

MINUTES
Bicycle & Pedestrian Advisory Committee
City Commission Room
1101 Poyntz Ave, Manhattan, KS 66502
April 21, 2017

Members Present: Brent Chamberlain, Dave Colburn, Joe Edmunds, Brian Hardeman, Karen Hawes, Julie Hettinger, Seth Scobee

Members Absent: Paul Benne, Jonathan Eden, Adam Inman, Jared Tremblay

Staff Present: Ben Chmiel, Long-Range Planner; Jay Guarneri, Infrastructure Analyst; Brian Johnson, City Engineer; Mark Lee, Traffic Engineer and Staff Liaison; Emma Rearick, Bicycle and Pedestrian Coordinator; Wyatt Thompson, Senior Park Planner

Public Attendance: 0

B. Hardeman called the meeting to order at 9:10 a.m.

Approval of Minutes

J. Edmunds moved to approve the March 2017 minutes, B. Chamberlain seconded. Motion passed unanimously.

Letter of Support for Bicycle Safety and Awareness Program

B. Hardeman reported that he had drafted a letter of support from the committee for the Bicycle Safety and Awareness Program in response to J. Tremblay's request.

Staff Reports

M. Lee reported on the following:

- The consultant for the McCall crossing project has been asking questions about the project, and staff has been responding.
- He has begun a pedestrian crossing project for the Manhattan High School west campus. The design will likely include pedestrian-activated flashing beacons across Poyntz Avenue. The existing school zone lights may be modified to flash only at certain times of day.

E. Rearick reported on the following:

- She invited the committee members to attend the mayor's Bike Month proclamation at the City Commission meeting on May 2 at 7 p.m.
- Staff has begun meeting with the Riley County Health Department to work on the transportation component of the Community Health Improvement Plan (CHIP).

W. Thompson shared that the new trail guide is out and available at mhkprd.com/trails or in the City Hall lobby.

J. Guarneri reported that the 2017 Bike Map is currently at the state printing office.

K. Hawes shared that she has scheduled a Traffic Skills 101 class on June 25th for up to 20 people. The first five hours of the class can be taken online, and the rest is taken in person. It is the first step towards training local bicycle education instructors. The second step, a multi-day course to certify instructors, will likely take place in September or October. She is in the process of raising funds to help cover course fees.

Public Comments

A letter to the committee was received since the last meeting. In the letter, Colby Moorberg requested a crosswalk across Tuttle Creek Blvd at its intersection with Kimball Ave, and sidewalks to complete the connection from the Northview neighborhood to the Blue Hills Shopping Center.

B. Hardeman shared that he had responded to Mr. Moorberg via email and explained that this crossing has been on the committee's radar for many years. B. Chamberlain asked whether Mr. Moorberg would be interested in speaking to the City Commission about the issue. B. Johnson described the history of grant applications for the intersection and noted that the data is there to support the project. However, KDOT has less funding for projects like these than in the past. Committee members discussed for a few minutes where the current multi-use trail ends and whether any minor modifications would help. S. Scobee stated that the current trail arrangement is safer than it would be with any minor modifications.

B. Hardeman asked if there was any way to increase the project's priority or visibility because it lacks a pedestrian crossing. It is one of the intersections that isolates the Northview neighborhood because crossing is not feasible or safe. B. Johnson replied that improvements have been programmed since 2014. B. Hardeman suggested that perhaps the committee should maintain a more visible list of high priority projects and their efforts to improve the locations and/or apply for grants.

K. Hawes asked if there was any way to use City/University money to help improve the Tuttle Creek Blvd crossing at Marlatt Ave. B. Johnson answered that a project is scheduled to bid this fall that will extend the current multi-use trail along Denison Ave to connect to the existing underpass at Marlatt Ave and Tuttle Creek Blvd.

Bike Racks at Manhattan Town Center

A citizen had noted the lack of bike racks at the Town Center mall, and asked the committee to look into increasing parking options. J. Guarneri shared a map of current bike rack locations near the mall. He noted that many of the existing racks are on the East side of the building, on the far side from Downtown, and camouflaged in the same paint color as the exterior walls. Downtown Manhattan, Inc. had indicated that the existing racks are not utilized.

B. Chmiel noted that the City does not have any bicycle parking requirements in the zoning code for commercial properties. B. Chamberlain asked if we could introduce some requirements. B. Chmiel replied that the City recently adopted bicycle parking requirements for multi-family residential developments, and plan to push for more with the upcoming Unified Development Ordinance. J. Edmunds asked if there was a similar component to the Aggieville vision. B. Chmiel replied that yes, a consultant will be looking at the traffic and streetscape in Aggieville in the fall, and it is a high priority to have better-distributed bike racks. There should be a draft plan/design in the fall.

B. Chamberlain stated that it would be a minimal cost to install more bike racks at the mall. B. Hardeman noted that the committee needs to push back on the argument that the racks are not used, because the existing ones are in the wrong places.

B. Johnson noted that when they built the movie theater, the building stayed in the same footprint so it did not need as much review as a new development. The City owns the parking lot, and the mall owners have a ground lease. B. Hardeman asked if there was any way to add bike parking in the parking lot. B. Johnson replied perhaps; the City's legal department would need to get involved to have a bigger discussion. He added that Staff should come up with recommendations for parking, vet the locations with the committee, and then bring the recommendations to the legal department.

Tactical Urbanism Project

M. Lee shared that staff attended a webinar approximately 6 weeks ago on tactical urbanism techniques and are currently looking at potential locations and projects for temporary traffic calming. The Flint Hills MPO has already done some work with Ogden. Manhattan Catholic Schools is willing to fund a project, but City staff needs to vet any designs. M. Lee shared a map of the intersection of Juliette Ave and Pierre St with a proposed design for bulb outs. B. Hardeman said it might be helpful to pull back parking from the intersection. M. Lee replied that eventually a project would need to realign sidewalks and crossings. The proposed bulb outs would shorten crossings. B. Johnson shared that staff had looked at this intersection four years ago, and there are major stormwater issues. Any changes would need to be made with upcoming stormwater projects. M. Lee clarified that the proposed bulb outs would be a temporary project, installed for only one day or week using things like old tires and flower planters. B. Johnson replied that anything in the right of way requires a consultation with the City's legal department. M. Lee noted that there are still a lot of elements to vet and he would like to see it become a community event with involvement from RCPD and the surrounding neighborhood.

Fixit Stand Locations

E. Rearick shared a picture of a bicycle Fixit Stand with air pump, and a map of two potential locations to install Fixit Stands near the Linear Trail. B. Hardemen suggested that City Park would be a good location for a stand. E. Rearick replied that Parks staff had been involved in the initial brainstorm session and the overall preference was for

locations near the Linear Trail. J. Guarneri added that staff had decided the South Manhattan Ave Linear Trail entrance was a better option, and these initial locations could be the first of more.

B. Hardeman said that stands should be located in the highest-traffic areas of town. K. Hawes suggested CiCo Park, because there are currently no sources of air available nearby. J. Hettinger noted that trails are typically for recreation, and Fixit Stands near Linear Trail may not meet the needs of commuters. D. Colburn added that most of the flats they see at the shop tend to come from the Linear Park. B. Chamberlain asked if it would be possible to install just air pumps at Linear Trail entrances, but install Fixit Stands at more shaded, busy locations. K. Hawes noted that major entry points to the Linear Trail are near the Redbud Community, which is home to many people without cars.

B. Hardeman asked if an air pump alone would be visible. B. Chamberlain suggested including a taller sign with the pump to increase visibility. K. Hawes asked if the stands would be damaged by the public. E. Rearick replied that K-State has had a positive experience with the three Fixit Stands they have installed on campus, other than needing to replace the initial air pumps they purchased. Staff is already planning to purchase the heavy-duty air pumps that K-State is now installing.

D. Colburn stated that he loved the idea of an air pump on the trail. Other committee members agreed. B. Chamberlain noted that an air pump could also raise general awareness. D. Colburn added that, while he could not speak for all the bike shops in town, he had no objection to locating Fixit Stands near bike shops. It is good for business to have more people riding. B. Hardeman concluded that he supported air pumps near the Linear Trail and a Fixit Stand someplace like Triangle Park.

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

Next Meeting: May 19, 2017