

**MINUTES**  
**MANHATTAN URBAN AREA PLANNING BOARD**  
**City Commission Room, City Hall**  
**1101 Poyntz Avenue**  
**July 2, 2012**  
**7:00 p.m.**

**MEMBERS PRESENT:** Jerry Reynard, Chairperson; Phil Anderson; Linda Morse; and, Mike Kratochvil.

**MEMBERS ABSENT:** Gary Stith; John Ball; and Mike Hill.

**STAFF PRESENT:** Eric Cattell, Assistant Director for Planning; Steve Zilkie, Senior Planner; Lance Evans, Senior Planner; Chad Bunger, Planner II; Rob Ott, City Engineer; Peter Clark, Civil Design Engineer; and, Joey Lightner, Public Works Intern.

**OPEN PUBLIC COMMENTS**

No one spoke.

**CONSENT AGENDA**

**APPROVE THE MINUTES OF THE JUNE 4, 2012, MANHATTAN URBAN AREA PLANNING BOARD MEETING.**

**APPROVE THE FINAL PLAT OF PRAIRIE LAKES ADDITION, UNIT 6, GENERALLY LOCATED 160 EAST OF THE INTERSECTION OF NORTHFIELD ROAD AND DONNAS WAY. (APPLICANT/OWNER: OVERLAY PROPERTIES, INC. – RUSS WEISBENDER)**

Kratochvil moved that the Board approve the Final Plat and indicated he would abstain from approval of the Minutes because he did not attend the June 4, 2012, meeting. Morse seconded the motion. On a vote of 4-0, the Final Plat was approved. On a vote of 2-0-2, the Minutes were not approved, with Anderson and Kratochvil abstaining and indicating they had not been at the meeting. *(Editor's Note: The June 4, 2012 Minutes were actually approved by the Planning Board on June 18, 2012. The Consent Agenda for the July 2, 2012 meeting was in error by listing the June 4<sup>th</sup> Minutes to be approved, instead of the June 18, 2012 Minutes.)*

**III. WORK SESSION**

**DISCUSSION OF DRAFT BICYCLE PLAN POLICY UPDATES THAT THE BICYCLE ADVISORY COMMITTEE HAS BEEN DEVELOPING FOR POSSIBLE ADOPTION IN THE MANHATTAN URBAN AREA COMPREHENSIVE PLAN.**

Joey Lightner, Public Works Intern and Bicycle and Pedestrian Coordinator, provided an overview of the draft policy updates to the Bicycle Master Plan for possible incorporation

into the Comprehensive Plan, including a new goal, three guiding principles and fifteen policies. He also presented an updated bicycle infrastructure and route map.

Anderson indicated back in 1998 when the original bike plan was developed he was on the faculty senate and he had difficulty getting anyone interested in implementing the recommendations. He cited Boulder, Minneapolis and Sweden as locations that have implemented extensive bicycle infrastructure provisions. He said he was enthusiastically in favor the draft provisions which were long overdue. He said the presentation should also include advantages to the City, such as reduced congestion, less need for parking, better public health, and less wear and tear on roads, which all add up to savings for the city.

Kratochvil asked what the policy is on bicycles and pedestrians sharing sidewalks and if shared, do sidewalks need to be wider.

Lightner said state statute indicates that bikes have access to sidewalks. He said small children should probably use the sidewalk to ride on instead of streets, but there is a potential conflict between older riders and pedestrians, such as on the K-State campus. However, the Bicycle Advisory Committee had not specifically discussed the issue and had not reached consensus on it. He said wider sidewalks would be appropriate in locations where such conflicts exist and there may be some areas where bikes should not be on the sidewalk.

Kratochvil said it's difficult to try to ride on Ft. Riley Boulevard or Kimball Avenue. If the sidewalk system could be extended along those routes it could help, but might take intergovernmental cooperation. He said they were doing good work and asked if there were plans to extend the Linear Trail system and if there were grants or other funding sources, particularly for the northern extension.

Lightner said there are plans to extend the Linear Trail and it is shown on the route map. Ott said the right-of-way and/or easements for the trail were platted through the Brookfield Addition along the Marlatt ditch area from Casement Road to US 24. He said the Safe Routes to School grant program is a possible funding source, as well as transportation enhancement grants, which are all competitive, and that funding is challenging and scarce.

Morse said she was supportive of the proposal for future bicycle infrastructure and supported amending and updating the Plan, so as money becomes available implementation can occur incrementally. She was glad to see a bike route on Knox Lane. She asked if there was money available, where would the highest priority location be for a bike bridge over a highway.

Lightner showed a map identifying several areas around the City that pose highway crossing challenges, such as at Dickens Avenue and Seth Child Road, and all options including a bridge, tunnel or other surface approach will need to be considered.

Morse said those types of improvements are big ticket items that could take money away from other improvements. She hoped that the overall bicycle network would be the priority, instead of several big ticket items. She said bike education is also important regarding riding with pedestrians.

Reynard said the Planning Board appears to be in support of the draft proposal and the Board does discuss bike issues when it reviews developments. He said there are big ticket items and less expensive items, such as street signage which he suggested is where the city should start. He agreed that education in the schools with bike clinics would be a good idea.

Lightner indicated that the Moro Street bike boulevard was an example of implementing some of the smaller ticket items. He said they try to get to all the schools twice a year for a bike rodeo.

Anderson asked what the next step is in the process.

Lightner said that adoption of the draft policies into the Comprehensive Plan could facilitate Public Works in updating the standard specifications for improvement design. He said there is \$31,500 in the 2012 budget for developing a Humboldt Street bike boulevard, and that the strategy is to start making improvements in the older neighborhoods which are easier and less expensive, and then work outward to the more challenging areas such as the west side of the city which has more access issues for bike commuters and riders.

Anderson suggested that whenever the Planning Board or City Commission is considering transportation issues, they need to consider biking and pedestrians and not just accommodating cars.

Morse said K-State only has one bike path on campus and hoped that during their current campus master plan effort it can put more effort into addressing bike issues. Lightner indicated that K-State is working on that issue and is getting better. He indicated he could add the campus bike routes to the city bike route map.

Brian Hardeman, Chair of the Bicycle Advisory Committee, provided some context from the Committee's perspective on why it recommends adopting the proposed bicycle policy updates into the Comprehensive Plan. He commended the City for thinking more about bicycle and pedestrian issues during planning efforts; however there is a concern that as Boards and staff turn-over, there is a need for more high level policy language in the Plan to provide some guiding principles. That will help to ensure the community continues to discuss pedestrian and bicycle issues, options and solutions to challenges, such as how best to cross arterial streets. He said the Committee wanted feedback from the Planning Board and City Commission to come up with a set of policies and guiding principles that everyone is comfortable with in adopting into the Comprehensive Plan. He said shared sidewalks are an appropriate tool in some locations and that extension of the Linear Trail is important but there are funding challenges that need creative solutions. Re-evaluation of street design standards is a goal to have bike infrastructure plans on the shelf ready to

go if a street project comes up that could incorporate a bike lane. He said while the education component is not really part of the Comprehensive Plan, it is important for coordination between the police, bike clubs and schools to address. Regarding what's next, Hardeman said that in addition to hopefully amending the Comprehensive Plan, there needs to be continued community discussions about public transit and non-vehicular solutions, as well as the upcoming MPO issues.

**REPORTS AND COMMENTS BY BOARD MEMBERS AND STAFF.**

Morse provided staff with some printed MPO materials from Richmond, Virginia.

Respectfully submitted,

Eric Cattell, AICP,  
Assistant Director for Planning