

**MINUTES**  
**Bicycle & Pedestrian Advisory Committee**  
City Commission Room  
1101 Poyntz Ave, Manhattan, KS 66502  
May 19, 2017

**Members Present:** Paul Benne, Brent Chamberlain, Dave Colburn, Joe Edmunds, Brian Hardeman, Karen Hawes, Julie Hettinger, Adam Inman, Seth Scobee, Jared Tremblay

**Members Absent:** Jonathan Eden

**Staff Present:** John Adam, Senior 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, Assistant Director of Parks and Recreation

**Public Attendance:** 1

B. Hardeman called the meeting to order at 9:07 a.m.

**Approval of Minutes**

J. Edmunds moved to approve the April 2017 minutes, K. Hawes seconded. Motion passed unanimously.

**Bike Racks at Manhattan Town Center**

E. Rearick stated that since the April meeting, staff has met and discussed potential locations for additional bike racks on the West side of the Town Center Mall. She reminded the committee that the next step is to take the proposed locations to the City's legal department and ask for their guidance. J. Guarneri shared a series of maps and photos and asked for the committee's feedback on proposed rack locations.

*Cinema Entrance*

E. Rearick noted that staff's first choice is to install a bike rack on the concrete walkway near the West entrance to the cinema. Their second choice is to install a rack in a painted island of the parking lot, preferably one with an existing light pole to reduce potential conflicts with vehicles. J. Tremblay responded that he liked the first option. B. Hardeman noted that there are many fire exits near the entrance. He added that if bike racks were installed in the parking lot, they could be protected with parking stops to form a corral. B. Chamberlain requested that the design consider people who use bike trailers. B. Hardeman asked if staff had considered additional racks for the East side of the mall. J. Guarneri replied that there are a few on the East side already, although they are painted the same color as the exterior walls. D. Colburn added that the West side parking is probably more important. E. Rearick asked if

there were any objections or additional comments. B. Hardeman responded that the proposed locations seemed reasonable.

#### *Poyntz Ave Entrance*

Staff recommended replacing the existing rack on the South side of the Poyntz Ave entrance door. J. Tremblay asked if it made sense to put a bike rack on the sidewalk, and suggested adding one on the street near AJ's Pizzeria instead. B. Hardeman suggested that if someone were to design the entrance from scratch, they would probably integrate bike parking near the street. J. Tremblay noted that if on-street bike racks were added to Poyntz Ave, people would probably park near the door anyway. K. Hawes added that she likes to have bike parking located near handicapped parking spots. J. Tremblay replied that he thinks bike parking should be closer to the building. B. Hardeman said that bike racks near the street and sidewalk would be ideal. K. Hawes clarified that her scooter is not allowed to be within 100 ft. of a building due to safety issues, and asked if electric bicycles would have similar restrictions. D. Colburn answered that to his knowledge, there have been no incidents of electric bikes blowing up. B. Chamberlain suggested removing a planter near the street to create a space for a bike rack. B. Hardeman noted that traditionally Downtown Manhattan, Inc. does not like bike racks to be visible, and that it may help to get other downtown businesses involved. He added that the existing bike racks on the 400 block of Poyntz Ave get used all the time. J. Tremblay asked if the committee's first choice was a bike rack near the street, and second choice near the door. B. Hardeman clarified that there should be bike parking available both on the street and near the door. E. Rearick noted that the committee requested adding a rack near the street if possible.

#### *Dillard's Entrance*

E. Rearick noted that the five proposed locations on the map are not ranked in any particular order. J. Tremblay said he liked the one at the corner of Humboldt St. and 3<sup>rd</sup> St. because Humboldt St. is a bike boulevard. B. Hardeman observed that any of the locations would also serve the summer Farmers' Market. S. Scobee stated that he did not like the location near the intersection of Leavenworth St. and 3<sup>rd</sup> St. because it is a busy intersection. B. Hardeman agreed that he did not like the location near Leavenworth St. and added that if only one rack were installed he would prefer the one near Humboldt St. because it is near a crosswalk and would serve multiple purposes. A. Inman noted that he liked the location just to the North of the parking lot entrance because it is tucked away further from the sidewalk. B. Hardeman agreed that that one and the one near Humboldt St. seem like perfect locations, almost like the spaces were designed for bike racks. J. Guarneri pointed out that staff had also suggested a rack located right at the entrance to Dillard's, which would be under cover and protected from rain. B. Chamberlain noted that a rack at that location would not serve the Farmers' Market. B. Hardeman summarized that if only one rack is installed, the committee prefers the location near Humboldt St.

## **Staff Reports**

M. Lee noted that construction season has arrived and reported on the following:

- A westbound bike lane would be constructed on Poyntz Ave, west of 17<sup>th</sup> Street.
- Plans have been submitted for the McCall crossing project.
- A meeting about the Safe Routes to School Phase II projects took place yesterday. The 14<sup>th</sup> Street sidewalk will likely be installed on the East side of 14<sup>th</sup> St. at Yuma St, head north, and switch to the West side at Colorado St. to avoid trees and end on the same side of the street as the elementary school.

B. Chamberlain interjected to ask if the sidewalk closing in Aggieville related to the Dusty Bookshelf fire would be resolved by the start of the school year. M. Lee replied that the existing fence is in place because the building may be unstable, and he has provided two phases of traffic circulation plans to Code Services and building representatives. The phase II plan provides a space for pedestrians on Moro St. and N. Manhattan Ave and should be implemented during construction. The timeline depends on the insurance companies. B. Johnson added that staff would follow up with Code Services.

E. Rearick reported on the following:

- The Knox Lane trail is still under construction, and should be finished within the next four weeks. B. Johnson added that the contract runs through the first or second week of July so the project will be complete by then.
- Staff has met again to discuss the proposed Fixit Stand locations and incorporate the committee's feedback.
- Upcoming Bike Month events include the Progressive Lunch at noon tomorrow, the Women's Ride at 1:30 p.m. on Sunday, the Final Friday ride next week, and Bike and Brunch the last Sunday of the month. The weather has cooperated for events so far and she hopes the rain will move on before the weekend.

## **Public Comments**

D. Colburn congratulated E. Rearick on finishing her degree.

## **Potential Roadway and Parking Changes to Central Park Road**

W. Thompson gave a brief history of Central Park Road in City Park, sharing that about five years ago the road was changed from two-way traffic to one-way traffic in order to create more on-street parking. Now that the Parks and Recreation offices have moved to City Hall, Staff is considering whether to remove the parking and return the street to two-way traffic. He asked the committee for feedback on whether and how removing parking would impact bicycle and pedestrian circulation. He added that the Parks and Recreation Advisory Board had recommended removing parking, but deferred the one-way/two-way discussion to Public Works. At this point there is no timeline and the future Aggieville circulation study will further evaluate parking in the area.

A. Inman asked how many children attend the summer program in City Park. W. Thompson estimated about 130. B. Hardeman asked how they handle parking, and W. Thompson answered that they use the parking being discussed. B. Hardeman mused that ideally, parking would be along the perimeter of the park, and parking restrictions could eliminate undesired users. J. Tremblay said that the road is nice as one-way, especially for kids biking around the park, and it feels safer than the other intersections. B. Hardeman added that he thought the pavilion users still have a need for the parking. K. Hawes observed that the lot on North Park Road has become parking for Aggieville Staff and K-State students. J. Tremblay suggested that two-way traffic promotes driving. B. Hardeman agreed that the road is basically circle parking, and drivers only use the road if they want to park on it. S. Scobee suggested that overnight parking restrictions could be implemented, and B. Chamberlain suggested a four-hour limit. Committee members continued discussing the pros and cons of parking restrictions, zones, and meters.

W. Thompson summarized that committee members seemed to agree that parking is important for events, staff should consider policy changes to reduce overnight parking, and parking should be allowed during the day.

B. Chamberlain recalled that W. Thompson had also asked about cycling on the road. W. Thompson responded that the existing contraflow lane would stay the same, and really, everything would stay the same until the future Aggieville traffic circulation plan recommended otherwise. B. Chamberlain requested a connection with Osage St. from Central Park Road. W. Thompson shared that a project is planned to widen the 5' sidewalk along 11<sup>th</sup> Street to match the width of the rest of the trail around City Park.

K. Hawes reminded the committee about the Traffic Skills 101 class scheduled for Sunday, June 25. There are 20 slots available, potentially 40. Those who want to continue on and become a League Certified Instructor can take the second class in the fall. There has been interest but no sign-ups so far, and she needs sign-ups by June 15.

J. Guarneri asked if people have to take this class to become certified. K. Hawes clarified that yes, people have to take and pass this first class to continue on to become a certified cycling instructor.

B. Hardeman adjourned the meeting at 10:02 a.m.

**Next Meeting: June 16, 2017**