

Bicycle Pedestrian Advisory Committee (BPAC) Meeting Summary

May 10, 2023

Members/Alternates & Visitors in Attendance

AJ Herrmann, Accelerator for America
Andrew Robertson, GBA
Bailey Waters, City of KCMO
Bobby Evans, City of KCMO
Brett McCubbin, City of Shawnee
Chuck Soules, City of Smithville
Emily Randel, City of Mission
Jan Faidley, City of Roeland Park
Jean Carder, City of Louisburg
Karry Rood, City of Leawood
Krystal Jolly, MoDOT
Leslie Herring, City of Westwood (co-chair)
Mark Green, City of Independence
Michael Kelley, Bike Walk KC
Myra Toothman, City of Smithville
Nicole Brown, Johnson County
Rodney Riffle, Johnson County
Ron McLinden

MARC staff in attendance

Patrick Trouba
Martin Rivarola
Beth Dawson

Agenda

1) Welcome and Introductions

- 2) **Vote: Approve March 8, 2023 Meeting Summary:** Bailey Waters moves to pass the summary, Jan Faidley seconds, motion passes.

3) Presentation: MARC's Bike Month activities– Rachel Krause

- i) National Bike Month has been around since 1956, created by the League of American Bicyclists to promote bicycling. Bike to work day is on May 19.
- ii) MARC's efforts revolve around a storytelling and media campaign. There is a page on the MARC website dedicated to Bike Month (marc.org/bikemonth). You'll find a calendar of community bike events, resources such as videos from Bike Walk KC and the Regional Trails & Bikeways Map, and video and written stories with people talking about their experiences cycling.
- iii) Message of campaign is "bikes are for everybody." MARC staff worked with a local artist, Nicholette Haigler, to produce illustrations for the ads. They can be seen on RideKC Bike hubs, digital billboards, social media, and streaming services. Some real life people are represented in the ads.
- iv) Bike stories included videos about riding bikes as a family, making the switch to e-bikes after retirement, volunteering at 816 Bike Collective, becoming a new bike commuter, and more. Also made a call for stories; these are being shared on MARC and RideshareKC social media and the MARC blog.
- v) Keep sharing the Regional Trails & Bikeways Map with your community and stakeholders.
- vi) Also a few forms on the Bike Month page for community events and stories for people to fill out and add to the campaign.
- vii) Brett McCubbin: where do we submit our bike month events? Answer: go to marc.org/bikemonth and click on the button to submit an event to fill out the form.
- viii) Michael Kelley: appreciate the work MARC does to promote bike month. BikeWalkKC saw the pictures of MARC staff trying the RideKC e-bikes.
- ix) Rachel Krause: Thanks to Eric Vaughn for bringing the bikes; heard of great experiences from co-workers.
- x) Jean Carder: are there any handouts for a bike event at our local elementary school? Answer: BikeWalkKC may have resources for that.
- xi) Patrick Trouba: MARC's usual handout, the Regional Trails & Bikeways Map, is not available this year in print. MARC is hoping to publish an edition next year.
- xii) Michael Kelley: if there are any additional questions, feel free to email Michael or Liz Harris.

4) Presentation: Missouri Unfunded Needs – Project Prioritization – Martin Rivarola

- i) Martin has been presenting on Missouri unfunded needs to several committees; could influence the committee's workplan in the future.
- ii) Missouri has followed an "unfunded needs" process for a number of years to identify project priorities in each MoDOT district. MARC works through this process with committees; did this process last fall. The timeline has changed this year; it is due May 31.

- iii) This work is Missouri-focused. The Kansas side has a similar process.
- iv) Specific request for this year: take a look at the prior list of unfunded transportation needs and update it by May 31. Will be approved by TTPC and MARC Board of Directors.
- v) Goal of the list is to react quickly with deliverable projects to any identified or secured funding, and to provide a list of projects on which additional funding could be used.
- vi) Projects are categorized into different buckets: Tiers I, II, and III for roads and bridges and a multimodal project priority list. These lists have different dollar amount targets.
- vii) Influences for adding projects include Connected KC 2050's policy goals, strategies and performance measures, prior outcomes of the prioritization process, MoDOT district priorities, and Connected KC 2050 project lists.
- viii) Working to identify \$180 million of project priorities for the multimodal category, including bike/ped, transit, and freight.
- ix) Projects on the bike/ped list have been approved by BPAC in the past; list includes strategic pedestrian safety improvements along certain Missouri state system routes, and implementation of the Regional Bikeway Network (on a county basis). If funding appears, we can talk about which specific routes to improve. Funding is more likely if MARC staff are more specific about which corridors should receive funding. Could workshop which corridors should be identified, based on local priorities, by next year.
- x) Ron McLinden: the term "unfunded needs" is inappropriate because it implies there has been an objective evaluation of proposals. They are "unfunded proposals" or "unfunded desires." Suggest that this list be referred to as "unfunded proposals" until adopted by TTPC as "unfunded needs."
- xi) Bailey Waters: MARC staff wants a more specific list in one year? Answer: Correct. The change this year was the deadline. Follow-up question: will the multimodal list be split into tiers, or remain one bucket? Answer from MoDOT: multimodal does not have tiers for that bucket. Harder to prioritize projects within the list since they are different modes. Martin: one reason roads and bridges have tiers is because there has been a lot of design work and getting them ready for construction. That hasn't been as much the case for multimodal, and why projects should be specific if for an increased chance of receiving funding.
- xii) AJ Heermann: Is there an opportunity to allocate the bike network funds based on population and/or current # of users? Platte and Cass Counties are slated to receive 1/3 of the funds of Jackson County despite having only 1/7 of the population. Answer: This is an opportunity, but want to focus on individual projects. We'll have to work through that this year.
- xiii) Leslie Herring: to confirm: regarding bike projects, we're sending a proposal list to MoDOT based on how they want us to break down multimodal projects. Instead of specific projects, we're sending amounts for counties, and MoDOT will likely fund that full amount? Are they saying they have the money? Answer: No, they're asking the Kansas City region to prioritize projects in case funding becomes available. Funding is not promised or programmed. There has been activity on the road and bridge side, but not the multimodal side. We hope to change that. Juan Yin: the list does not represent real money. Just a list of needs. Not likely that we'll get MoDOT STIP funds, there are other multimodal programs. If there is a surplus of revenue in the state, the state will look at the unfunded needs list.
- xiv) Leslie Herring: on the \$30 million transit list, what kinds of capital improvements would be eligible for the list? Bus stops, or buses too? Martin: It could include buses. The projects were

modelled after a Prospect MAX-type corridor. Could be bus stop improvements, transit signal priority, buses, and other improvements.

xv) Ron McLinden: The allocation for the Independence Ave. bridge was reduced to \$20 million, done without any input from the City of Kansas City, MO. That committee owes the city an explanation, assumption that the city will come up with the extra money. Martin: this is a hypothetical prioritization exercise; more value in identifying specific projects.

xvi) Ron McLinden: any requests for port improvements need to take into account that climate change will result in droughts and flooding, which will affect the reliability of river flow. If river flow isn't reliable, it doesn't make sense to invest in port improvements.

5) **Planning: Committee ranking of priority objectives for a Regional Counting Program and a Regional Sidewalk Inventory – Patrick Trouba**

i) Wanted to assess the Committee's thoughts for a couple of upcoming projects.

ii) There are several possible objectives for each project (they are not intended to be mutually exclusive) to give staff a reminder as to why they are pursuing these projects.

iii) The first project is the Regional Counting Program, which has to do with bicycle/pedestrian counts.

iv) Details for the objectives are as follows:

Regional Counting Program – possible objectives (taken from NCHRP Report 797):

- **Counts** — Measuring changes in pedestrian and bicycle activity relative to baseline levels
- **Project effectiveness** — Documenting changes in activity levels after projects are implemented
- **Reports** — Informing the local governments, the general public, and other stakeholders about pedestrian and bicycle activity and trends
- **Variation** — Monitoring variations in pedestrian and bicycle activity levels by time of day, day of week, or season of the year, and under different weather conditions
- **Contextualization** — Identifying variations in activity in different types of locations and calculating context context-specific expansion factors
- **Planning** — Assessing local- and system-wide activity to prioritize locations for new pedestrian and bicycle facilities
- **Safety** — Quantifying exposure, as part of an analysis of pedestrian or bicycle crash risk at specific locations
- **Modelling** — Developing models to predict future pedestrian or bicycle volumes at different locations throughout a community

v) Ron McLinden: Bicycle counts and pedestrian counts are two different things. An organized bike ride can affect the counts. Pedestrian counts along trails don't make sense. Pedestrian counts are more important along intersections for the safety of those intersections.

vi) Patrick Trouba: Whether you can distinguish bicycle and pedestrian counts depends on the technology you're using. MARC has old counters that cannot distinguish between cyclists and pedestrians, but models are available that do. Big Data also makes those kinds of distinctions. Cities are still interested in any kind of activity along trails; still worthwhile to measure that.

vii) Bailey Waters: Project effectiveness is my top priority at KCMO, knowing how much ridership a facility sees. Don't necessarily care about general counts around the city. Having a report to show others is valuable.

viii) Results:



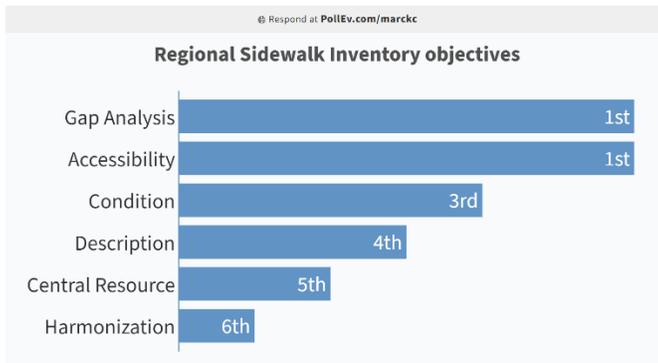
ix) Jan Faidley: any time we're talking about the work we do with bike/ped, safety is top of the list.

x) Regional Sidewalk Inventory objectives – collecting any and all sidewalk data into a central location; objectives derived from MARC staff, not taken from another report. Objectives include: **Gap analysis** — Identification and analysis of gaps in the sidewalk network that make pedestrian transportation more difficult

- **Central resource** — The centralization of cross-jurisdictional data for convenient access at MARC by local governments and third parties such as consulting firms doing planning studies.
- **Condition** — The assessment of sidewalk pavement conditions to note where sidewalks are most in need of replacement
- **Description** — The description of sidewalk attributes such as width and proximity to the curb
- **Accessibility** — Inventory and analysis of the presence of ADA-compliant structures such as curb ramps
- **Harmonization** — The conversion of local government sidewalk data into a single dataset with common descriptive attributes

xi) Bobby Evans: not all sidewalks are created equal; a wide sidewalk along a six-lane road still isn't a good experience. What objective would get to that concern? Answer: [audio unclear, possibly Description].

xii) Results:



xiii) Bailey Waters: KCMO is finishing up a sidewalk prioritization plan, so the city may already have much of this data, would be happy to share with MARC.

xiv) Leslie Herring: Will this be brought back to BPAC? What will be the next steps? Answer: Hadn't planned yet to bring it back to BPAC in the short term. Trying to figure out how to start the projects. The sidewalk inventory will be easier than the Regional Counting Program; MARC has wanted to do a counting program for a long time. There are more approaches to implementing a bike/ped counting program than there are a regional sidewalk inventory, so it was important to

staff for the Committee to assess those priorities. The funding sources that MARC used to use to procure counters (CMAQ) are not eligible for that purpose anymore.

6) Planning: Regional Bikeway Report 2023 presentation and discussion – Patrick Trouba

- i) Although this item will consist of the typical presentation-and-Q&A format, it is listed under “planning” since it has to do with one of MARC’s major planning products, the Regional Bikeway Plan. Attendees are encouraged to follow along in the Story Maps report, as it’s easier to see the referenced maps there.
- ii) The Greater Kansas City Regional Bikeway Plan was adopted by the MARC Board of Directors in January 2015. It would have been a 2013/2014 planning effort. It was a consultant-led study with some amount of public engagement. It recommended a network that would result in comprehensive, on-street bikeway coverage of the 8-county region, crossing city, county, and state boundaries.
- iii) Findings:
 - Only approximately 12% of the Regional Bikeway Network has been implemented (counted by centerline miles).
 - Bikeway gaps within jurisdictions are just as important to address as bikeway gaps between jurisdictions.
 - Many new on-street or beside-street bikeways that have been built do not count towards the implementation figure because they are not on Regional Bikeway Network routes.
 - Implementing a low-stress Regional Bikeway Network would be challenging due to infrastructure needs.
 - However, many local governments say the Regional Bikeway Plan factors into their bikeway planning.
- iv) In the past, the Regional Bikeway Plan counted any kind of bikeway as implementation, including unseparated bike routes. The “Built” implementation category refers to any kind of bike lane and shared use paths. To honor past work, the “Shared” category refers to bike route signage, shared lane markings, and some paved shoulders. The “Shared” category is 6% of the network. The “Planned” category is the non-implementation category.
- v) Additional implementation statistics:
 - Johnson County has the highest implementation (“built”) percentage at 22%.
 - Jackson County has 16% of built miles and 16% of shared miles.
 - Rural counties see less implementation; might raise the question of what should count as implementation in rural areas.
 - Kansas City, MO has 321 miles of the Regional Bikeway Network, and even though they have the most implemented miles (58), it still only accounts for 18% of their miles. 61 miles are shared, at 18%.
 - Some cities have high implementation percentages: Olathe has 51% Built miles, Blue Springs has 77% built miles, Leawood has 44% built miles. Figures should be taken with a grain of salt when cities share a border along a regional route due to attribution in data of which city that route belongs to.
 - The Regional Bikeway Plan did a gap analysis; it included “Shared” and “Built” gaps, as well as existing and planned gaps. Staff decided to recontextualize the gaps as “dead-ends” because there are many gaps in the network, within cities as well as between cities. It made

- sense to distinguish gaps at political borders from other kinds. Dead-ends are where a facility or route terminates at a jurisdiction boundary. Four different kinds of dead-ends are identified; attendees will want to focus on the “Regional-Built” category, which identifies dead-ends for bike lanes and shared use paths on the Regional Bikeway Network.
- (1) Overland Park and the surrounding cities have the highest concentration of dead-ends.
 - (2) Context may matter more for a dead-end than the total number of them, such as around Longview Lake where a cyclist was killed.
 - (3) The Regional Bikeway Plan was intended to address these kinds of gaps/dead-ends, but if you look at the map of implementation overlaid with city boundaries, there are many gaps within cities.
- vi) Some significant, recently built bikeways are not on the regional network, however, many bikeways not on the Regional Bikeway Network make connections to it.
- vii) Under the section addressing challenges of implementing the Regional Bikeway Network, there are a couple of illustrative maps showing where certain types of facilities might be placed. There is no standardized, universally-accepted set of criteria telling where different types of facilities should be located. Staff used criteria from a *Complete Streets Design Guide* from Montgomery County, MD.
- The real locations of some striped bike lanes overlap with their illustrated suitable locations in some areas, such as in Raytown, Kansas City, KS and others. But most existing striped bike lanes are not in the locations where they ideally should be.
 - Most protected bike lanes in the region are not on the Regional Bikeway Network at all, only Raytown Rd./109th at Longview Lake, Diamond Pkwy, and 19th St. (KCMO). Sidepaths (shared use paths) seem to be a more popular option for keeping bikeways separate on the regional network. The map also shows the extensive infrastructure needed to build the plan out in a low-stress manner.
- (1) Bobby Evans: is the data per direction? Or both directions? Answer: Both directions.
Bobby: Might want to assume less volume; KCMO has roads with several lanes but not much traffic. An example is Emmanuel Cleaver II: three lanes each direction but only 3,500 vehicles per day per direction.
 - (2) Bailey Waters: you were using the Montgomery County standards [to generate the map]? Answer: Yes. Bailey: There is a new bike design resource that doesn't belong to a specific county but is available for national use. Bobby: I've seen [a facility location guide] that doesn't use the data points of lanes/speed/volume, but goes by functional class instead, which can be helpful in some situations. Patrick: The Montgomery County guide provided simple criteria that I could use to apply a filter to the map. We're all still waiting on a new AASHTO guide...
 - (3) Leslie Herring: On previous maps, the routes were connected, but on these illustrative maps, the routes are not fully connected; how would a city use this kind of map? Would there be standalone segments of protected bike lanes that would not connect to each other? Answer: A city would want to use individual guides; a city would not want to use these maps as strict guides as to where facilities would go; the point of the maps is that there is a lot of need, but not a lot of facilities. Leslie: Would the areas not highlighted by the map be suitable for some other kind of facility that would connect to the protected bike lane? Patrick: Yes, that could be the case. Local roads would use different

treatments Leslie: there are lots of roads on here that are high-volume streets that are collectors that don't have bike connections shown on the map, maybe those would be suitable for signage? What would a treatment there be? Patrick: You would want to study local conditions. Bailey Waters: You would want to keep facilities consistent through roads that share characteristics. Patrick: The lack of universal standards makes this a little more difficult; The North Kansas City Bikeway Plan, a PSP project, has a thorough-looking level-of-stress table, but it leaves some situations unaddressed.

- Automobile speeds affect cyclist perceptions of safety. The report maps speeds on the Regional Bikeway Network, and most of the network has posted speeds of over 30 MPH. Further study could be warranted even if speeds are low: Patrick wouldn't ride his bike on 39th St. in Midtown even though the speed limit is 30 MPH. But the map illustrates the challenge of providing separated infrastructure over the network.
 - Ron McLinden: The Regional Bikeway Network covers a huge area. Does it make sense to talk about bikeways in outlying areas? At what cost? Answer: That's part of what we're talking about today; there are some trails going along Regional Bikeway Network Routes, such as MO-150, and other trails out into the rural areas; there is some precedent for that.
- viii) Patrick sent a survey to 34 cities (anybody who had existing bike lanes or shared use paths, or had a project in the TAP program); 17 responded.
- "Prior to this survey, were you aware that MARC has a Regional Bikeway Plan?" Most cities said yes.
 - "Does the recommended network from the Regional Bikeway Plan play any role in your jurisdiction's decisions about where to locate bikeways?" Most cities said yes.
 - "How does the Regional Bikeway Plan play a role, or why does it NOT play a role, in your decisions about where to locate bikeways?" Several answers given, such as maximizing federal dollars, or helps with planning connections.
 - "What are the priorities for bikeway implementation in your city? Select all that apply." "Connecting new bikeways to other existing bikeways" was the answer all respondents selected, followed by "Providing recreational opportunities." "Timing implementation for cost effectiveness" (street-resurfacing) did rank as highly as expected, but was still selected by a majority of respondents.
- ix) Other sections of the report included:
- Planned bikeways – staff didn't believe data was ready to show
 - Intersections – intersections get left out of bikeway discussions
 - Maintenance – follows up on promise to address maintenance in a Regional Bikeway Plan update
 - (1) Litter and debris
 - (2) Snow and ice removal
 - (3) Chip seal surfacing
 - (4) Use of marked bike routes
- x) Conclusion: The question is: what questions do we ask? Is the Regional Bikeway Plan still useful? Do we need a new network? And other questions.
- Michael Kelley: Is it possible to have more robust conversation about tickets gathered by police? This can help determine where the need for protected walking and cycling facilities is greatest. Places where tickets are given out are also known to be unsafe for walking and

biking. MARC should promote the Plan more because there are more opportunities to align it with data and get the region and its leaders to think more holistically in supporting a network for multimodal transportation.

- Ron McLindon: Population density is an important factor; should prioritize projects which are located in denser areas.
- Patrick Trouba: Please keep thinking about it, and let me know your thoughts. If we're going to update the Regional Bikeway Plan, we need to think through the values we have for it and what it's role should be.

7) **Roundtable updates**

- i) Deferred; co-chair Leslie Herring expressed that she and co-chair Matt Davis welcome ideas for BPAC agendas if attendees have interesting things going on in their communities.
- ii) Patrick Trouba: the MARC Regional Assembly is next month on June 9. Go to marc.org/RegionalAssembly to register.

8) **Meeting Adjourned**