



MINUTES
MANHATTAN BICYCLE ADVISORY COMMITTEE
Commission Room, City Hall
1101 Poyntz Ave, Manhattan, KS 66502
June 21st, 2012

Members Present: Diane Novak, Brian Hardeman, Ben Champion, Dave Colburn, Michael Wesch, Ben Champion, & Katy Vaughan

Members Absent: Joe Edmunds & Joe Wright

Staff Present: Joey Lightner, Bicycle Coordinator; Peter Clark, Civil Design Engineer; Lance Evans, Long-Range Planner; & Rob Ott, City Engineer

Public Attendance: 3

M. Wesch called the meeting to order at 4:35 p.m. on June 21st, 2012.

Approval of Minutes:

1. D. Colburn made a motion to approve the April and May 2012 minutes. D. Novak seconded. The motion passed unanimously (B. Champion and B. Hardeman absent).

Presentation by Fehr and Peers:

1. Victoria McKennen and Rick Plenge, Transportation Planners from Fehr and Peers presented several projects and advised the committee on how they can elicit community input and political support for biking projects. Their presentation is attached.

Staff Reports:

1. J. Lightner reported on the status of the pedestrian tunnel connecting the Discovery Center to the Trail Depot and the closure of Linear Trail near the waste water treatment facility. Linear Trail will be only on July 2nd. Staff will present to the Urban Area Planning Board on July 2nd. J. Lightner suggested committee members attend.
2. P. Clark presented several projects to the committee. These projects included: sidewalk connecting US 24 and Leavenworth, McCall Road and Tuttle Creek Blvd will receive double left turn lanes, the median on Bluemont from North Manhattan to 11th Street, Poyntz Streetscape, Miller Parkway and Scenic Drive improvements, the waste water treatment plan trail extension, the depot tunnel, the sidewalk and crossing at Casement Road and Hays Drive, the successful submittal of the Safe Routes to School application, and sidewalk projects funded from the Community Block Development Grant.


The meeting adjourned at 6:09 pm.

Next Meeting: July 19th, 2012.

Bike Manhattan

Rick Plenge & Tory McKenna

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Building Community Support

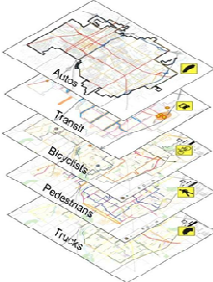
- Political/Public/Engineering/DOT
 - Advocacy
 - Education
 - Bike Safety Audit
 - Peer Review Trips
 - Pilot Projects
 - Safety Projects

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Network Connections

- Layered roadway concept extension of the complete streets approach
- All travel modes need to be accommodated within the overall network, but that individual roadways should focus on one or two modes rather than accommodating every mode on every street.




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Bike Safety Audits

- ADA Coordinator
- Bicycle/Pedestrian Coordinator
- City Planning Staff (Long Range and Development Review)
- Engineering/Public Works Staff
- Police Traffic Safety Enforcement Officer



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Bike Safety Audits

- Bicycle/Pedestrian Advisory Committee
- Business Owners in focus locations
- City Manager or Assistant
- Elected Officials
- Planning Commission/Board Members
- School District Staff
- Community Associations



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Planning Tools




<http://asap.fehrandpeers.com/tools/>

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Planning Tools

- LOS + /MMLOS tool
 - <http://asap.fehrandpeers.com/tools/complete-streetslayered-networks/los/>
- Bike Facility Selection Matrix
- GIS Crash Analysis Tool
- Pedestrian Crosswalk Selection Tool

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Four Levels of Cyclists



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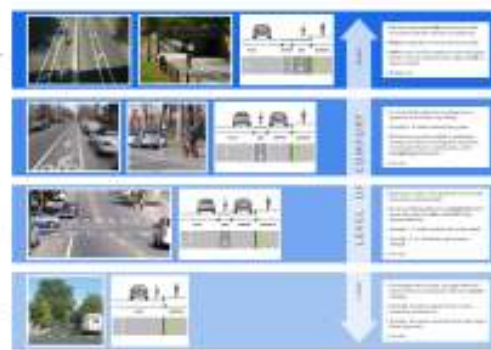
Facility Types



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Facility Types



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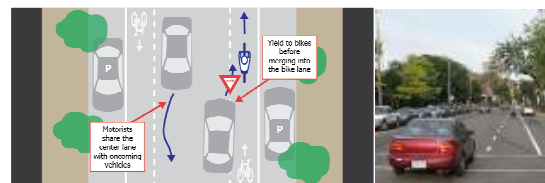
Facility Types



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Advisory Bike Lanes



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Kinzie Street Cycle Track



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Source: Google



Kinzie Street Cycle Track

- Standard bike lanes originally planned
- Road diet used
- 40'-60' overall width/9K ADT
- Funded through TIF district
- NACTO design guidelines
- Bridge plates installed
- Bike Mode Share increased from 25% to 50%

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Source: CDOT



Kinzie Street Cycle Track



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Kinzie Street Cycle Track

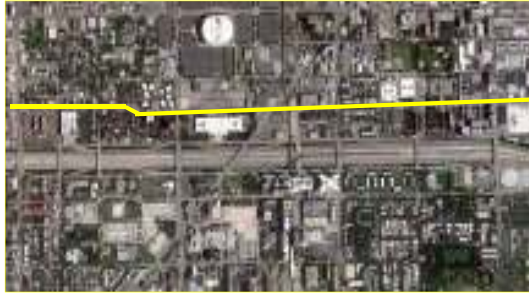


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Source: CDOT



Jackson Boulevard Cycle Track/ Buffered Bike Lanes



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Source: CDOT



Jackson Boulevard Cycle Track/ Buffered Bike Lanes

- Road/Lane Diet used on 1.5 Mile long corridor
- 48' overall width/5500 ADT
- North side of street used to avoid transit conflicts
- More parking impacts
- IDOT coordination

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Jackson Boulevard Cycle Track/ Buffered Bike Lanes



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Source: CDOT



Jackson Boulevard Cycle Track/ Buffered Bike Lanes



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On-Street Bike Parking

- Removes bicycles from pedestrian sidewalks
- Organizes high-volume parking areas
- Increases overall parking capacity (1 car space = 8-12 bikes)
- Increases visibility of cycling
- Benefits businesses




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On-Street Bike Parking

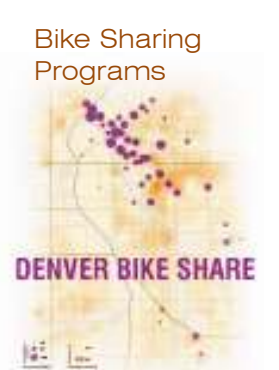

How to Make It Happen?

- Adopt design guidelines (Best Practices)
- Create City policies (maintenance and liability)
- Business community outreach - identify locations
- Identify funding
- Pilot locations which will succeed
- Document success/failure
 - Getting used? How much? (bike counts)
 - Survey cyclists
 - Survey patrons of business district
 - Survey business owners





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Bike Sharing Programs

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Self-Promotion

- Maps
- Wayfinding
- Education




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Bicycle Governance

- Focus on safety, liability, and investments
- Using data to identify crash hot spots
- Allows better focusing of resources
- Safety grants



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Implementation/Funding Strategies

- Resurfacing Projects
- Redevelopment Opportunities
- General CIP/STP funds
- TIF Districts
- Taxes
- Grants
- FTA/CMAQ funds

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Questions/Contact Info

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