



MINUTES
MANHATTAN BICYCLE ADVISORY COMMITTEE
City Commission Room, City Hall
1101 Poyntz Ave. Manhattan, KS 66502
January 13, 2009

- Members Present:** Brian Hardeman, Ben Champion, Joe Edmunds, Diane Novak, Dan Scott, Rich Markle, Julie Gibbs, Dave Colburn
- Members Absent:** Brian Johnson
- Staff Present:** Rob Ott, City Engineer; Victoria McKennan Bicycle/Pedestrian Planning Intern
- Public Attendance:** 3

Hardeman called the meeting to order at 4:38 p.m.

1. Champion moved to approve the December meeting minutes as amended. Motion passed by unanimous vote.

2. Discussion of new meeting time

Champion proposed finding a new meeting time as school board meetings will continue to make current meetings difficult for Colburn to attend. Ott suggested meeting on the 2nd Thursday or 4th Wednesday of each month. McKennan will check bylaws regarding any changes to the meeting times and Ott will check availability on Thursdays. Hardeman supported keeping the same meeting time at 4:30 pm. A new meeting time will be determined at the February meeting.

3. Discussion of Bicycle Coordinator position

Hardeman said that a permanent position for a bike coordinator is the most important part of the budget. A bicycle-friendly community application needs support from city staff. Champion stated that the new public transit system needs to be integrated with bike planning, emphasizing that bicycle concerns need to be part of a larger conversation on sustainability. Markle asked if there was a transportation coordinator and Ott replied that he was responsible. Champion mentioned that Mayor Bruce Snead will likely support efforts towards sustainability. Hardeman agreed that the political support from the commission and city management office means that timeliness is important. Hardeman will draft a memo

2. Staff Reports

Bicycle Coordinator Report

McKenna mentioned that February is an important month for Bike Week plans. Event ideas included breakfast stations, bike to school/work day, and a company commuter challenge. Scott recommended a Bike with the Mayor event and Ott recommended a Ride to City Commission event. McKenna said that a K-State Student Organization Students for Environmental Action was interested in volunteering and that other partnerships would be important to the event's success. Champion agreed that partnerships with students and local businesses are essential. Hardeman suggested contacting local businesses such as Tallgrass and Big Poppi. Gibbs said that the KDHE grant had money left over that could be used for advertising and promotion.

It was mentioned that the K-State Cycling Team had nationals in Wisconsin on May 7th. Colburn said cycle casa was on May 8th. Champion mentioned that the new K-State Provost is a biker and suggested having events the week before graduation.

City Engineer Report

Ott said that comments were made to include sidewalks and bike racks for Boston Commons. Sidewalks along Browning will add pedestrian connectivity in Westport Commons. Transportation enhancement grants were submitted for the Military trail connection, a trail from the train depot to 3rd Street and Leavenworth, and paving Linear Trail from Casement road to Eisenhower middle school on the south side of the Marlatt ditch. An energy grant will provide solar units for all school zones in Manhattan.

Ott mentioned that Parks and Recreation met last week about a private path in the Sharingbrook neighborhood. Hardeman thought that while this may be a useful connection for Parks and Rec, it might end up serving only Sharingbrook residents.

Ott updated a memo with discussion and improvements for South Redevelopment. Ott drafted a memo for City Commission concerning the signing of Pierre Street. City Commission will discuss S. redevelopment next week.

3. Update on South Downtown Redevelopment (HWS Consulting)

Chuck Bartlett said that input from last month's meeting was greatly appreciated. Bartlett explained changes in the plans including widening lanes on Pierre St and 3rd St by 2 ft to create a share the road scenario. The east side of 3rd st and the Pierre intersection has a 3 ft addition to accommodate cyclists going uphill. Bartlett said that while no changes can be made beyond the bridge, the existing patterns will not change. The Discovery center has bike racks on the south side of the building near stone benches and a bus stop. Bike racks were centrally located in park and parking both inside and outside of the parking garage were included.

Champion suggested making the parking visible and not hiding racks with trees etc. Hardeman agreed that bike racks need to be accessible. Bartlett asked how much bicycle parking is reasonable. Champion responded by emphasizing growth and expandability. Hardeman asked whether bike racks near apartments were for residents or visitors to the area. Bartlett said that the parking was primarily to service residents.

Ott said he will make a change in the memo concerning bike racks. Scott asked if people wanted long-term or short-term bike parking. Champion said that residents may want more than bike racks and gave an example of bike sheds used at college residence halls. Hardeman said that the new rack locations were reasonable. Champion asked what was sacrificed in order to add 4 ft to the streets. Bartlett responded that the sidewalks were narrowed to an 8ft minimum.

Ott asked if there were any issues with the memo. It was suggested that the wording was changed in section 2b to emphasize proximity of bike racks to building entrances.

4. Casement Road and Northeast area

Hardeman said that Casement road is in the 2011 budget and that all collectors moving forward should be considered for bike lanes. Hardeman emphasized that the high population of children in the area and the 2 schools in the NE zone require more bicycle connectivity. Linear trail currently dead ends in this area. Ott said that linear trail was intended to use utility ROW under the power line. Hardeman said that lanes on Casement were preferable over a multi-use path. Ott said that the ROW width varies along Casement. Ott suggested drafting a memo saying the preferred option is 4ft bike lanes going north and south, but that he would still like to see sidewalks. A second preferred option is to make 14ft wide lanes and then widening the multi-use path. Champion suggested including a center lane only when a turn comes up at which point the bike lanes would go away.

Ott said he prefers to have 5 ft between the curb and the sidewalk. Markle said that the distance from the curb is more important than the width of the sidewalk. Hardeman asked if the committee would like to draft a memo addressing the preferred options for Casement. It was decided that a memo would state that bike lanes all the way with possible exceptions at intersections would be the first choice of the BAC. Champion suggested that the committee would be interested in consulting and providing further input if the 1st preference had complications.

The meeting adjourned at 6:05 p.m.