

MINUTES
Manhattan Bicycle & Pedestrian Advisory Committee
City Commission Room
1101 Poyntz Ave, Manhattan, KS 66502
February 19, 2016

- Members Present:** Brent Chamberlain, Dave Colburn, Joe Edmunds, Jessica Fiscus, Brian Hardeman, Adam Inman, Seth Scobee, Michael Wesch
- Members Absent:** Cydney Alexis, Jeff Koenig, Stephanie Watts
- Staff Present:** Ben Chmiel, Planner-Long Range; Lance Evans, Senior Planner-Long Range; Brian Johnson, City Engineer; Tim Kellams, Intern Park Planner; Rob Ott, Director of Public Works; Emma Rearick, Bicycle and Pedestrian Coordinator; Jared Tremblay, Infrastructure Analyst & Staff Liaison to BPAC
- Public Attendance:** 3

M. Wesch called the meeting to order at 9:05 a.m.

Approval of Minutes:

J. Edmunds moved to approve the January 2016 minutes, B. Hardeman seconded. Motion passed unanimously.

West Anderson Project

- R. Ott and B. Johnson solicited bicycle and pedestrian infrastructure recommendations for the West Anderson Project. Matthew Kohls with BG Consultants presented the planned improvements and route options: the road will be improved to an urban section (adding curb and gutter) from Anneberg Drive to Scenic Drive and a 5' sidewalk will be added to the North side of Anderson. A pedestrian crossing with HAWK signal will be added across Anderson near the Anneberg Park entrance, along with two paths leading from the crossing into the park.
- B. Chamberland asked about alternative pedestrian crossing signals, and R. Ott specified that HAWK signals are approved by the Manual on Uniform Traffic Control Devices. M. Kohls confirmed that Lawrence, KS uses HAWK signals.
- On the South side of Anderson, a 10' shared use path will be installed from Anneberg Drive to Pebblebrook Circle. There are two route options West of Pebblebrook Circle: a 10' shared use path along the Cumberland Road right of way, or a 10' shared use path along the South side of Anderson Ave (with a 5' separation between road and path), which would then run South along Scenic Drive. A second pedestrian crossing with HAWK signal would be installed across Anderson, near the entrance to the Stonecreek commercial development and connecting North to the planned Scenic Crossing.
- M. Kohls asked whether the shared use path along the Cumberland right of way should be limestone screenings or concrete. B. Hardeman mentioned that he would prefer limestone screenings over no path at all, and that historically

the BPAC preferred including both route options. M. Wesch asked what sort of development was likely to occur West of Scenic Drive – J. Tremblay said mostly residential.

-M. Kohls added that the 10' path along Scenic may be extended South to connect to Highland Ridge Drive. The existing bridge over Wildcat Creek would be converted to 2 southbound lanes, 1 northbound lane, and a 10' bike/ped path on the East side of the bridge. The path would be separated from auto traffic by a concrete barrier.

-M. Wesh pointed out that a path over the bridge would make a nice recreational loop from Anneberg Park, and people might be more likely to use the Cumberland route as part of the loop. B. Hardeman noted that both the Cumberland route and the Anderson route would serve purposes, but for different things. B. Chamberland suggested that the Anderson route be moved further from the road and planted with tall greenery for shade. M. Kohls said that enhancing the Anderson route in such a way would likely be less expensive than building both routes.

-M. Wesch summarized the BPAC's recommendations:

1. Include both trails: Option 1 (along Cumberland Rd) and Option 2 (along Anderson Ave).
 - a. Option 1 should be constructed of limestone screenings.
 - b. Option 2 should be constructed of concrete and have two segments of different widths: it should be an 8' multi-use path from Pebblebrook Circle to the HAWK signal near the entrance to Stonecreek. It should be a 5' sidewalk west of the HAWK signal, south to the intersection with Option 1.
2. Include the 10' trail along the existing bridge over Wildcat Creek, with 10' access trails to neighborhoods both east and west of Scenic Drive.

D. Colburn motioned to accept the above recommendations. Motion passed unanimously. B. Chamberland moved to amend the recommendation to include planting trees along both sides of the Anderson route. Motion passed unanimously. The recommendation was amended to include:

3. Include tree plantings along both sides of the Option 2 path and sidewalk to create a park-like effect.

Staff Reports

J. Tremblay updated the committee on the following projects:

-The Knox Lane Trail is in KDOT review of design, on track to build in summer 2016.

-The bike map will be updated and reprinted within the next few months.

-Downtown bike racks will be rearranged: existing racks on Poyntz will be paired near intersections with cross streets.

-MPO's multi-modal study: the selection committee will interview 4 consultants on March 1. The study will include the ATA bus route realignment, regional bike plan, and multi-modal integration.

E. Rearick updated the committee on the following projects:

-Work continues on the wayfinding signs, with installation anticipated for summer 2016.

- A bicycle safety infographic will appear in the Parks and Recreation spring activity guide.

Bike Month Update

E. Rearick reported that the Bike Month committee has many bicycle-related events in the works for May. The Bike Month proclamation is scheduled for the April 19 City Commission meeting. The next Bike Month planning meeting is scheduled for 6:30 p.m. March 3, 2016 at the Manhattan Public Library. Two interns are teaming up to create short promotional videos for Bike Month and bicycling in Manhattan, which should be released online and via social media in April.

Strategic Plan Update

J. Tremblay presented the strategic plan projects to be included in each budget year through 2020. He will address the City Commission during a work session at 5:30 p.m. on March 8, 2016 regarding the proposed budget and plan.

M. Wesch adjourned the meeting at 10:30 a.m.

Next Meeting: March 18, 2016