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## Chapter 7: A Balanced Multi-Modal Transportation System

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*For related guiding principles, goals, and policies, refer to: Chapter 3: A Coordinated and Efficient Pattern of Growth; Chapter 4: Preserve and Enhance Natural Resources and Promote Resiliency; Chapter 9: An Active Community Recognized for its Quality of Life and Strong Sense of Place.*

### Background and Intent

Mobility, efficiency, and safety are important components of a transportation system. Current and future mobility needs will be addressed through appropriate land use decisions as guided by the Comprehensive Plan. The City and Counties will address and plan for an efficient transportation system with connected local and regional roads and future transit alternatives. In addition, the City and Counties will ensure that streets are designed to accommodate a range of travel modes to coincide with existing community needs as well as for new development.

The adopted Manhattan Area Transportation Strategy (MATS) provides more comprehensive policies, and together with this Chapter, serves as the Transportation Element of the Comprehensive Plan. Planned roadway connections are shown on the Future Roadway Network Map at the end of this Chapter.

Promoting a balanced multi-modal transportation system is based on the following guiding principle:

- A balanced, cohesive, integrated system of streets, sidewalks, bikeways, and public transportation that meets the mobility needs of Manhattan Urban Area

## Guiding Principles, Goals, and Policies (MAT5)

**Guiding Principle MAT5-1: A balanced, cohesive, integrated system of streets, sidewalks, bikeways, and public transportation that meets the mobility needs of Manhattan Urban Area**



### **MAT5-1.1A: Transportation System Performance**

Regularly measure and assess benchmarks and indicators of transportation system performance for all modes. Implement projects, plans, programs or policies to optimize system performance.

### **MAT5-1.1B: Pedestrian Transportation System**

Promote walking as a primary form of transportation. Provide and maintain a system of sidewalks that provide needed continuity, promote safety and pedestrian comfort, and accommodate the community's range of user types. Where pedestrians share facilities with other modes (e.g., trails), provide for safe and pleasant pedestrian operations. Where pedestrians conflict with other modes (e.g. street crossings), minimize pedestrian exposure and design for pedestrian convenience and safety. Promote safe and accessible connections for pedestrians between facilities and between modes.

### **MAT5-1.1C: Bicycle Transportation System**



Promote bicycling as a primary form of transportation. Provide and maintain a system of bikeways and associated bicycle infrastructure, including parking, that provides needed continuity, promotes safety, and accommodates the community's range of user types. Where bicycles share facilities with other modes (e.g., on-street bikeways, trails), provide for safe and comfortable bicycle operations. Where bicycles conflict with other modes (e.g. street crossings), design for bicyclist safety, visibility, and comfort. Promote safe and accessible connections for bicyclists between facilities and between modes.



#### **MATS-1.1D: Public Transportation (Transit) System**

Provide a safe, convenient, affordable, and accessible public transportation system, designed and operated to maximize usage by providing scheduled public transit that serves identified needs throughout the community and supports connections to and from other local transportation modes (pedestrians, bicycles, auto), and to the Manhattan Regional Airport. Serve as a hub and provider for regional transit, and support connections to intercity transportation modes (intercity bus, aviation). Provide paratransit or other public transportation alternatives for mobility-impaired persons for general public transportation purposes.

#### **MATS-1.1E: Parking Supply for Major Activity Centers**

Optimize/manage parking supply for major activity centers by regularly monitoring parking conditions in Aggieville and Downtown and implementing improvements when necessary, and by regularly monitoring parking conditions around and fixed-route transit usage within, the Kansas State University campus and implementing improvements when necessary.

#### **MATS-1.1F: Residential Street Design**

Provide and maintain residential streets that promote safety, comfort and convenience, and that preserve a high quality of life. Regularly review neighborhood traffic control policies and practices, and adjust when necessary to respond to community needs and national practices.

#### **MATS-1.1G: Residential Street Safety**

Promote consistency and safety in residential street design while recognizing the variety of residential street types and their relationship to the total street system. Minimize automobile/truck “through” traffic on residential streets, while maximizing connectivity for non-motorized modes.

#### **MATS-1.1H: Arterial and Collector Street Network Design**

Provide and maintain a safe and effective network for users of arterial and collector streets. Design/maintain the roadway system to provide needed automobile continuity/connectivity, safety, and capacity, and consider all modes in the planning, design, improvement, and monitoring of arterial and collector streets and intersections.

#### **MATS-1.1I: Arterial and Collector Street Network Safety**

Remedy conditions where correctable accident patterns appear; incorporate safety design principles into new and upgraded roadways. Employ technology solutions to optimize arterial traffic flow and address incidents.

#### **MATS-1.1J: Manhattan Regional Airport**

Leverage transportation and economic-development potential of the Manhattan Regional Airport (MHK) by providing convenient and economical commercial

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air service and promote general aviation growth, and by providing access and intermodal connections to MHK for all passenger modes. Ensure compatible land uses within 5 miles of the airport, and support use of MHK as Fort Riley's official Aerial Port of Embarkation (APOE).

### **MATS-1.1K: Regional Coordination**

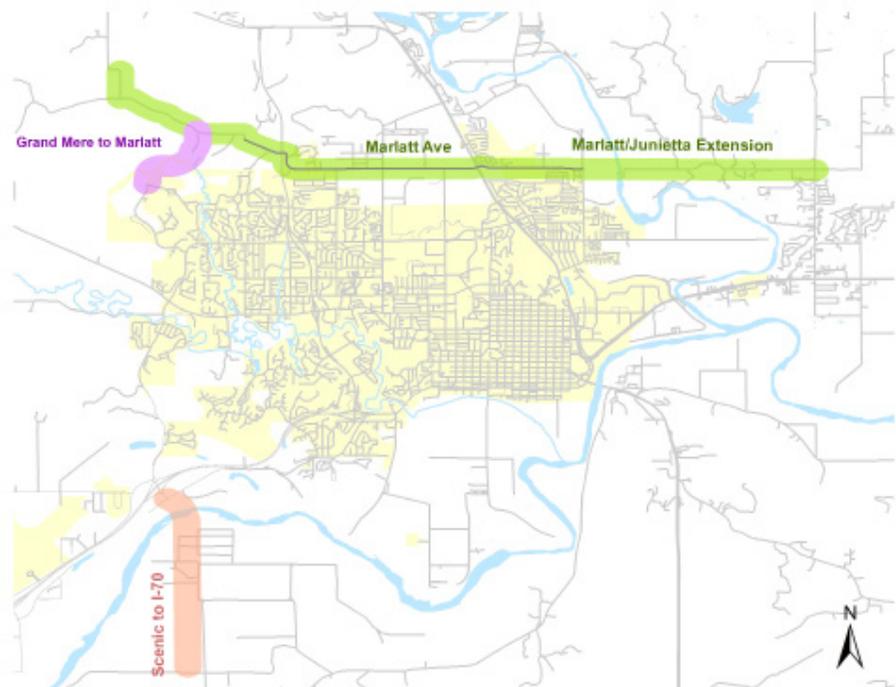
Participate in regional transportation decision-making by providing active, meaningful membership and leadership in the Flint Hills Metropolitan Planning Organization and Flint Hills Regional Transit Administration; and by coordinating Kansas State University and Fort Riley transportation planning efforts with those of the City and Counties.

### **MATS-1.1L: Freight Movement**

Facilitate freight movement while minimizing freight's impact on the transportation system by delineating a preferred truck network and associated policies. Facilitate safe and efficient freight operations on the truck network and freight-related land uses, and maintain safe conditions at rail crossings.

## Long-term Roadway Extensions Map

Conceptual long-term roadway extensions under consideration at a regional level are identified on the graphic below. Refer to Manhattan Area Transportation Strategy for additional detail on planned roadway improvements.





## Related Plans and Policy Documents

The following previously developed documents may or may not have been formally adopted as a part of the Comprehensive Plan; however they provide important background information and policy direction with regard to multimodal transportation issues. Refer to [Appendix B: Related Plans and Policy Documents](#) for additional information on each plan and links to the full documents.

- Flint Hills Transportation Plan (under development)
- Manhattan Area Transportation Strategy (MATS) (2000 and 2013)
- Transit Implementation Plan
- Linear Park Master Plan, Phase II (1998)
- Bicycle & Pedestrian Systems Plan (2020)

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