



MANHATTAN, KS

TOTAL POPULATION

56308

POPULATION DENSITY

2902.5

TOTAL AREA (sq. miles)

19.4

OF LOCAL BICYCLE FRIENDLY BUSINESSES **1**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Manhattan
High Speed Roads with Bike Facilities	47%	12%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	18%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	14%	1%
Bike Month and Bike to Work Events	VERY GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	AVERAGE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 89K	1 PER 56 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3 / 10

KEY OUTCOMES

	Average Silver	Manhattan
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	1.8%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	78
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	0



KEY STEPS TO SILVER

- » Adopt a Complete Streets policy and offer implementation guidance. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.
- » Increase bicycle education in Manhattan, at all levels. A comprehensive Safe Routes to School education program to reach all elementary school students would help promote safety now and build a culture of traffic safety for the future. Increasing staff time spent on Safe Routes to School and other bicycle-related programs, including education and encouragement activities, would be helpful.
- » Manhattan has a higher than average percentage of roads with posted speed limits of between 25 and 35 mph. Consider whether



traffic calming treatments, including road diets and lane diets are appropriate on these roads.

- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.
- » Work with local Metropolitan Planning Organization, Kansas State University, and other regional entities to ensure that there is a great connectivity between city and regional bicycle facilities.
- » Continue to increase the amount of high quality bicycle parking throughout the community.