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MEETING NOTICE

Bicycle and Pedestrian Advisory Committee (BPAC)
July 13, 2011
1:30 PM
Broadway Room, 1st Floor
600 Broadway, Suite 200, Kansas City, Missouri

AGENDA

1. Welcome (McHenry, 2 min)
2. Approval of the May 11th Meeting Summaries* (Bartlett, 3 min)
3. Update: KCAPWA Task Team (Bartlett, 5 min)
4. Downtown Corridor Alternatives Analysis (Gerend, 10 min)
5. BikeWalkKC Vision and Mission (Rogers/Shiple, 10 min)
6. International Walk to School Day (Shiple, 15 min)
7. Barrier Elimination (Bartlett, 15 min)
8. Sidewalk Snow Clearance Research (Crawford, 15 min)
9. Open Forum (10 min)

NOTE: MARC is hosting the 2011 Environmental Excellence Awards at 4:00 P.M. (See attachment).

*Action Item

Getting to MARC: For information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, visit <http://marc.org/mapandparking.htm>. If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

Special Accommodations: Please notify the Mid-America Regional Council at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). We will make every effort to meet reasonable requests.

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**Bicycle Pedestrian Advisory Committee
Meeting Summary
July 13, 2011**

Members / Guests Present

Art Gough, KCBC	Dale Crawford, KANBikeWalk
Ron McLinden, Transit Action Network	Elizabeth Bejan, Revolve, Inc.
Mark Stuecheli, Overland Park	Deb Ridgway, KCMO
Mark McHenry, KCMO Parks & Rec	John Benson, Raytown
Noel Challis, Platte County	Steve Rhoades, Patti Banks & Associates
Michael Kaullen, Clay County	Becky Pepper, KDOT
Neil Holman, Shawnee	Bill Drake, Children's Mercy Hospital
Sarah Shipley, BikeWalkKC	Lee Ann Kell, MoDOT
Eric Bunch, BikeWalkKC	Danielle Murray, Mission
Eric Rogers, BikeWalkKC	

MARC Staff Present

Marlene Nagel, Community Development Director
Aaron Bartlett, Bicycle Pedestrian Planner
Andy Dandino, Public Affairs
Heidi Schallberg, Transportation
Tom Gerend, Transportation
Ron Achelpohl, Transportation
Eliza Waterman, Community Development

1. Welcome/Introductions

Before introductions were made, Aaron Bartlett asked that guests be respectful of the time given to each agenda item so that all topics can be covered within the meeting timeframe. Mark Stuecheli, BPAC's Kansas Co-Chair, then welcomed the attendees and invited them to introduce themselves and their organizational affiliations.

2. Approval of May 11th Meeting Summary

The motion was made to approve the May 11, 2011 meeting summary; minor edits were noted, the motion was seconded, the motion was approved.

3. Update: KCAPWA Task Team

Aaron Bartlett reported on the subcommittee's progress. The group has been meeting monthly to review and update the KCAPWA bicycle planning design guidelines. AASHTO and other guidelines have been helpful in this review. By looking at this information, we can make adjustments for a regional context. There are more technical tools available now. Sprinkle Consulting has been providing assistance to the workgroup and the goal is to have the work completed by the end of the year then move through the process of adoption by APWA members including a review by BPAC. Dale Crawford asked if the entire BPAC committee would be able to review the updated material before it goes out for public comment. Mr. Bartlett replied yes but said it might be best to review from a summary standpoint since it is such a lengthy document.

4. Downtown Corridor Alternatives Analysis

Tom Gerend provided an overview of the downtown corridor alternatives study which is a focused look at transit options in a narrow two-mile long corridor. The analysis is positioned to

advance a *Locally Preferred Alternative* that supports downtown goals, leverages existing investments, and elevates the quality of our regional transit system. The Federal Transit Administration is funding the study which is a required step in becoming eligible for federal funds building a preferred project. The downtown corridor was selected as it represents the best opportunity for developing a possible starter line for an expanded regional public transportation system. Mr. Gerend noted that the next public meeting will be in late August to early September and explained that he was talking specifically today to BPAC as this program has the potential to serve as a pedestrian accelerator.

5. BikeWalkKC Vision and Mission

Sarah Shipley and Eric Rogers reviewed the vision and mission of BikeWalkKC. The organization, which is an independent spin-off from the Missouri Bike Federation, is focused on the Kansas City metro area. They explained the mission which is to promote active and healthy living, safety, accessibility by providing bicycle and pedestrian education, advocacy and related events/programs. Some initiatives in its 10-year vision are to support the following: connection of the Katy Trail with the Flint Hills Nature Trail, consistent / dedicated funding for MetroGreen, bike-friendly community designations and the adoption of Complete Streets policies throughout the metro. As for funding streams, the organization has several federal contracts, and collects membership and fees for service dollars, and they are working on the development of a bike-share program that will generate revenue as well. The question was asked if the organization was reaching out to people of color to which the response was yes.

6. International Walk to School Day

Sarah Shipley gave an update of the planning and coordination of actives for IWSD which, is on October 5th. She asked the committee for their feedback/input on how to best reach people to get involved in this event which she described as one step in the long-term investment of our children's health.

7. Barrier Elimination

Transportation Outlook 2040 addresses the issue of barrier elimination within the active transportation chapter. There are multiple reasons for why barriers (both natural and built), exist today. Through a variety of MARC planning activities, we are working to elevate the awareness of barriers and why both forms of Active Transportation required consideration at all levels of project planning, design, construction and maintenance. For this reason, initiatives to review and update the bikeway design standards / guidelines are underway this year and work will begin in 2012 to address pedestrians. Active Transportation modes are also being elevated through the consideration of environmental, social equity and economic factors as we engage, and Sustainable Places Corridor planning. MARC also addresses barrier to active transportation modes through professional development and training opportunities including webinars and workshops. Practitioners are receiving continuing education credits for professional certification. Mr. Bartlett then opened the topic up for discussion.

Ron McLinden commented that other than acknowledging that there are barriers, he feels that more should be done to mitigate them. He continued that we need a better understanding of the scope of the problem and challenges BPAC members to experience the barriers faced by pedestrians' first-hand. Mr. McLinden argued that at a minimum, there should be an inventory of barriers to raise awareness with the transportation policy makers. Mark Stuecheli said that to Aaron's point, standards and policies are changing now and as funds become available, bike/ped accommodations in the construction of projects will happen through the process of the street network being improved. Mr. McLinden felt this approach alone would not solve the problem.

Mr. Stuecheli reiterated that as funding becomes available, these considerations will be part of the normal process. Mr. McLinden felt that a prioritized list of pedestrian barriers could be used to by MARC and the programming committees to award additional points in evaluating these projects.

Art Gough said he agreed with Mr. McLinden and added that since barriers are a long-term issue, an assessment and prioritization of barriers is needed to phase this planning. Mr. McLinden said that the fundamental issue is that there are intersection and bridges that cannot be crossed safely by pedestrians and that point should be articulated first within this committee so it can filter up to the people that make the decisions. Mark McHenry said that so much of what can be accomplished has to do with constrained budgets and political issues.

Dale Crawford said an inventory is one part of the process, but the the challenge that comes from MARC is that historically, it request projects to be submitted from jurisdictions, rather than trying to direct money to specific projects to solve specific issues. He continued, MARC is more effective on the major roadway projects at directing where major investment needs to be made, but it is still dependent on what is brought to them.

Marlene Nagel commented that one of the projects that will be undertaken shortly is an update of the regional bicycle plan which might allow the opportunity to more specifically identify barriers. Mr. McLinden said this is not adequate as barriers faced by cyclists are not the same as those faced by pedestrians. Ms. Nagel responded that this is but one instance of taking a step in the right direction.

8. Sidewalk Snow Clearance Research

Dale Crawford and Heidi Schallberg put together a spreadsheet of various sidewalk snow removal ordinances for a frame of reference in discussing Kansas City's problem regarding snow removal. Deb Ridgway commented that it would be helpful to have more details about these ordinances, including information about enforcement, how much revenue is generated and how many miles of sidewalks does each of these cities have. Ron McLinden said that there should be vigorous enforcement to prohibit property owners from pushing snow from a parking lot onto the sidewalks.

9. Open Forum

Heidi Schallberg informed the committee that the Access Board will be publishing proposed guidelines for accessible public rights-of-way in July for a period of public comment.

Elizabeth Bejan announced that ReVolve has a new location on 51st and Troost and will be targeting residents of the Green Impact Zone with various opportunities for getting / purchasing bikes, including "earn a bike" opportunities

Dale Crawford reported on two new laws affecting cyclists / motorists. Motorist must provide a safe minimum 3 foot passing zone and bicyclist may not proceed through an intersection if the light fails to recognized them.

The meeting adjourned at 3:20 pm