

MEETING NOTICE

Bicycle and Pedestrian Advisory Committee (BPAC)
May 11, 2011
1:30 PM
Broadway Room, 1st Floor
600 Broadway, Suite 200, Kansas City, Missouri

AGENDA

1. Welcome (Stuecheli, 2 min)
2. Approval of the February 10th and March 9th Meeting Summaries* (Bartlett, 3 min)
3. K-7 Multimodal Study (Rodriguez/Baker, 25 min)
4. KCAPWA Document Update (Bartlett, 5 min)
5. National Trails Day June 4, 2011 (Shelton, 5 min)
6. May Bike-to-Work Week Coordination Report (Shipley, 10 min)
7. City of Kansas City, MO Receives Bronze Rating for Bicycle Friendliness (McHenry, 5 min)
8. Bamboo Bike Program (Walker, 5 min)
9. Sidewalk Snow Clearance Discussion (10 min)
10. Open Forum (10 min)

*Action Item

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Bicycle Pedestrian Advisory Committee
Meeting Summary
May 11, 2011

Members / Guests Present

Art Gough, KCBC

Ron McLinden, Transit Action Network

Mark Stuecheli, City of Overland Park

Mark McHenry, KCMO Parks & Rec

Noel Challis, Platte County Parks & Rec

Neil Holman, City of Shawnee

Sarah Shipley, BikeWalkKC

Dale Crawford, KANBikeWalk

Elizabeth Bejan, Revolve, Inc.

Marcy Smalley, KU Urban Planning

Becky Pepper, KDOT

Dave LaRoche, FHWA-KS

Gerri Doyle, MoDOT

MARC Staff Present

Marlene Nagel, Director of Community Development

Aaron Bartlett, Bicycle/Pedestrian Planner III

Andy Dandino, Public Affairs Coordinator

Kassie Shelton, Environmental Planner I

Tom Gerend, Assistant Director of Transportation

Ron Achelpohl, Assistant Director of Transportation

Eliza Waterman, Program Assistant

1. Welcome/Introductions

Mark McHenry, BPAC's Missouri Co-Chair, welcomed the attendees and invited them to introduce themselves and their organizational affiliations.

2. Approval of Summary Notes

The motion was made to approve the February 10th, 2011 and March 9th meeting minutes; minor edits were noted, the motion was seconded, the motion was approved

3. K-7 Multimodal Study

Carolina Rodriguez a graduating student from KU's School of Architecture and Urban Planning presented on that department's collaborative study with MARC and KDOT on options for multi-modal transportation along K-7. The study built on a K-7 management plan from a few years ago which brought in a lot of communities from the beginning.

The final report addresses roadways, bus transit and bicycle and pedestrian facilities. Travel through the corridor is mainly by single occupancy vehicle, and is defined by low density and future land-use patterns that support this model. These land patterns do not support alternative modes of transportation. The corridor management plan calls for 34 interchanges which reflects proposed access to the 23 activity centers planned for the 35 mile long corridor. That is an interchange every one mile for an activity center at every less than two miles.

This study examines multi-modal options to make it more socially, environmentally and economically sustainable. This is sometimes called Triple Bottom Line or the Three P's of People, Planet and Profit. The way we approached the analysis was to examine each mode and ask two questions:

1. What are the existing conditions as well as currently proposed conditions for each mode?
2. What are the best practices being used and implemented in real communities today?

Currently, only Johnson County Transit provides transit services located within the K-7 corridor. The closest KCATA and Unified government services are in Village West. There are two park and ride lots located within the corridor at 66th Hilltop along Shawnee Mission Parkway and The Great Mall in Olathe. Most routes are focused around the Park and Ride stop at the Great Mall and the intersection of Parker and Santa Fe in Olathe. This is also where we see higher population densities to support transit. All of the buses include carriers but are limited to two bikes. Allowing bikes in buses is an option that some providers have adopted to increase capacity.

All jurisdictions are involved in bicycle planning to varying degrees and most plan to connect well with their neighbors' facilities. The main focus is to link with parks, fields, community centers, and other recreational facilities. Some cities, such as Shawnee and Olathe have on-street facilities both built and proposed. Sidewalks for pedestrians are the low hanging fruit but there is a question of whether it's safe for cyclists to share the sidewalk with pedestrians.

We also noticed that bikeway terminology varies a great deal among jurisdictions. The nomenclature and definitions need to be consistent. Ms. Rodriguez provided examples of how bikes and pedestrians might be accommodated along the corridor. Examples included off shared use paths, bike lanes, and sidewalks for example. Here in the US, there are also several examples of shared-use trails along highways from the 100 mile long Greenway in Washington State to a 7 mile trail adjacent to I-787 in Albany, New York.

One of the major obstacles along the K-7 Corridor and many others like it is how to get pedestrians and cyclists across safely. To retrofit an existing bridge for walking and cycling, the main outcome is accommodation. In this scenario, lanes are re-stripped and barriers are added as in this example of the Heart of America Bridge.

Ms. Rodriguez shared report recommendations divided into three categories—easy, intermediate, and challenging

Challenging

1. Allow the use a shared use path in the ROW.
2. Modify memorandums of understanding to reflect a commitment to alternative modes of transportation.
3. Rethink the future land use plans to better support biking, walking, and transit.

Intermediate

1. Provide complete design on new roads for pedestrians, cyclists, and transit riders.
2. Add additional bus service to areas that are underserved.
3. Add Bus Rapid Transit to include dedicated bus lane and the bus on shoulder when roads get congested.
4. The data analyzed in the management plan should be reviewed and reconsidered taking into account other modes.

Easy

1. Adopt a consistent naming and design scheme for bike/ped facilities in the communities along the corridor; like the ones in the AASHTO 2010 Guide.
2. Adopt guidelines for representing information on maps for ease of communicating across jurisdictions.

3. Collect more data especially counts of the number of cyclists and pedestrians currently using the existing facilities. Also collect data on bike riders using transit services.
4. Installing more bicycle parking and collect approximate numbers.
5. Design transit with bikes in mind.

Ms. Rodriguez concluded her presentation and addressing questions about the public involvement process. The committee thanked her for the presentation.

4. KCAPWA Document Update

Aaron Bartlett reported that the subcommittee met earlier with Sprinkle Consulting who is helping to review the document and provide assistance with the update. Once the draft update is available, there will be a 30-day open review period. There is strong interest in adding another section on pedestrian facility guidance but this will need to follow in late 2011, early 2012

5. National Trails Day June 4, 2011

Kassie Shelton reported on the National Trails Day program partners and events, also noting that there will be an acknowledgment of MetroGreen's 20th anniversary

6. May Bike-to-Work Week Coordination Report

Sarah Shipley of BikeKC updated the committee on plans for Bike-to-Work week, noting that it was shaping up as a real regional effort though help is needed to promote activities through distribution of posters/fliers and FaceBook/Twitter feeds.

7. City of Kansas City, MO received Bronze Rating for Bicycle Friendliness

Mark McHenry noted that KCMO does have a bronze rating for bicycle friendliness and reviewed the milestones that made this possible. He also thanked the committee for their contributed efforts towards this designation. Aaron Bartlett said that KCMO is setting an example and that bicycle friendly community status provides a great model for other to pursue. .

8. Bamboo Bike Program

Kenneth Walker who was to report on this program that he initiated was unable to attend. This agenda item may be included on a future agenda.

9. Sidewalk Snow Clearance Discussion

As this issue has come up at past meetings, it was added to the. Aaron Bartlett began the discussion with information about reference to this which he said is briefly addressed in the AASHTO guide and that a few other documents included reference to this as well at the federal level. Ron McLinden noted that this is a major concern for pedestrians accessing transit and some sort of regional policy should help to support this, especially as the link between pedestrian and transit is supported under Transportation Outlook 2040. Dave LaRoche said for this really to happen, it needs to come from the individual jurisdictions. Mark Stuecheli said that an educational program might be a useful approach. Mark McHenry noted that private businesses/CIDs also play a role here so research, education and sharing of best practices to move towards greater advocacy for snow removal. Mr. Bartlett asked if someone on the committee would be willing to take the lead in researching best practices for later discussion. Dale Crawford offered to research the topic and report at the next meeting. Mr. McHenry agreed and asked that continue the discussion at the next meeting.

10. Open Forum

Elizabeth Bejan from Revolve mentioned that they are helping businesses to receive Bike Friendly Business (BFB) designations by convening a panel on how to pursue this, including what the application process is like. It will be held at MARC on June 8th.

Ron McLinden noted that KCMO city engineers have prepared a draft policy on automated pedestrian signals at intersection and presented to one of their subcommittees and needs to be reviewed before it is formalized.

The meeting adjourned at 3:20 pm