

# Seth Child Road

## Corridor Study Status Update

July 2017

Alfred Benesch & Company's project team has continued to study Seth Child Road throughout 2017 to address capacity, operations and safety improvements.

In addition to the April 2017 Public Open House, the study team has met with a Steering Committee and Citizen's Advisory Committee, identifying and evaluating a variety of concerns along the 5.5 mile stretch of Seth Child Road. Results of the study will be used by KDOT, the City and the County to create a long-term vision for the corridor, promoting safety and efficiency.



Representatives of the Citizen's Advisory Committee | April 2017

### Corridor Study

Many concerns along Seth Child Road have been heard from the Public and Committees. These topics will continue to be addressed throughout the study with alternative development focused on many considerations requiring careful attention and accommodation for all modes of travel:

- Future Land Use Changes and Growth
- Pedestrian Crossings
- Sidewalks and Trails
- Crash Frequencies
- Access to Shopping, Kansas State University and Other Locations
- Transit Opportunities
- Level of Service



<b>US-24 /K-13</b>	Dark intersection. Difficult to judge vehicle speeds and turning movements.
<b>MARLATT AVENUE</b>	Consider future planning and growth.
<b>GARY AVENUE</b>	Difficulty crossing Seth Child Road for vehicles, bicyclists and pedestrians.
<b>WREATH AVENUE</b>	South bound on- and off-ramp signage and speeds.
<b>DICKENS AVENUE</b>	Difficulty crossing Seth Child Road for vehicles, bicyclists and pedestrians.
<b>ANDERSON AVENUE</b>	Traffic Congestion.
<b>AMHERST AVENUE</b>	Lack of sidewalk connectivity.
<b>SOUTHWIND ROAD</b>	Highest accident rate on the corridor.
<b>FORT RILEY BOULEVARD</b>	Northbound merge lane issues.

## Economic Analysis

Employment, assessed values and property taxes, local and State sales taxes, expansion potential and other factors impacting future economic conditions are being evaluated.

Some key factors that have been found to date include:

**Filling Vacant Spaces** | There are more than 16 vacant spaces in 5 commercial centers.

**Redevelopment/Renovation** | Many commercial buildings were erected in the 1970's and may be in need of renovation.

**New Fill-In Development** | More than 10 vacant parcels are commercially zoned.

**Rezoning/Reuse** | Changes in residential densities, retail shopping habits and regional competition factor in.

Factors impacting future conditions that will be considered in alternative development include changes to the visibility from the corridor, changes to access, pedestrian and bicycle access, as well as changes in the corridor's image.

## Pedestrian and Bicycle

When evaluating the current environments for both pedestrians and cycling systems in Manhattan, a number of parameters were established looking at the existing conditions of the trail and the route.

### Pedestrian Parameters

- Sidewalk Width
- Curb Cuts
- Obstructions
- Accessibility
- Wayfinding
- Lighting
- User Conflict
- Directness
- Road Safety
- Rest Points

### Cycling Parameters

- Continuity
- Wayfinding
- Directness
- Traffic Proximity
- Link Conflict Points
- Effective Width
- Overall Effort
- Accessibility
- Road Safety
- Rest Points
- Obstructions

Next Steps will include comparing documented existing conditions with the alternative concepts. The same analysis parameters and methodology will be used on concepts to ensure consistency.

## Land Use Analysis

Land use planning, development, physical assessment, opportunities and constraints are being evaluated. Land Use is being evaluated and assessed in line with area comprehensive plans previously developed.

### Manhattan Area Comprehensive Plan

- Coordinated, efficient growth
- Preserve and enhance natural resources
- Efficient provision of public services
- Balanced multi-modal system
- Variety of Lifestyle options
- Strong Sense of Place
- Diversified Economic Base

### Riley County Comprehensive Plan Vision 2025

- Efficient utilization of land
- Protect rural character
- Respect natural resources
- Diversity of housing types, sizes and prices
- Opportunity for commercial / industrial development
- Easy, safe and efficient traffic flow
- Efficient provision of public services
- Direct growth to urban area

## Next Steps

As the Corridor Study continues, the Steering and Citizen's Advisory Committee will meet to discuss the alternatives being developed.

**An Open House will be held in the Fall of 2017 to share the alternative concepts with the Public.**

## Project Contacts

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