

# MINUTES

## MANHATTAN URBAN AREA PLANNING BOARD

City Commission Room, City Hall  
1101 Poyntz Avenue

**February 3, 2020**

### MEMBERS PRESENT

Phil Anderson  
John Ball  
Debbie Nuss

Jerry Reynard, *chair*  
Gary Stith, *vice-chair*

### MEMBERS ABSENT

Ken Ebert  
Neil Parikh

### STAFF PRESENT

Chad Bunger, Asst. Community Development Director; John Adam, Senior Planner

## 1. CALL TO ORDER

- 1.1. Reynard called the meeting to order at 7:00 p.m. Staff called roll and stated there was a quorum.
- 1.2. Open Public Comments: there were none.

## 2. CONSENT AGENDA

- 2.1. Approve the minutes of the January 23, 2020 Manhattan Urban Area Planning Board meeting

**Stith moved that the Board approve the Consent Agenda; Anderson seconded. Motion passed 4–0–1.**

## 3. GENERAL AGENDA

- 3.1. A PUBLIC HEARING to **AMEND the Comprehensive Plan by adoption of the Bicycle & Pedestrian Systems Plan**, a long-range plan for improvements to pedestrian and bicycling transportation systems and recreational trails (*applicant: City of Manhattan; file no. CPA-19-077*)

Adam presented the Bicycle & Pedestrian Systems Plan and staff recommended it be incorporated into the Comprehensive Plan.

Anderson said that high priority places to get to are grocery stores and schools. He said that the Westloop Dillons and Aldi are very difficult to get to. Following schools and grocery stores, Anderson said the next most important destinations are civic and cultural. Anderson asked why grocery stores weren't included as destinations. Adam said that grocery stores

were included into the demand equation. Grocery stores did weigh heavily but the population density of the downtown and campus area drew higher rankings to themselves. Anderson said he noticed there is a crossing near Home Depot on Seth Child Road. Adam said that it was an important project for both recreation and transportation. Seth Child Road is difficult to cross and has high demand. Adam said that crossing may be completed relatively quickly if Parks and Recreation prioritizes their tax revenue on that project.

Nuss asked about figure 9A and wanted to know how the decision was made to make the southern half of Northview to be high need, while the northern half was considered moderate need. Adam said Alta Planning was the entity that constructed the map and probably used LMI data. He said he did not know the details of the model. Adam said that the MPO might have more information and he was willing to contact them and inquire. Nuss asked if any changes were made to the document after the work session with the City Commission. Adam said no substantive changes were made by the Commission. There were modifications of tables in the appendices that had been delayed awaiting a few project details.

Anderson asked where the 10.5 miles of physically separated bikeways would be located. Adam said potentially along Claflin Road, Anderson Avenue west of Wreath Avenue, North Manhattan Avenue, and Poyntz Avenue. Anderson said that if city staff were able to make a path from Claflin to Westloop that would make a significant difference. He said he is happy the city is working on addressing the bicycle and pedestrian infrastructure issues.

**Stith moved that the Manhattan Urban Area Planning Board approve and adopt Resolution No. 020320-A, amending the Manhattan Urban Area Comprehensive Plan, by adopting and incorporating by reference the Bicycle & Pedestrian Systems Plan, dated February 2020, and incorporating necessary citations in Chapters 4, 7, 8, and 9, and Appendix B, as proposed, based on the findings in the staff report; and recommend approval to the City Commission. Anderson seconded. Motion carried 5-0-0.**

#### **4. WORK SESSION**

##### **4.1. Capital Improvements Program. Planning Board discussion of recommendations for the 2021-25 CIP**

Chad Bunger requested feedback on the Capital Improvements Program and new ideas.

Nuss recommended raising the sidewalk gap fund to \$150 thousand from the current \$100 thousand funding level in order to improve upon safety and accessibility. Stith mentioned the dangerous path from South 17th Street to Richards Drive and asked if there will be work done to provide a sidewalk in that area. Adam reported that a KDOT bridge-replacement project will add a sidewalk to the Wildcat Creek bridge and include sidewalk extensions from it to Poliska Lane and to Richards Drive. Staff planned to use the \$60,000 Surface Transportation Program suballocated annually for bicycle and pedestrian projects to help pay for the extension from Poliska Lane to South 17th Street. The Bicycle & Pedestrian Advisory Committee strongly supported that plan at its January 17 meeting.

Anderson asked what approximate length of a block would be covered with \$100 thousand. Adam said it depends on whether trees or other obstacles need to be removed, but generally it can cover a few block lengths. Nuss noted that a few blocks worth of sidewalk is not a lot of sidewalk. Anderson mentioned that if there is a tree in the way, some homeowners have given permission to build around the tree instead of removing it, thereby reducing

removal costs. The whole Board supported increasing the sidewalk gap fund, and were supportive of the City capitalizing on the KDOT project to extend Ft. Riley Boulevard sidewalk to South 17th Street.

Anderson said that the \$10 million Aggieville parking garage equates to approximately \$28,571/per parking stall. With the amount of alternate modes of transportation, he believes that this project should be postponed and examined further before making that investment. He asked how many bus stops could be constructed with \$100 thousand. City staff did not have an answer. Nuss and Anderson guessed approximately 10 bus stops at most. The rest of the Board was not supportive of that idea.

Anderson said he is interested in the Bluemont corridor historic survey because there are many older buildings still standing. In combination with the Bluemont corridor beautification, Anderson said it could hopefully revert some converted apartments into single-family homes.

Ball mentioned that the airport needs a second parallel runway and a crosswind runway. He wants to address the issue of land for repairs and expansion because the current layout would mean closing down the existing lane for multiple months. The issues will continue to get worse and he believes looking at those early will help ease things later on. Bunger said he will pass on those comments to the proper individuals. The Board agreed that they want the airport included in the five-year CIP.

Nuss said she was interested in including the current 9th Grade Center in the Poyntz Avenue Study. Stith said someone needs to evaluate the utilities underneath Poyntz prior to redoing the street. Adam noted that staff had been knocking around the idea of doing a look at the Poyntz Avenue corridor from Juliette Avenue to 17th Street, including the future use of the school building and its environs.

## **5. REPORTS AND COMMENTS**

- 5.1. Planning updates from staff. Adam said the next hearing will contain the final plat of St. Isidore.
- 5.2. Comments from Board members. Ball said this is a leap year in case anyone forget, therefore there are 29 days in February.
- 5.2. Next meeting. Chair announced the next meeting is Thursday, February 20, 2020.

## **6. ADJOURNMENT**

Meeting was adjourned at 7:55 p.m.

*Submitted by Dre'Vel Taylor, Planning Intern*