



Flint Hills Metropolitan Planning Organization

323 Poyntz Avenue, Suite 101 | Manhattan, KS | 66502
Phone: 785.845.9050
FHMPO@FlintHillsMPO.org

To: Policy Board and TAC Members
From: Stephanie Peterson, Director
Date: September 26, 2019
RE: **2019 Transportation Alternative Grant Letters of Support**

The following projects are being submitted for Transportation Alternative funding by their respective jurisdiction. All of these projects are consistent with the Flint Hills Transportation Plan and other transportation planning documents. The projects are listed in no particular order.

City of Manhattan Projects

- Casement Road Multiuse Trail
- Safe Routes to School Improvements
- Juliette Ave. Brick Street Improvements

City of Junction City Projects

- 7th Street Bicycle Boulevard Project
- Blue Jay Multiuse Trail



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October 16, 2019

John Adam
City of Manhattan
1101 Poyntz Ave
Manhattan, KS 66502

Re: Casement Road Multi-Use Trail

Dear Mr. Adam,

The Flint Hills Metropolitan Planning Organization (MPO) would like to provide a letter of support for the City of Manhattan's Transportation Alternatives Grant requests.

The project is consistent with the Flint Hills Transportation Plan, as well as address several of the national performance goals of safety and system reliability.

If you have questions or need additional information regarding this letter, please contact Stephanie Peterson at (785) 845-9050 or Stephanie@FlintHillsMPO.org.

On behalf of the MPO,

A handwritten signature in purple ink that reads "Stephanie Peterson".

Stephanie Peterson, AICP
Director



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October 16, 2019

John Adam
City of Manhattan
1101 Poyntz Ave
Manhattan, KS 66502

Re: 2019 Safe Routes to School Projects

Dear Mr. Adam,

The Flint Hills Metropolitan Planning Organization (MPO) would like to provide a letter of support for the City of Manhattan's Safe Routes to School application.

These projects are consistent with USD 383's Safe Routes to School Plan and the goals of the Flint Hills Transportation Plan. Several of these projects not only support the bicycle and pedestrian system, but also provide access to several transit stops.

If you have questions or need additional information regarding this letter, please contact Stephanie Peterson at (785) 845-9050 or Stephanie@FlintHillsMPO.org.

On behalf of the MPO,

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Stephanie Peterson, AICP
Director



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October 16, 2019

John Adam
City of Manhattan
1101 Poyntz Ave
Manhattan, KS 66502

Re: Juliette Avenue Phase IV Brick Rehabilitation

Dear Mr. Adam,

The Flint Hills Metropolitan Planning Organization (MPO) has reviewed the City of Manhattan's Transportation Alternatives application for Juliette Avenue Phase IV. Juliette Avenue is a historic brick street near several properties on the National Historic Register. The street needs to be rehabilitated and preserving the brick streets along Juliette Avenue will help to maintain the historic character of the surrounding area.

The project will also add curb extensions at the intersection of Juliette and Pierre to shorten the crossing distance for pedestrians. This is the same intersection where the MPO, in partnership with the City of Manhattan and Manhattan Catholic Schools, created a tactical urbanism project to simulate curb extensions. Having the curb extensions permanently installed would improve the safety of the roadway for all users.

If you have questions or need additional information regarding this letter, please contact Stephanie Peterson at (785) 845-9050 or Stephanie@FlintHillsMPO.org.

On behalf of the MPO,

A handwritten signature in purple ink that reads "Stephanie Peterson".

Stephanie Peterson, AICP
Director

To Flint Hills Metropolitan Planning Organization
From John Adam, Senior Planner
Date 20 September 2019
Subject **Transportation Alternative grant project recommendations**

BACKGROUND & REQUEST

Since the City was not rewarded any TA grants last year, we intend to resubmit a number of the same projects with some alterations for the 2021 funding cycle. We are requesting letters of support from the MPO Policy Committee for the grant submittal.

TA-SRTS-1. Marlatt / Dickens & Browning

This project brings the curb line out to a “normal” position, aligning it with the curb lines in the other quadrants of the intersection. This, plus new crosswalk striping, will make the intersection safer for walkers.

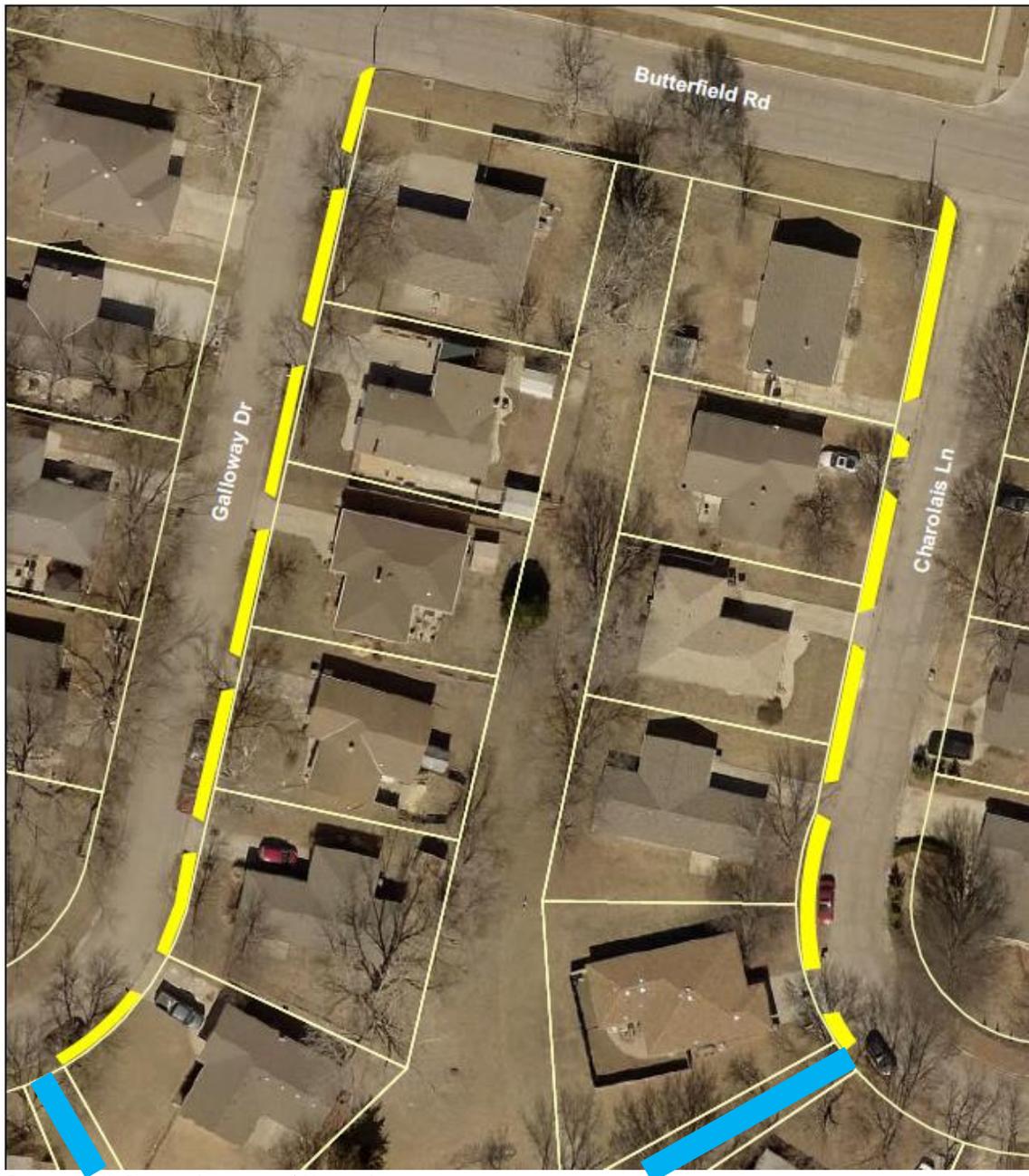


Dickens & Browning near Marlatt Elementary

TA-SRTS-2. Northview / Galloway Drive & Charolais Lane

A field investigation was conducted in April of 2014 to observe pedestrian and traffic movements. The main routes observed for pedestrians are Griffith Drive, Casement Road, and the sidewalks directly south of the school. Students traveling southbound along Butterfield Road and adjacent streets and west of Casement Road have pedestrian facilities until they reach Galloway Drive and Charolais Lane—at this point they must walk on the streets to access the sidewalks owned by a homeowners association (blue lines in the image) that pass through to the north side of Northview Elementary.

 Sidewalk



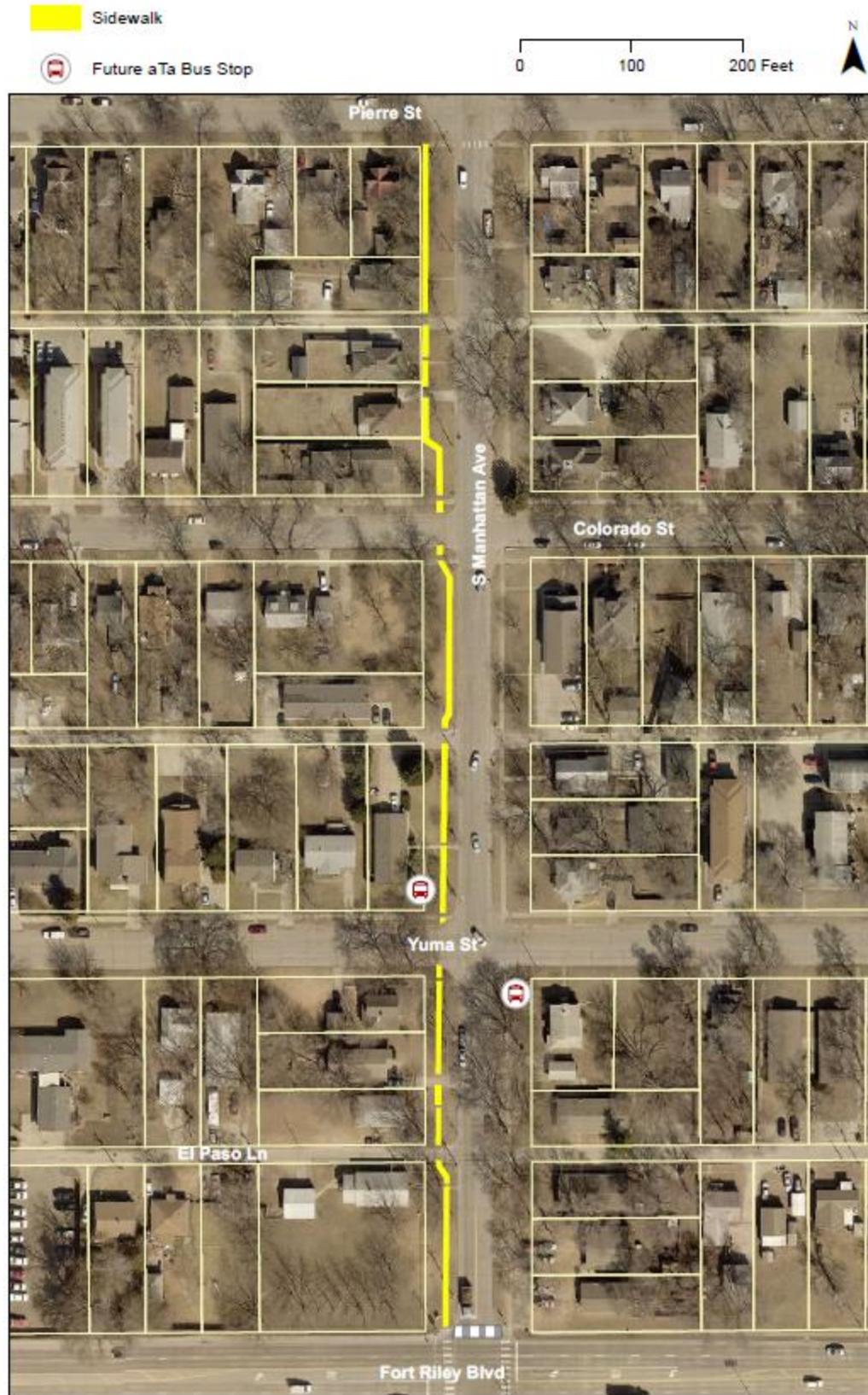
Galloway & Charolais north of Northview

TA-SRTS-3. Roosevelt / South Manhattan Avenue

Proposal: construct a 5-foot sidewalk from Pierre Street to Fort Riley Boulevard on the west side of South Manhattan Avenue (see map next page).

Theodore Roosevelt Elementary is the smallest of the elementary schools with 264 students. About 88 percent of these students live within two miles of the school with approximately 50 percent walking to and from school. Poyntz Avenue, which has an ADT of 10,770 vehicles per day, is one block north of the school. The surrounding area is all residential housing. South Manhattan Avenue is one block to the east and has an ADT of 1,940 vehicles per day.

A field investigation was conducted in April 2014 to observe pedestrian and traffic movements. The main routes observed for pedestrians are 15th Street, Pierre Street, and South Manhattan Avenue. Students have to either walk in the street or through yards. Many students utilize South Manhattan as a collector from their local neighborhoods. There are no sidewalks along the west side of South Manhattan leaving some residents without pedestrian facilities.



South Manhattan Avenue

TA-BP-1. Casement Road

Proposal: construct a 10-foot paved trail from Allen Road/Knox Lane to Northfield Road with a pedestrian bridge over the channel that crosses Casement near Brookmont Drive.

Casement is a minor collector with >9,000 ADT. Lacking a gridded street system, residents of Northview rely on Casement Road as the only continuous N/S route. The sidewalk is non-continuous. Where it does exist (Allen Road to Griffith Drive) it is too narrow to accommodate both cyclists and pedestrians and does not provide access to about half of the Northview community.

The majority of Casement Road between Northfield Road and Griffith Drive is a two-lane roadway with no curb and gutter. Stormwater is carried through an open ditch on the west side. Butterfield Channel, located just north of Brookmont Drive and Casement Road, inhibits Northview residents from walking or biking throughout the neighborhood. The construction of a 10-foot-wide multi-use path requires grading which reduces the capacity of the open ditch. The proposed project manages stormwater through area inlets and carry it underground through pipes connecting to existing City infrastructure.

The Casement corridor is identified in the Safe Routes to School Plan as an opportunity to fill a gap for Northview Elementary School and Eisenhower Middle School. The proposed project connects residents to Northview Elementary and Eisenhower Middle School, the Northview Park and Pool, and the Knox multi-use path to Northeast Community Park. The project would provide external connections to the 9.2-mile Linear Park Trail system.



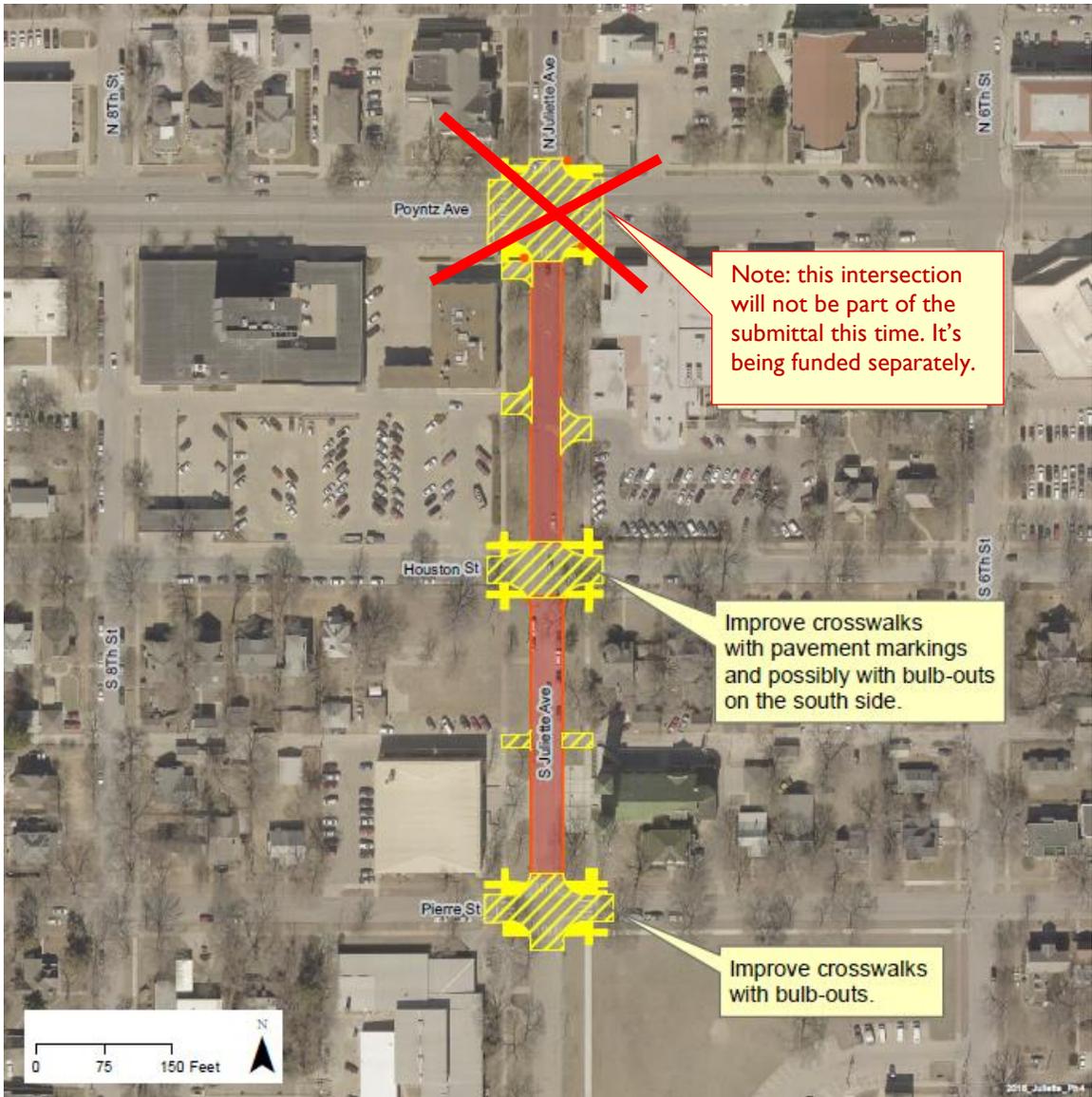
Casement Road trail

TA-HP-1: Juliette Avenue Bricks, phase IV

This is the same project as was submitted last year with the exception of the Poyntz Avenue intersection. That is being funded from another source and should go to bid this fall. It will include some bulb outs on the east side of the intersection.

The Juliette corridor currently is flat with slopes of approximately 0.2% from south to north. Historically, there is a lot of standing water in the Juliette corridor. The Phase I, II, and III projects adjusted the longitudinal slopes to be a series of rolling "hills" with slopes of approximately 0.5% to improve drainage conditions. Therefore, all curb and gutter will be replaced to accommodate the adjustment of street grades. Stormwater in the Ward Districts generally flows from west to east. Stormwater improvements will include replacing or placing new inlets on the west side of the Houston and Pierre Street intersections and placing new sump inlets on the north side of each intersection on Juliette Avenue in a similar fashion to the Phase I and II design.

The proposed work would restore the brick paving in the mid-block sections and have concrete in the Houston and Pierre Street intersections, similar to the three prior phases. The existing brick will be removed and those suitable for replacement will be palletized and set aside. A new four-inch aggregate base will be placed followed by a six-inch concrete pavement layer. A one-inch sand layer will go on top of the pavement and the saved brick will be placed in the mid-blocks in a stretcher bond pattern and voids filled in with sand. The new intersections will be seven-inch concrete pavement. Not only does this promote the longevity of the project but it helps to ensure that enough salvaged brick is available.



Juliette, phase IV



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October 16, 2019

Ray Ibarra
700 N Jefferson St
Junction City, KS 66441

Re: 7th Street Bicycle Boulevard Project

Dear Mr. Ibarra,

The Flint Hills Metropolitan Planning Organization (MPO) would like to provide a letter of support for the City of Junction City's Transportation Alternatives application for the 7th Street Bicycle Boulevard.

The MPO, Live Well Geary County (LWGC), and the City of Junction City created a formal partnership to create community policy and improve infrastructure to support active transportation. This is being done through the development of an Active Transportation Plan, casually referred to as #BikeWalkJC. The Plan will update recommendations made in the 2016 Junction City Bicycle Master Plan as well as identify community policy to support walking and biking.

Over the last several months, the MPO has been using a new form of public engagement, called demonstration projects, to gather community feedback and educate the public on bicycle and pedestrian infrastructure. This interactive tool has allowed for us to educate the Junction City community on curb extensions, mid-block crossing, and bike boulevards. These projects have been received with overwhelming support, so much so that the City Commission has asked that these projects become permanent fixtures in the community.

The 7th Street Bicycle Boulevard Project would bring to life the series of demonstration projects the MPO, City, and LWGC implemented over the last several months and create the first bike boulevard in the city. This would provide critical east-west access for the community, tying into to existing Transportation Alternative investments. The corridor would also connect key social, civic, educational, and public assets.

This is an exciting opportunity for the Junction City community and represents a paradigm shift in how we view our transportation system.

If you have questions or need additional information regarding this letter, please contact Stephanie Peterson at (785) 845-9050 or Stephanie@FlintHillsMPO.org.

On behalf of the MPO,



Stephanie Peterson, AICP

Director



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To: Ray Ibarra
From: MPO Staff
Date: September 30, 2019
RE: 7th Street Bicycle Boulevard

The Flint Hills Metropolitan Planning Organization (MPO), City of Junction City, and Live Well Geary County (LWGC) created a partnership to improve the active transportation system in Junction City. The MPO is updating Junction City's Bicycle Master Plan and identifying possible community policies that be adopted to support walking and biking in the city.

LWGC receive a Blue Cross and Blue Shield Pathways grant to support this initiative. There is money through this grant that can be used to leverage Transportation Alternative funds to create walking and biking infrastructure in Junction City. The MPO has been working with the City, LWGC, and a Steering Committee to identify community need and install temporary demonstration projects to inform the public and stakeholders of what potential improvements could look like.

To-date, the MPO has completed two demonstration projects in Junction City, curb extensions and a midblock crossing at 7th and Jefferson and curb extensions at 7th and Adams. With both projects we received very positive feedback. The only complaint we heard when install or removing the projects was "now I have to slow down to go through this intersection", which is exactly the point of the project.

In mid-September, the MPO, LWGC, and City staff rode the proposed 7th Street Bicycle Boulevard to discuss improvements to make along the corridor to make it safer for bikes to be on the road. Overall, 7th Street is a very low volume road and provides for a quiet and nice bike ride. There are a few locations identified that can be improved for the safety of all users, but overall 7th Street lends itself nicely for being Junction City's first bike boulevard.

Another great feature of 7th Street is having the more heavily traveled 6th Street and 8th Street a block away that can handle vehicle traffic, allowing 7th Street to be a main east-west connection for bicycles. With the new high school being moved the far western edge of town, the 7th Street Bike Boulevard would provide a nearly direct connection from the east side of town to the middle and high school, taking advantage of other KDOT investments like the Eisenhower Trail and Wildcat Trail.

In order to make 7th Street a safe and comfortable corridor for all levels of riders, there are several improvements that should be made along the route to improve the experience for both pedestrians and bicyclists.

7th Street and Jefferson Street (Attachment A)

The project would include concrete curb extensions, midblock crossings on Jefferson, and stamped brick pedestrian crossings. This project was completed at a demonstration project. Completing this

intersection in concrete would mirror the curb extensions along 7th east of Jefferson and along Washington through downtown.

7th Street and Adams Street (Attachment B)

Another project completed as a demonstration project with paint and flexible delineators, this intersection should receive permanent curb extensions to improve the stopping rate of vehicles and shorten the crossing distance for pedestrians. Tighten this intersection should decrease vehicle speeds, making it a safer intersection for all users.

Due to stormwater issues at this intersection, it is proposed that permanent striping, flexible delineators (that can be removed during the winter months for snow removal), and improved crosswalk markings and alignment be the scope for this intersection. If concrete is used at this intersection, it will likely require stormwater modifications.

7th Street and Jackson Street (Attachment C)

This intersection is the most difficult to navigate on bike due to Jackson being a four-lane road. With under 7,000 vehicles a day using Jackson Street, four lanes are not necessary to facilitate a relatively small number of vehicles. There are also signals at both 6th Street and 8th Street along Jackson, providing opportunity to reallocate roadway space between those two blocks.

To improve safety of bicycles, pedestrians, and motorists, the improvements at Jackson would involve making Jackson a two-lane roadway at the intersection of 7th Street. Coming southbound on Jackson, motorists would proceed through the traffic signal at 8th Street, but vehicles in the left-lane would be required to merge into the right-lane shortly after the traffic signal. The roadway would open back up to multiple lanes southbound near the alleyway between 7th Street and 6th Street.



Going northbound on Jackson Street from 6th Street, there is currently only one northbound lane until the alley before 7th Street. The proposed improvements would keep the one northbound lane past 7th Street where it would open back up to two-lanes before the 8th Street Signal.

Creating two-lanes in each direction between 8th Street and 6th Street would provide for better visibility for all users and create a median on Jackson at 7th Street that would serve as a pedestrian/bicycle refuge so that bikes and pedestrians can cross only one direction of traffic at a time. This also means that vehicles would not be able to make any left-hand turns at this intersection. Those on Jackson Street can still access the alleyways, make right turns onto 7th Street and go straight. Vehicles on 7th Street would only be able to turn right onto Jackson. Restricting these turning movements not only creates a safer intersection for all users but will encourage vehicles to use 6th and 8th Streets as their main thoroughfare, keeping 7th Street as a calm street. While this may be an inconvenience at first, drivers will change their behavior to avoid this intersection if they need to make a turning movement that is not

allowed at this intersection. The MPO will be collecting turning movements before the demonstration project is installed to better understand the percentage of vehicles making left-hand turns.

For 7th Street to truly become a bicycle boulevard, there must be improvements at Jackson Street to allow people to feel safe crossing that street, especially students.

7th Street and Clay Street (Attachment D)

To create a street suitable for a bicycle boulevard, it is recommended that there is some type of traffic calming control every two blocks. Given this guidance, it is recommended that a traffic circle be installed at 7th Street and Clay Street. This would temporarily remove the stop signs north and south of the intersection on Clay. The purpose of the traffic signal is to slow vehicle traffic on 7th Street to maintain appropriate speeds. There are several examples of this traffic calming technique used around the region.

7th Street and Garfield Street (Attachment E)

At 7th Street and Garfield Street, the bike boulevard will head north along Garfield to 8th Street, where it will resume on 8th. The northeast corner of the 7th and Garfield intersection flares to create a wide turning radius. This could create an unsafe situation if a vehicle going south to eastbound (turning left onto 7th Street) were to cut the corner. This allows help to slow vehicles down while turning at this intersection. The curb extension created at this corner of the intersection mirrors the radius at the southeast corner of the intersection.

8th Street at the USD 475 Larry Dixon Center (Attachment F)

As mentioned above, the bike boulevard will deviate north on Garfield and resume going westbound on 8th Street. Right west of the intersection of 8th and Garfield, the USD has a building which has bus loading along the back of the building on 8th Street. 8th Street is also about ten feet wider than 7th Street, allowing parking on either side of the road at most locations. However, near the USD building, there is not parking along the south side of the street to accommodate the bus loading zone. The roadway feels particularly wide and open in this area, which can lead to increased vehicle speeds. To help create a safer bus loading zone and maintain appropriate vehicle speeds, a proposed bus loading zone, curb extensions, median, and yellow centerline are recommended.

The yellow center stripe helps to direct traffic in both directions, while the median on the north side of the bus loading zone would keep traffic in the roadway rather than in the bus loading zone. No parking signs would need to be posted along the north side of the roadway in this area, but each residence impacted has a driveway or parking area in their front yard.

8th Street and the Bicentennial Manor (Attachment G)

This is the last recommended improvement along the Bike Boulevard as it will tie into existing infrastructure at 8th Street and Eisenhower. Currently, there is a midblock crossing at Bicentennial

Manor, terminating into the parking lot entrance across the street. Curb extensions would be created at either end of the crosswalk to narrow the crossing distance for pedestrians and providing better visibility for vehicles and pedestrians. There is parking allowed on both sides of the street in this location, and when cars aren't parked on the roadway, it feels especially wide. To better delineate where parking should occur, and visually make the driving lanes feel narrower, a white parking stripe on both sides of the road where parking is allowed should be added.



For the permanent construction project, it would be recommended that the crosswalk be realigned to not terminate in the driveway, but just to the west, creating a new sidewalk to connect the crossing to the parking lot.

7th & Jefferson

- White Vertical Delineators: 38
- Yellow Vertical Delineators: 20



7th & Adams

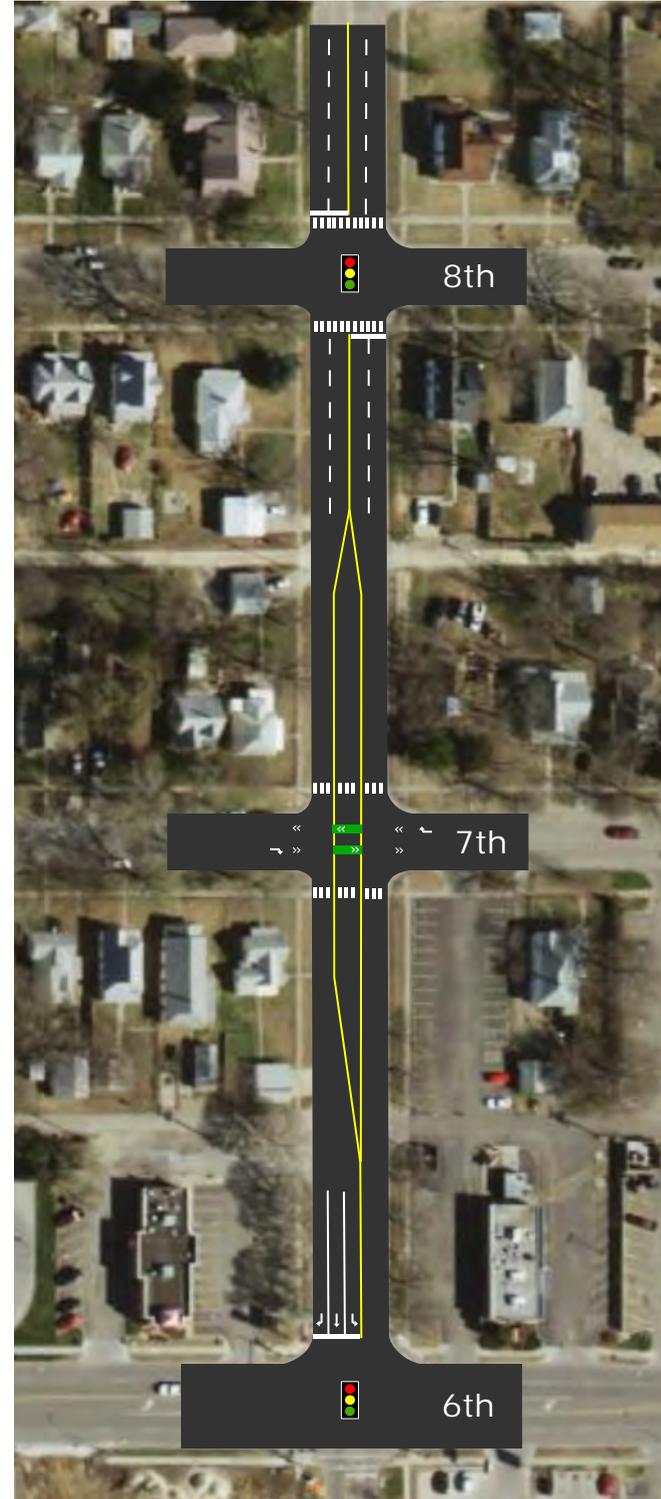
- Vertical Delineators: 44
- Temp Tape: 375'



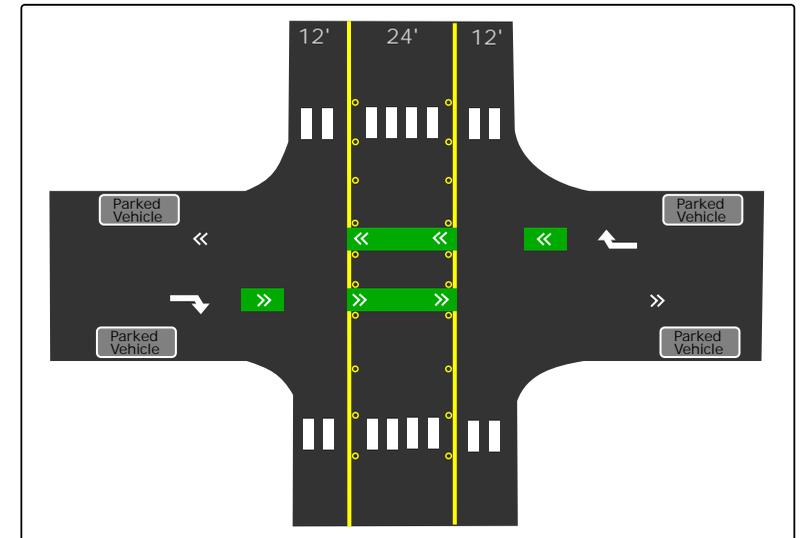
Current

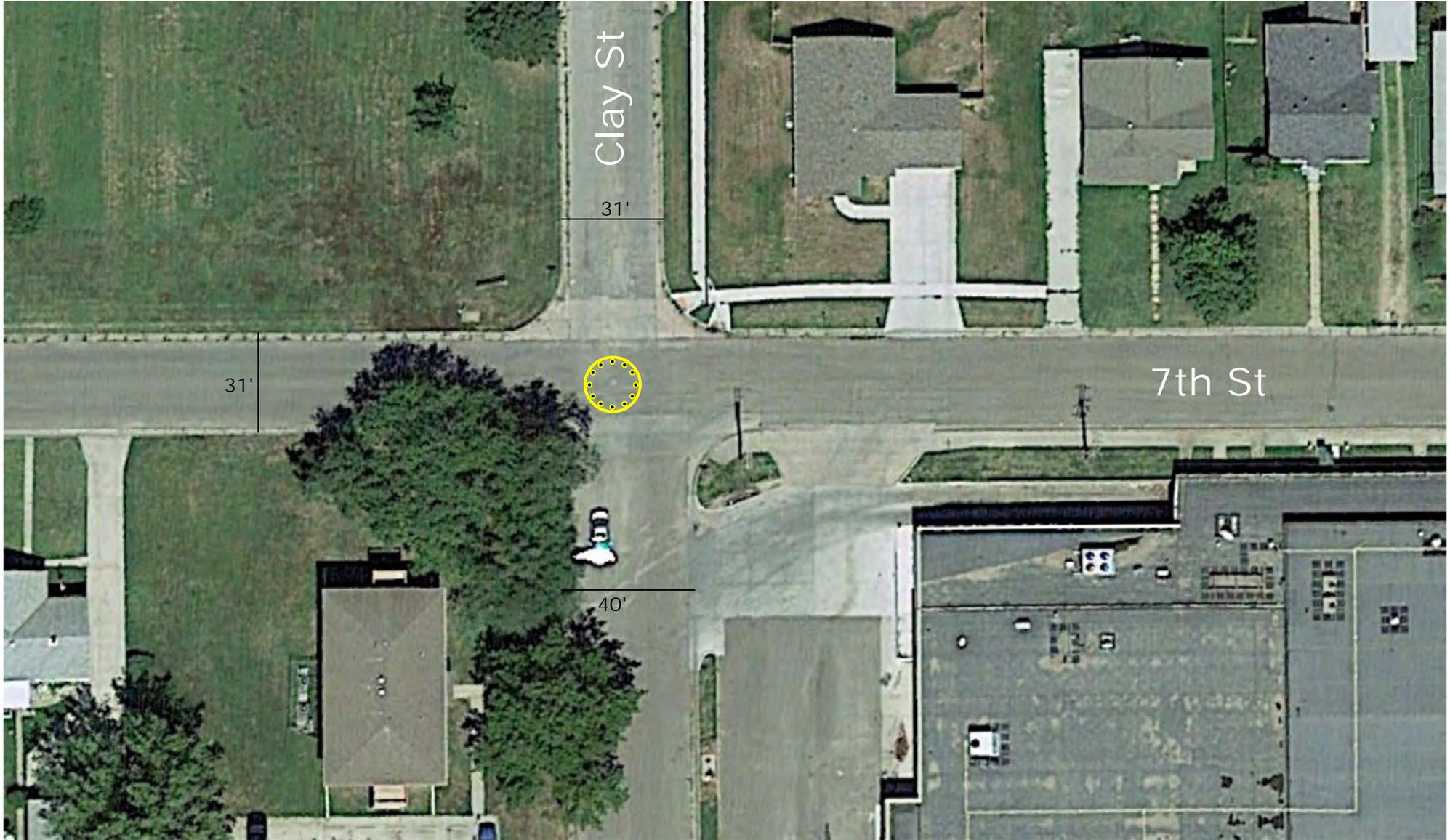


Opt 2a

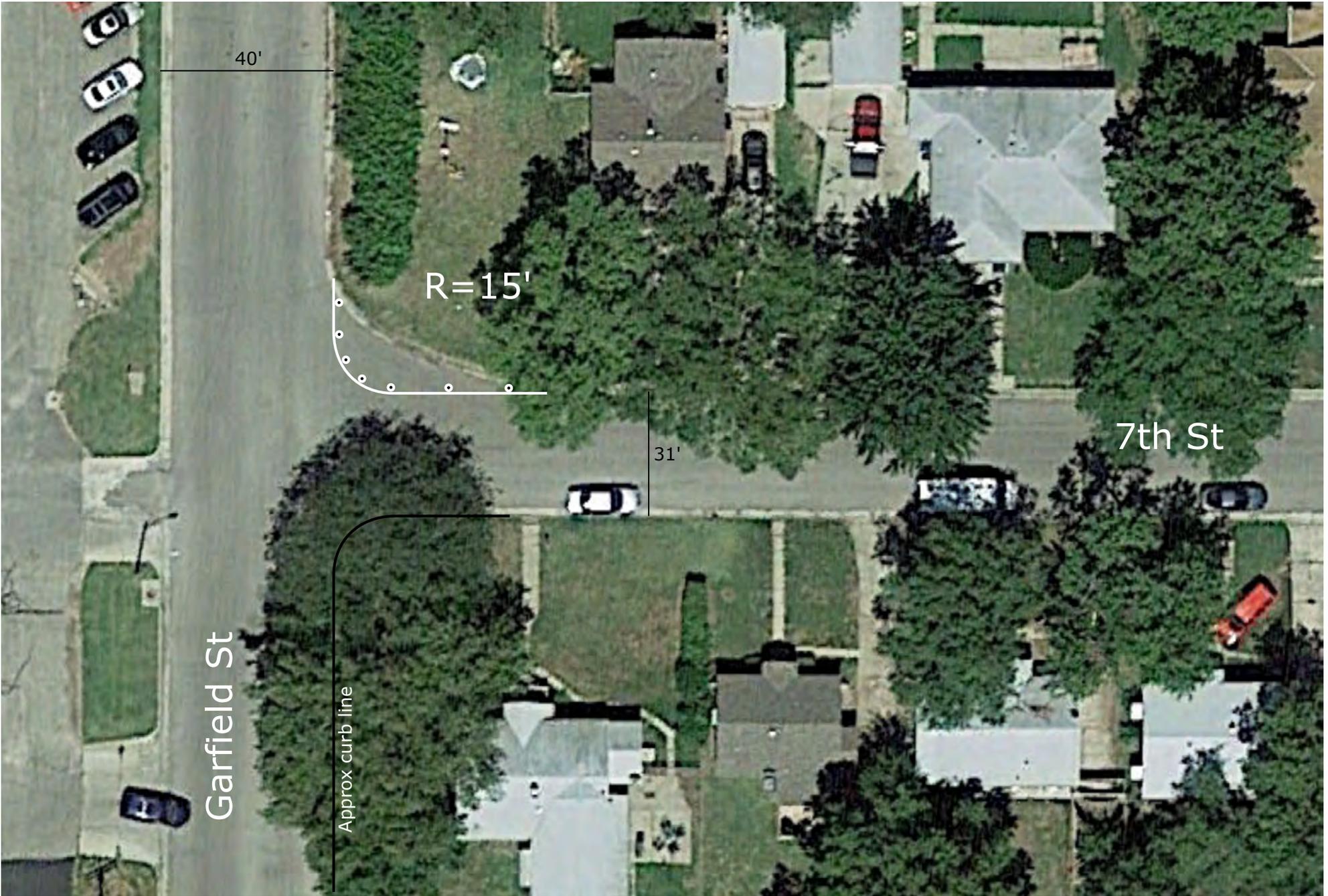


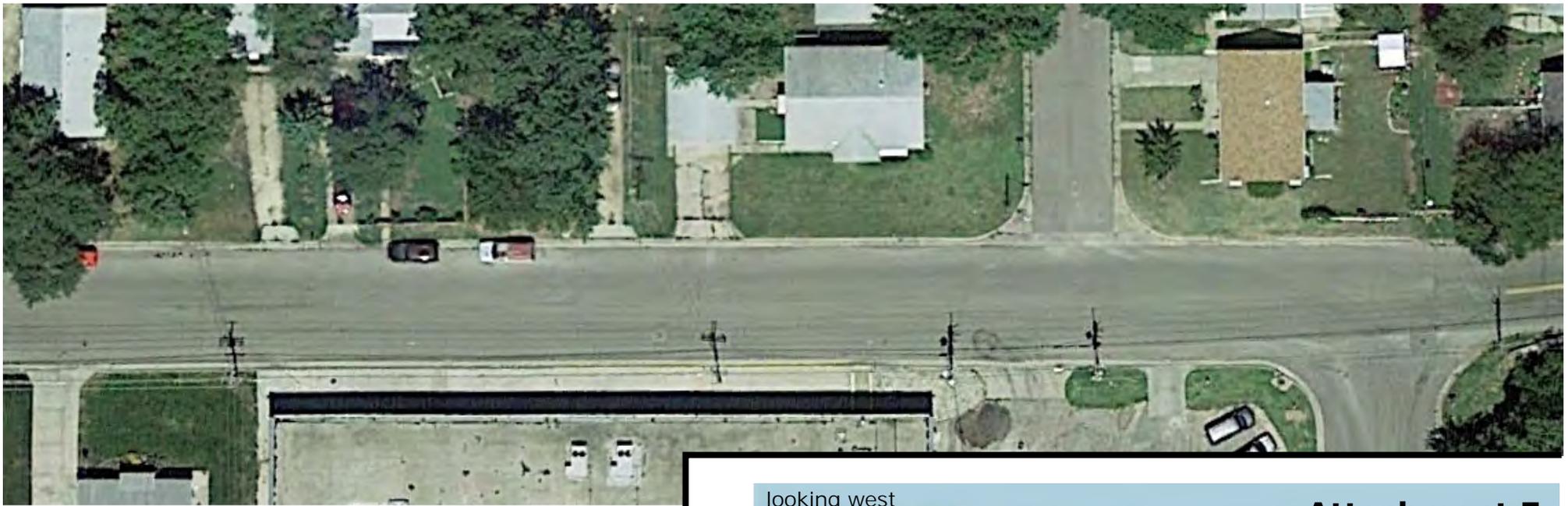
Attachment C





- Traffic Circle = 15' diameter
- 20' BOC to traffic circle on NE, NW, & SW corner
- 24'-25' BOC to traffic circle SE corner





Current

Proposed





Existing

Proposed





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October 16, 2019

Ray Ibarra
700 N Jefferson St
Junction City, KS 66441

Re: Blue Jay Trail

Dear Mr. Ibarra,

The Flint Hills Metropolitan Planning Organization (MPO) would like to provide a letter of support for the City of Junction City's Transportation Alternatives application for an extension of the existing multi-use trail along K-18 in west Junction City. The new portion of the trail would extend bicycle and pedestrian infrastructure from existing TA investments towards the Junction City Middle School and the site of the new High School.

This project is consistent with the Flint Hills Transportation Plan and is identified in the Junction City Bicycle Master Plan.

The Blue Jay Trail would provide a critical connection, increasing the safety and efficiency for bicyclists and pedestrians, especially for those walking or biking to high school and middle school.

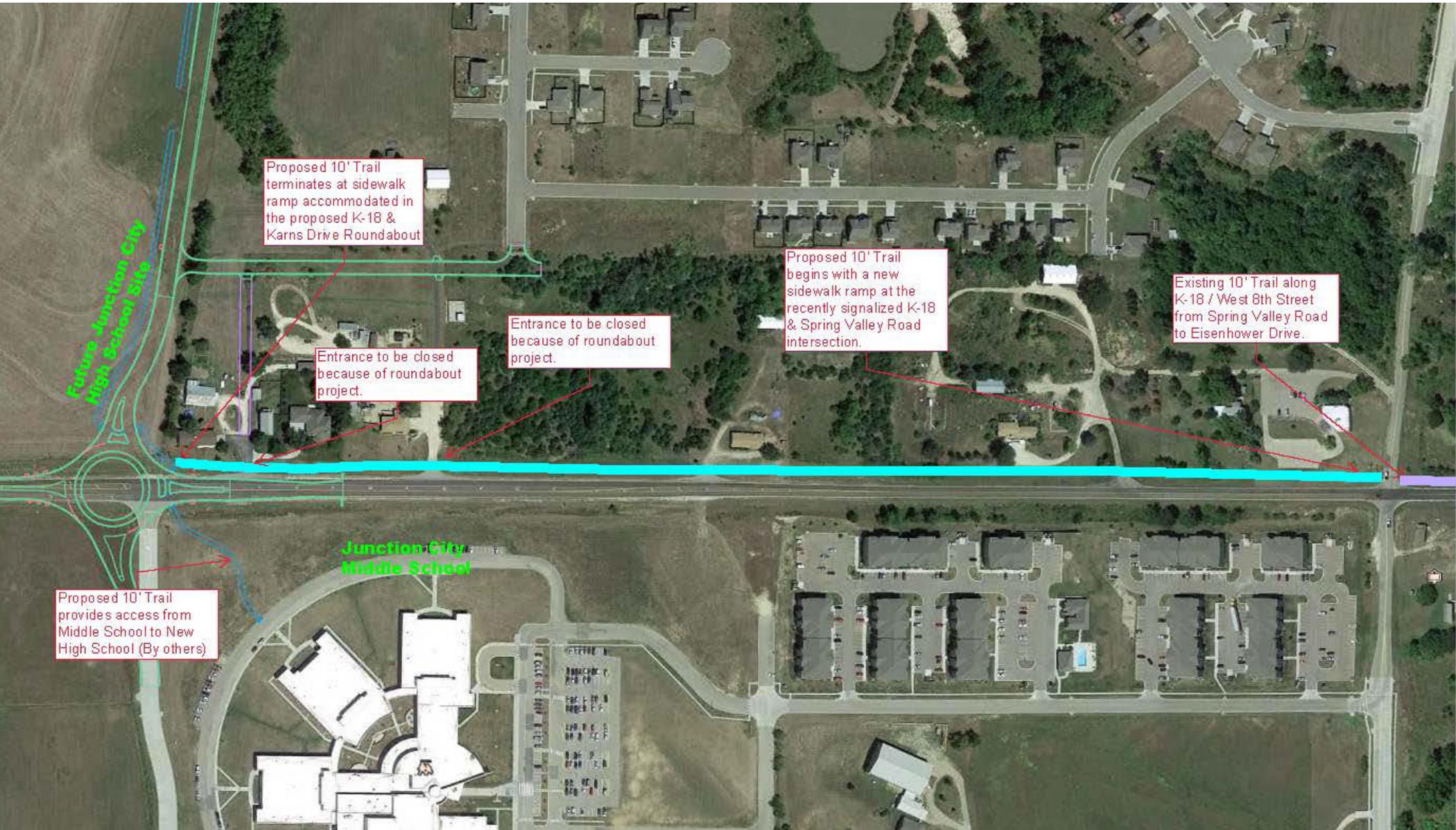
If you have questions or need additional information regarding this letter, please contact Stephanie Peterson at (785) 845-9050 or Stephanie@FlintHillsMPO.org.

On behalf of the MPO,

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Stephanie Peterson, AICP
Director

WEST K-18 TRAIL CONNECTOR SKETCH PLAN



Proposed 10' Trail terminates at sidewalk ramp accommodated in the proposed K-18 & Karns Drive Roundabout

Proposed 10' Trail begins with a new sidewalk ramp at the recently signaled K-18 & Spring Valley Road intersection.

Existing 10' Trail along K-18 / West 8th Street from Spring Valley Road to Eisenhower Drive.

Entrance to be closed because of roundabout project.

Entrance to be closed because of roundabout project.

Proposed 10' Trail provides access from Middle School to New High School (By others)

Junction City Middle School

Future Junction City High School