

Minutes

Friday, 10 December 2021

8:15 a.m.

City Commission Room, City Hall, 1101 Poyntz Avenue

1. MEETING OPENING

1.1. Colburn was appointed as temporary chair for this meeting.

1.2. Colburn called the meeting to order at 8:21 a.m.

1.3. Roll Call

Present: David Colburn, Annie Cook, Joseph Edmunds, Shanika Rose, Seth Scobee, Jared Tremblay (non-voting)

Absent: Nancy Baker, Carol Sevin, Chris Spooner

Staff: Jared Wasinger, Assistant to the City Manager; Wyatt Thompson, Assistant Director of Parks and Rec; Brian Johnson, City Engineer; Alfonso Leyva, Park Planner; Ben Chmiel, Planner III; John Adam, Senior Planner

Public: 0

1.4. **Minutes of 11/12/2021 meeting.** Edmunds moved to approve the minutes; Scobee seconded. Motion passed 5–0–0.

1.5. **Public Comments:** None.

2. REPORTS & UPDATES

2.1. **Public Works:** Johnson briefly went through his notes from the last staff meeting. Plans are 30% complete for Casement Road and plan reviews are in progress.

Final landscaping plans for the North Manhattan Corridor are complete. A bid for landscaping is anticipated for the spring.

The signal at Kimball Avenue and Browning Avenue will likely be rewired due to existing issues with the signal.

New traffic cameras are being installed on Anderson Avenue in order to work with the traffic control system.

Projects from the last round of Safe Routes to School grants went to bid in November.

The parking garage in Aggieville will likely be opening in March.

Anderson Avenue will be head-to-head traffic between Connecticut Avenue and Wickham Road during the summer to install a water main.

Phase 9 of the North Campus Corridor Project went to bid last Tuesday.

The levee project will likely begin sometime in mid-January. A schedule has not yet been provided.

Colburn asked if there had been any update in the acquisition of easements from Parker–Hannifin for the Hayes Drive Trail. Johnson stated that he had just been notified that the easements would probably be obtained by the end of the year.

Cook stated that the amount of time before pedestrians can cross at Browning Avenue and Dickens Avenue is very long. Johnson stated that someone would be sent to see if there is an issue with the light.

Cook asked if the existing pedestrian signals on North Manhattan Avenue should be replaced with some light that would limit the number of pedestrians crossing at a given time. She stated that continuous streams of students often prevent vehicles from moving for extended periods. Johnson stated that the existing rapid flashers are going to be replaced with traffic signals.

Tripp stated that he has repeatedly observed people running the red light at the pedestrian crossing on Denison Avenue across from the residence halls. Tripp asked if the signal could be changed so that it flashes red or yellow after a certain period of time allowing vehicles to go if there is no one in the crosswalk. Johnson stated that this would require a different type of signal (HAWK signals) to be installed.

Cook asked if anyone had heard of the cause of the accident involving a pedestrian that had recently occurred.

- 2.2. **Parks & Recreation:** Leyva stated that trail construction has begun in Stonehaven Park. The park is currently still not open to the public due to ongoing construction.

The Anneberg Park Mitigation and Trail Project is almost complete, and the area should be open within the next week or so.

The east side of Clarenburg trail has been open for a couple weeks.

Tremblay pointed out that the raised crossing that has been added as part of the Clarenburg Trail seems very minimal and asked what guidelines are used for raised crossings. Johnson stated that there are various guidelines available for raised crossings, but one of the main reasons to not make them more extreme is that they tend to buckle in the summer.

- 2.3. **Community Development:** Adam stated that the new Manhattan Development Code (MDC) was adopted.

3. OLD BUSINESS

- 3.1. none

4. NEW BUSINESS

4.1. Link Scooters Update

Wasinger gave a brief presentation about the ridership trends of Link Scooters. He also introduced Evan Lochmiller, the Fleet Operations Manager for Link. Wasinger showed graphs showing ridership per month that Link has been in operation, as well as the revenue share that Manhattan and Kansas State University receive. In the first year of operation, there were more than 127,000 rides. The City and University received \$0.25 per ride directed to the City-University fund. Wasinger showed a graph which displays the distribution of scooters each month. Link reduces their numbers in the winter and up the number in the spring and summer. So far there have been over 100,000 rides in the second year of operation and ridership will likely exceed the previous year. In November, Linked requested to raise the price to \$0.30 per minute from the previous \$0.25. The revenue share also increased to \$0.30.

Wasinger shared a map showing the routes that are the most used. Ridership is highest around the University, Aggieville, and Downtown. He stated that the geofence has been expanded to include areas west of Seth Child Road and east of Tuttle Creek Boulevard.

Wasinger shared a graph of trip duration. Most people fall within the 5–10-minute range. Cook asked whether the trips that were around 45+ minutes were people forgetting to turn off the scooters. Lochmiller stated that the ride is ended for the user if the scooter stays in place for around 10–15 minutes. He stated that it appears to mostly be people who are riding around for entertainment. Adam asked how long the batteries for the scooters typically last. Lochmiller stated that they typically get 15–18 hours of riding. Wasinger stated that some newer scooters are being deployed that further increase the battery life by around 4 hours.

Colburn stated that someone regularly parks a scooter in his yard and asked where the best place would be to relocate it so that it gets picked up. Lochmiller stated that scooters will typically be retrieved if they have either not moved for 24 hours or have less than 20% battery. If they seem to be in an accessible place and are not getting used, they may be moved to a more popular hub. If the scooter is in a driveway or yard, the scooter may be left there with assumption that it will be used by the resident or someone visiting the property. Colburn stated that since there are no sidewalks near his property, he would have to put it in the street. Wasinger stated that it is actually preferred that the scooters get parked curbside rather than on the sidewalk, assuming there is on-street parking. Lochmiller also stated that there is an email address on the scooters that can be contacted in order to get a scooter removed if it is parked incorrectly. The ReportIt! app will also send messages to Link for requests regarding

scooters.

Leyva stated that there is a small section of Linear Trail near the Big Blue River boat ramp that seems to be outside of the geofence, causing the scooter to stop moving. He stated that everywhere else on Linear Trail seems to work.

Scobee asked who determines where e-scooter parking hubs are located. Wasinger explained that the ones in Aggieville and Downtown are controlled by the City. Scobee asked for clarification as to whether these parking locations contradict the ordinances stating that e-scooters should not be parked on the sidewalks. Tripp and Wasinger explained that there is an exception for designated parking areas. Wasinger further stated that these parking areas tend to be in bulb outs and are out of the pathway. Scobee made the point that since the parking areas are on the sidewalks, they have had issues with people riding on the sidewalks in Aggieville. Tripp suggested adding additional signage by the parking hubs indicating that people should not ride on the sidewalks. Lochmiller explained that the geofencing should interrupt the user's ride if they are on the sidewalks. Due to the limitations of the technology, it will likely not completely stop the scooter, but theoretically should encourage users to get off the sidewalk. Lochmiller also stated that this may improve as the technology improves.

Tripp suggested adding a small deployment hub on the east side of CiCo Park near the Manhattan Area Technical College and the two apartment complexes. He stated that, though ridership appears low in that area, it is likely a result of the lack of access to scooters in that area. Wasinger stated that deployments near large apartment complexes have often resulted in increases in ridership.

Wasinger shared that a program is being tested for a subscription for people who use the scooters regularly. There is also a low-income designation that can be obtained in the app (with proof) that removes the \$1 unlock fee from the ride.

4.2. **Project Prioritization**

Johnson presented several projects to BPAC. The Beechwood Terrace sidewalk is currently being designed and the bid will likely occur in mid-2022 along with sidewalk on Fort Riley Boulevard.

The sidewalk and trail addition to Casement Road has 30% design completion. There is currently no funding source for this project, but it will likely be added to the 2023/2024 CIP.

Sidewalk will be added to Fort Riley Boulevard between South 3rd and 4th Streets. This will bid in mid-2022.

There will be sidewalk added along Allison Avenue to create better access to the new Genesis Health Club. Genesis is paying for about 75% of the construction of this sidewalk. This will likely go to bid in January or February of 2022.

The Hayes Drive Trail is still encountering some issues, mostly due to easement acquisitions. The trail will most likely be on the east side of Hayes Drive rather than the west side, but more information is needed.

Construction on the North Manhattan Avenue cycle track between Bluemont Avenue and Vattier Street will likely begin in the spring. This will include a signal at Vattier. The remaining two signals will likely be added in late 2022.

The sidewalk gap on Fort Riley Boulevard/Valley Drive is encountering grade and utility issues, but options are being generated and BPAC will likely be consulted later on.

Johnson asked that the projects on Hayes Drive, Fort Riley Boulevard, and Casement Avenue be prioritized by BPAC. There was general agreement from BPAC that the gap on Fort Riley Boulevard should be prioritized.

Colburn asked if the City was encountering any issues in designing the North Manhattan Avenue cycle track. Johnson stated that the stone wall on the west side of North Manhattan is too close. He further stated that, north of Thurston, there are grading issues. It is likely that there will be a method for getting cyclists back across to where there is currently a bike lane north of Vattier Street. The cycle track to Vattier will likely be completed towards the middle or end of 2022.

5. ADJOURNMENT

- 5.1. Updates and comments from members
- 5.2. Meeting adjourned at 9:32 a.m.