

## Minutes

Friday, 12 February 2021

8:15 a.m.

Virtual meeting location

### 1. MEETING OPENING

- 1.1. Sevin called the meeting to order at 8:18 a.m.
- 1.2. Roll Call
  - Present: Nancy Baker, Annie Cook, Joseph Edmunds, Shanika Rose, Seth Scobee, Carol Sevin, Chris Spooner
  - Absent: David Colburn, Kevin Fateley, Brian Hardeman, Jared Tremblay (non-voting)
  - Staff: Brian Johnson, City Engineer; Wyatt Thompson, Assistant Director of Parks and Rec; Alfonso Leyva, Parks Planner; Ben Chmiel, Planner III; John Adam, Senior Planner; Tyler Tripp, Bike/Ped Coordinator
  - Public: 0
- 1.3. **Minutes of 11/20/2020 meeting.** Edmunds moved to approve the minutes; Spooner seconded. Motion passed 7-0-0.
- 1.4. **Public Comments:** None.

### 2. REPORTS & UPDATES

- 2.1. **Public Works:** None
- 2.2. **Parks & Recreation:** Funding has become available for the Fremont Rain Gardens Project which was designed in 2018. The intent of this project is to enhance the intersections on the north side of City Park (on Fremont Street at 14th Street, North Manhattan Avenue, and 12th Street), as well as to add rain gardens to this area. This project will include a new ATA bus stop and will cost a little under \$500,000. This project will likely go to bid in late 2021 or early 2022 but design revisions are being worked on now.

CDBG funding has been made available for the Clarenburg Trail in City Park. Construction will likely begin in June. This project will widen the trail on the east side of City Park to 8 feet and will include a raised crosswalk and additional parking.

The Anneburg Park Mitigation Project has been planned and is going forward for review and feedback. This project will include some trail improvements.
- 2.3. **Community Development:** The sidewalk gap on Fort Riley Boulevard and the

two-way protected bike lane on North Manhattan Avenue that BPAC has supported for CIP funding recommendations are also going to the Manhattan Urban Area Planning Board for their consideration and support.

### 3. OLD BUSINESS

- 3.1. None.

### 4. NEW BUSINESS

- 4.1. **BPSP Projects Prioritization:** Tripp presented that city staff is looking for recommendations on the prioritization of projects outlined in the [Bicycle and Pedestrian Systems Plan](#) (BPSP), particularly in terms of projects to focus on achieving in the more immediate future and to request CIP funds for in future years. For the purpose of organizing priorities, the staff [memo](#) included a list of projects categorized as “do now” and “do when” in the BPSP.

Adam stressed that this is an opportunity for BPAC to identify one or multiple series of projects that could, as a whole, have systemic improvements.

Johnson clarified that a CIP request for Jarvis Drive will not be submitted this year since that would fall under potential City–University funding which would need to be discussed with the City–University Special Project Fund Committee and would need Commission approval.

Cook suggested that providing a sidewalk on Beechwood Terrace would be a good connection to Westloop shopping center. This project ranks as “long term” in the BPSP.

Baker inquired whether there was consideration for a multi-use path on Wreath Avenue from the Anderson trail head to Cico Park. Thompson said that this had been considered, and, though he was unsure of the level of prioritization, there were some challenges with the feasibility of this project. Wreath Avenue is ranked as “do if” in the BPSP. Cook also indicated support for this project.

Sevin asked if the planned bike boulevard improvements, such as the addition of traffic calming infrastructure on Humboldt Street, could be incorporated into some sort of plan. Tripp stated that the BPSP only includes bike boulevards to be added, not altered, but some document that includes all improvements could likely be generated.

- 4.2. **BPSP Implementation Strategies:** City staff asked for recommendations for implementation methods for projects outlined in the BPSP. Specifically, Tripp mentioned that though a substantial proportion of the City’s budget has gone towards bike/ped projects in recent years, since there is little in terms of commitment towards continuing this long term, changes in staffing at the City could alter the amount spent on bike/ped projects in the future. Currently, there are two dedicated funding sources for bike/ped projects. These are Sidewalk Gap funds (typically \$100,000) and Surface Transportation Project (STP) funds (typically \$60,000). City staff is asking BPAC for recommendations for increasing the

amount and security of bike/ped funding.

Baker suggested the possibility of using corporate sponsors to implement bike/ped projects, citing the success of the Tanglefoot Trail in Mississippi. Tripp noted that this funding source has not historically been used but it could potentially be looked at for future projects. Johnson explained that City staff cannot request sponsorship but that BPAC members could potentially do so. Thompson said that he does not know if members of the Parks and Recreation Advisory Board formally request sponsorship but that members have sought out sponsorships in the past for various projects. He cannot recall if they did so in an official or unofficial capacity. Thompson also said that there has been some discussion from the Parks and Recreation Advisory Board about establishing a parks foundation, which would be an opportunity for private funding of projects. Thompson added that donations are accepted by the Parks and Recreation Department and that the department has procedures in place for recognition of contributions. Adam stated that organizations such as Bike Walk MHK could also potentially obtain sponsors for projects.

Thompson said that the Recreation and Trails Sales Tax is also an available funding source for bike/ped projects. As part of this tax there is a \$2 million commitment to trails and sidewalks. It is being discussed internally if this could also potentially be used for on-street bicycle facilities. Funding has been committed for projects in 2021–2022 but there could be discussions about what to use the funds on in 2023 and after. Thompson offered that there was a list of mutually beneficial projects for transportation and recreation in the BPSP. A map of these projects can be found on page 100. Thompson offered that there should be enough funding from the sales tax to fund all of the mutually beneficial projects and have some left for additional projects.

Spoooner suggested focusing on how “additional dollars” from sources not dedicated to bike/ped projects are spent and inquired how much is spent on bike/ped projects of general spending. Tripp offered that a large portion of City funding does go towards bike/ped projects. The [report card](#) from the previous application for the Bicycle Friendly Community program shows that the City of Manhattan spends around 13% of its funds on bike/ped projects compared to an average of 11% from other applicants. Tripp stated that the City has done well with bike/ped funding and that the goal of this session was more towards methods of increasing the security of funding. Current staff tends to push for spending on bike/ped projects but that could change with different personnel in the future. Adam asked if there was a way to get a commitment for the City Commission to fund bike/ped projects into the future to formalize a funding source. Johnson explained that a current commission cannot make spending decisions for future commissions but that there may be other ways to get some sort of commitment to bike/ped projects.

Sevin inquired if there was a way to evaluate candidates to see if they are bike/ped friendly before they are hired. Johnson has explained that there has been a culture shift and that most people in Public Works would tend to be bike friendly in the future.

- 4.3. **CCLIP Grant Application for FRB Sidewalk:** Public Works is working on grant requests for two projects along Fort Riley Boulevard (FRB) for the City Connecting Link Improvement Program (CCLIP) through KSDOT. These projects are road replacement on FRB from Juliette Avenue to Westwood Road. The second application includes the filling of the sidewalk gap on FRB to the west of South 17th Street, geometric improvements to increase the capacity of turn lanes, and improvements to the pedestrian crossing at the intersection. BPAC was in favor of both requests.

**5. ADJOURNMENT**

- 5.1. Updates and comments from members  
Sevin asked when the two-way bike lane on North Manhattan Avenue would be discussed by the City Commission. Johnson stated that it would be March 9th. Community support at that meeting would be welcome as well as letters of support since there is limited capacity in the Commission Room due to the pandemic.
- 5.2. Meeting adjourned at 9:28 a.m.