

**MINUTES**  
**Manhattan Bicycle & Pedestrian Advisory Committee**  
Harmon Room  
1101 Poyntz Ave, Manhattan, KS 66502  
May 20, 2016

**Members Present:** Brent Chamberlain, Dave Colburn, Joe Edmunds, Jessica Fiscus, Brian Hardeman, Adam Inman, Jeff Koenig, Seth Scobee, Michael Wesch

**Members Absent:** Paul Benne, Stephanie Watts

**Staff Present:** Ben Chmiel, Long Range Planner; Lance Evans, Long Range Planner; Jay Guarneri, GIS Technician; Brian Johnson, City Engineer; Tim Kellams, Intern Park Planner; Rob Ott, Director of Public Works; Emma Rearick, Bicycle and Pedestrian Coordinator; Casey Smithson, Park Superintendent; Wyatt Thompson, Park Planner; Jared Tremblay, Infrastructure Analyst & Staff Liaison to BPAC

**Public Attendance:** 2

B. Hardeman called the meeting to order at 9:04 a.m.

**Approval of Minutes:**

J. Edmunds moved to approve the April 2016 minutes, J. Koenig seconded. Motion passed unanimously.

**Miller Parkway Sidewalk/Trail**

J. Tremblay reported that since the last meeting, City staff had consulted the subdivision regulations. Arterial and collector streets are required to have ADA accessible sidewalks on both sides. While a trail could serve as a sidewalk, the Development Review Committee had determined that asphalt millings would not provide a stable ADA accessible surface. Therefore, the road would be built with concrete sidewalks.

B. Chamberlain asked if there was still an opportunity to install asphalt milling alongside the concrete. J. Tremblay replied that no, public works staff had determined that maintaining the mix of surfaces would be problematic.

M. Wesch asked if creating a loop with a trail to the North of Miller Parkway would address the needs of cross country runners. J. Tremblay reported that the land M. Wesch referenced belongs to Rod Harms and the Hunter Family, and is not yet developed. R. Harms, member of the public, replied that conversation with the Hunter Family would continue, and that he plans to develop asphalt millings trails on his property, as do other landowners. He wanted the City to consider extending the planned network.

M. Wesch requested that while connectivity in the area is under consideration, the neighborhoods to the northeast not be forgotten. R. Ott asked if the neighborhood should be connected with a trail or sidewalks. M. Wesch replied that he thought a trail would be appropriate.

M. Wesch asked if there could be an exception to the ADA requirement for Miller Parkway. R. Ott replied that future development in the area is unknown – the comprehensive plan shows the area as residential with one commercial node. The property to the South will be a challenge to develop due to airport-related restrictions. M. Wesch stated that he felt the ADA requirement is met by the sidewalk on one side.

B. Chamberlain asked about adding asphalt millings shoulders along the sidewalks. R. Ott replied that the maintenance staff does not want to deal with concrete alongside asphalt millings. C. Smithson added that there is no consistency with asphalt millings, and the surface is on the higher end of maintenance demands. Even with a lot of maintenance, the surface would likely be uneven. M. Wesch asked if an uneven surface would be viewed as a benefit by runners. R. Harms clarified that this is a unique situation where the millings have been screened, and the right tool could easily maintain them. J. Edmunds added that asphalt millings become very hard over time. R. Harms responded that a landscape rake effectively maintains the surface.

M. Wesch asked if a future trail could connect through the land to the South of Miller Parkway. J. Tremblay replied perhaps, while J. Edmunds noted that steep grades would lead to washouts.

J. Fiscus asked how difficult would it be to cross the street if someone needed the stable, ADA accessible surface. J. Tremblay replied someone would have to travel no more than ¼ mile to a crossing.

B. Chamberlain asked how many residents would be on the South side of the road. W. Thompson highlighted accessibility to the future park at Lee Mill Heights, and noted that staff was concerned because a trail along the South side would be maintained in part by the Parks department. C. Smithson added that snow events would be very challenging with an asphalt millings trail, because it could not be bladed like concrete. Discussion about potential park entrances followed.

D. Colburn asked why the trail would be along the South side of the road. J. Tremblay required that the land to the North was already under development. D. Colburn noted that the proposed trail would be an isolated ½ mile section. B. Hardeman stated that he liked the idea of an asphalt millings trail, but it needed to be part of a larger network.

M. Wesch asked about the grade in the future park at Lee Mill Heights. Aaron Apel, member of the public, noted that the north end of the future park is very intense.

R. Harms stated that his pursuit was temporary in nature, and he thought it was a good opportunity to explore using an inexpensive material. A. Inman asked if using the asphalt millings would make it difficult to install a different surface in the future. R. Ott replied that yes, removing the millings would add a significant expense.

B. Hardeman stated that the asphalt millings should be used as part of a network, and perhaps looking for trail opportunities should be added to the committee's strategic plan. He added that it sounded like concrete should be used here, but other opportunities should be sought to use softer surfaces, including asphalt millings. B. Chamberlain agreed that he supported creating a larger network of trails, perhaps in backyards and not along the public right of way.

D. Colburn moved to support City staff's decision to move forward with building concrete sidewalks on both sides of Miller Parkway. M. Wesch seconded. Motion passed unanimously.

## **Staff Reports**

-J. Tremblay reported on some changes to the 2016 Bike Boulevards: South 5<sup>th</sup> Street and South Manhattan Avenue will be postponed due to planned construction, and Dickens Avenue will be completed instead. Jarvis Drive, North 5<sup>th</sup> Street, Colorado Street, and Hayes Drive & Judson Street will still be completed this year.

M. Wesch requested that a "Bikes May Use Full Lane" sign be added to east bound Dickens Ave, or a dedicated bike lane. B. Chamberlain requested traffic calming measures. R. Ott noted that the MATS specifies that traffic calming measures require a neighborhood meeting and agreement. Committee members agreed that a long-term plan for Dickens Ave should be developed.

-E. Rearick reported that the wayfinding signs have been sent to the printers. She also invited committee members to attend the Progressive Dinner at 6 p.m. and the Women's Ride on Sunday afternoon.

## **Public Comments**

No one spoke.

## **New Business**

B. Chamberlain asked how the committee plans to communicate with incoming students in the fall. J. Tremblay replied that staff planned to have a booth again at the international student orientation, and last fall he had spoken to fraternities and sororities. If funds were available, staff could provide a bicycle map to all incoming students at orientation. B. Chamberlain stated that he would begin looking into opportunities to work with K-State.

B. Hardeman adjourned the meeting at 10:06 a.m.

**Next Meeting: June 17, 2016**