

Minutes

Friday, 21 June 2019

9:00 a.m.

Reiger Room, City Hall, 1101 Poyntz Avenue

1. MEETING OPENING

1.1. Colburn called the meeting to order at 9:05 a.m.

1.2. Roll Call

Present: David Colburn, Paul Benne, Joseph Edmunds, Kevin Fateley, Brian Hardeman, Seth Scobee, Carol Sevin, Ed Kalas, Julie Gibbs

Absent: Annie Cook, Jared Tremblay

Staff: Wyatt Thompson, Asst. Director of Parks & Recreation; Alfonzo Leyva, Park Planner; Spencer Sanders, Park Planner Intern; Chad Bunger, Asst. Director of Community Development; John Adam, Senior Planner; Ben Chmiel, Planner; Tyler Tripp, Bicycle and Pedestrian Coordinator; Brian Johnson, City Engineer; Jared Wasinger, Asst. to the City Manager

Public: 0

1.3. Public Comments: None

1.4. Minutes of the 4/19/2019 meeting. Approval of minutes postponed until next meeting.

2. OLD BUSINESS

2.1. Meeting dates and times. Third Thursdays at 5:30 p.m. was the decided time for future meetings, however due to a scheduling conflict this will have to be reevaluated.

3. REPORTS & UPDATES

3.1. Public Works

Johnson presented on current Public Works projects. Development on North Manhattan Avenue has been delayed by multiple utility conflicts.

Kimball Ave is currently under development. The stretch on Kimball from N. Manhattan Ave to Tuttle Creek Blvd has been completed; from Seth



Childs to Kenmar is being reduced to one lane in either direction; and Hudson to Vanesta is being widened to three lanes and will have an additional 10 foot trail beside it. The request for proposals for Phase II of the Kimball redevelopment has been made. The goal is to extend the 10 foot trail from Hudson to Anderson.

The final contract with the Corps of Engineers to rebuild, raise, and improve the levee has been made and will go in front of the commission on July 2nd. This is a \$31 million project that will be 65% paid for by the federal government and 35% by the City of MHK. This is a 3-4 year project.

Funding from KDOT has been obtained for to improve the bridges on Fort Riley Blvd crossing Wildcat Creek. This will result in the addition of a 10 foot trail for crossing this section.

3.2. **Parks & Recreation**

No updates other than information to follow about the demonstration project on Central Park Road in New Business.

3.3. **Community Development**

Adam provided a description of a demo project for the Bicycle and Pedestrian Systems Plan (BPSP) along Hudson Trail. This would include curb extensions at Englewood and Churchill and a refuge island on Londondery. Another desired project at 9th and Yuma, desired to occur at the same time as the closure of part of Central Park Road. 5th and Leavenworth is also being considered for a potential demonstration project.

Network maps and other materials are being developed to further the BPSP.

The Unified Development Ordinance (UDO) is still in the development process with hopes of it being ready to use within a couple of months.

4. **NEW BUSINESS**

- 4.1. Leyva and Sanders presented a demonstration project on Central Park Road that would close part of the road to vehicle traffic but would allow bicycles and pedestrians to continue through. This project is a demonstration of future conditions that will exist in following the City Park Master Plan. On the west side of Central Park Road there are currently higher counts for bicycles than vehicles. This project will be up from July 11th-18th and September 12th-19th. Parks and Rec will be working with Bike Walk MHK and the K-State Department of Landscape Architecture to

complete various parts of this project and to receive feedback from the public.

- 4.2. Tripp presented the Bike & Walk Friendly Business draft application by providing a run through of the application's questions. Bike Walk MHK is partnering in this project. It was discussed that additional qualifications based on level of accessibility should be considered.
- 4.3. BPAC had a discussion about e-scooters and the regulations they would like to see with the recent defining of e-scooters by the Kansas government and the opportunity of the City of Manhattan to regulate e-scooter usage. These regulations would be put into effect with the adoption of the Standard Traffic Ordinance in the fall.

There was interest in allowing e-scooters in Manhattan with regulations limiting how they are used. There was interest in setting a speed limit for e-scooters. There was a strong desire to make a contract that limits/regulates usage and operation should e-scooter companies have a desire to operate in the city. It was expressed that a careful balance should be found in order to provide order but to not limit access for e-scooters to an extent that severely limits their usefulness. Benne expressed a desire to keep scooters off of the sidewalks everywhere in town. It was also expressed by other members that scooters should be allowed on the sidewalks so long as they are slowed and are rode responsibly.

There was general consensus about wanting to allow e-scooters while regulating them more than bicycles both for individuals, through the Standard Traffic Ordinance, and e-scooter companies, through contracts and agreements. There was a desire not to limit the arrival or usage of e-scooters to an extent that would limit their usefulness as a micro-mobility option.

5. ADJOURNMENT

- 5.1. Updates and comments from members. *None.*
- 5.2. Meeting adjourned at 10:10 a.m.
- 5.3. Next meeting: 7/19/2019 at 9:00 a.m.