

MINUTES
Bicycle & Pedestrian Advisory Committee
City Commission Room
1101 Poyntz Ave, Manhattan, KS 66502
June 16, 2017

- Members Present:** Paul Benne, Brent Chamberlain, Dave Colburn, Jonathan Eden, Joe Edmunds, Brian Hardeman, Karen Hawes, Julie Hettinger, Seth Scobee, Jared Tremblay
- Members Absent:** Adam Inman
- Staff Present:** John Adam, Senior Long-Range Planner; 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; Annapurna Singh, Planning Intern
- Public Attendance:** 0

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

Approval of Minutes

J. Edmunds moved to approve the May 2017 minutes, D. Colburn seconded. Motion passed unanimously.

B. Hardeman asked if anyone had items to add to the agenda. He stated that during the scheduled discussion about letters of support for Transportation Alternatives grant applications, he would like to discuss also providing a letter of support for the Green Valley multi-use trail project.

Staff Reports

M. Lee reported on the following:

- The annual asphalt maintenance program is underway. Bluemont Ave and Fort Riley Boulevard are being restriped, and the new portion of the Poyntz bike lane will be striped.
- He is working on visibility improvements to the intersection of Sunset Ave and Poyntz Ave.
- All other projects are still in design.
- A field check for the intersection of 11th and Poyntz Ave is scheduled for this afternoon.

Committee members expressed their concerns with various projects and intersections around the City.

B. Chamberlain noted that the temporary striping on Seth Child Rd is unclear, K. Hawes asked for clarification on the planned Old Blue River Trail, and B. Hardeman shared that the traffic signal at 3rd St and Pierre St no longer detects his bike.

E. Rearick reported on the following:

-The City has a new Report It! system which can be downloaded as a free smartphone app or accessed through the City's website at <http://cityofmhc.com/2347/Report-It>. Issues with streets, traffic signals, trash, etc. can be reported to the appropriate person through the app.

-The Jardine Trail lighting project is out for design, and the goal is to install the lights by mid-October.

-Staff is working on grant applications for KDOT's Transportation Alternatives program.

-New parking blocks were installed along the Aggieville contraflow lane. The blocks are taller and much more visible, but cars are still able to pull too far forward into the lane so staff is considering further modifications.

Public Comments

No one spoke.

Letters of Support for TA Grant Application: SRTS and Juliette Phase 3

E. Rearick shared two maps with the committee and gave an overview of the City's two applications to the Kansas Department of Transportation's Transportation Alternatives program. She asked the committee to consider providing letters of support for the grant applications.

The first project, Safe Routes to School (SRTS) phase 2, includes 7 sites near 5 of the elementary schools.

Improvements include constructing new sidewalks and improving existing crosswalks and intersections. D. Colburn asked if USD 383 staff had been contacted. M. Lee answered that a few months ago City staff met with the elementary school principals to gather feedback and help prioritize project sites. E. Rearick added that all of the project sites are in the original Safe Routes to School report. D. Colburn clarified that he thought the USD 383 should also be asked for letters of support. E. Rearick replied that principals have been contacted and the school board president has agreed to provide a letter.

K. Hawes moved that the committee provide a letter of support for the SRTS grant application, J. Edmunds seconded. Motion passed unanimously.

E. Rearick described the second project, Juliette Bricks Phase 3. She noted that the previous two phases have already been funded by Transportation Alternatives grants and are in design. In addition to rehabbing the existing brick roadway between Osage St and Poyntz Ave, this phase will include a SRTS project at the intersection of Leavenworth St and Juliette Ave. The current crosswalks are far enough back from Juliette Ave that drivers usually stop their cars in the crosswalk, forcing kids to walk around the cars. The project will move the crosswalks closer to Juliette Ave and may include bulbouts to shorten the crossings. B. Hardeman noted that he could draft a letter that calls out the pedestrian improvements. B. Chamberlain asked whether a pass-through for bikes would be included with any

bulbouts. M. Lee responded that no pass-throughs would be included because they tend to cause maintenance problems, especially when there are existing drainage issues.

D. Colburn moved to provide a letter of support for the Juliette Bricks Phase 3 grant application, J. Edmunds seconded. Motion passed unanimously.

B. Hardeman asked the committee to consider providing a letter of support for the Green Valley multi-use trail grant application. Pottawatomie County is submitting the application to KDOT for the proposed trail in Blue Township. He often sees cyclists out on the Highway 24 shoulder, and noted that the long-range plan is to encourage a trail along Highway 24 connecting to Manhattan. Such a trail could be a very valuable asset to the greater area.

D. Colburn moved to provide a letter of support for the Green Valley multi-use trail grant application, K. Hawes seconded. Motion passed unanimously.

Green Apple Bikes GPS Tracking Update

J. Tremblay presented data gathered from a GPS tracking unit on Green Apple Bike #601 for 29 days. Over the course of almost a month, the bike traveled more than 140 miles. The trips ranged from ½ mile to 16 miles per day.

He shared maps detailing where the bicycle went and popular routes: 75% of the bicycle boulevards were used during the month, and 100% of the bike lanes in the wards area of town. He noted that the information was also available online at flinthillsmmpo.org. P. Benne asked whether the GPS unit was visible on the bike or hidden to riders.

J. Tremblay explained that it was zip-tied under the seat and the lights covered for after dark. Another GPS unit attached to a bike was discovered by a rider and never recovered.

Committee members discussed the potential cost of additional GPS units, potential funding sources, data accuracy, and uses for additional data. J. Tremblay mentioned a possible collaboration with K-State researchers. B. Hardeman noted that the committee did not necessarily need to fund the project, but should encourage it. K. Hawes mentioned that she may have donors that would want to pay for GPS units. J. Tremblay said he could confirm pricing of units and software.

B. Hardeman adjourned the meeting at 10:07 a.m.

Next Meeting: July 21, 2017