

Bicycle Pedestrian Advisory Committee (BPAC) Meeting Summary

Wednesday, May 8, 2024 – 1:30 PM

Members/Alternates & Visitors in Attendance

Art Gough, Citizen	Jan Faidley, City of Roland Park
Leslie Herring, City of Westwood	Bobby Evans, City of KCMO
Alyssa Marcy, Unified Government of Wyandotte County	Brett McCubbin, City of Shawnee
Gayle Bergman, City of Overland Park	Nick Ward Bopp, Johnson County Parks + Rec
Brian Shields, City of Overland Park	Fernando Olivera, Affinis Corp
Juan Yin, MoDOT	Andrew Robertson, GBA
Jared Elbert, City of Grandview	John Davis, Clay County Parks
Mayra Toothman, City of Smithville	Ted Smith, Platte County
Krystal Jolly, MoDOT	Logan Wagler, Lenexa Parks and Rec
Michael Kelley, BikeWalkKC	Tod Hueser, City of Olathe
Noel Bennion, City of Riverside	Nicole Brown, Johnson County Dept. of Health + Environment

MARC staff in attendance

Martin Rivarola	Beth Dawson
Patrick Trouba	Kyle Hoener

1) Welcome and Introductions

2) **VOTE: Approval of the March 13 meeting summary**

- a) Michael Kelly motions to approve.
- b) Brett McCubbin seconds the motion.
- c) Motion passes, summary approved.

3) **Presentation: Lenexa Mill Creek tunnel under 87th Street Parkway (Logan Wagler)**

- a) Project is in the heart of Lenexa (near Lackman Road and 87th Street) and was to serve as a connection between Little Mill Creek Streamway Trail to Sar-Ko-Par Trails Park. The original trail connection would have users climb 40 stairs and cross 87th Street, a divided four-lane road. This was a major deterrent for users. The project goal was to create a tunnel access under 87th Street, making this trail connection safer and more accessible. A big proportion of the expense of the project was the relocation of utilities that are typically underneath roadways.
- b) The project used open trenching to construct the tunnel. The project leveraged KDOT funding which required them to follow AASHTO (American Association of State Highway Transportation Officials) design requirements. Another important feature of the project was making the tunnel inviting and safe by adding design aesthetics and safety features, such as lighting and blue call boxes. The construction of the tunnel required closure of 87th Street. The City of Lenexa used incentives to get the project completed in 10 days. The tunnel was completed in 5 days. There is a Trail Counter on one side of the tunnel. The counter captures trail user data and uploads it to a cloud resource.

4) **Presentation: 47th Avenue Streetscape (Westwood, Unified Government)**

- a) 47th Avenue has experienced significant changes that make it more pedestrian and bicycle friendly. There has been a road diet from four-lanes to three-lanes, adding bike lanes, signaled pedestrian crossings, and landscaping. RideKC has also installed electric bicycle facilities on the Avenue. This project won the 2023 Project of Year for the American Society of Civil Engineers. While the project took years for completion, this allowed the public to experience the changes and garner support

for the project. This street is the county line between the two jurisdictions, which will be a challenge when it comes to the consistency of required maintenance.

5) Presentation: 2024 National Bike Summit – What We Learned (Alyssa Marcy, Mike Kelley, and Gayle Bergman)

- a) The League of American Bicyclists has an annual National Bike Summit, with this year's theme being Slow Roads. Each year the League identifies several pieces of legislation that they ask attendees to advocate with public officials on the Hill. The legislative pieces identified in this year's summit are Sarah Debbink Langenkamp Act – HR 1668, Complete Streets Act – HR 7082, and BIKE (Bicycle, Instruction, Knowledge, and Education) Act – HR 7842. The Federal Highway Administration showed that there is a rising National trend of cyclists killed in fatal crashes. The Federal Highway Administration also released the Active Transportation Infrastructure and Investment Program a new competitive grant program to construct projects to provide safe and connected active transportation facilities in active transportation networks. NATCO (National Association of City Transportation Officials) released new design guidelines on federally funded projects. There is a transition in the Congressional leadership of the Bike Caucus, from Congressman Earl Blumenauer to Congressman Mike Thompson. Non-profit groups were at this summit to help increase bicycle culture in localities, sponsoring groups like Girls in Gear or Ride One would offer programs that connect bicycle culture to citizens.

6) Presentation: MARC Bike Month Campaign (Patrick Trouba)

- a) Bike Month was established in 1956 by the League of American Bicyclists. For Bike Month, MARC has a themed ad campaign "Bikes Connect Us" on social media, radio, billboards and buses. MARC is also offering online resources on cycling, such as bike event calendars and biking for beginners. MARC, WAY TO GO and Women Led Cycling are sponsoring a community ride event on May 25. The Spring 2024 Regional Trails and Bikeways Map by MARC is officially released.

7) Presentation: Connected KC 2050 forecasting (Frank Lenk)

- a) MARC is at the beginning of making long-range population and employment forecasts needed to update the Connected KC 2050 plan. It is a two-step process: the first, is forecasting how fast the entire region will grow between now and 2050. This establishes the total number of people and jobs that our future transportation system will need to serve. The second, will distribute that growth to communities and neighborhoods using small areas like census tracts and transportation zones (TAZs). Both steps are overseen by the Technical Forecast Committee, comprised mainly of local government planners from around the region. The long – range forecast provides a base for anyone investing for the long-term, such as utilities, school districts, businesses, consultants, and local governments. Two different models are used for two different types of forecasts. The regional model compares the Kansas City region to the rest of the nation. This means it requires a national forecast as an input into the regional forecast. The other model is called UrbanSim, it shows the demand to live or work in a location based on the attractiveness of each area based on things like its level of access to jobs and services, the price of housing, and the income characteristics of the neighborhood. The regional model final forecasts will be finalized by June 2024. While the small – area forecasts will be finalized by January of 2025.
- b) There has been a change in the population predictions by the Census Bureau. The country is expected to significantly decrease in growth by about a million, this is mostly due because of a decrease in national fertility rates. There is no evidence that the fertility rate will rebound. The national death rate is increasing, mostly due to COVID era death rate offsetting the base mortality rate. It is the decreasing rate of births that is significantly affecting the natural increase in population. The national assumptions presented are used for the Kansas City regional forecast. The population is aging, and the labor force is decreasing. The draft forecast is a decrease in population and jobs from the previously adopted forecast, the Kansas City region is not expected to grow as previously suspected. These draft forecasts are based on maintaining our share of the national economy. Which is slowing due to labor constraints.

- c) Question: Ron McLinden: How do we develop and adopt a shared regional vision, that has an emphasis on climate change and reducing the harm of climate change for future generations?

8) Presentation: Suballocated funding Phase 1 pre-application: Invitation to committee members to submit comments (Martin Rivarola)

- a) 2024 Suballocated Programs Call for Projects -MARC initiated the call for projects for various programs, including the Carbon Reduction Program, Congestion Mitigation and Air Quality, Surface Transportation Block Grant Program, and Transportation Alternatives.
- b) Staff have assessed the submitted projects. MARC is about to send out the results of the staff assessment to ask committee members to submit comments on the projects and their results.

9) Roundtable updates

- a) Brian Shields: In Overland Park, we have various breakfast stops set up for bike to work week next week. Feel free to stop by to network and have some breakfast.
- b) Beth Dawson: PSP has opened its call for projects for 2025. The preapplication workshop is next week. Applications are due June 14th.
- c) Alyssa Marcy: WycO Bike-O has Wednesdays bike rides, that are different lengths for different groups/skill levels.
- d) Jan Faidley: Mission Road is in competition for funding Mission Road Bike Lanes. We would like to see some support at city hall. If you know this street or know someone who likes to bike on this street, please consider advocating for bike lanes on Mission Road.