

Bicycle Pedestrian Advisory Committee (BPAC) Meeting Summary

Wednesday, January 8, 2024 – 1:30 PM (Special Meeting)

Co-Chairs

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

Missouri co-chair: Chuck Soules, City of Smithville (present, in-person)

Members/Alternates & Visitors in Attendance

In-person

Art Gough, citizen

Eric Rogers, BikeWalkKC

Virtual

Andie Lynch, WSP

Andrew Robertson, GBA

Brett McCubbin, City of Shawnee

Bryce Shields, KCATA

Daniel Weitkamp, FHWA-MO

Jan Faidley, City of Roeland Park

Jenny Kramer, KDOT

John Davis, Clay County Parks & Recreation

Joshua Gentzler, City of Lansing

Katie Jardieu, MoDOT

Kevin Kroll, Toole Design

Michael Kelley, BikeWalkKC

Mike Green, City of Independence

Nick Ward-Bopp, Johnson County Parks & Recreation District

Nicole Brown, Johnson County Department of Health and Environment

Noel Bennion, City of Riverside

Regan Tokos, City of Kansas City, MO

Sherri McIntyre, City of Liberty

Ted Smith, Platte County

Tod Hueser, City of Olathe

MARC staff in attendance

In-person

Cy Splichal

Patrick Trouba

Virtual

Alicia Hunter

Bobby Evans

Martin Rivarola

Lukas Yanni

1) Welcome and Introductions

2) **VOTE: Approve the November 13 and December 11 meeting summaries**

- a) Eric Rogers motioned to approve.
- b) Leslie Herring seconded the motion.
- c) Motion passes.

3) **Presentation: Brief Regional Bikeway Plan Update (Patrick Trouba, MARC)**

MARC Transportation Planner Patrick Trouba updated the committee on the schedule for procuring a consultant team for the update to the Greater Kansas City Regional Bikeway Plan. The Kansas co-chair noted the need for one more consultant selection committee member from Missouri. *See the attached slides for more details.*

4) **Presentation/Discussion: MARC performance measures – bike/ped measures (continuing discussion) and safety data update (Bobby Evans, MARC)**

Principal Planner Bobby Evans presented MARC's on performance measures. He covered two voluntary performance measures, "Trips by Alternative modes," and "Protected Bike Facilities," and their data and methodologies. Mr. Evans also discussed crash data used in MARC's performance measures. He talked about the percentage of crashes in Environmental Justice (EJ) areas vs. non-EJ areas. He also

showed an experimental measure for showing how many pedestrian and cyclist crashes occurred within a certain distance of pedestrian or bicycle infrastructure. Attendees had questions and discussion, including on how crash data is collected. *See the attached slides for more details.*

5) Discussion: Article: “[Vehicle height compounds dangers of speed for pedestrians](#)”

MARC Transportation Planner Patrick Trouba covered the main points of an article the committee was invited to read prior to the meeting, published by the Insurance Institute for Highway Safety. The article found that vehicles with higher front ends are likely cause greater injuries to pedestrians in the event of a crash than vehicles with lower front ends travelling at the same speed. Attendees were invited to comment and they had various thoughts on vehicle-pedestrian safety. *See the attached slides for more details.*

6) Discussion: Workplan roundtable – what should BPAC focus on and what are local priorities for 2025?

MARC Transportation Planner Patrick Trouba introduced the topic of BPAC’s workplan and talked about how the committee could monitor several MARC planning efforts and new national regulations and resources. He asked for suggestions from the committee. Attendees gave various ideas, such as discussion on news articles like the previous item, micromobility topics, reporting on the effects of cities’ Complete Streets policies, and field trips around the region. *See the attached slides for more details.*

7) Roundtable Updates

Attendees shared updates from their organizations.



Bicycle/Pedestrian Advisory Committee

January 8, 2025

Please enter your name and organization in the chat window so that we may have an accurate record of attendance

Agenda

- 1) Welcome
- 2) VOTE: November 13 and December 11, 2024 meeting summaries
- 3) Brief Regional Bikeway Plan update
- 4) MARC performance measures
- 5) Vehicle height article discussion
- 6) Workplan roundtable
- 7) Roundtable updates

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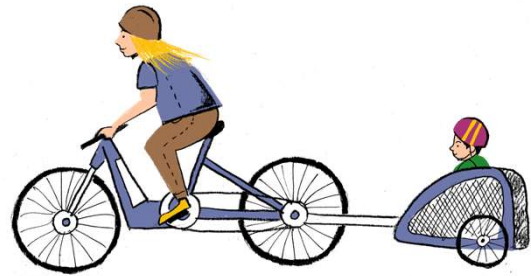


VOTE: Approve the November 13, 2024 and December 11, 2024 meeting summaries

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Regional Bikeway Plan Procurement Timeline

- January 2: RFP released
- January 9: Pre-proposal meeting
- January 15: Deadline to submit questions
- January 31: Proposal deadline



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REPORT: MARC Federal Performance Measures

Project Update

Presenter: Martin Rivarola, MARC

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How is our region performing?

- Mid-America Regional Council (MARC) is required to establish targets that measure the performance of the region's transportation system.
- Additionally, MARC assesses a set of voluntary measures that work towards regional goals identified in Connected KC 2050.



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How is our region performing?

- | | |
|--|--|
| <ul style="list-style-type: none"> • Federally Required Performance Measures <ul style="list-style-type: none"> • Safety • Infrastructure Condition • System Performance • Transit Asset Management • Public Transportation Agency Safety Plan | <ul style="list-style-type: none"> • Voluntary Performance Measures <ul style="list-style-type: none"> • Ozone • PM2.5 • Trips by Alternative Modes • Protected Bike Facilities • Transit Accessibility • Daily VMT • Electric Vehicle – Registrations + Charging Stations • Tree Canopy Coverage |
|--|--|



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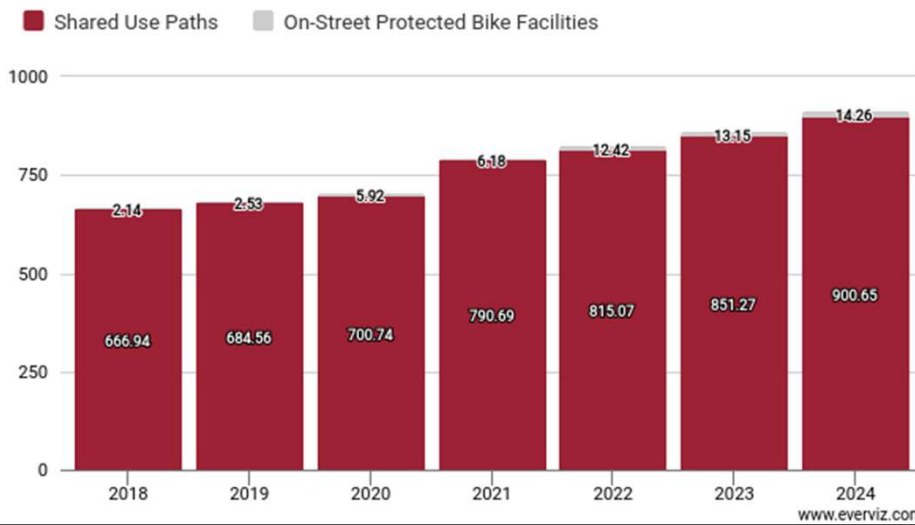
Performance Categories



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Protected Bike Facilities in the MARC Region

Miles, 2018-2024



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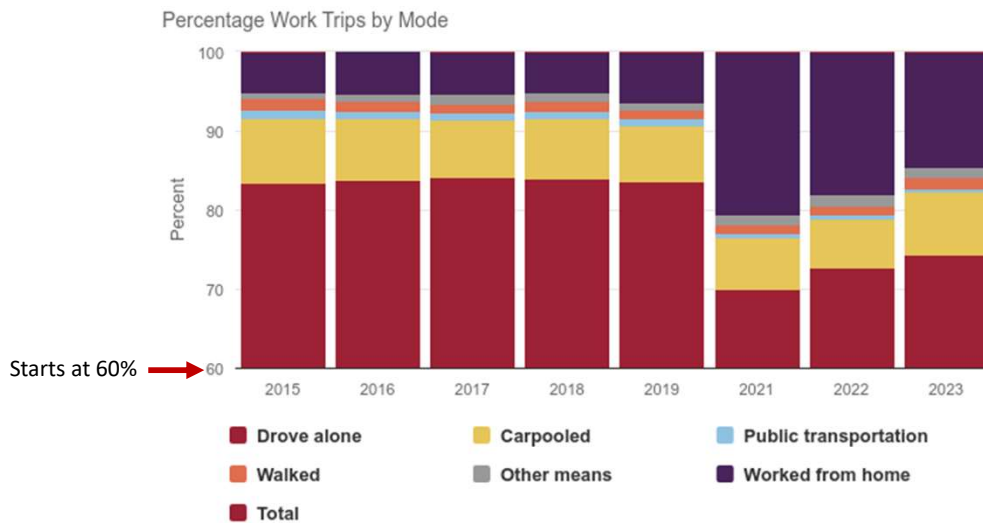
PBL/SUP Target Setting

- **Proposed Approach:**
 - Annual surveys + planning products
 - TIP
 - CIPs of Major Cities
 - Survey Work
- **Considerations**
 - Will yield a lower number
 - More tethered to reality/data
 - Not “aspirational”
 - Construction Target
 - Could pair this with a “planning/pipeline” target



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Voluntary Performance Measures – Commute Mode Share

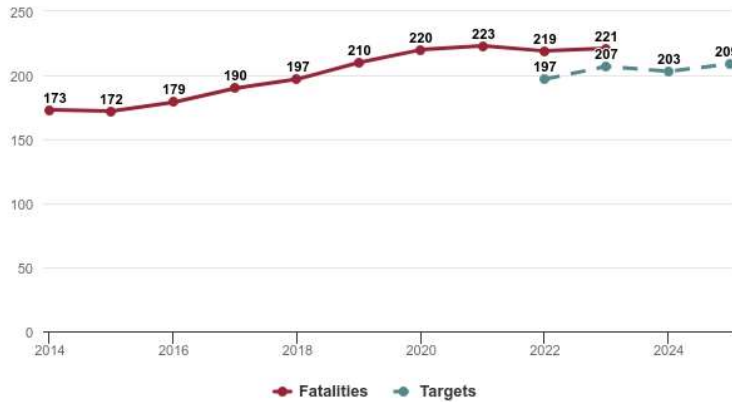


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Federal Performance Measures – PM1 Safety

Fatalities

Five-Year Averages



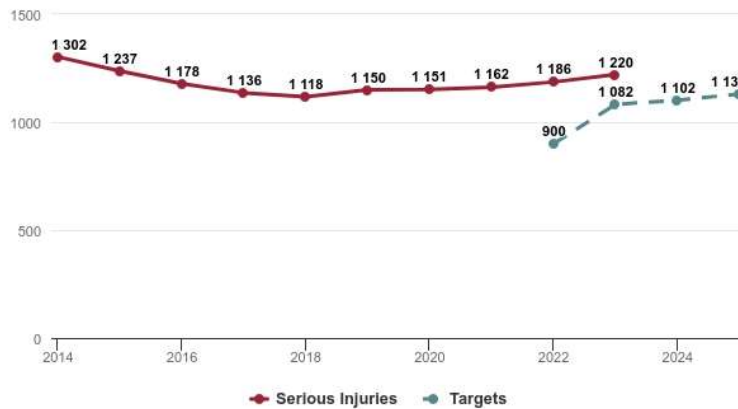
Did not meet targets and getting worse

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Federal Performance Measures – PM1 Safety

Serious Injuries

Five-Year Averages



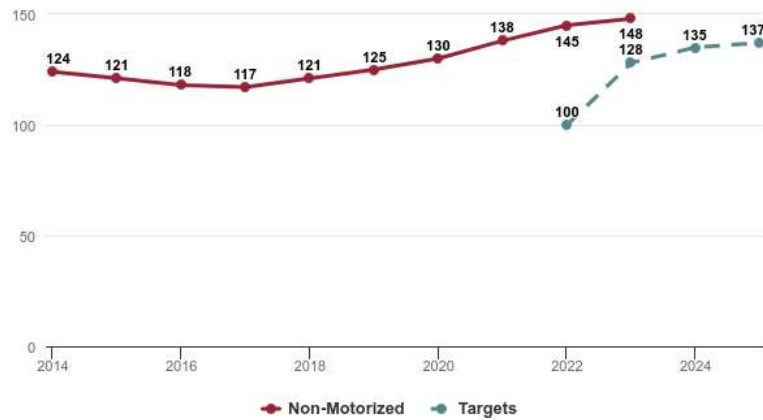
Did not meet targets and getting worse

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Federal Performance Measures – PM1 Safety

Non-Motorized Fatalities and Serious Injuries

Five-Year Averages



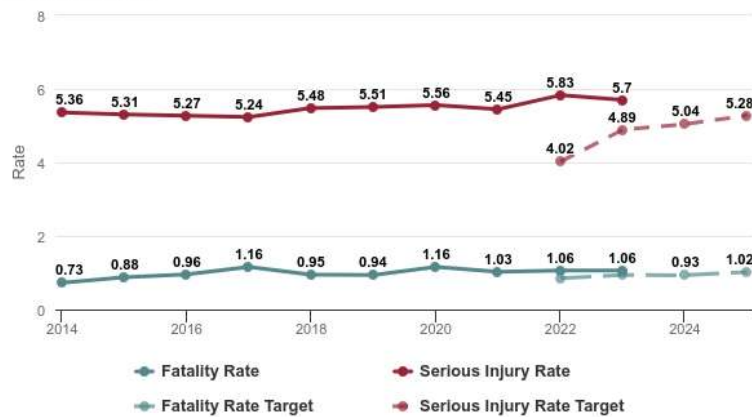
Did not meet targets and getting worse

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Federal Performance Measures – PM1 Safety

Serious Injury and Fatality Rates

Per 100 Million VMT

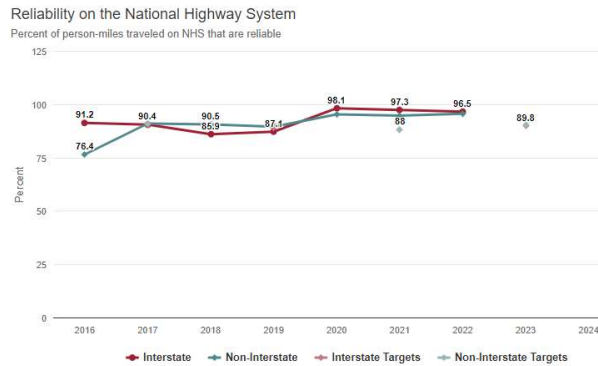


Did not meet targets but getting better

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Federal Performance Measures - FHWA

- PM 3 System Performance
 - level of travel time reliability (LOTTR)
 - Truck Travel Time Reliability (TTTR)



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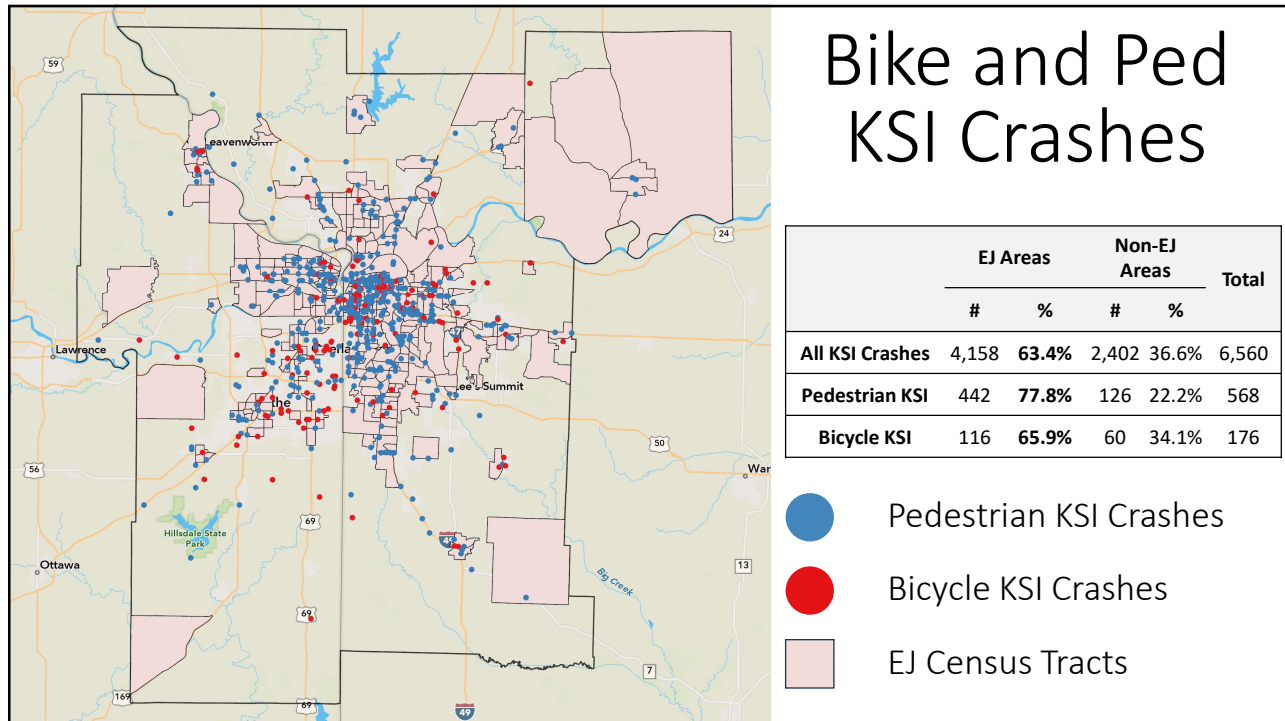
All Bike and Ped Crashes

	EJ Areas		Non-EJ Areas		Total
	#	%	#	%	
2019 - 2023					
All Crashes	197,124	59.5%	134,091	40.5%	331,215
Pedestrian	1,598	75.8%	511	24.2%	2,109
Bicycle	512	63.1%	300	36.9%	812

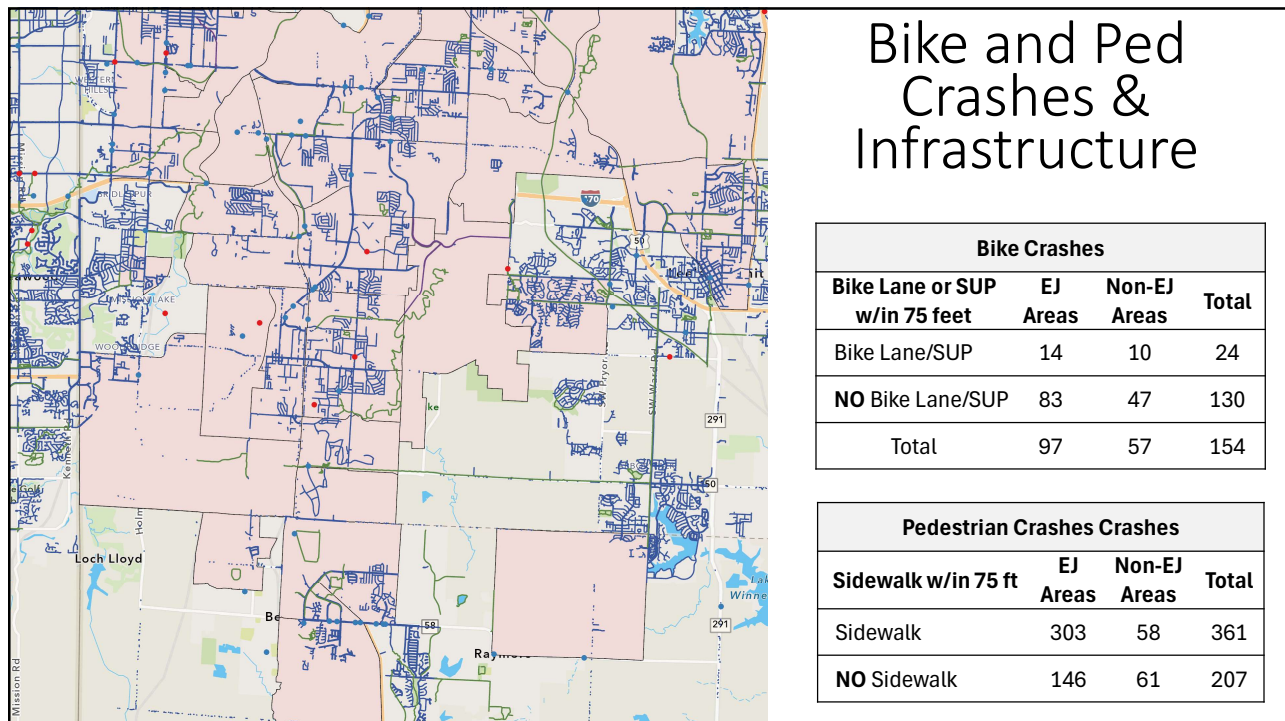
Comparison to 2014-2018

	EJ Areas		Non-EJ Areas		Total
	#	%	#	%	
2014 - 2018					
Pedestrian	-9.3%	11.5%	-38.5%	-24.4%	-18.7%
Bicycle	-11.1%	0.9%	-13.3%	-1.5%	-11.9%

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ARTICLE DISCUSSION: “Vehicle height compounds dangers of speed for pedestrians” – Insurance Institute for Highway Safety

Points from the article:

- The faster a vehicle is moving when it strikes a pedestrian, the more likely it is to inflict serious injuries.
- The effect of crash speed on injury risk was magnified for vehicles with taller front ends; pedestrians suffer more serious injuries at lower speeds.
- 25 mph may be too high of a speed limit for busy city centers or other areas with large numbers of pedestrians.
- Vehicle weight doesn’t play as much of a role in injury severity as front-end height since all cars are heavy.

At 27 mph	Moderate injury chance	Severe injury chance
Median-height car	60%	30%
Pickup truck	83%	62%

BPAC Workplan Roundtable

Planning efforts to monitor:

- Regional Bikeway Plan
- Smart Moves “3.5”
- Vulnerable Road User Assessment / SS4A
- Bi-State Reinvestment Corridor

New national resources and regulations:

- AASHTO Guide for the Development of Bicycle Facilities 5th Ed.
- NACTO Urban Bikeway Design Guide 3rd Ed.
- PROWAG enforceable standards for transit stops in the public right-of-way

What else should BPAC focus on this year?

What are local priorities that you want to hear about?

Roundtable updates

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Adjournment

Next meeting: March 12, 2025

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