

# Bicycle Pedestrian Advisory Committee (BPAC) Meeting Summary

Wednesday, September 11, 2024 – 1:30 PM

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## Co-Chairs

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

Missouri co-chair: Chuck Soules, City of Smithville (not present)

## Members/Alternates & Visitors in Attendance

### In-person

Andie Lynch, WSP

Andy Fry, WSP

Art Gough, citizen

Brett McCubbin, City of Shawnee

Eric Rogers, Bike Walk KC

Jan Faidley, City of Roeland Park

Jeff Bryan, Affinis

Marlene Pardo, City of Kansas City, MO

Nick Ward Bopp, Johnson County Parks + Rec

Noel Bennion, City of Riverside

Ron McLinden, citizen

Spencer Norman, UMKC Urban Planning + Design student

### Virtual

AJ Farris, KCATA

Alyssa Fielder, Unified Government of Wyandotte County and Kansas City, KS

Andrew Robertson, GBA

Christian Sinclair, City of Shawnee Bicycle Advisory Committee chair

John Davis, Clay County

Karry Rood, City of Leawood PD

Katie Jardieu, MoDOT

Nicole Brown, Johnson County DHE

Sarah Davis, Toole Design

Tod Hueser, City of Olathe

Tom Honich, MoDOT

## MARC staff in attendance

### In-person

Bobby Evans

Joshua Rubio

Lukas Gianni

Patrick Trouba

Ron Achelpohl

### Virtual

Beth Dawson

Martin Rivarola

## 1) Welcome and Introductions

## 2) **VOTE**: Approval of the July 10, 2024 meeting summary

- a) Eric Rogers moved to approve.
- b) Noel Bennion seconded.
- c) Summary approved.

## 3) **Presentation**: Missouri MUTCD adoption process update (Tom Honich, MoDOT)

MoDOT Traffic Liaison Engineer Tom Honich presented on MoDOT's engineering policy guide (EPG), additional resources for the 11<sup>th</sup> edition of the MUTCD, how the MUTCD was updated from the 10<sup>th</sup> edition to the 11<sup>th</sup> edition, MoDOT's particular path to adopting the 11<sup>th</sup> edition of the MUTCD and integrating it into its EPG, and notes on MoDOT's adoption of new bicycle treatments from the 11<sup>th</sup> edition into the EPG. *See attached slides for more details.*

## 4) **Presentation**: Reimagine Rainbow Planning Sustainable Places Plan (Leslie Herring, City of Westwood)

City Administrator Leslie Herring presented on the Reimagine Rainbow study, funded through the Planning Sustainable Places program. She covered the results of the study, the proposed alternatives for Rainbow Boulevard, cost estimates, and a timeline for implementation. *See attached slides for more details.*

**5) Presentation: MARC Regional Bikeway Plan tentative scope (Patrick Trouba, MARC)**

This item was deferred to allow time for the following agenda items.

**6) VOTE: BPAC representative to the KS STP Priorities Committee**

- Brett McCubbin nominated Nick Ward-Bopp to represent BPAC at the KS STP Priorities Committee.
- Eric Rogers seconded the nomination.
- Committee vote confirmed the nomination.

**7) BPAC Representative to the new Transportation Emissions Committee**

- Brett McCubbin nominated Eric Rogers to represent BPAC on the new Transportation Emissions Committee.
- Nick Ward-Bopp seconded the nomination.
- Committee vote confirmed the nomination.

**8) Roundtable updates**

Members and guests shared updates.



# Bicycle/Pedestrian Advisory Committee

September 11, 2024

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: July 10, 2024 meeting summary
- 3) Missouri MUTCD adoption process update
- 4) Reimagine Rainbow PSP Plan
- 5) MARC Regional Bikeway Plan tentative scope
- 6) VOTE: BPAC rep to the KS STP Priorities Committee
- 7) VOTE: BAC rep to the Transportation Emissions Committee
- 8) Roundtable updates

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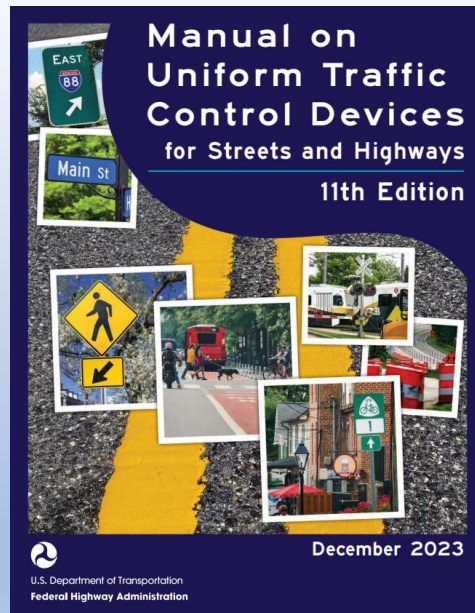


**VOTE: Approve the July 10 Meeting Summary**

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Tom Honich, P.E.  
Traffic Liaison Engineer  
Missouri Department of  
Transportation

## MoDOT's MUTCD Adoption Plans



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## What We Will Cover Today

- What is the EPG
- Additional Resources for 11<sup>th</sup> Edition MUTCD Changes
- The path to the 11<sup>th</sup> Edition
- MoDOT's MUTCD Adoption
- Part 9 Bicycles

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## What is the EPG

- The EPG is MoDOT's Engineering Policy Guide
- The EPG contains all of MoDOT's roadway policy manuals including the MUTCD content
- The EPG was created to combine all of MoDOT's policy documents into one, easily updatable, resource instead of hundreds of individual paper manuals which were never up to date or the same
- The EPG is designed and formatted and contains content which applies to MoDOT's State Highways
- While some local jurisdictions reference or use the EPG, it is NOT created and maintained as a resource for all streets and roadways in Missouri, as some State DOT MUTCD manuals may be

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## Other Resources ATSSA and NCUTCD



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# Other Resources ATSSA and NCUTCD

A link to the 2024 Expo's education listings, which includes the MUTCD presentations made by NCUTCD Members - [expo.atssa.com/2024-education.html](https://expo.atssa.com/2024-education.html)

## SUNDAY, FEB. 4, 2024

9:15-10:15 a.m. PT

- VRU - Accommodating Vulnerable Users in Work Zones (Room 5A/B)
- TTC - Connected Work Zone Standards Group Update (Room 4)
- CAV - Drones and Artificial Intelligence in Work Zone Traffic Management (Room 8)
- SIGNS - Experiences Using Variable Speed Limits in Virginia (Room 3)
- CAV - The New MUTCD: General and Connected and Automated Vehicles (Room 1A/B)
- RWP - Reducing Dangerous Work Zone Hours (Room 2)
- BUSINESS - Roundtable: Buy America (Room 11A/B)
- GUARDRAIL - Understanding the Short Radius Guardrail System (Room 10)
- PM - Using CPFM Data to Support Safety and Pavement Management (Room 9)

## MONDAY, FEB. 5, 2024

7:45 - 8:45 a.m. PT

- CAV - Improving Road Safety with Advance Driver Assist Systems (Room 4)
- PM - The New MUTCD: Markings (Room 5A/B)
- TRAFFIC SIGNALS - The New MUTCD: Standard and Portable Traffic Signals (Room 3)
- GUARDRAIL - Recent MASH Guardrail Solutions (Room 1A/B)
- RWP - Safer Incident Management Traffic Control for All Disciplines (Room 2)
- TTC - What Happens in the Court Room following a Work Zone Incident? (Room 8)
- TTC - Wrong Way Driver Detection in Work Zones (Room 10)

## MONDAY, FEB. 5, 2024

9 - 10 a.m. PT

- RWP - Connected Workers for Safer Roads (Room 5A/B)
- CAV - Implementation of Autonomous Truck Mounted Attenuators (Room 4)
- TRAFFIC SIGNALS - Improving Signal Operations with Connected Vehicle Applications and Statewide Cooperation (Room 3)
- BUSINESS - Long Hard Fight: Legislative Advocacy for Work Zones (Room 1A/B)
- TTC - The New MUTCD: Temporary Traffic Control (Room 10)
- BUSINESS - Recruiting and Retaining Talent at Every Level (Room 2)
- SIGNS - Retroreflectivity 101 (Room 8)
- PM - Roundtable: Designing, Building and Maintaining Safer Roads (Room 11A/B)
- TTC - Smart Arrow Boards Have Become Even Smarter (Room 9)

## TUESDAY, FEB. 6, 2024

8 - 9 a.m. PT

- TRAFFIC SIGNALS - Advanced Traffic Signal Performance Measures (Room 4)
- GUARDRAIL - Barriers and End Terminals at Curb Locations (Room 3)
- BUSINESS - Engaging New Employees with the 5 C's of Onboarding (Room 2)
- VRU - Improving Nighttime Visibility for Pedestrians and Motorists (Room 8)
- PM - Measuring Pavement Marking Retroreflectivity (Room 9)
- SIGNS - The New MUTCD: Signs (Room 10)
- RWP - Training for Real-Life Danger in a Virtual World (Room 1A/B)
- CAV - You Cannot Save Lives with Bad Work Zone Data (Room 5A/B)

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# Other Resources ATSSA and NCUTCD

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Conference Schedule

The New MUTCD: General and Connected and Automated Vehicles

Return to schedule page

Sunday, Feb 04, 2024 9:15 AM - 10:15 AM PST  
Location: M8, San Diego Convention Center

Description

Join us for the first of five sessions on the new Manual on Uniform Traffic Control Devices (MUTCD). Review key changes in Parts 1 and 5, addressing general MUTCD and connected and automated vehicle (CAV) content.

[The New MUTCD - General and Connected and Automated Vehicles.pdf](#)

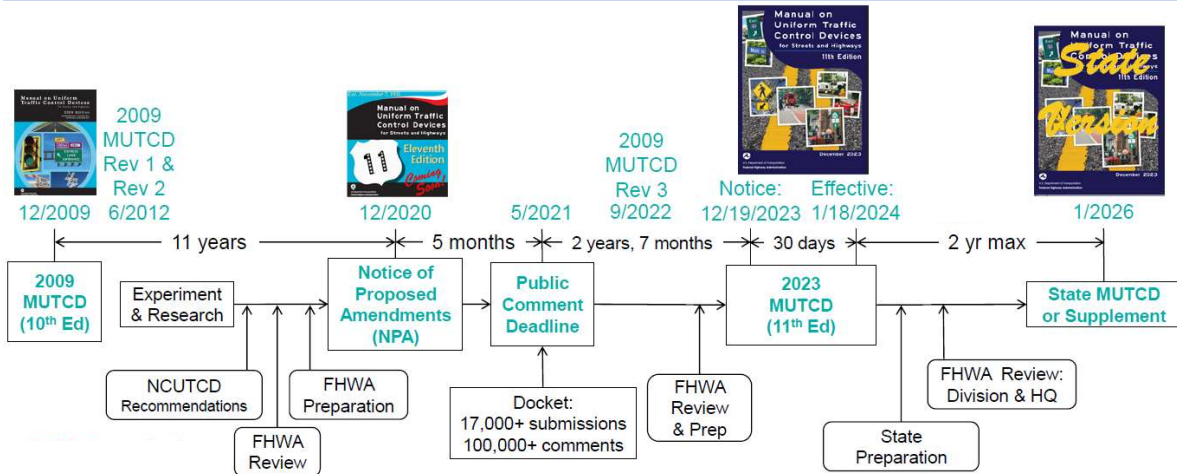
Speaker(s)



- ### Speakers
- Gene Hawkins, NCUTCD Chair

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## The path to the 11<sup>th</sup> Edition



It is very likely this lengthily process will not occur again, but instead FHWA will update the manual much more frequently through many smaller revisions

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## MoDOT Adoption of the MUTCD

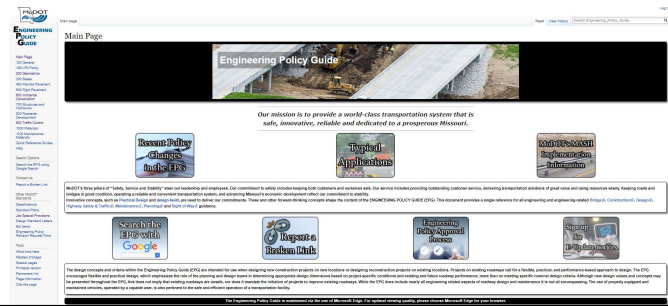
- As a State DOT, MoDOT is required to adopt the MUTCD and be in substantial conformance with the guidance contained within
- MoDOT has two years from the effective date to do this
- The Missouri FHWA Division Office certifies MoDOT meets this conformance requirement
- Substantial Conformance means MoDOT meets or exceeds all the STANDARD statement guidance in the manual

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## MoDOT Adoption of the MUTCD

- MoDOT adopts the manual a little different than most states, who either
  - Adopt the Manual as is
  - Adopt the Manual as is, along with a state supplement
  - Create a State DOT MUTCD document
- MoDOT (and Pennsylvania DOT) do not adopt the manual in these traditional ways
- MoDOT incorporates the MUTCD into our EPG, integrating it into our one stop resource policy guide



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## MoDOT Adoption of the MUTCD

- MoDOT hired a consultant to accomplish this task for the 11<sup>th</sup> edition, having always adopted the manual using internal resources in the past
- A Request for Proposal was placed on the street to request interest in the project
- Kimley-Horn was selected as the consultant to help MoDOT adopt the MUTCD
  - Kimley-Horn has aided other state in the past, and in the present, in this task including Texas DOT
  - Kimley-Horn was also a subcontractor for FHWA in the development of the 11<sup>th</sup> edition of the manual

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## MoDOT Adoption of the MUTCD

- While MoDOT is going to retain the MUTCD integration into our EPG format, we are going to work to make the MUTCD content easier to find and easier to identify within our policy guide
- The first step we are taking will be to create a MoDOT MUTCD, this will not be a user document, but more of a history document, and one of the first steps into our adoption process
- The MoDOT MUTCD will essentially be a stand-alone document in track change mode, showing what MoDOT has:
  - Not adopted
  - What we have added
  - Where we have gone above and beyond the MUTCD
  - And the justifications for these variations in comments

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## MoDOT Adoption of the MUTCD

- Once the MoDOT MUTCD is finalized, the next step will be to incorporate the “clean” version of the MoDOT MUTCD content into the EPG WIKI format
- A new Section 900 Traffic Control / MoDOT MUTCD introduction will be created
  - It will include an introduction explaining how MoDOT adopts the MUTCD that content is incorporated and displayed in the EPG
  - A new index for 900 which will be focused on the MUTCD content index, linking users to the appropriate EPG sections the information if found in

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# MoDOT Adoption of the MUTCD

## Category: 900 TRAFFIC CONTROL

- ▶ 901 Lighting
- ▶ 902 Signals
- ▶ 903 Highway Signing
- ▶ 904 Construction Inspection Guidance - Certification Requirements and Procedure for Lighting, Traffic Signals, Signs and Cathodic Protection
- ▶ 905 Traffic Studies
- ▶ 906 Traffic Engineering Assistance Program (TEAP)
- ▶ 907 Traffic Safety
- ▶ 908 Traffic Controls for School Areas
- ▶ 909 Transportation Systems Management and Operations (TSMO)
- ▶ 910 Intelligent Transportation Systems
- ▶ 940 Access Management
- ▶ 941 Permits and Access Requests
- ▶ 942 Approved Products List
- ▶ 943 Route Marking
- ▶ 944 Radio Operation
- ▶ 945 Overdimension / Overweight Permits
- ▶ 948 Incident Response Plan and Emergency Response Management
- ▶ 949 Other Aspects of Traffic
- ▶ 950 Automated Traffic Enforcement

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Chapter 2D - Guide Signs - Conventional Roads	903.04
Chapter 2E - Guide Signs - Freeways and Expressways	903.05
Chapter 2F - Toll Road Signs	903.06
Chapter 2G - Preferential and Managed Lane Signs	903.07
Chapters 2H - General Information Signs	903.08
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Chapters 2J - Specific Service Signs	903.10
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902 Signals	
903 Highway Signing	
904 Construction Inspection Guidance - Certification Requirements and Procedure for Lighting, Traffic Signals, Signs and Cathodic Protection	
905 Traffic Studies	
906 Traffic Engineering Assistance Program (TEAP)	
907 Traffic Safety	
908 Traffic Controls for School Areas	
909 Transportation Systems Management and Operations (TSMO)	
910 Intelligent Transportation Systems	
911 Traffic Control for Rail and Light Rail Transit Grade Crossings	
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948 Incident Response Plan and Emergency Response Management	
949 Other Aspects of Traffic	
950 Automated Traffic Enforcement	

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# MoDOT Adoption of the MUTCD

- The EPG format for the traffic control sections will also see revisions to help make guidance clearer to see,
  - Making the word for word MUTCD guidance stand out clearly
  - Making the modified MUTCD guidance where MoDOT goes above and beyond stand
  - Making the non-MUTCD MoDOT traffic control guidance stand out from the MUTCD related guidance
  - Adopting the MUCTD bold **STANDARD** font and the italic *GUIDANCE* font

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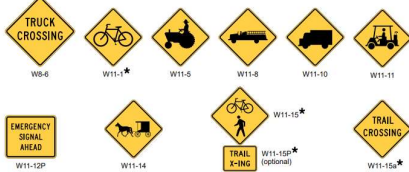
# MoDOT Adoption of the MUTCD

- The MUTCD tends to group the guidance for families of traffic control, especially signs, together and then shows the images of the signs in a grouped figure, which is not always located close to the written guidance, but this is not how users need to access the information
- Users are typically looking for guidance for one specific sign at a time
- We will continue, and expand, the practice to provide guidance to individual signs, using the sign image as a header followed immediately by the text guidance

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# MoDOT Adoption of the MUTCD

Figure 2C-14. Vehicular Traffic Warning Signs and Plaques



Section 2C-54 Vehicular Traffic Warning Signs (W8-6, W11-1, W11-5, W11-8, W11-10, W11-11, W11-12P, W11-14, W11-15, and W11-15a)

- Options:**
- Vehicular Traffic Warning (W8-6, W11-1, W11-5, W11-8, W11-10, W11-11, W11-12P, W11-14, W11-15, and W11-15a) signs (see Figure 2C-14) may be used to alert road users to locations where unexpected entries into the roadway by trucks, bicycles, farm vehicles, emergency vehicles, golf carts, horse-drawn vehicles, or other vehicles might occur. The TRUCK CROSSING (W8-6) word message sign may be used as an alternate to the Truck (W11-10) symbol sign.
  - These locations might be relatively confined or might occur randomly over a segment of roadway.
- Guidance:**
- Vehicular Traffic Warning signs should be used only at locations where the road user's sight distance is restricted, or the condition, activity, or entering traffic would be unexpected.
  - If the condition or activity is seasonal or temporary, the Vehicular Traffic Warning sign should be removed or covered when the condition or activity does not exist.
- Options:**
- The Trail Crossing (W11-15) sign may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path. A TRAIL X-ING (W11-15P) supplemental plaque (see Figure 2C-14) may be mounted below the W11-15 sign. The TRAIL CROSSING (W11-15a) sign may be used to warn of shared-use path crossings where pedestrians, bicyclists, and other user groups might be crossing the roadway.
  - The W11-1, W11-15, and W11-15a signs and their related supplemental plaques may have a fluorescent yellow-green background with a black legend and border.
  - Supplemental plaques (see Figure 2C-16 and Section 2C-57) with legends such as AHEAD, XX FEET, NEXT XX MILES, IN STREET, or IN ROAD may be mounted below Vehicular Traffic Warning signs to provide advance notice to road users of unexpected entries.
- Guidance:**
- If used in advance of a trail crossing, a W11-15 or W11-15a sign should be supplemented with an AHEAD or XX FEET plaque to inform road users that they are approaching a point where crossing activity might occur.

903.6.XX.X Combined Bicycle/Pedestrian Crossing (W11-15) Warning Sign and Supplemental Arrow (W16-7P) Plaque and Supplemental AHEAD (W16-9P) Plaque (MUTCD Section 2C-54 and Section 2C-66)



**Support:**

The combined Bicycle/Pedestrian Crossing (W11-15) sign is used where both bicyclists and pedestrians might be crossing the roadway at intersections with a shared-use path and state routes. A shared-use path is defined as a paved or gravel path, 8-10 foot wide, dedicated to bike and pedestrian traffic which is an independent facility from the roadway.

**Guidance:**

Combined Bicycle/Pedestrian warning signs should be installed at locations where an established shared use path crosses a state route.

**Standard:**

If a post-mounted W11-15 sign is placed at the location of the combined Bicycle/Pedestrian crossing, a diagonal downward pointing arrow (W16-7P) plaque shall be mounted below the sign. If the W11-15 sign is mounted overhead, the W16-7P supplemental plaque shall not be used.

The Bicycle/Pedestrian warning sign with diagonal arrow supplemental plaque shall be placed immediately in advance of, as near as possible, the crossing in both directions of travel.

**Option:**

An advanced Bicycle/Pedestrian warning sign with an AHEAD (W16-9P) supplemental plaque may be added in advance of the Bicycle/Pedestrian crossing if engineering judgement determines a need based on limited sight distance of the crossing.

Before advanced warning signs are installed, all efforts to correct the sight distance issues should be made as this will be far more effective to improve safety compared to installing a sign. Roadway alignments cannot be corrected easily, but removal of vegetation on and off the state right of way that blocks sight distance can address sight distance issues.

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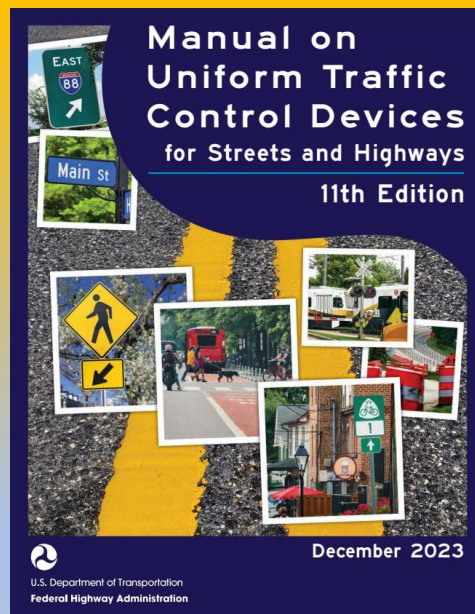
## Part 9 – Bicycles

- Significant changes and updates have been made
- Many interim approval topics have been added to this part
- A significant number of new figures have been added to illustrate the new guidance
- MoDOT still must review this content and determine what and how many of these new traffic control features will be incorporated into the EPG

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### QUESTIONS?

Tom Honich, P.E.  
Missouri Department of  
Transportation



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## Study Overview

### Project Purpose and Study Area

How can a state highway transform from a barrier to a place of connection? **Reimagine Rainbow** is a planning effort to help guide the future of Rainbow Boulevard to support a vibrant and growing area in the Kansas City region. The Reimagine Rainbow plan focuses on creating **Complete Streets** within the study area by improving mobility, safety, and comfort for everyone that uses Rainbow and adjacent streets. This study examines the existing road design on multiple sections throughout Rainbow Boulevard to understand how geometric changes could improve the safety, accessibility, and attractiveness of using multiple modes of transportation, such as walking, bicycling, and transit, in addition to driving.

The study area, shown in **Figure 2**, is focused on Rainbow Boulevard, running from Southwest Boulevard in Kansas City, Kansas on the north end to Shawnee Mission Parkway on the south end. The broader study area includes an area approximately one-half-mile on either side of Rainbow Boulevard and areas as far north as I-35.

**Complete Streets:** Roadways that are designed for safe and convenient travel by users of all ages and abilities. Pedestrians, bicyclists, motorists, and transit riders must be able to move safely along and across a complete street.

### Study Team Partners

- Mid-America Regional Council
- City of Westwood, Kansas
- Unified Government of Wyandotte County and Kansas City, KS
- City of Westwood Hills, Kansas
- City of Mission Woods, Kansas
- Rosedale Development Association
- The University of Kansas Health System
- Kansas Department of Transportation
- Kansas City Area Transportation Authority

### Steering Committee

- Leslie Herring, City of Westwood
- John Sullivan, City of Westwood
- Alyssa Marcy, Unified Government
- Gunnar Hand, AICR, Unified Government
- Taylor Cunningham, MARC
- Mayor Rosemary Podrebarac, City of Westwood Hills
- Councilmember Erica Hartley, City of Mission Woods
- Michael Moriarty, KDOT

### Consultant Team

- Erin Stryka, Rosedale Development Association
- Jason Glasrud, KU Health System
- Sherrie Gayed, KU Health System
- Kevin Rowland, KU Med Center
- Rachel Russell, KCKPS
- AJ Farris, KCATA
- Mira Felzein, KCATA
- Michael Kelley, BikeWalkKC
- Cayle Bergman, Resident
- Mark Vranicar, Resident
- Annette Rude, Resident
- Gil Pintar, Resident
- Jake Hodson, Resident
- Mike Coffman, Resident

### Past Plans and Policy Review

There are many previous plans and recommendations within the study area. Fortunately, several of these recommendations have advanced and been implemented. This planning effort will take into consideration relevant previous plan recommendations and re-evaluate some recommendations that have not yet been implemented.

Figure 3. Location of Key Recommendations

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# Public Input

Table 2. List of Community and Stakeholder Engagement Activities

	Activity	Date	Location
Round 1 Issues & Opportunities	Project Kickoff Meeting	6/27/2023	Westwood City Hall
	KU Health System Staff	7/21/2023	KU Economic Development Offices
	Unified Government Staff	8/17/2023	KCK City Hall
	Rosedale Development Association staff	8/22/2023	RDA
	Westwood / Mission Woods / Westwood Hills	8/22/2023	Westwood City Hall
	Hanover Heights Neighborhood Association	8/27/2023	Yard of private residence
	Steering Committee Meeting #1	8/31/2023	Westwood City Hall
	Round 1 Online Survey	9/7/2023	Virtual
	Spring Valley Neighborhood Association	9/28/2023	Westwood City Hall
	Pop-up Meeting - Frank Rushton Elementary	10/4/2023	Frank Rushton Elementary School
	Steering Committee Meeting #2	10/5/2023	Virtual
	Pop-up Meeting - KU	10/19/2023	KU Hospital Cafeteria
	Pop-up Meeting - Westwood KC Symphony Event	10/22/2023	Westwood City Hall
Round 2 Exploring Alternatives	Pop-up Meeting - Rosedale Middle School	10/25/2023	Rosedale Middle School
	Pop-up Meeting - BlankCK Summit	10/28/2023	Cloria Willis Middle School
	Round 2 Online Survey	11/2/2023	Virtual
	Steering Committee Meeting #3	1/4/2024	Virtual
	Open House	1/27/2024	Westwood City Hall
Round 3 Preferred Alternative and Refinement	KU Health System Staff	2/6/2024	Virtual
	Round 3 Online Survey	2/8/2024	Virtual
	Westwood Staff	2/13/2024	Westwood City Hall
	UDOT Staff	3/6/2024	Virtual
	Westwood + Unified Government Staff	3/21/2024	Virtual
	KU Health System Staff	3/22/2024	KU Hospital
	Spring Valley Neighborhood Association	3/27/2024	The Knotty Rug
	Steering Committee Meeting #4	4/2/2024	Virtual
	Westwood Staff	4/5/2024	Virtual

The project featured three rounds of engagement, focused on:

- **Issues and Opportunities:** Focused on understanding the challenges people have navigating the study area through multiple modes, as well as specific opportunities and ideas they see.
- **Exploring Alternatives:** Focused on understanding what people value in their transportation system and community (such as safety, comfort, convenience) and how those values are supported by each alternative.
- **Preferred Alternative & Refinement:** Focused on selecting a preferred alternative and refining and developing that concept.

### Participation Totals:

- 297 pop-up meeting participants at 5 events
- 12 stakeholder meetings
- 23 open house attendees
- 4 steering committee meetings
- 3,285 online views
- 622 online participants
- 2,809 survey responses (3 rounds)
- 936 comments and replies
- 30 eblast with 40% open rate



Figure 39. A Pop-up public meeting (left) and Steering Committee feedback (below)



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# Public Input, Cnt'd.

## Issues and Opportunities

Most of the feedback around the first phase of engagement centered around feelings of safety while walking, bicycling, or even driving on Rainbow Boulevard. Traffic was described by many respondents as being **scary, dangerous, and loud**. Respondents said that they hoped that future travel on Rainbow Boulevard would be **accessible, comfortable, balanced, multimodal, and for everyone**.

Many participants specifically addressed issues surrounding speed, the feeling of safety while walking or crossing the street, and the ability to make turns safely while driving on Rainbow.

Specifically, participants suggested:

- Better crossings and crosswalks
- Easier and protected bicycling
- Consistent sidewalk elevations
- Removal of sidewalk obstacles
- Widening of sidewalks
- Narrower, fewer traffic lanes
- Intersection improvements
- Lower speed limits
- Address turning issues
- Better trail connections



Figure 40. Map-based feedback identifying Issues and Opportunities on the Rainbow Corridor

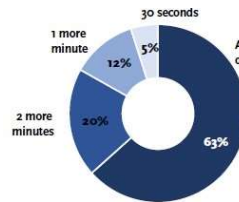


Figure 43. Travel Time Trade-off Preferences of Online Poll Participants ("How Much Additional Travel Time would you be willing to spend on Rainbow in exchange for improvements?")

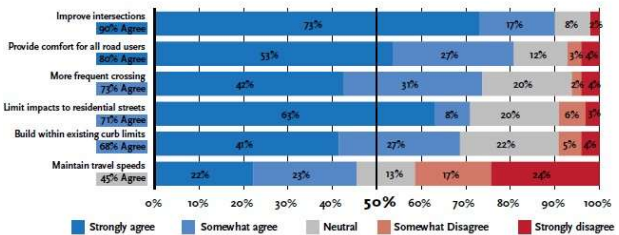


Figure 44. Design Priorities of Online Poll Participants

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# Study Findings



Figure 33. Average Annual Daily Traffic Volumes for Rainbow Boulevard

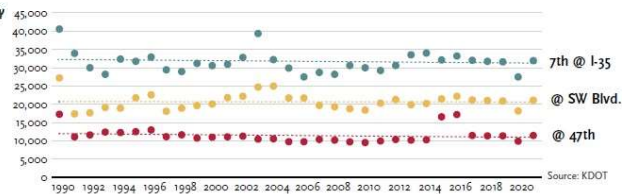
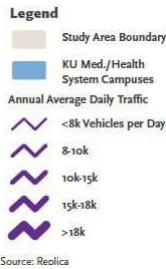


Figure 36. Long-term traffic trends on Rainbow (or 7th St.) at I-35, Southwest Boulevard, and 47th

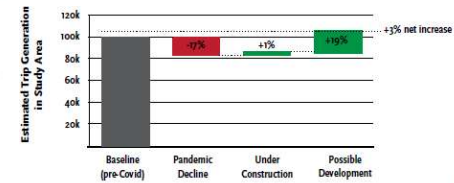


Figure 37. Reconciling past trends and future growth

Source: Analysis of Replica and ITE Trip Generation Manual, 11th Ed.

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# Study Findings, Cnt'd.

## Regional Trip Patterns

According to data from *Replica*, around half of the trips that occur in the study area are under 5 miles. Of these trips, 74% are by car. Approximately 30% of trips are under 2 miles, and 62% of those trips are by car. There is significant potential to increase walking, biking, and transit trips, particularly for shorter trips within the study area. This would also reduce traffic and improve convenience for people that do drive.

*Replica*: A traffic model and "big data" source that combines information from GPS data, connected vehicles, and many other sources to provide an accurate picture of travel patterns in a particular study area.

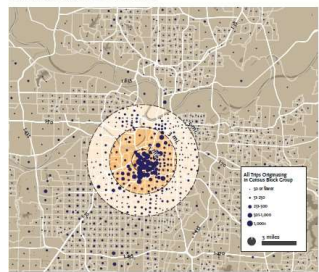


Figure 19. Regional Distribution of Trips Destined to the Study Area

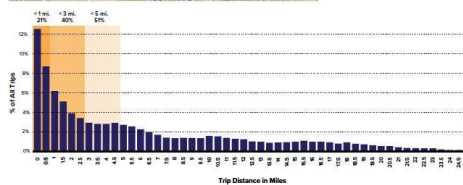


Figure 20. Distribution of Trip Distances traveling to the Study Area



Existing Conditions Analysis 29

Figure 24. Origin of University of Kansas Health System Employees



Source: The University of Kansas Health System

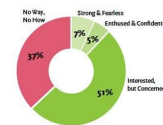


Figure 22. Four Types of Cyclists

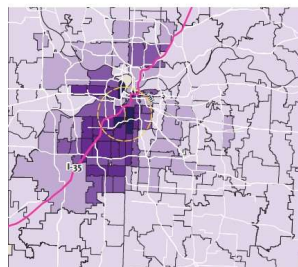
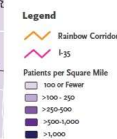


Figure 25. Origin of University of Kansas Health System Patients



Source: The University of Kansas Health System



Figure 23. Bicyclist on Rainbow Boulevard

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# Professional Recommendations

## Recommended Program of Projects

Based on community engagement results, project goals, and technical analysis, the following program of projects is recommended for Rainbow Boulevard:

- Rainbow Road Reconfiguration ("Road Diet")
- Shared Use Path (Southwest Boulevard to Adams St.)
- On-Street Bicycle Facilities (Adams St. to Shawnee Mission Pkwy)
- Olathe Boulevard Realignment
- New Pedestrian Crossings
- Neighborhood Traffic Calming
- Turkey Creek Trail Connection

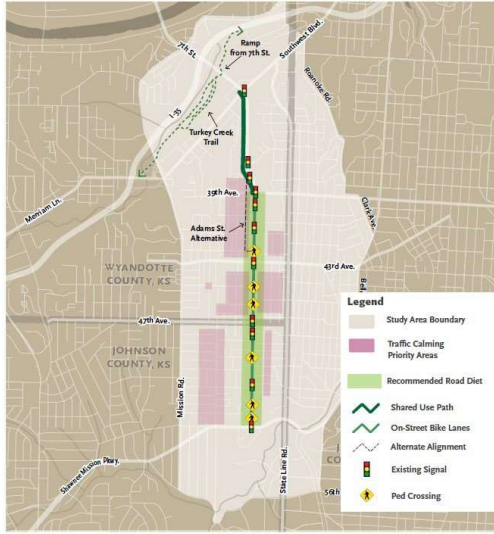


Figure 57. On-Street Bicycle Facilities South of 39th Avenue

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# Professional Recommendations: JoCo Cities



28

# Professional Recommendations: Olathe Blvd. – County Line (47<sup>th</sup> St.)



29

# Professional Recommendations: SW Blvd – 39<sup>th</sup> St



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# Bicycle Facility Recommendations

## Why Rainbow?

During the engagement process, some individuals asked whether considering an alternative corridor for bicycle travel would be beneficial. The study area has a handful of north-south alternatives that could be considered for bicycle travel. These corridors include State Line Road and a combination of Rainbow, Adams, Booth, and Belinder.

Our screening found that Rainbow was still the most suitable corridor for bicyclists, based on the following criteria:

- Removes a Barrier:** Implementing a road diet and adding mid-block crossings to Rainbow would remove a substantial barrier within the study area and make pedestrian traffic more safe, comfortable, and convenient.
- Direct Connection:** Rainbow connects the most destinations and is the most straightforward north-south route in the study area.
- Right of Way Width:** Rainbow has sufficient ROW width to accommodate a shared use path or on-street bicycle facilities.
- Pavement Width:** Rainbow has sufficient pavement width to accommodate dedicated bicycle facilities.
- Traffic Volumes:** Rainbow's traffic volumes are compatible with a 3-lane road diet section.
- Low-Stress Bike Facility Potential:** The addition of a bicycle facility on Rainbow would create a lower stress bicycling facility than the existing roadway, or the existing roadway is already low-stress (as is the case with some alternatives to Rainbow).
- Bike-Friendly Terrain:** Topography on Rainbow is gentler than alternatives like State Line Road.
- Placemaking:** Rainbow offers the most opportunity to create a unique street that benefits adjacent land uses and future development and supports sustainability and public health.
- Crash Reduction:** This alternative for Rainbow could result in fewer crashes by implementing a 4-to-3 road diet, which can reduce crashes by up to 47%.

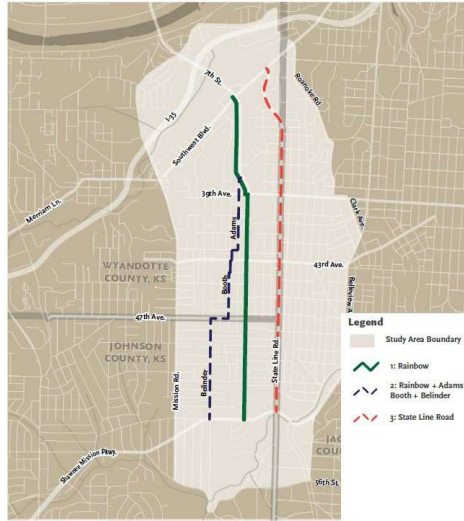


Table 4. Alternative North-South Corridor Screening Results

	1: Rainbow Shared Use Path + Road Diet	2: Rainbow Shared Use Path + Adams, Booth, and Belinder	3: State Line Road
Removes Barrier	✓	✗	✗
Direct Connection	✓	○	○
Right of Way Width	✓	○	○
Pavement Width	✓	○	○
Traffic Volume Supports Road Diet	✓	✓	○
Low-Stress Bicycle Facility Potential	✓	✓	○
Bicycle Friendly Terrain	○	○	○
Placemaking	✓	○	✗
Crash Reduction	✓	○	○

1/2 mile

Figure 40. Alternatives for north-south bicycling corridors on Rainbow Boulevard

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# Impact of Road Diet on Personal Vehicles

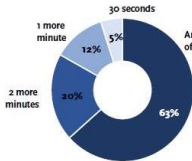


Figure 43. Travel Time Trade-off Preferences of Online Poll Participants ("How Much Additional Travel Time would you be willing to spend on Rainbow in exchange for improvements?")

Table 4. Level of Service Definitions

Level of Service	Seconds of Delay per Vehicle
A	10 or less
B	>10 -20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

Table 3. Travel Time Changes Due to a Road Diet on Rainbow Boulevard

Northbound Travel (seconds)				Southbound Travel (seconds)			
Segment	AM	Noon	PM	Segment	AM	Noon	PM
Shawnee Mission Parkway	-5.9	-27.6	-37.4	Southwest Boulevard	-2.5	4.2	-1.9
50th St	-0.1	-1.6	-0.2	36th Ave	-0.4	0.5	0.4
47th Place	1.2	4.6	-0.6	Adams St	0.2	-2.9	-1.2
43rd Ave	0.5	5.1	-4.3	39th Ave	3.7	21.6	6.9
43rd Ave	2.2	-0.5	43.2	Marty Ave	-1.1	2.5	6.2
Olathe Blvd	5.2	2.3	13.5	Marty Ave	-1.4	0.7	-0.3
Marty Ave	0.3	4.4	-1.3	Olathe Blvd	-3.0	6.7	25.2
39th Ave	-0.7	1.4	-3	43rd Ave	31.5	-1.9	81.4
Adams St	-4.5	-2.2	-0.4	47th Ave	-3.3	5.5	1.4
36th Ave	-5.4	9.1	-1.5	47th Place	-2.2	-0.6	-6.8
	-2.1	-3.1	4.2	50th St	5.7	1.4	-1.5
Southwest Boulevard	-9.7	-9.4	-12.7	Shawnee Mission Parkway	-1.7	0.7	-10.0
<b>Total Change</b>	<b>0.8</b>	<b>-17.5</b>	<b>-2.5</b>	<b>Total Change</b>	<b>25.5</b>	<b>38.4</b>	<b>108.8</b>



Figure 49. Change in Level of Service at AM, Midday, and PM Periods Due to a Road Diet on Rainbow Boulevard

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# Supporting Recommendations

## Speed Limit Reductions

Fast vehicle speeds were a top concern listed by stakeholders. The project team conducted a speed study in three different zones along the corridor and used the **FHWA USLIMITS2** tool to understand an appropriate speed limit for these zones. Based on the crash history, number of driveways and access points/driveways, land use context, and existing observed speed data, lower speed limits on the corridor would be justified. According to results from USLIMITS2, the appropriate speed limit on Rainbow Boulevard is 30 mph from Southwest Boulevard to Adams Street and 25 mph from Adams Street to Shawnee Mission Parkway. Speed limit reductions are usually implemented in 5 mph increments to avoid creating excessive enforcement issues. Speed limit reductions are a low-cost safety countermeasure that could be implemented prior to a road diet and revisited with further studies after a road diet is implemented.

**USLIMITS2:** USLIMITS2 is a free tool from the Federal Highway Administration designed to set appropriate speed limits based on a variety of inputs, including observed speeds.



Figure 71. Speed Limit Reduction Recommendations on Rainbow Boulevard



## Neighborhood Traffic Calming

Public meeting participants said that reducing impacts to local residential streets should be a top design consideration. Some people expressed concerns about "out-through" traffic, or traffic that would divert off of Rainbow on to local residential streets. The street network within the study area does not provide many direct paths for automobiles to divert off of Rainbow, and Rainbow would still likely be the quickest route for most motorists. However, this project recommends including traffic calming measures on local residential streets. Traffic circle islands and chicanes are popular traffic calming tools that have been used in the Kansas City region to slow traffic. They also provide opportunities for green infrastructure and stormwater capture. These devices should be deployed after consultation with neighborhood residents after road diet implementation.

## Turkey Creek Trail Connection

The US Army Corps of Engineers recently completed improvements to Turkey Creek that will reduce flooding in the area, and a nature trail has been constructed as a part of these improvements. Rainbow Boulevard becomes 7th Street north of Southwest Boulevard, bridging over railroad tracks and Turkey Creek before the I-35 interchange. A switchback bicycle and pedestrian ramp has been proposed to connect this bridge to the Turkey Creek trail. This structure would provide trail access to a major employment and population center in the region.

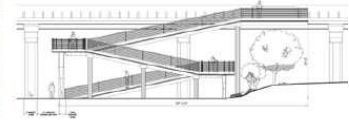


Figure 70. Conceptual Drawings for the Turkey Creek Trail Connection at 7th Street  
Images: Turkey Creek Corridor Enhancement Plan

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# Cost Estimate

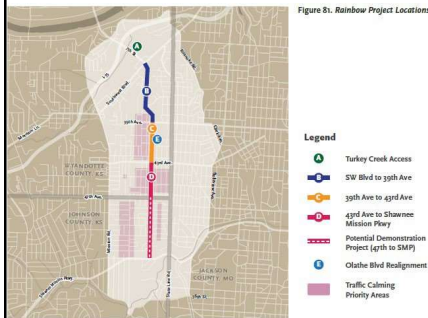


Figure 81. Rainbow Project Locations



These estimates assume that construction costs will increase an average of 5% per year, for a total escalation of 22% to 2028 dollar terms. A 25% contingency is also included in these costs. Costs such as utility relocation, stormwater inlets, new driveways, or full-depth pavement replacement are not included in these estimates.

Approximately 77% of these costs are in Wyandotte County, and 23% are in Johnson County. 35% of the costs are in USDOT Disadvantaged Tracts, and 77% are in MARC Environmental Justice tracts.

## Project Costs by Community

#	Project/Item	2028\$ Costs	WyCo %	JoCo %	Westwood	Mission Woods	Westwood Hills	Unified Government
A	Turkey Creek Trail Connection*	\$ 1,976,000	100%	0%	\$ -	\$ -	\$ -	\$ 1,976,000
B	Southwest Blvd to 39th	\$ 2,468,000	100%	0%	\$ -	\$ -	\$ -	\$ 2,468,000
C	39th to 43rd	\$ 1,794,000	100%	0%	\$ -	\$ -	\$ -	\$ 1,794,000
D	43rd to Shawnee Mission Parkway	\$ 4,086,000	36%	64%	\$ 1,639,940.34	\$ 509,711	\$ 465,388	\$ 1,479,960
E	Olathe Boulevard Realignment	\$ 1,810,000	100%	0%	\$ -	\$ -	\$ -	\$ 1,810,000
	ADA Ramps and Spot Sidewalk Replacement Allowance*	\$ 800,000	69%	31%	\$ 155,525.42	\$ 48,339	\$ 44,136	\$ 552,000
	Neighborhood Traffic Calming Allowance*	\$ 550,000	69%	31%	\$ 106,923.73	\$ 33,233	\$ 30,343	\$ 379,500
	Streetlight Allowance*	\$ 954,000	69%	31%	\$ 185,464.07	\$ 57,644	\$ 52,632	\$ 658,260
	Landscape / Green Infrastructure Allowance*	\$ 550,000	69%	31%	\$ 106,923.73	\$ 33,233	\$ 30,343	\$ 379,500
	Right-of-Way Allowance*	\$ 200,000	69%	31%	\$ 38,881.36	\$ 12,085	\$ 11,034	\$ 138,000
	<b>Total ROW + Construction Cost</b>	<b>\$ 15,188,000</b>			<b>\$ 2,233,658.64</b>	<b>\$ 694,245.25</b>	<b>\$ 633,876.10</b>	<b>\$ 11,626,220.00</b>
	Maximum Federal Share (80%)	\$ 12,150,400			\$ 1,786,926.92	\$ 555,396.20	\$ 507,100.88	\$ 9,300,976.00
	Survey, Engineering, and other Soft Costs (15%)	\$ 2,279,000			\$ 335,048.80	\$ 104,136.79	\$ 95,081.42	\$ 1,743,933.00
	<b>Non-Federal Match + Survey/Engineering/Soft Costs</b>	<b>\$ 5,316,600</b>			<b>\$ 781,781</b>	<b>\$ 242,986</b>	<b>\$ 221,857</b>	<b>\$ 4,069,177</b>

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# Funding Outlook

This program of projects would be eligible and potentially competitive for several funding sources, including Federal, State, and Local programs.

While Federal funding can sometimes complicate project implementation by adding certain requirements and administrative procedures, a project of this size could easily justify that added effort.

The Mid-America Regional Council (MARC) allocates Federal funding for projects through its committee structure. Although they require an intensive grant application and screening process and are typically highly competitive, Federal discretionary programs such as the RAISE program, Safe Streets and Roads for All, and Reconnecting Communities offer opportunities for major funding.

State and local programs can help provide required matching funds required for Federal projects. Typically, Federal projects can only cover a maximum of 80% of project costs, although there are certain exceptions for projects located within Historically Disadvantaged Census Tracts for certain programs. For this program of projects, a combination of Federal sub-allocated funding, KDOT, and local funding sources could realistically provide sufficient funding for the proposed program of projects.

Table 7. Potential Funding Sources

Category	Name	Typical Range / Max Award	Competition / Difficulty
Federal - Suballocated (MARC Programs)	Surface Transportation Block Grant (STBG)	Total \$30 M in KS	Moderate
	STBG Set-Aside (Transportation Alternatives)	Max \$1.5 M	Moderate
	Congestion Mitigation and Air Quality (CMAQ)	Total \$5.6 M in KS	Moderate
	Carbon Reduction Program (CRP)	Total \$8 M in KS	Moderate
Federal Discretionary	Community Project Funding ("Earmarks")	\$500k- \$4 M	Moderate
	Rebuilding America's Infrastructure with Sustainability and Equity (RAISE)	Max \$25 M	High
	Safe Streets and Roads for All - Demonstration Grant	Max \$10 M	Moderate
	Safe Streets and Roads for All - Implementation Grant	Max \$25 M	High
KDOT (or KDOT Allocated)	Reconnecting Communities & Neighborhoods	Min \$5 M	High
	Connecting Link Improvement Program	Max \$1.5 M	Moderate
	Highway Safety Improvement Program - VRU Set Aside (Future)	TBD	Moderate
	Cost Share Program	Max \$1 M	Lower
Local	Build Kansas Fund	TBD	Moderate
	Johnson County County Assistance Road System (CARS)	Likely \$1-2 M per project	Lower
	Street Maintenance/Preservation Funds	Varies (Unified Government is around ~ \$12 M/year citywide)	Lower

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# Timeline

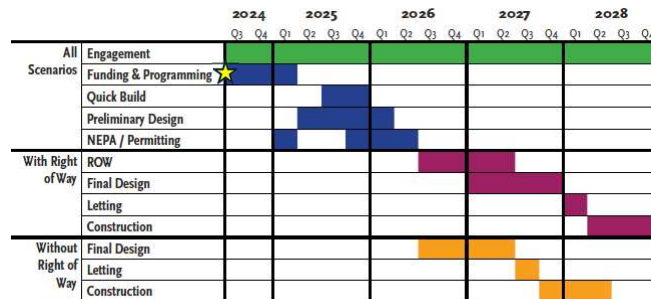
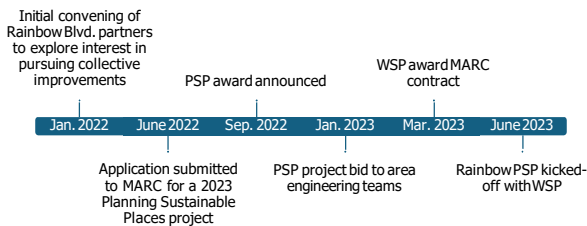


Figure 82. Example project development scenarios

# Process & Schedule



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# Next Steps

**Funding and Programming:** The Federal funding and allocation process administered by the Mid-America Regional Council helps to allocate funding such as STBG, STBG Set-Aside, CMAQ, and CRP funds. As local agencies apply for funding, projects are evaluated, scored, and recommended to various committees that provide recommendations and final approval for project funding. This process typically takes several months. Once that process is complete, project sponsors will have an understanding of the amount of funding allocated to their project(s). This allows project sponsors to understand which projects they can afford, the amount of matching funding required, and the timeline when funds will be available. Once funding is secured, **Local Public Agencies (LPAs)** should begin coordinating with KDOT's Bureau of Local Projects to begin the Discovery Phase of the project by submitting a Project Programming Request Form.

**Local Public Agencies (LPA):** A public agency (i.e. City, County, or other non-State government entity) sponsoring a Federal-Aid (federally funded) project. The Kansas Department of Transportation's Bureau of Local Projects (KDOT BLP) assists Local Public Agencies (LPA) in project development for Federally funded projects. As the owner of Rainbow Boulevard, KDOT will be involved in decisions about the facility as it is designed.

A detailed LPA Project Development Manual can be found on [KDOT's Administration & Resource Tracking \(SART\)](#) web portal.

**Quick-Build Demonstration:** Quick-build or demonstration projects are a low-cost way to implement a road diet or roadway reconfiguration in order to prove their effectiveness at calming traffic and improving safety and operations. For example, the City of Westwood and the United Government implemented a roadway reconfiguration on 47th Avenue Street using a quick-build approach. Following a quick build project, the street was upgraded with new, more permanent improvements including pedestrian refuge islands and new curb ramps and sidewalks.

The section of Rainbow from Shawnee Mission Parkway to 47th Avenue would serve as an ideal quick-build project that could be implemented earlier on in the process to serve as a proof of concept for the Rainbow Boulevard Road Diet.



Figure 84. Demonstration Project (Left - photo by Laura Fox) and Permanent Installations on 47th Street/Avonue

**Discovery and Preliminary Design:** Once funding is secured, preliminary engineering can begin. Project sponsors should meet with KDOT's Bureau of Local Projects to discuss the project scope, limits, and any complex details. An engineering consultant should be competitively selected in accordance with KDOT rules. An engineering survey is also needed to support design. Discovery and preliminary engineering may dictate further evaluation of the concepts within this study and their safety and operational impacts. Preliminary plans (30%) are followed by field check plans (50-60%), produced prior to right-of-way plans (if applicable).

## Ongoing Engagement

Although this feasibility study has concluded, ongoing community and stakeholder engagement should continue as the corridor advances through project development. Preliminary and final engineering should include continued public engagement opportunities. As more details are decided through preliminary and final engineering, project partners should seek the input of individual property owners and tenants, while still respecting the goals and the will of the general public that were identified through this study.

**Environmental Review and Permitting:** The National Environmental Policy Act (NEPA) requires Federally-funded projects to adhere to certain standards and processes. KDOT will determine the environmental class of the project, depending on the scale, complexity, and anticipated impacts of the project. Because these projects are mostly within existing developed Right of Way, they are likely to be classified as Categorical Exclusions (CATX). KDOT's Environmental Services Section (ESS) will draft a Preliminary Memo when the project is programmed to begin coordination with various review agencies. Review agencies will provide their review letters to KDOT ESS. KDOT ESS will compile those responses and provide a Final Memo, indicating which permits and actions need to be taken by the LPAs. The LPA is responsible for obtaining permits.

**Right of Way:** While this project will work mostly within existing right of way, there may be a need to acquire partial tracts of temporary or permanent easements or right of way to complete certain projects, depending on the results of preliminary design. LPAs must follow specific rules when acquiring right of way. Title reports, legal descriptions, right of way plans, and property valuation are required in order to begin negotiation with property owners and acquiring property.

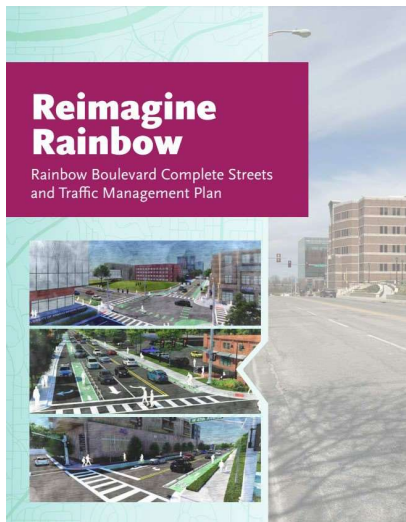
**Final Design:** The final design stage includes development of a set of office check plans (90% plans), final plans (100% plans), and the final plans, specification, and estimate (PS&E).

**Advertising, Letting, and Construction:** Once the final PS&E is complete, KDOT will advertise the project for bid on its portal for one month. The contract is awarded to the lowest responsible and responsive bidder. After a contract is executed, a pre-construction meeting is held, and a Notice to Proceed is issued. During construction, the LPA, KDOT, and/or a consultant share responsibilities for construction engineering, inspection, and oversight.

**Alternative Delivery:** Alternative delivery methods, such as design-build or construction manager at risk, can help save time and costs over design-bid-build delivery. Alternative delivery methods may be appropriate for certain projects in this program. However, further design, definition of the scope of work, and an understanding of environmental and permitting considerations would be required for alternative delivery. There is currently no defined design-build process for KDOT local projects, and additional consultation with KDOT will be needed if project partners desire to pursue alternative delivery. Project sponsors should consider using an owner's representative to help manage the process.

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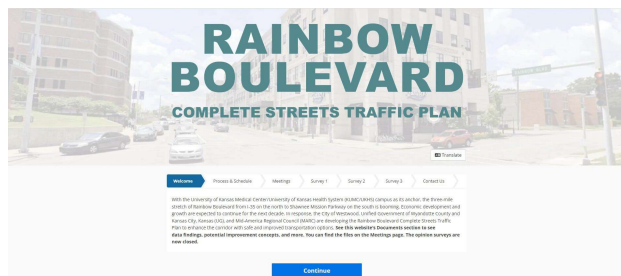
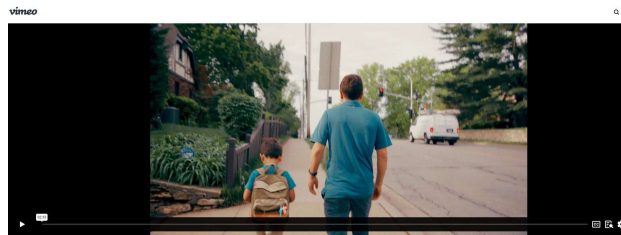
# Additional Information



Click on the report to read the full document

Click on the video for a short project narrative

Click on the project website to review all the community engagement



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**VOTE: BPAC representative to the KS STP Priorities Committee**

**VOTE: BPAC representative to the Transportation Emissions Committee**

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## **Kansas STP Priorities Committee**

### **Committee Role**

- Review project applications and provide funding recommendations to TTPC for the Kansas-side Surface Transportation Block Grant (STBG/STP) program funds.
- Assist in ongoing monitoring, program management, and reporting of progress of projects funded through these programs.

**Next meeting:** Thursday, November 14, 9:30 – 11 a.m.

**Future meetings:** Quarterly: second Thursday of the second month of each quarter.

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## Transportation Emissions Committee (TEC)

### Committee Role

- Review project applications and provide funding recommendations to TTPC for:
  - Carbon Reduction Program (CRP), and
  - Congestion Mitigation Air Quality (CMAQ)
- Assist in ongoing monitoring, program management, and reporting of progress of projects funded through these programs.

**First meeting:** Thursday, September 19, 10 – 11 a.m.

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## Transportation Emissions Committee (TEC)

### Eligible Projects and Activities

- Projects and activities identified as eligible for funding through the Carbon Reduction (CRP) Program and/or Congestion Mitigation/Air Quality (CMAQ). Examples include:
  - **Public transportation:** Capital investments (Buses, bus facilities, etc.) Operation of some services.
  - **Bike/ped facilities:** Bike, pedestrian, non-motorized facilities. Sidewalks, on/off-street bike infrastructure. Multi-use paths, etc.
  - **Alternative fuels:** Biodiesel, ethanol, hydrogen, natural gas, propane, renewable diesel. EV's and EV charging infrastructure.
  - **Energy-efficient alternatives:** Replacing street lighting and traffic control devices with energy-efficient alternatives
  - **Travel demand/system management strategies:** Traffic monitoring, management, and control facilities. Traffic signal synchronization efforts, etc.
- Additional guidance related to CRP and CMAQ sponsor, project, and activity eligibility:
  - CRP: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm)
  - CMAQ: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>

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## Transportation Emissions Committee (TEC)

Table 1. Transportation Emissions Committee Membership

<p><b>Counties</b></p> <ul style="list-style-type: none"> <li>• Cass County, MO</li> <li>• Clay County, MO</li> <li>• Jackson County, MO</li> <li>• Johnson County, KS</li> <li>• Leavenworth County, KS</li> <li>• Miami County, KS</li> <li>• Platte County, MO</li> <li>• Ray County, MO</li> <li>• Unified Government of Wyandotte County/Kansas City, KS</li> </ul> <p><b>Member Cities</b></p> <ul style="list-style-type: none"> <li>• Independence, MO</li> <li>• Kansas City, MO</li> <li>• Lee's Summit, MO</li> <li>• Olathe, KS</li> <li>• Overland Park, KS</li> </ul> <p><b>State Departments of Transportation</b></p> <ul style="list-style-type: none"> <li>• KDOT</li> <li>• MoDOT</li> </ul>	<p><b>Other Municipalities Representative</b></p> <ul style="list-style-type: none"> <li>• Cass County, MO</li> <li>• Clay County, MO</li> <li>• Jackson County, MO</li> <li>• Johnson County, KS</li> <li>• Leavenworth County, KS</li> <li>• Miami County, KS</li> <li>• Platte County, KS</li> <li>• Ray County, MO</li> <li>• Wyandotte County, KS</li> </ul> <p><b>Transit</b></p> <ul style="list-style-type: none"> <li>• KCATA</li> </ul> <p><b>MARC Modal Planning &amp; Policy Committees</b></p> <ul style="list-style-type: none"> <li>• AQF</li> <li>• BPAC</li> <li>• CEC</li> <li>• Highway</li> <li>• TTPC</li> </ul>
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	MEMBERS		ALTERNATES	
	Name	Affiliation	Name	Affiliation
TTPC (6)	Chuck Soules (Co-Chair)	City of Smithville	Vacant	
	Leslie Herring (Co-Chair)	City of Westwood, KS	Vacant	
	Wes Minder	Platte County	Vacant	
	Mary Jaegar	City of Olathe, KS	Beth Wright	City of Olathe, KS
	AJ Herrmann	City of Kansas City, MO	Vacant	
	Vacant		Vacant	
Federal (ex-officio, non-voting) (3)	David LaRoche	FHWA-KS Division	Vacant	
	Cecelie Cochran	FHWA-MO Division	Dan Weitkamp	FHWA-MO Division
	Vacant	Region VII	Vacant	
State DOT (2)	Jenny Kramer	KDOT	Allison Smith	KDOT
	Krystal Jolly	MoDOT	Katie Jardieu	MoDOT
City/County Technical Staff (4)	Noel Bennion	City of Riverside Capital Projects & Parks	Brittanie Propes	City of Parkville Parks & Recreation
	Marlene Pardo	City of Kansas City, MO	Regan Tokos	City of Kansas City, MO
	Brett McCubbin	City of Shawnee Parks & Recreation	Michael Park, P.E.	City of Lee's Summit Public Works
	Nick Ward-Bopp	Johnson County Parks & Recreation District	Rodney Riffle	Johnson County Parks & Recreation District
Others (8)	Eric Rogers	Bike Walk KC	Michael Kelley	Bike Walk KC
	Tod Hueser	City of Olathe, KS	Vacant	
	Kendra Burgess	The Whole Person	Vacant	
	Jan Faidley	Councilmember Roeland Park, First Suburbs Coalition	Vacant	
	Vacant		Erin Stryka	Rosedale Development Association
	Nicole Brown	Johnson County Health & Environment Dept.	Michael Brooks	University Health - Truman Medical Center
	AJ Farris	KCATA	Mira Felzien	KCATA
	Brian Anderson	American Discovery Trail - Kansas	Brad Winfrey	Children's Mercy Hospital

Updated 8/29/2024


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**Roundtable updates**

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**Adjournment**

**Next meeting: November 13, 2024**

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