpohl

## ISSUE

REPORT: Scenario Planning Policy Discussion

## BACKGROUND

MARC has launched a scenario-planning process to inform future iterations of various regional plans. This process was designed as a way to raise awareness and account for a number of potentially disruptive forces and trends which appear to be on the horizon, and which will make the traditional planning approach less robust and resilient than in the past.

To date, MARC has hosted a number of conversations around impacts of these driving forces. We have engaged the community on discussion of what can be done at the regional level in order to take advantage of opportunities and minimize negative consequences, which could be:

- **Climate change** (Environmental, social and economic impacts of climate change). May lead to more hot/wet days, higher energy costs, increase in heat-related disease, and net in-migration from coasts. May lead to greater efficiency in energy use and development patterns.
- **Shifting demographics** (Major demographic changes as the Baby Boom generation leaves the workforce and is succeeded by millennial workers and families). Will lead to significant changes in the workforce, changing housing needs, and increased need for aging support services.
- **Economic globalization.** (Global economic changes in trade, movement of capital and immigration). May lead to increased income inequality, changing nature of work, with new “winners and losers”. Some occupations may disappear while others grow.
- **Emerging Technologies.** (Increasing levels of vehicle automation and other technology shifts). May lead to cleaner, safer, more efficient travel. May lead to changes to commuting, development patterns and parking needs.

Given the impact of these driving forces, it is the intent of this process to outline ways in which our region can still accomplish shared goals and aspirations. This process will help identify indicators and performance measures to be used in the update of regional plans for transportation, economic development, housing, environmental, hazard mitigation and other topics. Throughout this process, we will continue to engage community leaders, MARC committees, and the general public in order to develop a more robust, resilient & integrated regional plans.

During the March TTPC meeting, we will provide a more thorough update on our ongoing process. More detailed information on Scenario Planning at MARC can be found here:

<http://www.marc.org/Regional-Planning/Creating-Sustainable-Places/Plans/Scenario-Planning>

## POLICY CONSIDERATIONS

This process will identify policy priorities to help our region achieve common objectives in light of driving forces and their potential impacts. This will inform the development of the policy framework of the next iteration of the Metropolitan Transportation Plan.

## BUDGET CONSIDERATIONS

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACTS**

Ron Achelpohl  
Martin Rivarola

**ISSUE**

REPORT: "Beyond the Loop" Study

**BACKGROUND**

"Beyond the Loop", a study to explore the future of the Broadway/O'Neil Bridge and the I-70 North Loop, was launched in the late fall of 2016. This study will seek to identify reasonable strategies to improve multi-modal connectivity, safe travel and traffic flow on the US-169 corridor (including the Broadway Bridge) and improve connections to and around downtown on the adjacent stretch of I-70. The study is considering a wide range of issues, not just traffic flow across the Missouri River, but also how transportation improvements might improve connections between the River Market and Downtown and how various options for improvement would impact the Charles B. Wheeler Downtown Airport, the Port of Kansas City, river navigation, bicyclists and pedestrians, transit and railroads, as well as transportation linkages across the state line and economic development initiatives in surrounding areas.

"Beyond the Loop" will determine and document a "Purpose and Need Statement" and then identify, screen and document "reasonable alternatives" for future National Environmental Policy Act (NEPA) work on US-169 and I-70 in the near vicinity of downtown. The study will also develop priorities for different segments of independent utility within the study area. The study, which includes a robust public stakeholder engagement process, is scheduled to be completed by 2018. A webpage with additional information has been created and can be visited here: <http://www.beyondtheloopkc.com/>

MARC is coordinating the work and providing project management between consultants/partner agencies (MoDOT/KDOT/KCMO/UG), various stakeholder groups and the public. A consultant team led by Burns & McDonnell has been hired to conduct the study.

MARC Staff and the consultant team will be providing an update to the TTPC on status of the study.

**POLICY CONSIDERATIONS**

We hope to engage the TTPC on discussion regarding overall direction for "Beyond the Loop", in order to help shape the "Purpose and Need" statement (study goals and objectives).

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None. Public kick-off was held at the Central Public Library on February 23<sup>rd</sup>, with over 100 members of the public in attendance.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACTS**

Ron Achelpohl  
Martin Rivarola

**ISSUE**

I-35 Integrated Corridor Management Planning: Conclusions and Next Steps

**BACKGROUND**

In January 2017, MARC and a team of consultants wrapped up a project to study and advance the concept of Integrated Corridor Management (ICM) along the I-35 corridor in Kansas, from the US-56/175<sup>th</sup> Street interchange in Gardner to the Missouri State Line. ICM involves the coordination and integration of various institutions, travel modes, and technologies within a particular transportation corridor for the purpose of improving mobility. In regionally significant, high activity corridors like I-35, ICM is a viable solution for optimizing movement of people and goods in a safe and efficient manner.

A key outcome of this project was the development a Concept of Operations (“ConOps”) for the integration of transportation modes, agencies, networks, and intelligent transportation systems. It outlines roles, responsibilities and technological requirements for the integration of multi-modal transportation operations within the I-35 corridor.

Staff will give a brief presentation on the project, focusing on recommendations and next steps for implementation. This project was made possible thanks to a competitive CPG grant from the Kansas Department of Transportation.

**POLICY CONSIDERATIONS**

ICM is recommended as a key transportation operations and management strategy in the region’s long-range plan, *Transportation Outlook 2040*.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None – information only

**STAFF CONTACT**

Jim Hubbell  
Ray Webb

**ISSUE**

REPORT: 2016 4th Quarter Traffic Fatality Report

**Background**

The Kansas City Region Fatality Report ending December 31, 2017 is attached. The report tracks 15 Focus Areas identified in the **Safety Blueprint**. Each quarterly report represents the total recorded year-to-date roadway fatalities for the 13 county area. The **Safety Blueprint** has a set goal of 170 or fewer fatalities through 2016.

A total of **231** fatalities have been reported through this quarter, this is above the year-to-date goal of **180** or less. The five-year average 2011-2015 this this period is **205**. This year fatalities are **up 13%** over the five-average.

The report provides fatalities by county. This year we are observing increases in both urban areas and the rural areas. The month-by-month regional fatalities are compared to the five-year monthly average to provide a baseline. The region experienced unusually high fatalities in February, July, August and September over monthly average.

The report tracks 15 Focus Areas that are grouped into Behavioral, Infrastructure and Special User categories. Human factors contribute to 94% of crashes according to the National Highway Traffic Safety Administration studies. The Destination Safe Coalition continues to focus their efforts to address behavior related safety issues. Occupant protection, and unsafe driving behaviors such as aggressive driving, driving under the influence, and distracted driving remain focus areas that are addressed through education, enforcement and public policy.

**Four in ten fatal crashes involves an unrestrained occupant.** Statewide seat belt rates reported for 2015 were 80.0% Missouri and 82.1% Kansas use rate compared to a national 87.0% use rate. The Coalition encourages more communities in Missouri to consider primary seatbelt ordinances because they correlate to higher seatbelt use rates.

The two leading infrastructure focus areas are “lane departure” and “fixed object”. This quarter infrastructure related factors are up across all focus areas. Addressing these factors requires long term and sustained efforts.

Special user focus areas showed are up over the five-year average for all areas except “Motorist 15-24 years old”. Efforts to reduce fatalities focus primary on this group and often involves public education with targeted law enforcement.

We will continue to monitor traffic fatalities and will report again in June of 2017.

**POLICY CONSIDERATIONS**

One of the regional goals of *Transportation Outlook 2040* Update is to “... improve safety and security for all transportation users.”

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACTS**

Aaron Bartlett

Martin Rivarola



# 2016 Quarterly Fatality Report

## Ending Dec. 31, 2016



The 2016 goal is **170 or fewer** fatalities.

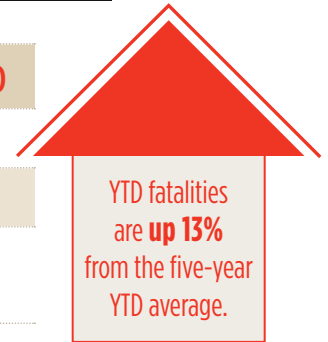
Produced in partnership with



### Q. What is the five-year YTD average?

A. The five-year average for each quarterly report is an average of total fatalities for the same year-to-date (YTD) period over the previous five years (2011–2015). This report compares YTD 2016 with the same period five-year YTD average.

| Roadway fatalities                          | Destination Safe YTD |
|---|----------------------|
| Year-to-date target                         | 170 or fewer         |
| YTD, ending Dec. 31, 2016                   | 231                  |
| Five-year YTD average, ending Dec. 31, 2016 | 205                  |

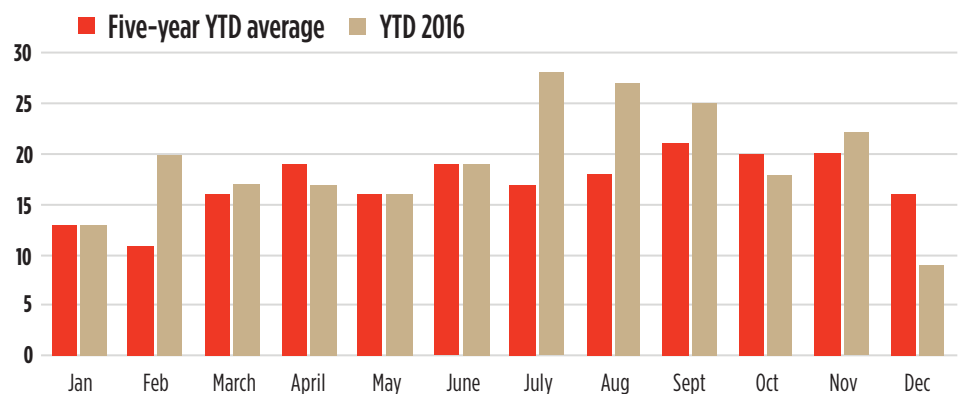


| Roadway fatality locations by county | YTD 2016 | Five-year YTD average |
|--------------------------------------|----------|-----------------------|
| Johnson (KS)                         | 28       | 23.6                  |
| Leavenworth                          | 10       | 10.2                  |
| Miami                                | 4        | 8.4                   |
| Wyandotte                            | 22       | 20.8                  |
| Cass                                 | 14       | 11                    |
| Clay                                 | 20       | 19.8                  |
| Jackson                              | 90       | 72                    |
| Johnson (MO)                         | 11       | 8.2                   |
| Lafayette                            | 5        | 5                     |
| Pettis                               | 5        | 7.8                   |
| Platte                               | 13       | 10.4                  |
| Ray                                  | 3        | 3.2                   |
| Saline                               | 6        | 4.2                   |

Preliminary data provided by Kansas and Missouri Departments of Transportation. Some information calculated by MARC.

This document is exempt under discovery or admission as part of 23 USC § 409. The collection of safety data in the Kansas City region is encouraged to actively address safety issues on regional, local and site-specific levels. Congress has enacted a law, 23 USC § 409, which prohibits the discovery or admission of crash and safety data from being admitted into evidence in a federal or state court proceeding. This document contains wording, charts, tables, graphs, lists and diagrams for the purpose of identifying and evaluating safety enhancements in the Kansas City region. These materials are protected under 23 USC § 409. Congress' rationale behind 23 USC § 409 is that safety data is compiled and collected to help prevent future crashes, injuries and deaths on our nation's transportation system.

### Month-by-month regional fatalities



# Priority Issues

as identified by the Destination Safe Coalition in the 2013 Regional Transportation Safety Blueprint.

| Behavioral priorities   | Infrastructure-related issues  | Special user priorities        |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
|---|--------------------------------|--------------------------------|--------------------|-----|-----|------|---|---------------------|--------------------------------|--------------------|-----|-----|-------|--|---------------------|--------------------------------|--------------------|----|-----|------|
| <p><b>Unrestrained occupants</b><br/>A fatality in which the person killed was not using safety belt or restraint device.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>102</td> <td>44%</td> <td>83.4</td> </tr> </tbody> </table>                                    | 2016 YTD fatalities            | Percent of 2016 YTD fatalities | Five-year YTD avg. | 102 | 44% | 83.4 | <p><b>Lane departure</b><br/>A fatality that involves a vehicle crossing into an adjacent lane of traffic or leaving the roadway.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>169</td> <td>73%</td> <td>134.8</td> </tr> </tbody> </table>                   | 2016 YTD fatalities | Percent of 2016 YTD fatalities | Five-year YTD avg. | 169 | 73% | 134.8 | <p><b>Motorists 15–24 years old</b><br/>A fatality of a person of any age that involved a driver between the ages of 15 and 24.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>54</td> <td>23%</td> <td>42.4</td> </tr> </tbody> </table>        | 2016 YTD fatalities | Percent of 2016 YTD fatalities | Five-year YTD avg. | 54 | 23% | 42.4 |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 102   | 44%                            | 83.4                           |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 169   | 73%                            | 134.8                          |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 54  | 23%                            | 42.4                           |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| <p><b>Aggressive driving</b><br/>A fatality involving a combination of moving traffic offenses (primarily speeding) that endanger other persons or property.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>80</td> <td>35%</td> <td>78.4</td> </tr> </tbody> </table>  | 2016 YTD fatalities            | Percent of 2016 YTD fatalities | Five-year YTD avg. | 80  | 35% | 78.4 | <p><b>Fixed object</b><br/>A fatality that involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>87</td> <td>38%</td> <td>67.4</td> </tr> </tbody> </table>                     | 2016 YTD fatalities | Percent of 2016 YTD fatalities | Five-year YTD avg. | 87  | 38% | 67.4  | <p><b>Motorcycle/moped</b><br/>A fatality of a person operating a motorcycle or moped.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>32</td> <td>14%</td> <td>31.6</td> </tr> </tbody> </table>   | 2016 YTD fatalities | Percent of 2016 YTD fatalities | Five-year YTD avg. | 32 | 14% | 31.6 |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 80  | 35%                            | 78.4                           |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 87  | 38%                            | 67.4                           |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 32  | 14%                            | 31.6                           |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| <p><b>Impaired driving</b><br/>A fatality caused by a driver who is impaired by alcohol, drugs or other substance.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>48</td> <td>21%</td> <td>60.2</td> </tr> </tbody> </table>  | 2016 YTD fatalities            | Percent of 2016 YTD fatalities | Five-year YTD avg. | 48  | 21% | 60.2 | <p><b>Horizontal curves</b><br/>A fatality resulting from a crash that occurred in a roadway change in the horizontal alignment or direction of a road.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>67</td> <td>29%</td> <td>49</td> </tr> </tbody> </table> | 2016 YTD fatalities | Percent of 2016 YTD fatalities | Five-year YTD avg. | 67  | 29% | 49    | <p><b>Motorists 65 years old and older</b><br/>A fatality of a person of any age that involved an older adult driver over the age of 65.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>39</td> <td>17%</td> <td>30</td> </tr> </tbody> </table> | 2016 YTD fatalities | Percent of 2016 YTD fatalities | Five-year YTD avg. | 39 | 17% | 30   |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 48  | 21%                            | 60.2                           |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 67  | 29%                            | 49                             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 39  | 17%                            | 30                             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| <p><b>Unlicensed driver</b><br/>A fatality caused by a driver who is not licensed or whose license is revoked or suspended.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>51</td> <td>22%</td> <td>46</td> </tr> </tbody> </table>                                     | 2016 YTD fatalities            | Percent of 2016 YTD fatalities | Five-year YTD avg. | 51  | 22% | 46   | <p><b>Intersections</b><br/>A fatality that occurs at a road junction, where two or more roads either meet or cross.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>73</td> <td>32%</td> <td>68</td> </tr> </tbody> </table>                                    | 2016 YTD fatalities | Percent of 2016 YTD fatalities | Five-year YTD avg. | 73  | 32% | 68    | <p><b>Pedestrians</b><br/>A fatality of a person not in or on a vehicle.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>27</td> <td>12%</td> <td>26.4</td> </tr> </tbody> </table>   | 2016 YTD fatalities | Percent of 2016 YTD fatalities | Five-year YTD avg. | 27 | 12% | 26.4 |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 51  | 22%                            | 46                             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 73  | 32%                            | 68                             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 27  | 12%                            | 26.4                           |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| <p><b>Distracted driving</b><br/>A fatality involving a driver whose attention is diverted from the primary task of driving – manually, mentally or visually.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>25</td> <td>11%</td> <td>24.6</td> </tr> </tbody> </table> | 2016 YTD fatalities            | Percent of 2016 YTD fatalities | Five-year YTD avg. | 25  | 11% | 24.6 | <p><b>Head-on collisions</b><br/>A fatality that results from two opposing vehicles colliding.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>18</td> <td>8%</td> <td>18.6</td> </tr> </tbody> </table>   | 2016 YTD fatalities | Percent of 2016 YTD fatalities | Five-year YTD avg. | 18  | 8%  | 18.6  | <p><b>Large trucks</b><br/>A fatality involving a vehicle that exceeds 10,000 pounds.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>16</td> <td>7%</td> <td>23.2</td> </tr> </tbody> </table>   | 2016 YTD fatalities | Percent of 2016 YTD fatalities | Five-year YTD avg. | 16 | 7%  | 23.2 |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 25  | 11%                            | 24.6                           |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 18  | 8%                             | 18.6                           |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 2016 YTD fatalities   | Percent of 2016 YTD fatalities | Five-year YTD avg.             |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |
| 16  | 7%                             | 23.2                           |                    |     |     |      |   |                     |                                |                    |     |     |       |  |                     |                                |                    |    |     |      |