



MINUTES  
MANHATTAN BICYCLE ADVISORY COMMITTEE  
City Commission Room, City Hall  
1101 Poyntz Ave. Manhattan, KS 66502  
June 10, 2009

**Members Present:** Brian Hardeman, Rich Markle

**Members Absent:** Jeff Hooper, Joe Edmunds, Ben Champion, Julie Gibbs, Dave Colburn, Diane Novak, Dan Scott

**Staff Present:** Dan Oldehoeft, Bicycle Coordinator; Rob Ott, City Engineer

**Public Attendance:** 0

Hardeman called the meeting to order at 4:45 p.m.

No business was conducted as there was not a sufficient number of members present to form a quorum.

### Staff Report

Oldehoeft:

- Bicycle Ammenities Mapping Project is proceeding on schedule with 10% of data collection complete.
- No new bike rack installations.
- Tobacco Use Prevention Grant funds approved by Riley County Manhattan Health Dept. for use by the City. The City will order approximately 45 combination "Share the Road" signs and posts and store them for future installation. The Bicycle Coordinator, City Engineer, and staff will begin rersearch to find the best locations for signs throughout the City.

Ott:

- Discussions with developers for the 17<sup>th</sup>/Yuma PUD site included an emphasis on bicycle accomodation including locating bike racks.
- A reccomendation was made to KDOT concerning the design of the overpass of Miller Parkway at K-18. The reccomended design option will include both a 7' sidewalk and a 5' bicycle lane on outsides of each directional lanes.
- The bicycle lanes on Miller Parkway from K-18 eastward are scheduled to be done this summer.
- Construction at the intersection of Hwy. US24/Marlatt Ave. has begun and will include a reinforced concrete box with bench grading reserved for the future completion of Linear Trail. The project cannot be completed at this time due to lack of funds available. However, there may be money available in the near future due to cost savings as a result of changes made using

Energy Grant funds. The City Commission has shown interest in rolling over cost savings into other related community development projects.

Following staff reports, a discussion ensued among Hardeman, Markle, Oldehoeft, and Ott at the end of which it was concluded that the next best step for the BAC will be to set goals for present, near-future, and far-future development and assign priorities to projects related to those developments. All agreed that a top priority should be the completion of Linear Trail. Included in the conversation was a brief discussion of *Complete Streets* and where this might be possible in Manhattan. Ott suggested that the new N. 4<sup>th</sup> Street is a good candidate. Prompted by the recent inclusion of discussion of one-way streets at the City Commission's last goal setting session, Hardeman asked Ott how he felt about one-way streets. Ott responded by saying that for it to work properly, a large area must be committed to the system rather than one or two streets. Hardeman pointed out that Yuma was a particularly wide street and Ott suggested that, with angled parking, a bike lane could be striped in. Freemont Street was briefly discussed in the same vein. Finally, it was noted that Fort Riley Blvd. west of Westwood sees a considerable amount of bicycle and pedestrian traffic and yet it is terrible for both users.

The meeting adjourned at 5:50 p.m.