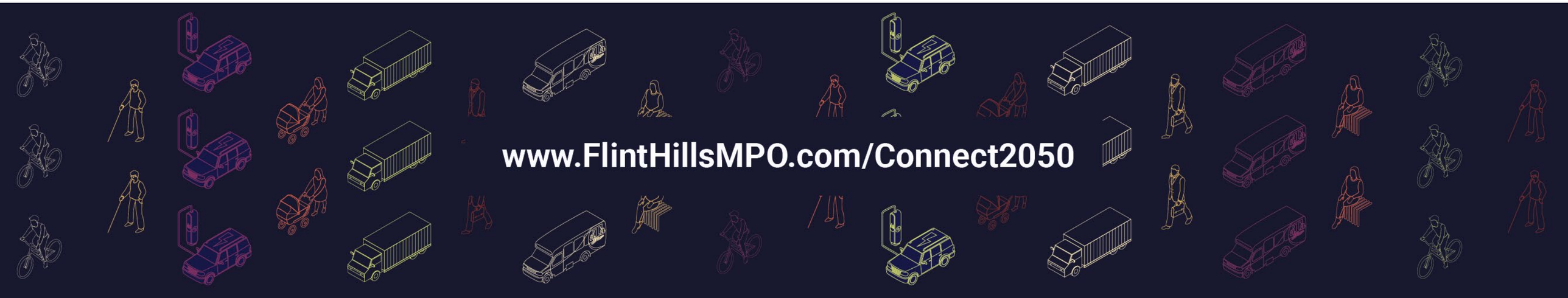
APPENDICIES:

Appendix A: Travel Demand Model Information & Outputs
Appendix B: Financial Information
Appendix C: Funding 102
Appendix D: Project Lists
Appendix E: Drive to Zero
Appendix F: Public Involvement

www.FlintHillsMPO.com/Connect2050

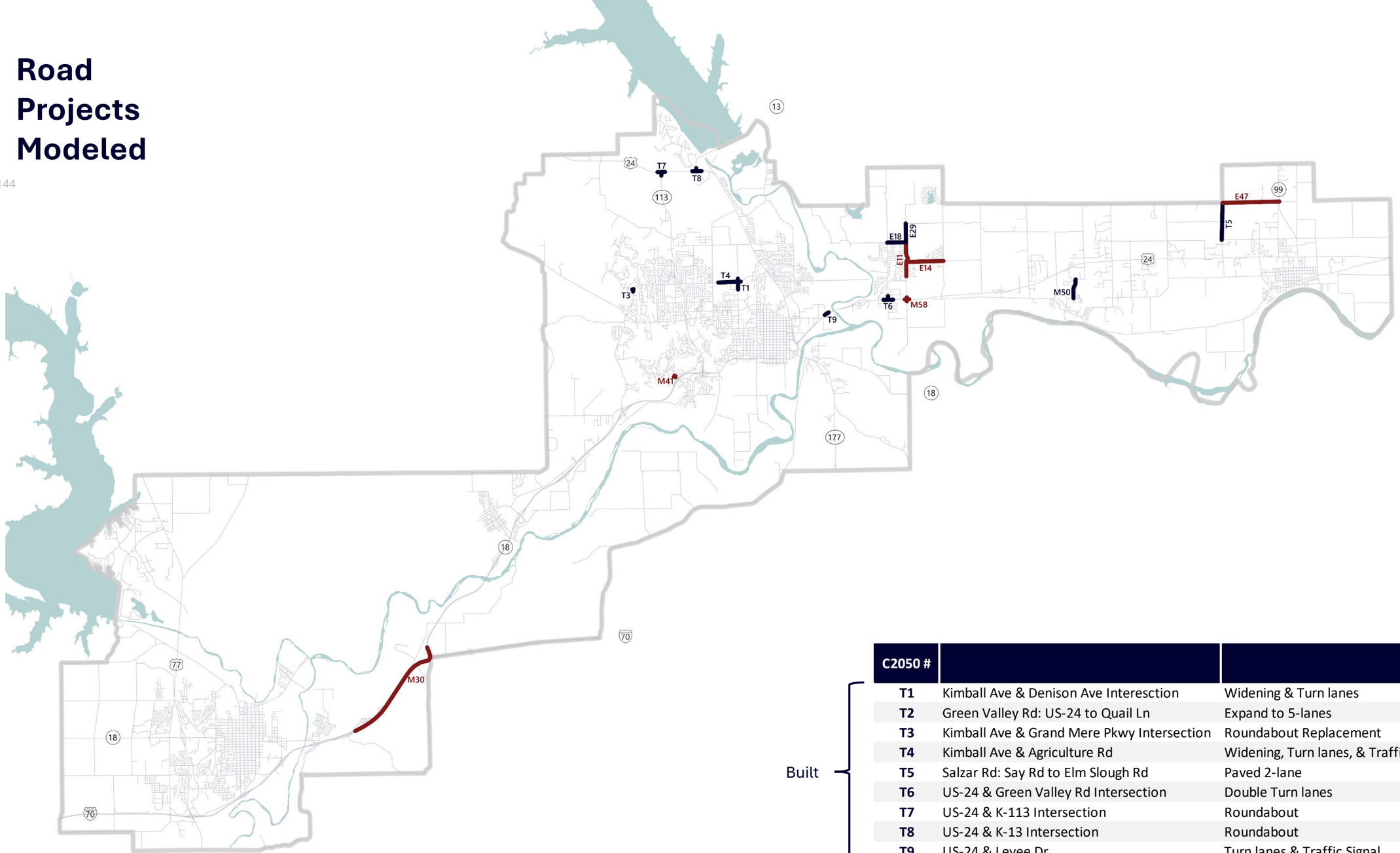
APPENDIX A:
TRAVEL DEMAND MODEL INFORMATION & OUTPUTS



Road Projects Modeled

No-Build

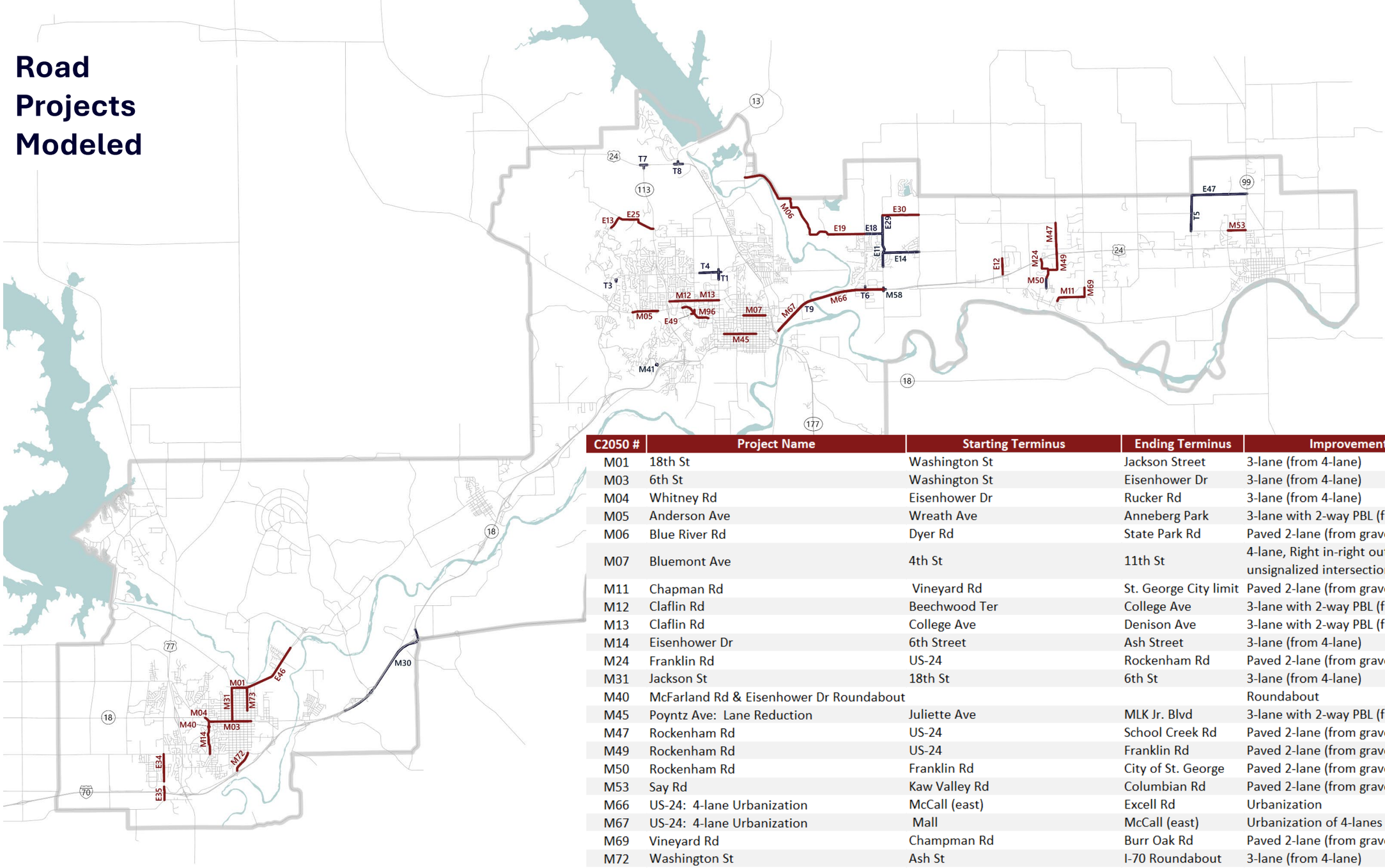
Used for: runs 136 & 144



	C2050 #		
Built	T1	Kimball Ave & Denison Ave Interesction	Widening & Turn lanes
	T2	Green Valley Rd: US-24 to Quail Ln	Expand to 5-lanes
	T3	Kimball Ave & Grand Mere Pkwy Intersection	Roundabout Replacement
	T4	Kimball Ave & Agriculture Rd	Widening, Turn lanes, & Traffic Signal
	T5	Salzar Rd: Say Rd to Elm Slough Rd	Paved 2-lane
	T6	US-24 & Green Valley Rd Intersection	Double Turn lanes
	T7	US-24 & K-113 Intersection	Roundabout
	T8	US-24 & K-13 Intersection	Roundabout
	T9	US-24 & Levee Dr	Turn lanes & Traffic Signal
Future	E18	Junietta Rd: Green Valley Rd to Excel Rd	Expand to 3-lanes
	E29	Moody Rd: Junietta Rd to Mt. Zion Rd	Paved 2-lane
	M50	Rockenham Rd: Franklin Rd. to St. George	Paved 2-lane
Programmed in TIP	E11	Excel Rd: Cara's Way to Junietta Rd	Pave & Expand to 3-lane
	E14	Harvest Rd: Excel Rd to Lake Elbo Rd	Pave & Expand to 3-lane
	E47	Elm Slough Rd: K-99 to Salzer Rd	Pave & Expand to 3-lane
	M30	I-70 & K-18 Interchange	Auxilary Lane with Flyover Ramp
	M41	Miller Pkwy & Arbor Dr Intersection	Roundabout
	M58	US-24 & Excel Rd Intersection	Turn Lanes & Traffic Signal

Modernization

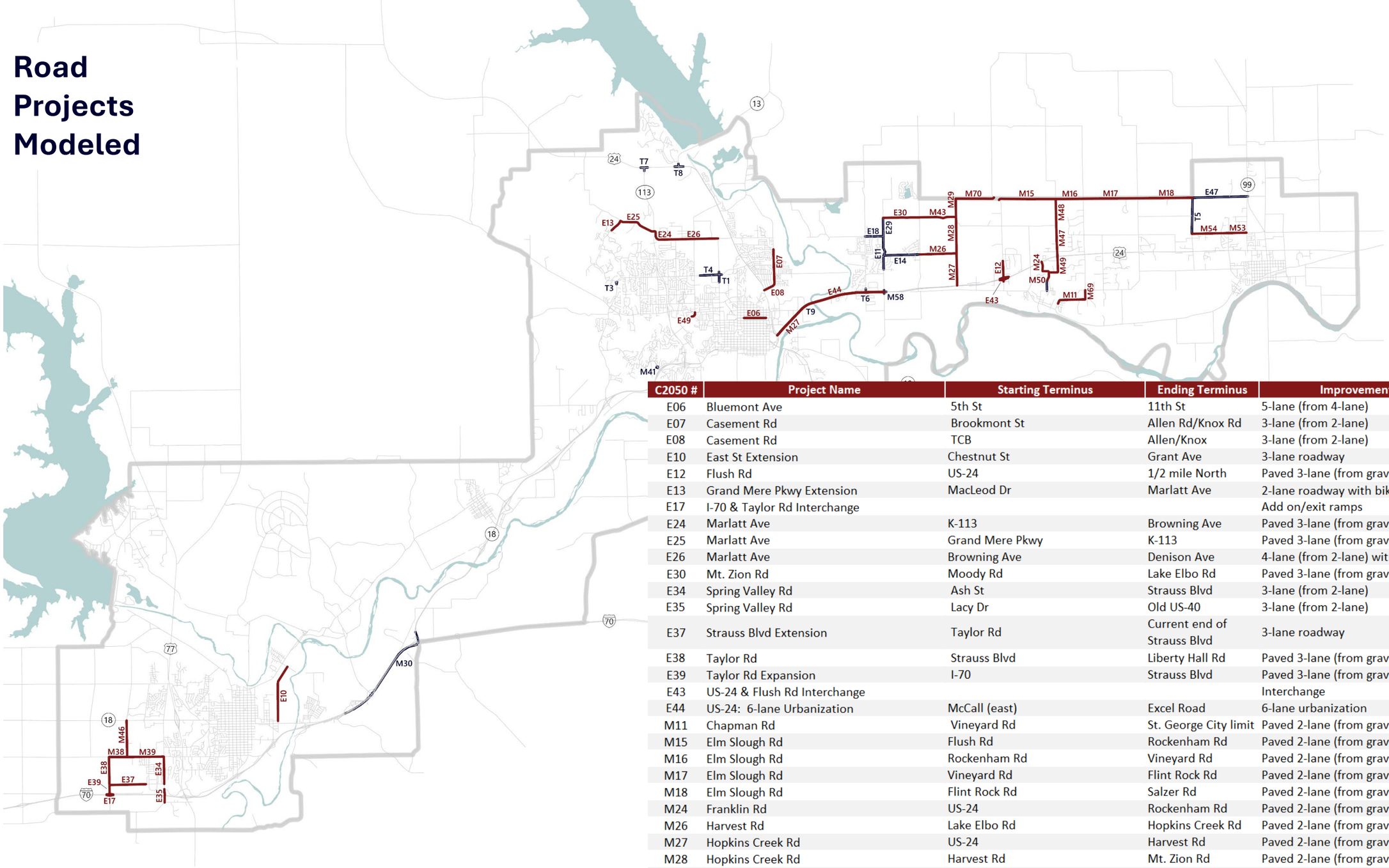
Road Projects Modeled



C2050 #	Project Name	Starting Terminus	Ending Terminus	Improvements
M01	18th St	Washington St	Jackson Street	3-lane (from 4-lane)
M03	6th St	Washington St	Eisenhower Dr	3-lane (from 4-lane)
M04	Whitney Rd	Eisenhower Dr	Rucker Rd	3-lane (from 4-lane)
M05	Anderson Ave	Wreath Ave	Anneberg Park	3-lane with 2-way PBL (from 4-lane)
M06	Blue River Rd	Dyer Rd	State Park Rd	Paved 2-lane (from gravel)
M07	Bluemont Ave	4th St	11th St	4-lane, Right in-right out at unsignalized intersections
M11	Chapman Rd	Vineyard Rd	St. George City limit	Paved 2-lane (from gravel)
M12	Claflin Rd	Beechwood Ter	College Ave	3-lane with 2-way PBL (from 4-lane)
M13	Claflin Rd	College Ave	Denison Ave	3-lane with 2-way PBL (from 4-lane)
M14	Eisenhower Dr	6th Street	Ash Street	3-lane (from 4-lane)
M24	Franklin Rd	US-24	Rockenham Rd	Paved 2-lane (from gravel)
M31	Jackson St	18th St	6th St	3-lane (from 4-lane)
M40	McFarland Rd & Eisenhower Dr Roundabout			Roundabout
M45	Poyntz Ave: Lane Reduction	Juliette Ave	MLK Jr. Blvd	3-lane with 2-way PBL (from 5-lane)
M47	Rockenham Rd	US-24	School Creek Rd	Paved 2-lane (from gravel)
M49	Rockenham Rd	US-24	Franklin Rd	Paved 2-lane (from gravel)
M50	Rockenham Rd	Franklin Rd	City of St. George	Paved 2-lane (from gravel)
M53	Say Rd	Kaw Valley Rd	Columbian Rd	Paved 2-lane (from gravel)
M66	US-24: 4-lane Urbanization	McCall (east)	Excell Rd	Urbanization
M67	US-24: 4-lane Urbanization	Mall	McCall (east)	Urbanization of 4-lanes
M69	Vineyard Rd	Champman Rd	Burr Oak Rd	Paved 2-lane (from gravel)
M72	Washington St	Ash St	I-70 Roundabout	3-lane (from 4-lane)
M73	Washington St	10th St	Grant Ave	3-lane (from 4-lane)
M96	Anderson Ave	Connecticut Ave	Wickham Rd	3-lane (from 4-lane)
E12	Flush Rd	US-24	1/2 mile North	Paved 3-lane (from gravel 2-lane)
E13	Grand Mere Pkwy Extension	MacLeod Dr	Marlatt Ave	2-lane roadway with bike lanes
E19	Junietta Rd	State Lake Rd	Green Valley Rd	Paved 3-lane (from gravel 2-lane)
E25	Marlatt Ave	Grand Mere Pkwy	K-113	Paved 3-lane (from gravel 2-lane)
E30	Mt. Zion Rd	Moody Rd	Lake Elbo Rd	Paved 3-lane (from gravel 2-lane)
E46	Grant Ave Reconstruction	Washington St	Ft. Riley	5-lane (from 4-lane)

Expansion

Road Projects Modeled

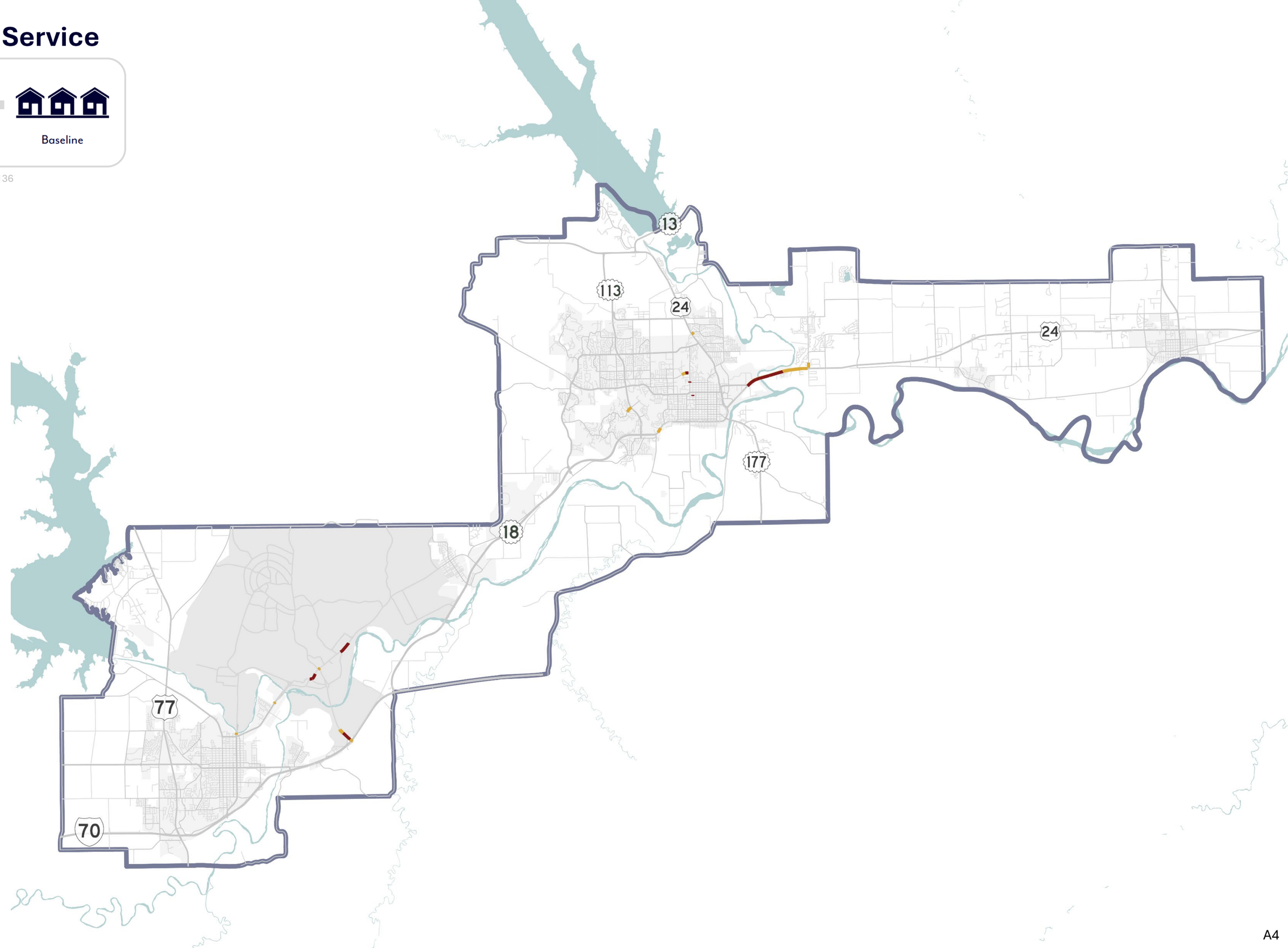


C2050 #	Project Name	Starting Terminus	Ending Terminus	Improvements
E06	Bluemont Ave	5th St	11th St	5-lane (from 4-lane)
E07	Casement Rd	Brookmont St	Allen Rd/Knox Rd	3-lane (from 2-lane)
E08	Casement Rd	TCB	Allen/Knox	3-lane (from 2-lane)
E10	East St Extension	Chestnut St	Grant Ave	3-lane roadway
E12	Flush Rd	US-24	1/2 mile North	Paved 3-lane (from gravel 2-lane)
E13	Grand Mere Pkwy Extension	MacLeod Dr	Marlatt Ave	2-lane roadway with bike lanes
E17	I-70 & Taylor Rd Interchange			Add on/exit ramps
E24	Marlatt Ave	K-113	Browning Ave	Paved 3-lane (from gravel 2-lane)
E25	Marlatt Ave	Grand Mere Pkwy	K-113	Paved 3-lane (from gravel 2-lane)
E26	Marlatt Ave	Browning Ave	Denison Ave	4-lane (from 2-lane) with MUP
E30	Mt. Zion Rd	Moody Rd	Lake Elbo Rd	Paved 3-lane (from gravel 2-lane)
E34	Spring Valley Rd	Ash St	Strauss Blvd	3-lane (from 2-lane)
E35	Spring Valley Rd	Lacy Dr	Old US-40	3-lane (from 2-lane)
E37	Strauss Blvd Extension	Taylor Rd	Current end of Strauss Blvd	3-lane roadway
E38	Taylor Rd	Strauss Blvd	Liberty Hall Rd	Paved 3-lane (from gravel 2-lane)
E39	Taylor Rd Expansion	I-70	Strauss Blvd	Paved 3-lane (from gravel 2-lane)
E43	US-24 & Flush Rd Interchange			Interchange
E44	US-24: 6-lane Urbanization	McCall (east)	Excel Road	6-lane urbanization
M11	Chapman Rd	Vineyard Rd	St. George City limit	Paved 2-lane (from gravel)
M15	Elm Slough Rd	Flush Rd	Rockenham Rd	Paved 2-lane (from gravel)
M16	Elm Slough Rd	Rockenham Rd	Vineyard Rd	Paved 2-lane (from gravel)
M17	Elm Slough Rd	Vineyard Rd	Flint Rock Rd	Paved 2-lane (from gravel)
M18	Elm Slough Rd	Flint Rock Rd	Salzer Rd	Paved 2-lane (from gravel)
M24	Franklin Rd	US-24	Rockenham Rd	Paved 2-lane (from gravel)
M26	Harvest Rd	Lake Elbo Rd	Hopkins Creek Rd	Paved 2-lane (from gravel)
M27	Hopkins Creek Rd	US-24	Harvest Rd	Paved 2-lane (from gravel)
M28	Hopkins Creek Rd	Harvest Rd	Mt. Zion Rd	Paved 2-lane (from gravel)
M29	Hopkins Creek Rd	Mt. Zion Rd	Walker Rd	Paved 2-lane (from gravel)
M38	Liberty Hall Rd	Ritter Rd	Spring Valley Rd	Paved 2-lane (from gravel)
M39	Liberty Hall Rd	Liberty Hall Rd	K-18	Paved 2-lane (from gravel)
M46	Ritter Rd	Ritter Rd	Spring Valley Rd	Paved 2-lane (from gravel)
M47	Rockenham Rd	Liberty Hall Rd	K-18	Paved 2-lane (from gravel)
M48	Rockenham Rd	US-24	School Creek Rd	Paved 2-lane (from gravel)
M49	Rockenham Rd	School Creek Rd	Elm Slough Rd	Paved 2-lane (from gravel)
M50	Rockenham Rd	US-24	Franklin Rd	Paved 2-lane (from gravel)
M70	Walker Rd	Franklin Rd	City of St. George	Paved 2-lane (from gravel)
M96	Anderson Ave	Flush Rd	Hopkins Creek Rd	Paved 2-lane (from gravel)

Level of Service

No-Build + Baseline

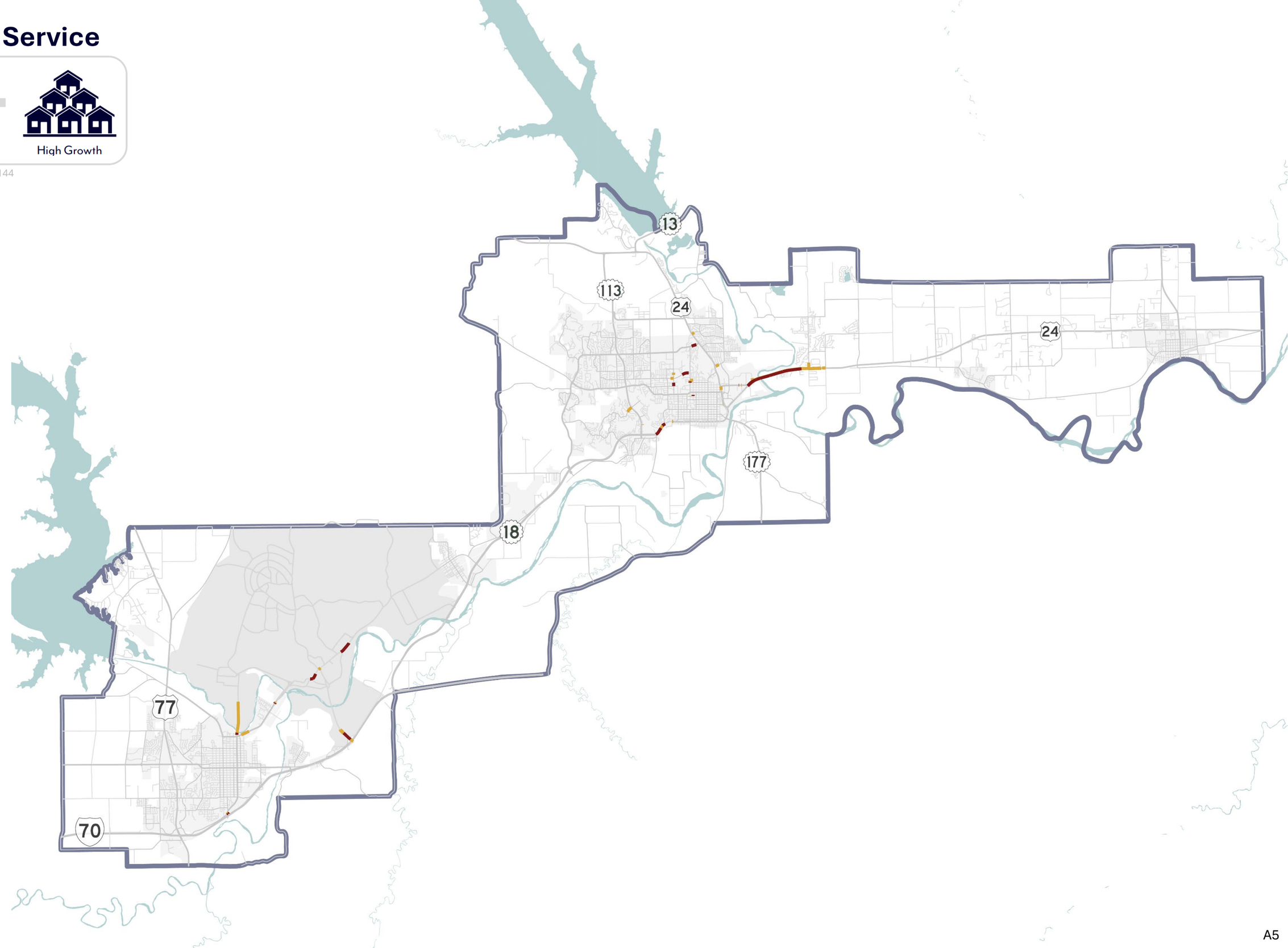
run136



Level of Service

No-Build + High Growth

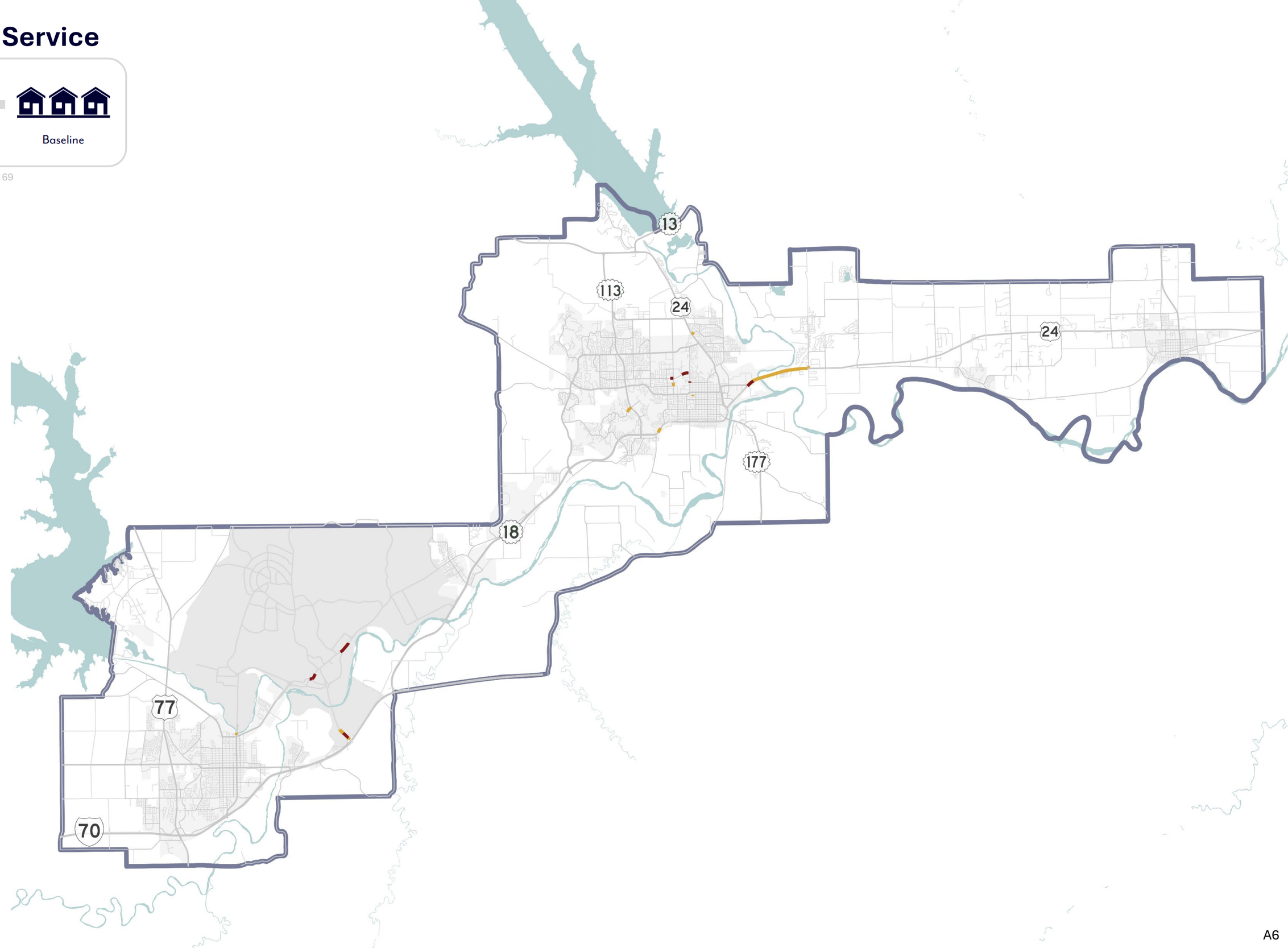
run144



Level of Service

Modernization + Baseline

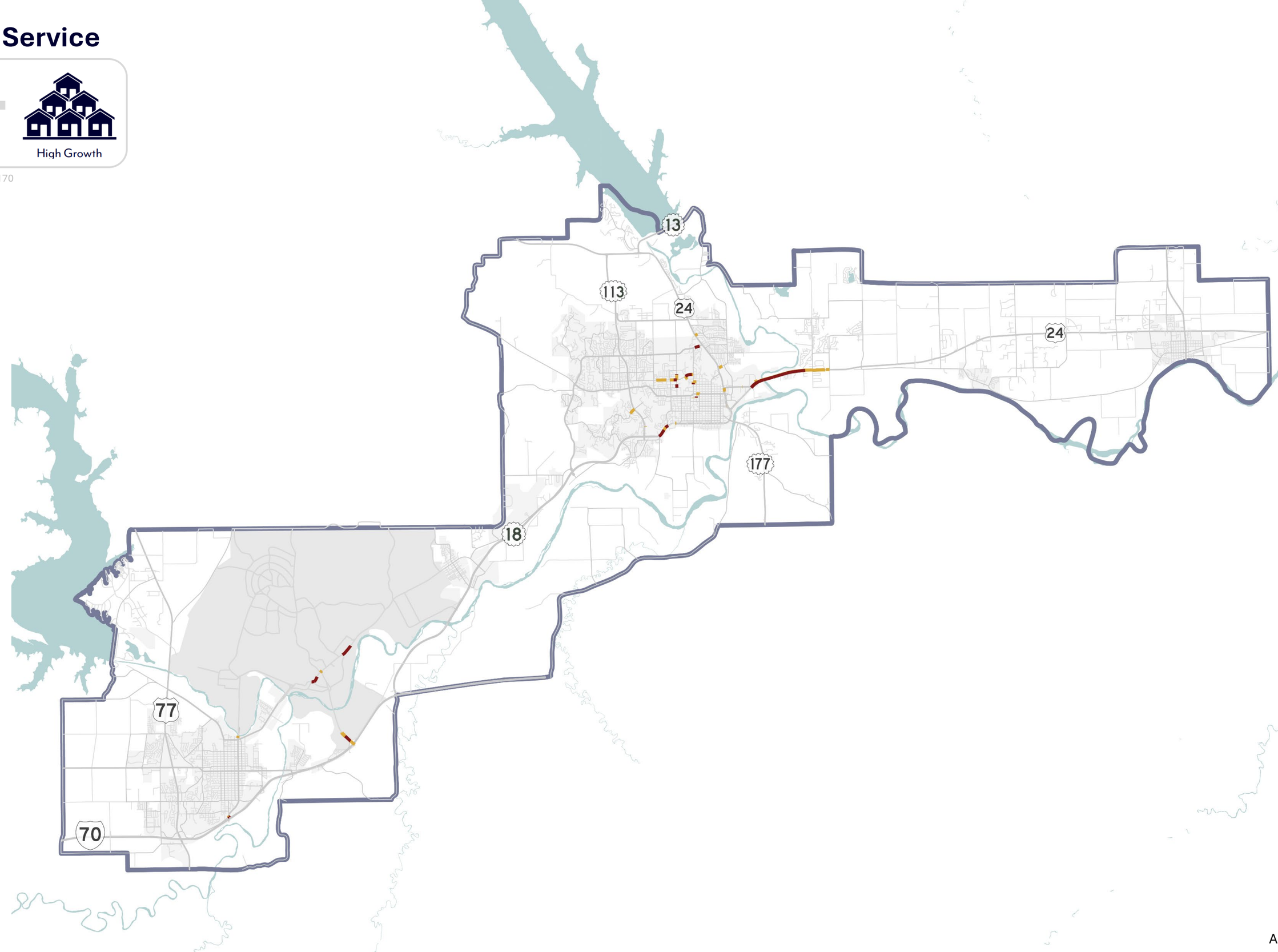
run169



Level of Service

Modernization + High Growth

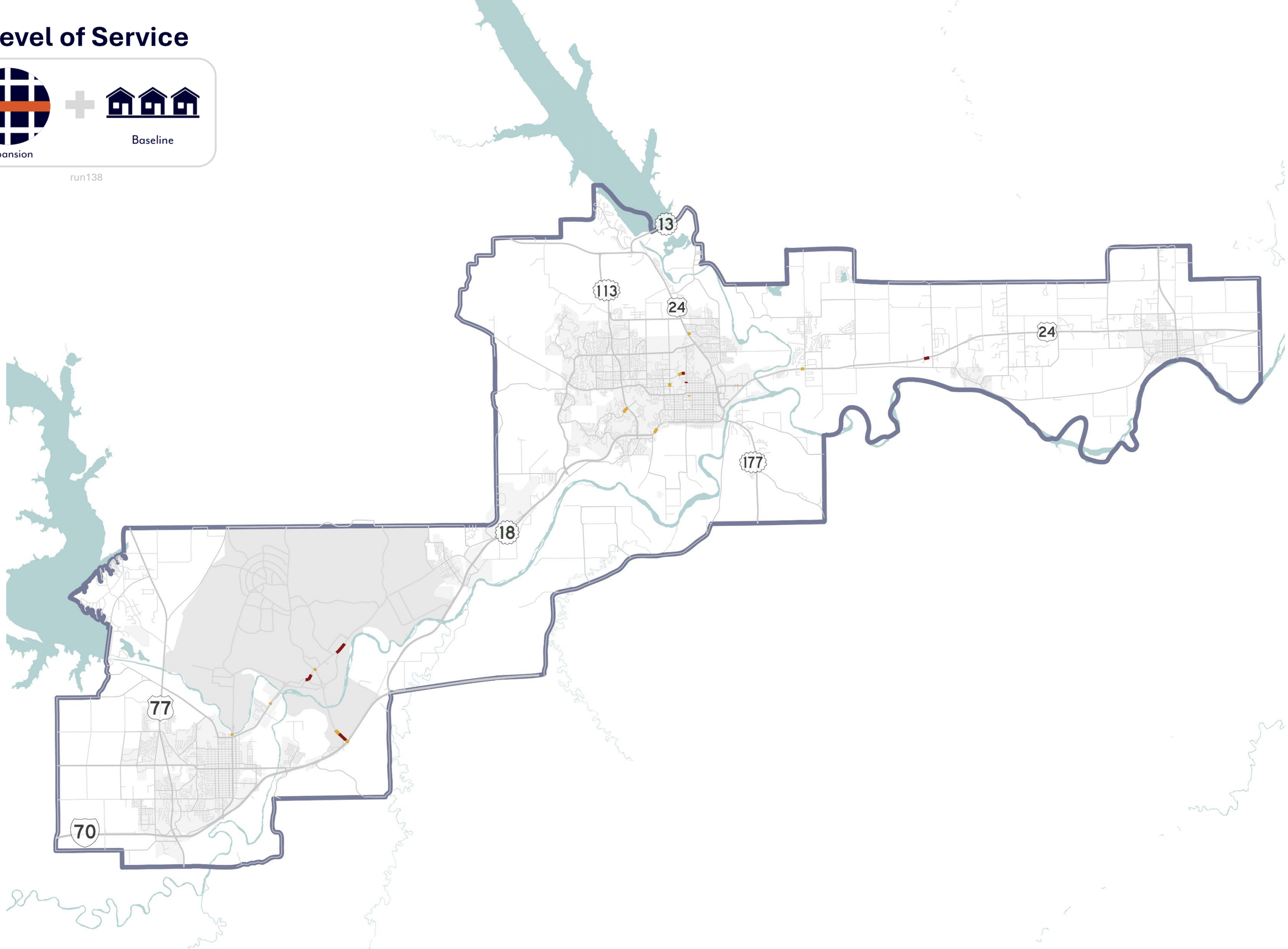
run170



Level of Service

Expansion + Baseline

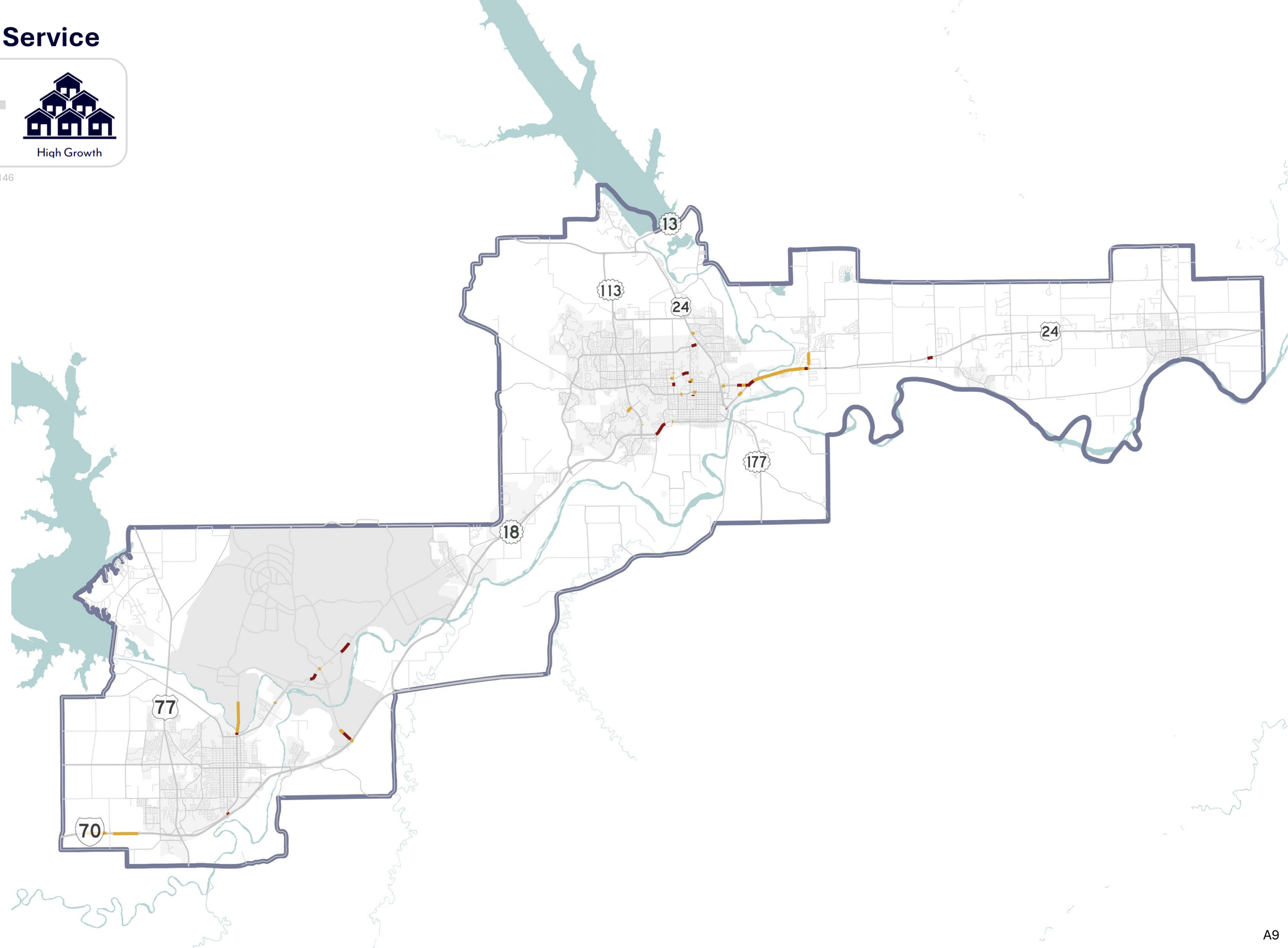
run138



Level of Service

Expansion + High Growth

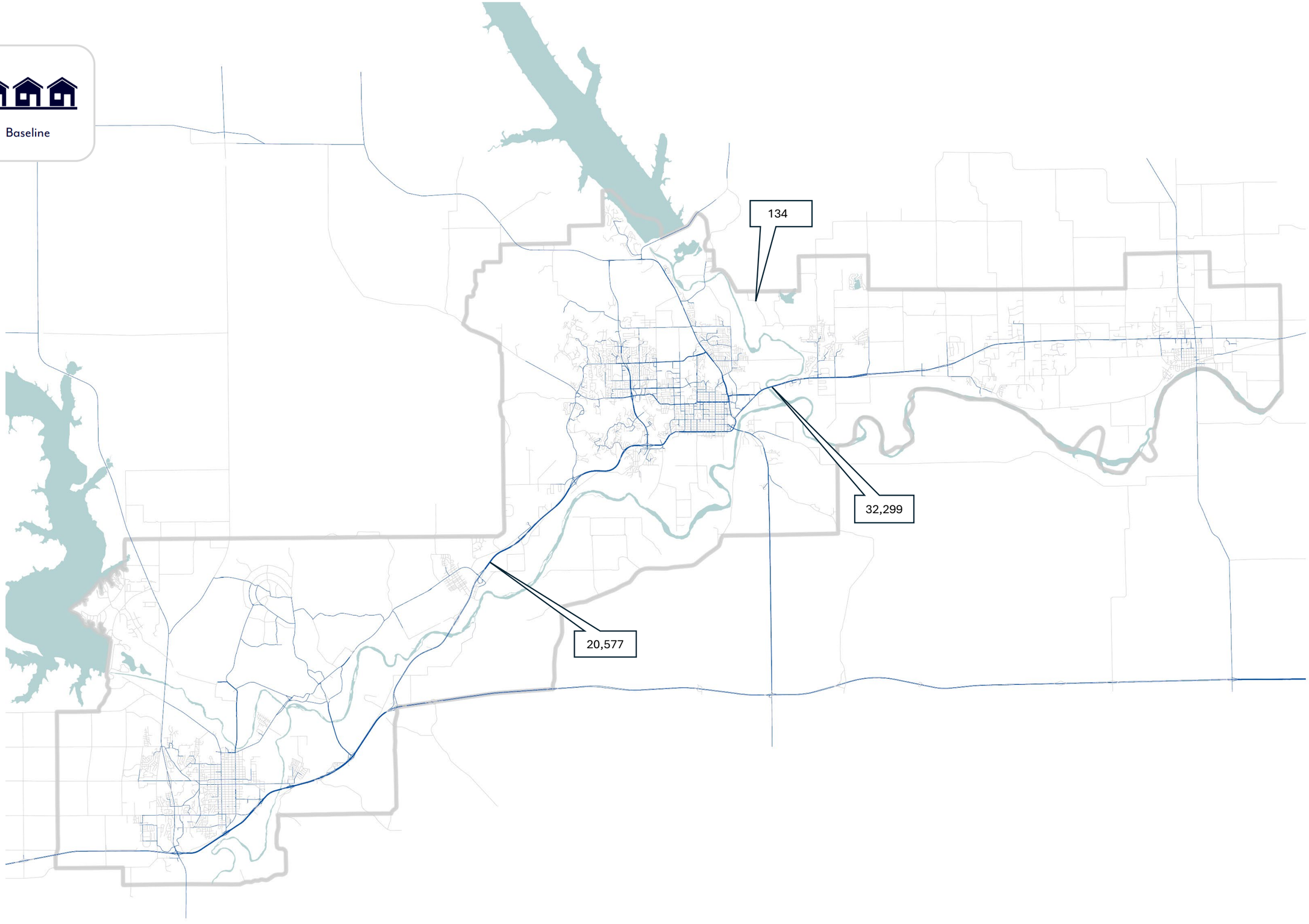
run146



ADT

No-Build + Baseline

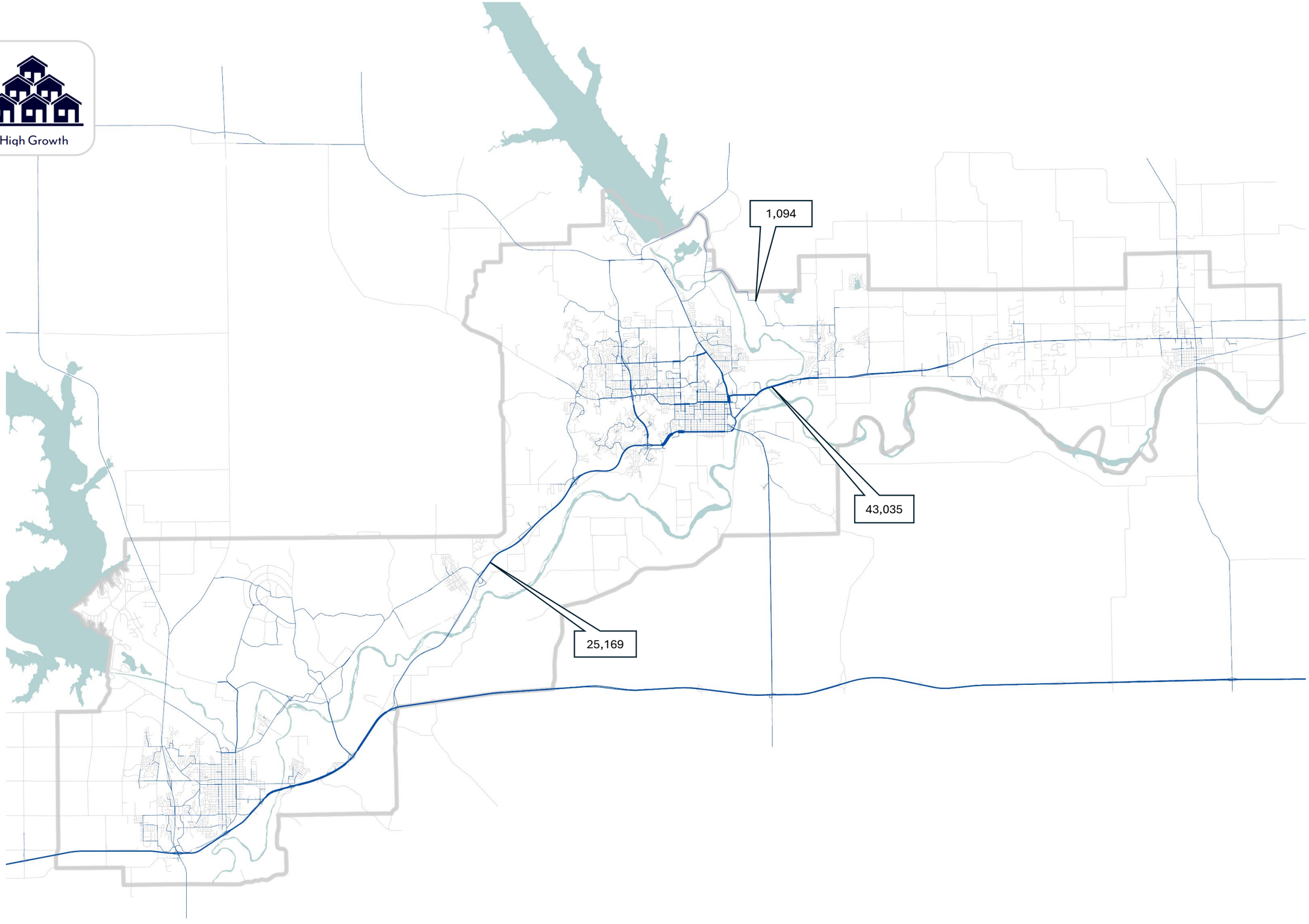
run136



ADT

No-Build + High Growth

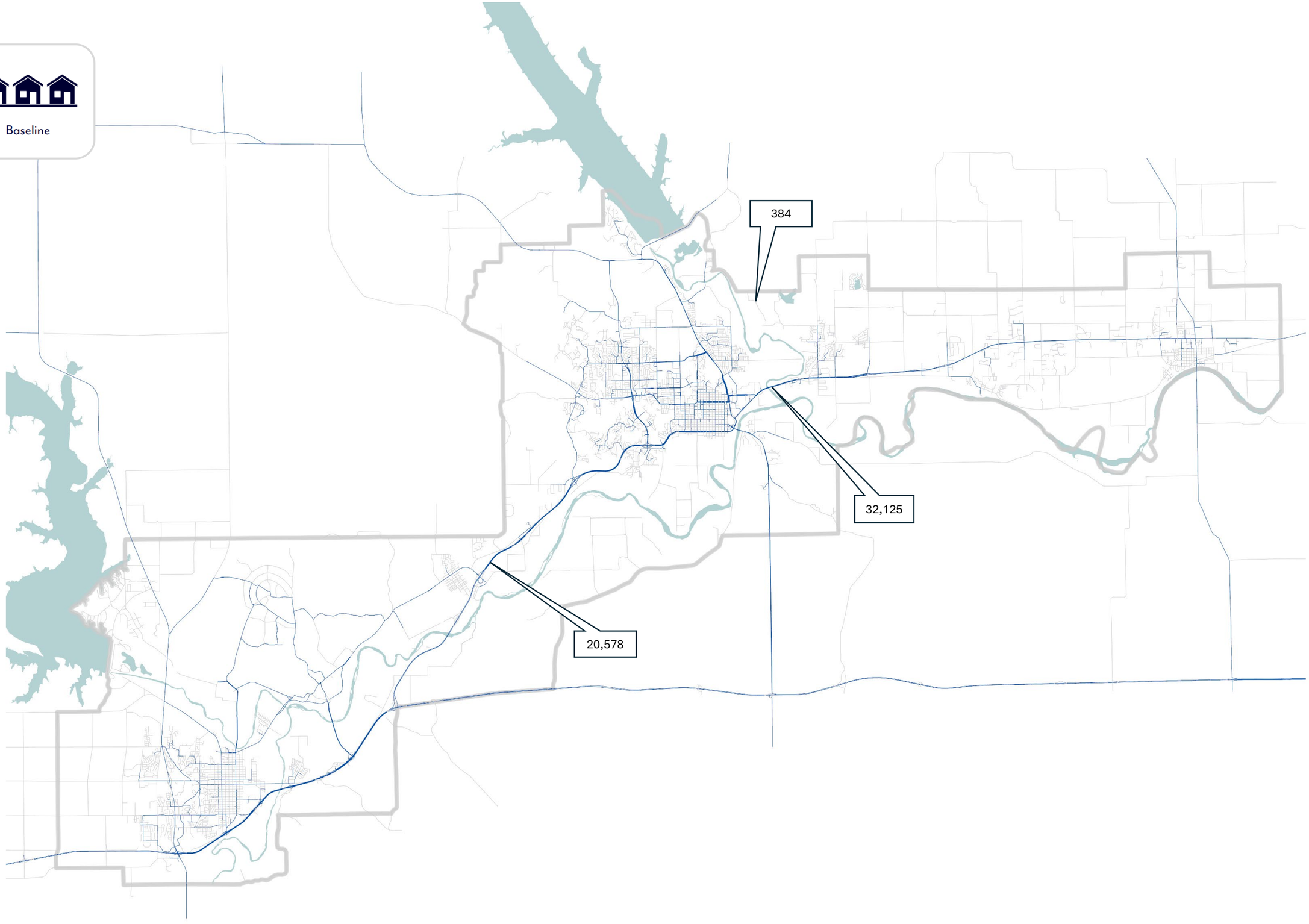
run144



ADT

Modernization + Baseline

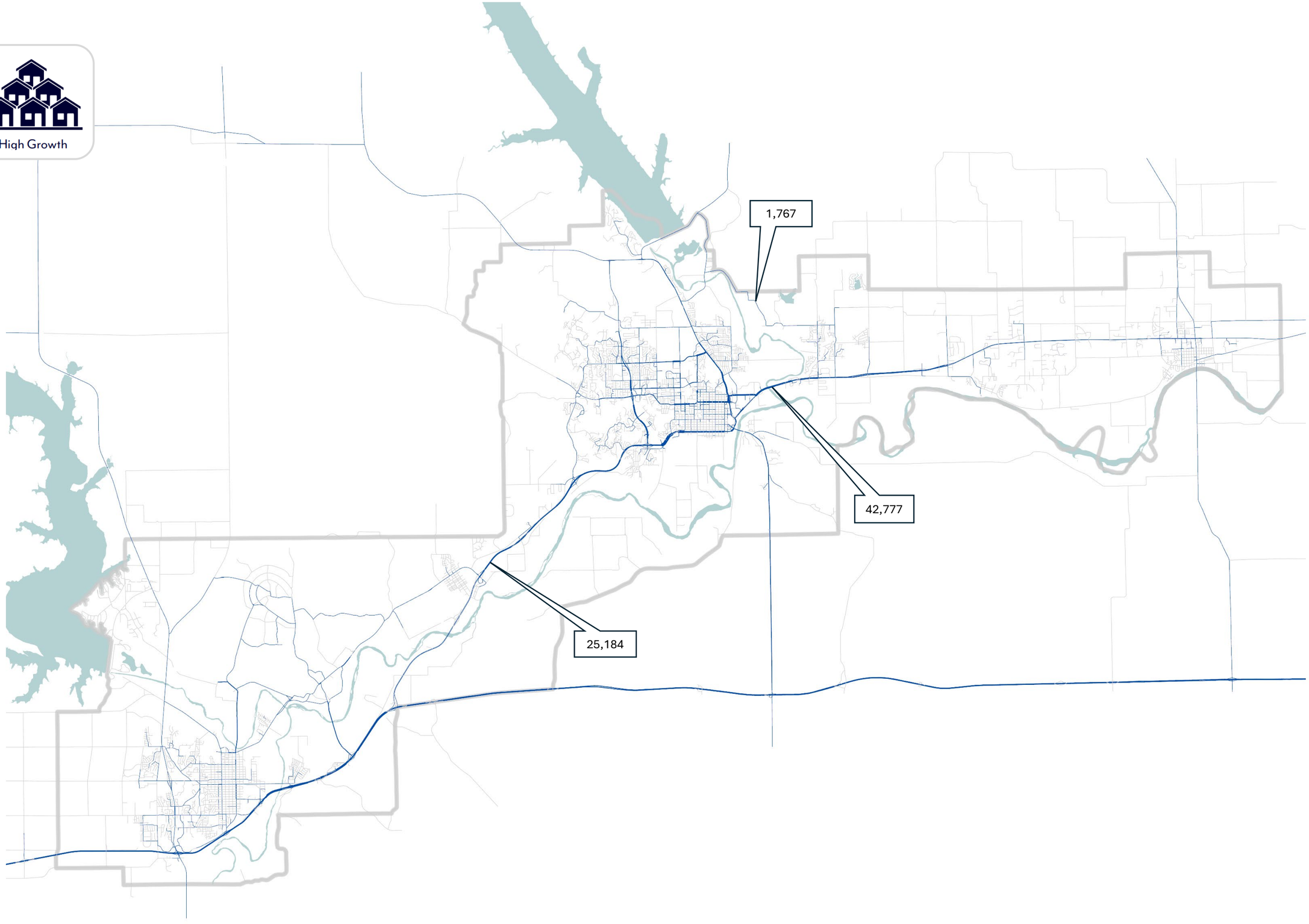
run169



ADT

Modernization + High Growth

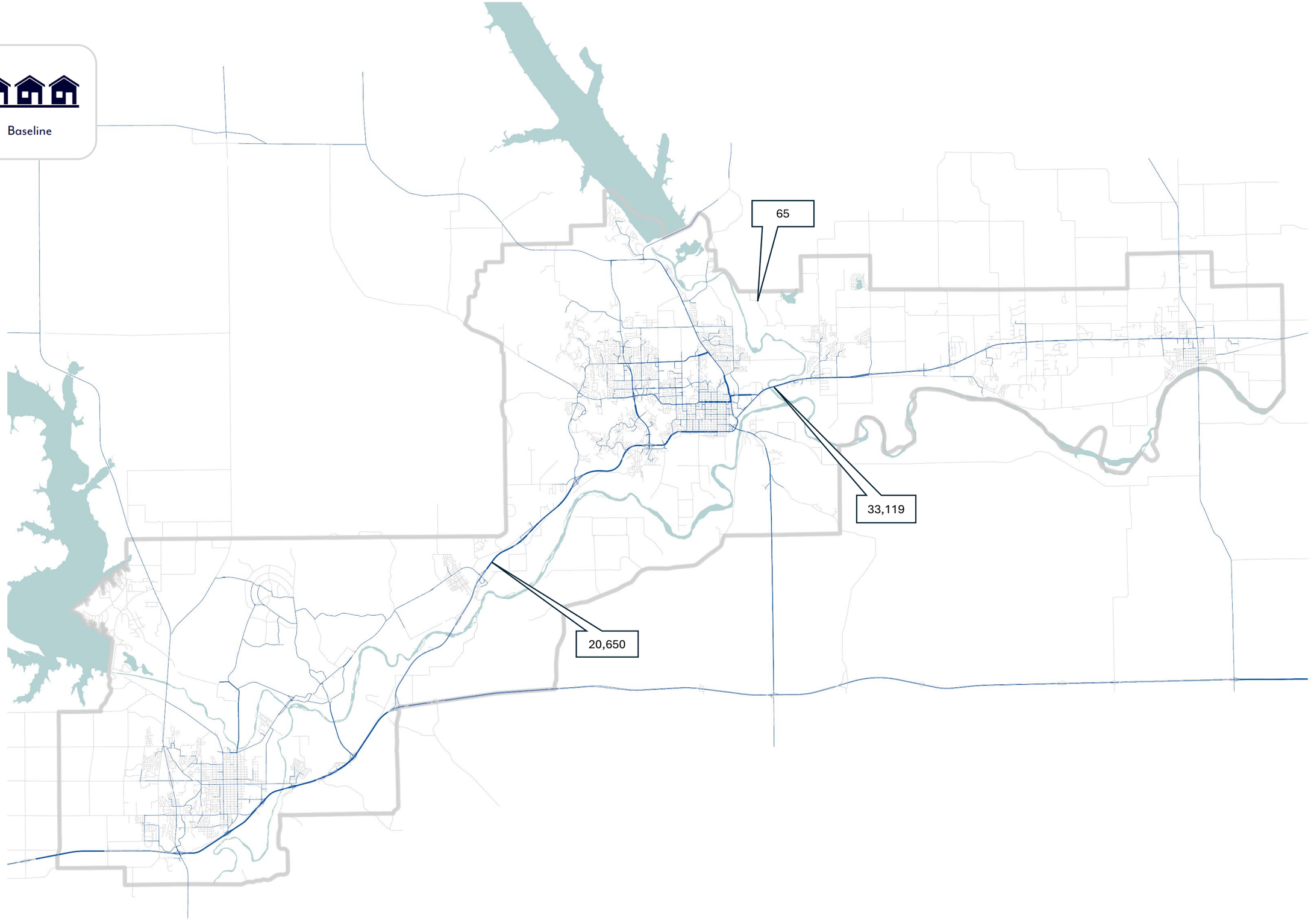
run170



ADT

Expansion + Baseline

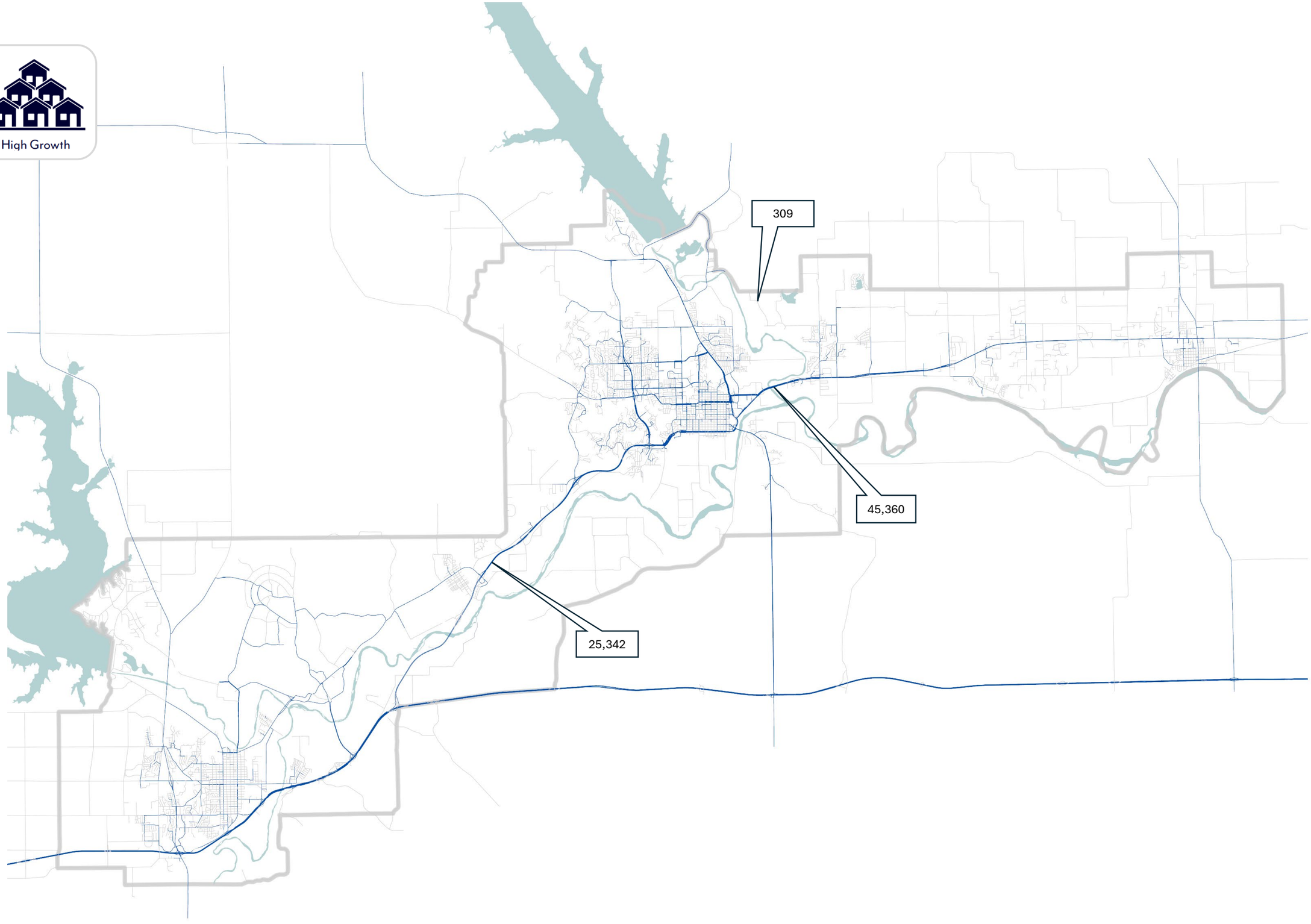
run138



ADT

Expansion + High Growth

run146



ADT
Key Locations

	US-24 @ Big Blue River Bridge	Blue River Rd	Bluemont (600 Block)	Anderson @ College Ave	College Ave @ Anderson	Anderson @ Wreath	Claflin @ Browning	Claflin @ Denison	11th @ Fremont	MLK @ Fairchild
Today	4-Lanes 25,800	Gravel 215	4-Lanes 21,570	4-Lanes 17,285	Via College Heights 2,720	4-Lanes 12,200	4-Lanes 14,375	4-Lanes n/a	2-Lanes 5,800	2-Lanes 7,740
No-Build + Baseline	4-Lanes 32,299	Gravel 134	4-Lanes 22,602	4-Lanes 12,914	3-Lanes 4,010	4-Lanes 10,495	4-Lanes 10,163	4-Lanes 15,176	2-Lanes 4,482	2-Lanes 9,729
No-Build + High Growth	4-Lanes 43,035	Gravel 1,094	4-Lanes 27,296	4-Lanes 14,323	3-Lanes 4,829	4-Lanes 11,031	4-Lanes 12,196	4-Lanes 18,401	2-Lanes 5,836	2-Lanes 11,027
Modernization + Baseline	4-Lanes 32,125	Paved 384	4-Lanes (Right-In/Right-Out) 21,219	3-lanes 15,792	3-lanes 4,871	3-lanes 10,502	3-lanes 9,528	3-lanes 13,490	2-lanes 4,441	2-lanes 9,884
Modernization + High Growth	4-Lanes 42,777	Paved 1,767	4-Lanes (Right-In/Right-Out) 26,066	3-lanes 17,597	3-lanes 6,139	3-lanes 11,032	3-lanes 10,944	3-lanes 15,388	2-lanes 5,798	2-lanes 11,134
Expansion + Baseline	6-Lanes 33,119	Gravel 65	5-Lanes 21,769	4-Lanes 15,667	3-Lanes 4,474	4-Lanes 10,471	4-Lanes 10,105	4-Lanes 14,582	2-Lanes 4,415	2-Lanes 9,610
Expansion + High Growth	6-Lanes 45,360*	Gravel 309	5-Lanes 26,859	4-Lanes 17,441	3-Lanes 5,290	4-Lanes 11,017	4-Lanes 12,109	4-Lanes 17,736	2-Lanes 5,680	2-Lanes 10,904

* Due to reduced projected growth in the region, the US-24 ADT for similar scenarios are lower than in the previous model (i.e. Expansion + Scen. A growth = 48, 596)

APPENDIX B:
FINANCIAL INFORMATION

Fiscal Constraint Process

The following information is supporting documentation for the fiscal constraint process, used to determine the available revenues and anticipated preservation and operations and maintenance (O&M) expenses over the next twenty-five years.

To begin, MPO staff collected revenue and expenditure data from cities, counties, and KDOT for the fiscal years 2019 through 2023. A five-year average was calculated and used for future projections. Tables 1 through 3 provide historical revenue data from the jurisdictions, public transit agencies, and KDOT.

Table 1: Historical Revenues

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total	5-Year Avg
Manhattan							
Federal: FFE	$ 650,000	$ 650,000	$ 650,000	$ 650,000	$ 650,000	**$ 3,250,000**	$ 650,000
Federal: CDBG	$ 556,200	$ 559,100	$ 542,200	$ 508,250	$ 552,800	**$ 2,718,550**	$ 543,700
State: SCCHF	$ 1,600,000	$ 1,600,000	$ 1,600,000	$ 1,600,000	$ 1,600,000	**$ 8,000,000**	$ 1,600,000
State: Grants	$ 4,400,000	$ 2,750,000	$ 1,900,000	$ 650,000	$ 3,600,000	**$ 13,300,000**	$ 2,660,000
Local: Sales Tax	$ 2,250,000	$ 2,350,000	$ 2,500,000	$ 2,750,000	$ 3,000,000	**$ 12,850,000**	$ 2,570,000
Local	$ 5,935,500	$ 5,938,600	$ 6,000,000	$ 6,150,000	$ 7,250,000	**$ 31,274,100**	$ 6,254,800
Total	**$ 15,391,700**	**$ 13,847,700**	**$ 13,192,200**	**$ 12,308,250**	**$ 16,652,800**	**$ 71,392,650**	**$ 14,278,500**
Junction City							
Federal: FFE	$ 239,250	$ 439,206	$ 286,188	$ 291,379	$ 279,472	**$ 1,535,495**	$ 307,100
Federal: CDBG		$ 389,855				**$ 389,855**	$ 78,000
State: SCCHF	$ 626,140	$ 626,950	$ 628,878	$ 555,420	$ 608,286	**$ 3,045,674**	$ 609,100
State: Grants	$ 567,186	$ 1,240,712	$ 2,789,302	$ 1,550,357	$ 58,000	**$ 6,205,557**	$ 1,241,100
Local	$ 22,000	$ 22,000	$ 22,440	$ 22,440	$ 82,440	**$ 171,320**	$ 34,300
Total	**$ 1,454,576**	**$ 2,718,723**	**$ 3,726,808**	**$ 2,419,596**	**$ 1,028,198**	**$ 11,347,901**	**$ 2,269,600**
Wamego							
State	$ 136,803	$ 132,461	$ 135,560	$ 138,493	$ 140,650	**$ 683,967**	$ 136,800
Local	$ 1,919,386	$ 1,566,596	$ 1,184,149	$ 770,250	$ 1,174,190	**$ 6,614,571**	$ 1,322,900
Total	**$ 2,056,189**	**$ 1,699,057**	**$ 1,319,709**	**$ 908,743**	**$ 1,314,840**	**$ 7,298,538**	**$ 1,459,700**
Riley Co							
Federal: FFE	$ 340,239	$ 243,641	$ 234,042	$ 228,498	$ 216,869	**$ 1,263,287**	$ 252,700
State: SCCHF	$ 1,149,752	$ 1,032,320	$ 1,108,098	$ 1,055,649	$ 1,033,937	**$ 5,379,755**	$ 1,076,000
Local: Sales Tax	$ 8,990,513	$ 9,259,333	$ 9,281,499	$ 9,601,460	$ 10,677,304	**$ 47,810,108**	$ 9,562,000
Total	**$ 10,480,504**	**$ 10,535,293**	**$ 10,623,638**	**$ 10,885,606**	**$ 11,928,109**	**$ 54,453,151**	**$ 10,890,600**
Geary Co							
Federal: FFE	$ 149,905	$ 128,588	$ 127,958	$ 127,846	$ 115,427	**$ 649,723**	$ 129,900
State: SCCHF	$ 768,803	$ 702,210	$ 790,824	$ 711,854	$ 712,183	**$ 3,685,874**	$ 737,200
Local	$ 20,150	$ 20,150	$ 170,150	$ 20,150	$ 20,150	**$ 250,750**	$ 50,200
Total	**$ 938,858**	**$ 850,948**	**$ 1,088,932**	**$ 859,850**	**$ 847,760**	**$ 4,586,348**	**$ 917,300**
Pottawatomie Co							
Federal: FFE	$ 186,331	$ 166,096	$ 168,496	$ 168,452	$ 166,413	**$ 855,788**	$ 171,200
State: SCCHF	$ 893,754	$ 855,935	$ 940,826	$ 938,582.17	$ 911,152	**$ 4,540,249**	$ 908,000
State: Grants	$ 19,974	$ 364,314	$ 1,912,120	$ 2,116,789	$ 600,000	**$ 5,013,198**	$ 1,002,600
Local	$ 427,897	$ -	$ 266,413	$ 122,703	$ 329,090	**$ 1,146,103**	$ 229,200
Total	**$ 1,527,957**	**$ 1,386,345**	**$ 3,287,854**	**$ 3,346,525**	**$ 2,006,655**	**$ 11,555,337**	**$ 2,311,100**

FFE: Federal Fund Exchange (Federal funds exchanged for State dollars)
CDBG: Community Development Block Grant
SCCHF: Special City County Highway Fund
STBG: Surface Transportation Block Grant
HSIP: Highway Safety Improvement Program

Table 2: Federal Revenues

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total	5-Year Avg
Bridge (BR)					$ 413,100	$ 413,100	$ 282,000
HSIP	$ 3,360	$ 1,074,158	$ 4,526,781	$ 422,812	$ -	$ 6,027,111	$ 1,205,400
NHPP	$ 2,084,611	$ 896,007	$ 12,785,626	$ 986	$ 3,373,014	$ 19,140,242	$ 2,150,000
STBG	$ -	$ 187,796	$ 804,592	$ 10,384,133	$ 15,720,840	$ 27,097,361	$ 5,419,500
Total	**$ 2,087,970**	**$ 2,157,961**	**$ 18,116,999**	**$ 10,807,931**	**$ 19,506,954**	**$ 52,677,814**	**$ 9,056,900**

Table 3: Public Transit Revenues

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total	5-Year Avg
5307	$ 900,866	$ 1,157,279	$ 1,798,789	$ 1,119,337	$ 1,057,905	**$ 6,034,176**	$ 1,206,800
5310		$ 124,885	$ 11,360	$ 11,360	$ 523,311	**$ 670,916**	$ 134,200
5311	$ 661,050	$ 752,971	$ 929,854	$ 929,342	$ 810,020	**$ 4,083,237**	$ 816,600
5339	$ 212,202	$ 120,071	$ 91,057	$ 12,274	$ 199,542	**$ 635,146**	$ 127,000
Mobility Management Funds	$ 55,945	$ 67,761	$ 63,671	$ 71,699	$ 76,815	**$ 335,891**	$ 67,200
State Funds	$ 520,215	$ 282,167	$ 210,919	$ 289,219	$ 423,756	**$ 1,726,276**	$ 345,300
Independent Grants	$ 31,075	$ 29,175	$ 11,300	$ 48,300	$ 64,500	**$ 184,350**	$ 36,900
Riley County	$ 120,000	$ 70,000	$ 90,000	$ 70,000	$ 120,000	**$ 470,000**	$ 94,000
City of Manhattan	$ 146,117	$ 97,412	$ 48,706	$ 113,648	$ 201,856	**$ 607,739**	$ 121,500
Geary County	$ 206,250	$ 142,500	$ 63,750	$ 127,685	$ 130,000	**$ 670,185**	$ 134,000
City of Junction City					$ 20,000	**$ 20,000**	$ 4,000
Pottawatomie County	$ 7,014	$ 24,242	$ 26,687	$ 31,337	$ 40,980	**$ 130,260**	$ 26,100
City of Wamego				$ 2,570	$ 1,500	**$ 4,070**	$ 800
School District	$ 18,250	$ 32,667	$ 22,462	$ 53,856	$ 58,752	**$ 185,987**	$ 37,200
Kansas State University	$ 399,585	$ 290,566	$ 38,110	$ 256,663	$ 219,680	**$ 1,204,604**	$ 240,900
Highland Community College	$ 11,729	$ 8,438	$ 5,625	$ 5,625		**$ 31,417**	$ 6,300
Service Contracts	$ 45,445	$ 47,255	$ 2,083	$ 51,482	$ 45,190	**$ 191,455**	$ 38,300
Charters/Others	$ 10,664	$ 5,387	$ -	$ 3,782	$ 7,401	**$ 27,234**	$ 5,400
Other	$ 28,270	$ 15,557	$ 16,777	$ 31,914	$ 86,217	**$ 178,735**	$ 35,700
Farebox Revenue Fixed Routes	$ 60,023	$ 57,187	$ 32,602	$ 38,393	$ 48,512	**$ 236,717**	$ 47,300
Farebox Revenue DR	$ 56,604	$ 38,589	$ 20,299	$ 29,261	$ 27,215	**$ 171,968**	$ 34,400
Federal	$ 1,830,063	$ 2,222,967	$ 2,894,731	$ 2,144,012	$ 2,667,593	**$ 11,759,366**	$ 2,351,900
State	$ 520,215	$ 282,167	$ 210,919	$ 289,219	$ 423,756	**$ 1,726,276**	$ 345,300
Local	$ 510,456	$ 363,329	$ 240,443	$ 393,540	$ 578,836	**$ 2,086,604**	$ 417,300
Service Contracts	$ 475,009	$ 378,926	$ 68,280	$ 367,626	$ 323,622	**$ 1,613,463**	$ 322,700
Charters/Others	$ 38,934	$ 20,944	$ 16,777	$ 35,696	$ 93,618	**$ 205,969**	$ 41,200
Fairbox Revenue	$ 116,627	$ 95,776	$ 52,901	$ 67,654	$ 75,727	**$ 408,685**	$ 81,700
Total	**$ 3,491,304**	**$ 3,364,109**	**$ 3,484,051**	**$ 3,297,747**	**$ 4,163,152**	**$ 17,800,363**	**$ 3,560,100**

Following Revenues, the next step in the fiscal process was to collect historical expenditures from the local jurisdictions, public transit agencies, and KDOT. This information has been summarized in Table 4.

Table 4: Historic Expenditures

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total	5-Year Avg
Manhattan							
New Construction	$ 35,200,000	$ 50,000,000	$ 65,000,000	$ 54,600,000	$ 57,500,000	**$ 262,300,000**	$ 52,460,000
O&M	$ 6,604,000	$ 6,158,757	$ 5,916,260	$ 6,114,809	$ 7,640,954	**$ 32,434,780**	$ 6,487,000
Preservation	$ 3,500,000	$ 2,900,000	$ 3,000,000	$ 2,775,000	$ 5,000,000	**$ 17,175,000**	$ 3,435,000
Total	**$ 45,304,000**	**$ 59,058,757**	**$ 73,916,260**	**$ 63,489,809**	**$ 70,140,954**	**$ 311,909,780**	**$ 62,382,000**
Junction City							
New Construction		$ 1,612,399	$ 2,918,766	$ -	$ -	**$ 4,531,165**	$ 1,132,800
O&M	$ 1,542,233	$ 1,153,348	$ 981,590	$ 1,269,984	$ 1,741,384	**$ 6,688,540**	$ 1,337,700
Preservation	$ 1,333,538	$ 1,266,681	$ 1,694,946	$ 1,633,430	$ 1,293,216	**$ 7,221,811**	$ 1,444,400
Total	**$ 2,875,771**	**$ 4,032,428**	**$ 5,595,302**	**$ 2,903,414**	**$ 3,034,600**	**$ 18,441,516**	**$ 3,688,300**
Wamego							
New Construction	$ 40,200	$ 10,000	$ 273,000	$ 22,209	$ 146,175	**$ 491,584**	$ 98,300
O&M	$ 251,600	$ 255,100	$ 575,400	$ 638,125	$ 385,304	**$ 2,105,529**	$ 421,100
Preservation	$ -	$ -	$ -	$ 246,000	$ 2,790,430	**$ 3,036,430**	$ 607,300
Total	**$ 291,800**	**$ 265,100**	**$ 848,400**	**$ 906,334**	**$ 3,321,909**	**$ 5,633,543**	**$ 1,126,700**
Riley Co							
New Construction	$ 307,082	$ 648,021	$ 213,869	$ 375,067	$ 130,770	**$ 1,674,808**	$ 335,000
O&M	$ 845,063	$ 707,726	$ 677,081	$ 705,646	$ 924,342	**$ 3,859,858**	$ 772,000
Preservation	$ 316,598	$ 648,021	$ 218,520	$ 373,397	$ 130,770	**$ 1,687,306**	$ 337,500
Total	**$ 1,468,743**	**$ 2,003,768**	**$ 1,109,469**	**$ 1,454,111**	**$ 1,185,881**	**$ 7,221,972**	**$ 1,444,400**
Geary Co							
New Construction	$ -	$ -	$ -	$ -	$ -	**$ -**	$ -
O&M	$ 266,429	$ 274,182	$ 245,428	$ 281,016	$ 476,522	**$ 1,543,577**	$ 308,700
Preservation	$ 14,880	$ 21,061	$ 181,048	$ 5,496	$ 104,423	**$ 326,909**	$ 65,400
Total	**$ 281,309**	**$ 295,243**	**$ 426,476**	**$ 286,513**	**$ 580,945**	**$ 1,870,486**	**$ 374,100**
Pottawatomie Co							
New Construction	$ 198,597	$ 279,906	$ 631,439	$ 231,734	$ 304,723	**$ 1,646,399**	$ 329,300
O&M	$ 716,929	$ 709,639	$ 638,573	$ 922,777	$ 908,009	**$ 3,895,928**	$ 779,200
Preservation	$ 382,445	$ 237,732	$ 405,506	$ 246,376	$ 386,963	**$ 1,276,577**	$ 319,100
Total	**$ 1,297,971**	**$ 1,227,276**	**$ 1,675,519**	**$ 1,400,888**	**$ 1,599,695**	**$ 6,818,904**	**$ 1,440,300**
KDOT - Federal							
Pavement	$ 182,553	$ 182,553	$ 182,553	$ 182,553	$ 182,553	**$ 912,765**	$ 182,600
Shoulders	$ 48,667	$ 48,667	$ 48,667	$ 48,667	$ 48,667	**$ 243,337**	$ 48,700
Drainage	$ 85,532	$ 85,532	$ 85,532	$ 85,532	$ 85,532	**$ 427,660**	$ 85,500
Roadside	$ 470,920	$ 470,920	$ 470,920	$ 470,920	$ 470,920	**$ 2,354,598**	$ 470,900
Snow & Ice	$ 340,448	$ 340,448	$ 340,448	$ 340,448	$ 340,448	**$ 1,702,242**	$ 340,400
Traffic Guidance	$ 188,394	$ 188,394	$ 188,394	$ 188,394	$ 188,394	**$ 941,968**	$ 188,400
Bridge	$ 42,318	$ 42,318	$ 42,318	$ 42,318	$ 42,318	**$ 211,590**	$ 42,300
Total	**$ 1,358,832**	**$ 1,358,832**	**$ 1,358,832**	**$ 1,358,832**	**$ 1,358,832**	**$ 6,794,160**	**$ 1,358,800**
ATA Bus							
Administration	$ 509,146	$ 675,662	$ 660,354	$ 700,396	$ 696,298	**$ 3,241,856**	$ 648,400
Bus O&M	$ 2,373,174	$ 2,259,274	$ 2,002,904	$ 2,292,740	$ 2,495,340	**$ 11,423,432**	$ 2,284,700
Planning	$ -	$ -	$ -	$ 18,247	$ 5,125	**$ 23,372**	$ 4,700
Capital	$ 369,356	$ 385,056	$ 527,867	$ 28,048	$ 980,634	**$ 2,290,961**	$ 480,400
Other	$ 68,555	$ 94,935	$ 85,546	$ 111,784	$ 105,185	**$ 466,006**	$ 99,400
Total	**$ 3,320,231**	**$ 3,414,927**	**$ 3,276,671**	**$ 3,151,215**	**$ 4,282,582**	**$ 17,445,627**	**$ 3,517,500**

As outlined in Chapter 6, this Plan, use the historic financial data found in Tables 1 through 4 to project future revenues and expenditures. The estimates in Table 5 assume a 0% increase in revenues and a 3% annual rate of inflation for expenditures. This conservative fiscal analysis ensures fiscal constraint and follows historical precedent.

Table 5: Projected Future Revenues and Expenditures

	2025-2030	2031-2035	2036-2040	2041-2045	2046-2050	Total
Manhattan						
Revenues	$ 85,671,000	$ 71,392,500	$ 71,392,500	$ 71,392,500	$ 71,392,500	**$ 371,241,000**
O&M	$ 43,219,392	$ 42,357,304	$ 49,103,724	$ 56,924,674	$ 65,991,299	**$ 257,596,393**
Preservation	$ 22,885,558	$ 22,429,064	$ 26,001,432	$ 30,142,786	$ 34,943,751	**$ 136,402,591**
$ for New/Deficit	$ 19,566,050	$ 6,606,132	$ (3,712,656)	$ (15,674,961)	$ (29,542,550)	**$ (22,757,984)**
Junction City						
Revenues	$ 11,914,800	$ 9,929,000	$ 9,929,000	$ 9,929,000	$ 9,929,000	**$ 51,630,800**
O&M	$ 8,912,376	$ 8,734,602	$ 10,125,798	$ 11,738,575	$ 13,608,226	**$ 53,119,577**
Preservation	$ 9,623,260	$ 9,431,307	$ 10,933,470	$ 12,674,888	$ 14,693,669	**$ 57,356,595**
$ for New/Deficit	$ (6,620,836)	$ (8,236,909)	$ (11,130,268)	$ (14,484,463)	$ (18,372,895)	**$ (58,845,371)**
Wamego						
Revenues	$ 8,758,200	$ 7,298,500	$ 7,298,500	$ 7,298,500	$ 7,298,500	**$ 37,952,200**
O&M	$ 2,805,563	$ 2,749,601	$ 3,187,541	$ 3,695,234	$ 4,283,788	**$ 16,721,727**
Preservation	$ 4,046,113	$ 3,965,406	$ 4,596,993	$ 5,329,174	$ 6,177,974	**$ 24,115,660**
$ for New/Deficit	$ 1,906,524	$ 583,493	$ (486,034)	$ (1,725,908)	$ (3,163,262)	**$ (2,885,187)**
Riley County						
Revenues	$ 40,007,246	$ 22,782,307	$ 22,782,307	$ 22,782,307	$ 22,782,307	**$ 131,136,476**
O&M	$ 5,143,421	$ 5,040,826	$ 5,843,699	$ 6,774,449	$ 7,853,443	**$ 30,655,837**
Preservation	$ 2,248,581	$ 2,203,729	$ 2,554,726	$ 2,961,627	$ 3,433,338	**$ 13,402,001**
$ for New/Deficit	$ 32,615,244	$ 15,537,752	$ 14,383,883	$ 13,046,231	$ 11,495,527	**$ 87,078,637**
Geary County						
Revenues	$ 5,527,800	$ 4,606,500	$ 4,606,500	$ 4,606,500	$ 4,606,500	**$ 23,953,800**
O&M	$ 2,056,702	$ 2,015,677	$ 2,336,723	$ 2,708,902	$ 3,140,360	**$ 12,258,364**
Preservation	$ 435,725	$ 427,034	$ 495,049	$ 573,898	$ 665,305	**$ 2,597,010**
$ for New/Deficit	$ 3,035,373	$ 2,163,789	$ 1,774,728	$ 1,323,700	$ 800,836	**$ 9,098,426**
Pottawatomie County						
Revenues	$ 14,511,000	$ 12,092,500	$ 12,092,500	$ 12,092,500	$ 12,092,500	**$ 62,881,000**
O&M	$ 5,191,391	$ 5,087,839	$ 5,898,200	$ 6,837,630	$ 7,926,687	**$ 30,941,746**
Preservation	$ 2,125,992	$ 2,083,585	$ 2,415,446	$ 2,800,164	$ 3,246,157	**$ 12,671,344**
$ for New/Deficit	$ 7,193,618	$ 4,921,076	$ 3,778,854	$ 2,454,706	$ 919,655	**$ 19,267,910**
KDOT - State Funding						
Revenues	$ 90,557,880	$ 75,464,900	$ 75,464,900	$ 75,464,900	$ 75,464,900	**$ 392,417,480**
O&M	$ 9,052,954	$ 8,872,376	$ 10,285,516	$ 11,923,732	$ 13,822,873	**$ 53,957,450**
Preservation	$ 75,546,629	$ 74,039,715	$ 85,832,323	$ 99,503,186	$ 115,351,464	**$ 450,273,317**
$ for New/Deficit	$ 5,958,297	$ (7,447,192)	$ (20,652,938)	$ (35,962,018)	$ (53,709,437)	**$ (111,813,287)**
Federal Funding						
Bridge (BR)	$ 1,692,000	$ 1,410,000	$ 1,410,000	$ 1,410,000	$ 1,410,000	**$ 7,332,000**
HSIP	$ 7,232,400	$ 6,027,000	$ 6,027,000	$ 6,027,000	$ 6,027,000	**$ 31,340,400**
NHPP	$ 12,900,000	$ 10,750,000	$ 10,750,000	$ 10,750,000	$ 10,750,000	**$ 55,900,000**
STBG	$ 32,517,000	$ 27,097,500	$ 27,097,500	$ 27,097,500	$ 27,097,500	**$ 140,907,000**
Total	$ 54,341,400	$ 45,284,500	$ 45,284,500	$ 45,284,500	$ 45,284,500	**$ 235,479,400**

	2025-2030	2031-2035	2036-2040	2041-2045	2046-2050	Total
ATA Bus						
Revenues	$ 7,472,400	$ 6,227,000	$ 6,227,000	$ 6,227,000	$ 6,227,000	**$ 32,380,400**
Administration	$ 4,319,940	$ 4,233,771	$ 4,908,102	$ 5,689,835	$ 6,596,078	**$ 25,747,700**
Bus O&M	$ 15,221,727	$ 14,918,103	$ 17,294,170	$ 20,048,682	$ 23,241,918	**$ 90,724,600**
Planning	$ 31,314	$ 30,689	$ 35,577	$ 41,243	$ 47,812	**$ 186,600**
Capital	$ 3,200,647	$ 3,136,804	$ 3,636,416	$ 4,215,603	$ 4,887,039	**$ 19,076,500**
Other	$ 662,249	$ 649,039	$ 752,414	$ 872,254	$ 1,011,182	**$ 3,947,100**
$ for New/Deficit	$ (15,963,477)	$ (16,741,406)	$ (20,399,678)	$ (24,640,617)	$ (29,557,028)	**$ 3,947,100**

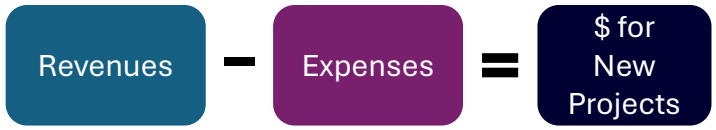
APPENDIX C:
FUNDING 102

NOTE: Chapter 6 provided an overview of the transportation funding and fiscal constrain processes. This Appendix provides detailed information about transportation revenues from the federal to local level.

FUNDING 101

Funding our transportation network is a complicated fabric of revenue sources, agencies, programs. However, in the end, it is a simple formula that provides insight into the health of our regional funding system: **Revenues** minus **Expenses**, equals **Funds for New Projects** (Figure C1). Financial data for the last five years was collected from local jurisdictions, KDOT, and ATA Bus. Five-year averages were calculated and then used to make long-range projections of available revenues and future expenditures. Future expenditures were calculated using a 3% annual inflation factor, while future revenues were held constant.

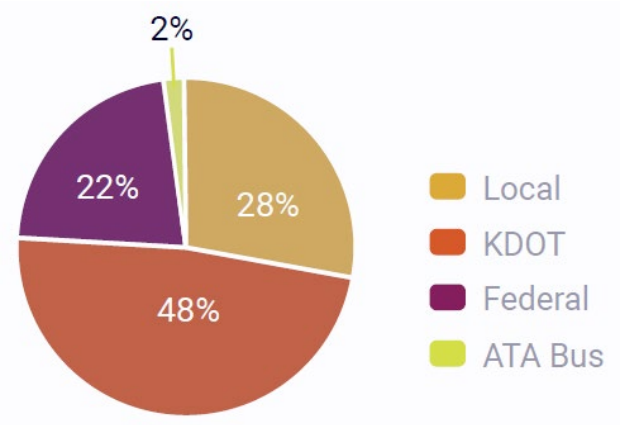
Figure C1: Funding Formula



REVENUES 101

The maintenance, preservation, and construction of our region's transportation infrastructure is funded by a combination of local, state, and federal money. Figure C2 shows that over the next 25 years, nearly half of revenues are state funds from KDOT. Most of these KDOT funds will be used to maintain state-owned infrastructure, like highways or the Interstate.

Figure C2: Projected Transportation Revenues (2025-2050)

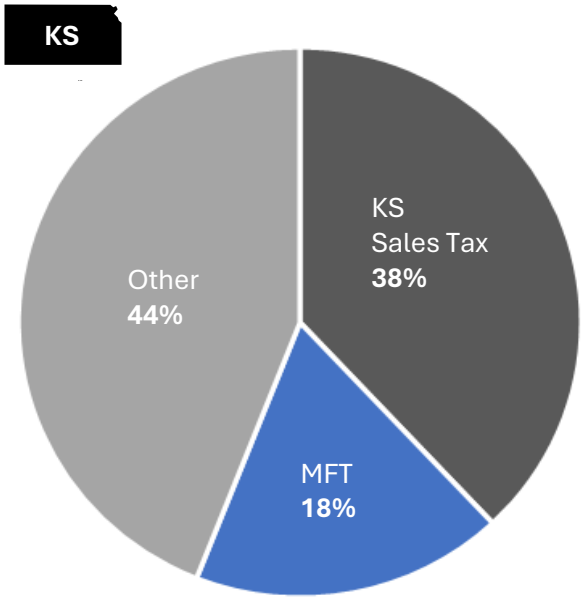


Data: FHMPO projects. See Appendix B: Financial Information for details including total funds and calculations for projections.

STATE OF KANSAS ROADWAY FUNDS

As noted in Figure C2, nearly half of the funds used for roadways in the Flint Hills Region over the next 25 years will be State funds. But where does the State get its roadway funding? Figure C3 breaks down the percentages of roadway funding for fiscal year 2021.

Figure C3: State of Kansas Roadway Funds (FY 2021)



MFT: Motor Fuel Tax (Gas Tax)
Other: Federal funds, IKE Program, etc.

Data: KDOT – Road User Charge Report

?

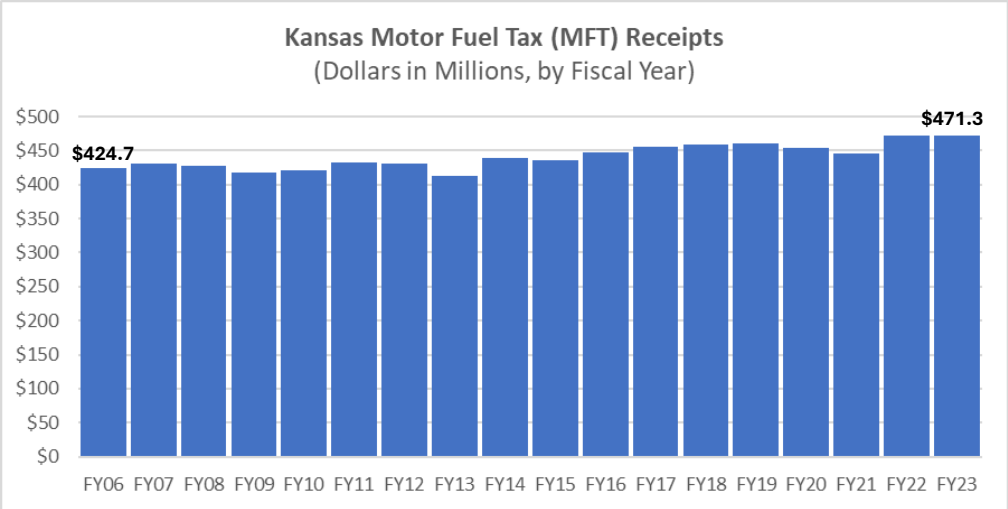
The Gas Tax I pay when I fill the tank on my vehicle does not cover the cost of the roads I drive on?

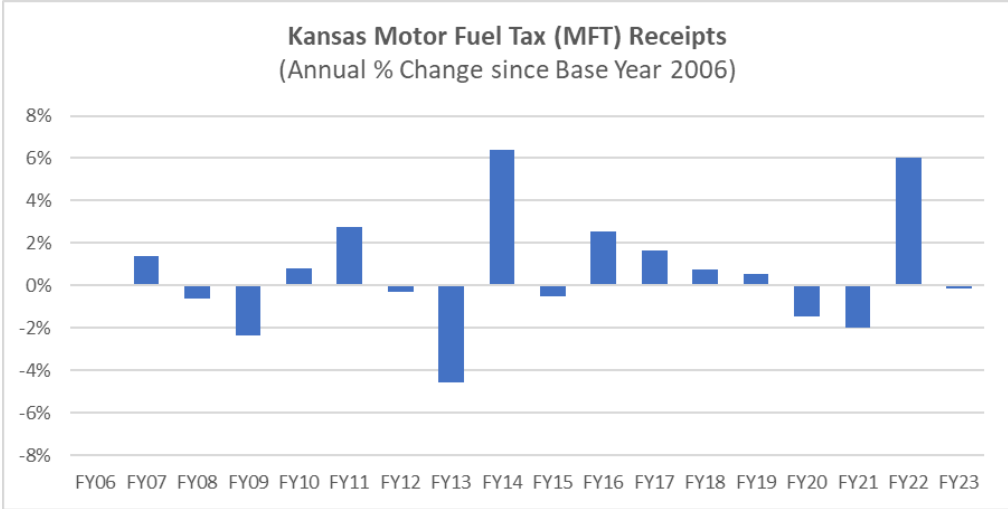
A

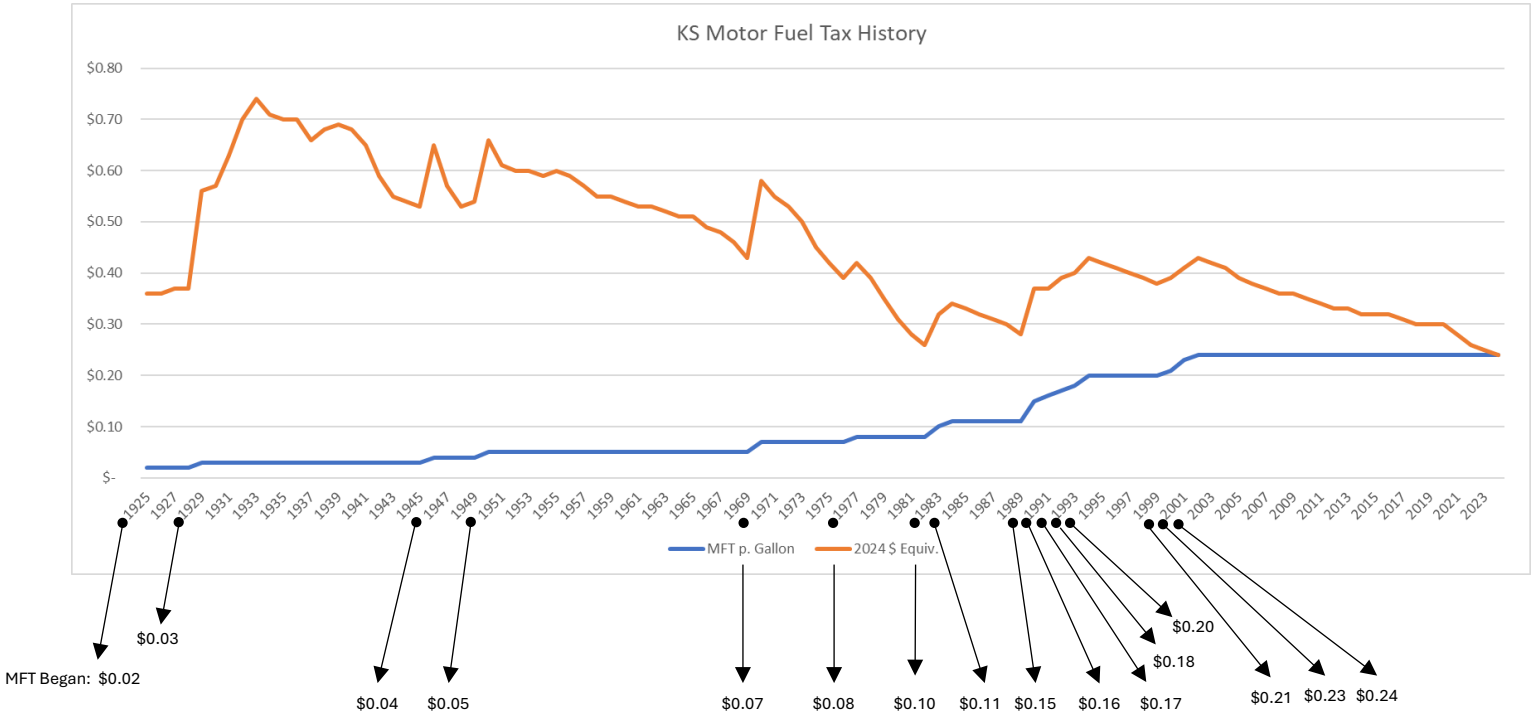
Correct. The Kansas **Gas Tax** (officially the **Motor Fuel Tax**) pays for only 18% of roadway costs Statewide (and slightly less than 18% Locally). The remainder of Statewide road costs are covered by KS Sales Taxes, Federal funds (some of which are national Motor Fuel Taxes), and other state funds specific to transportation (such as the IKE Program that KDOT administers).

MOTOR FUEL TAX

- 2006 – 2023: Revenue increased **11%**
- Over 18 years, that is an avg. growth of **0.6%** annually

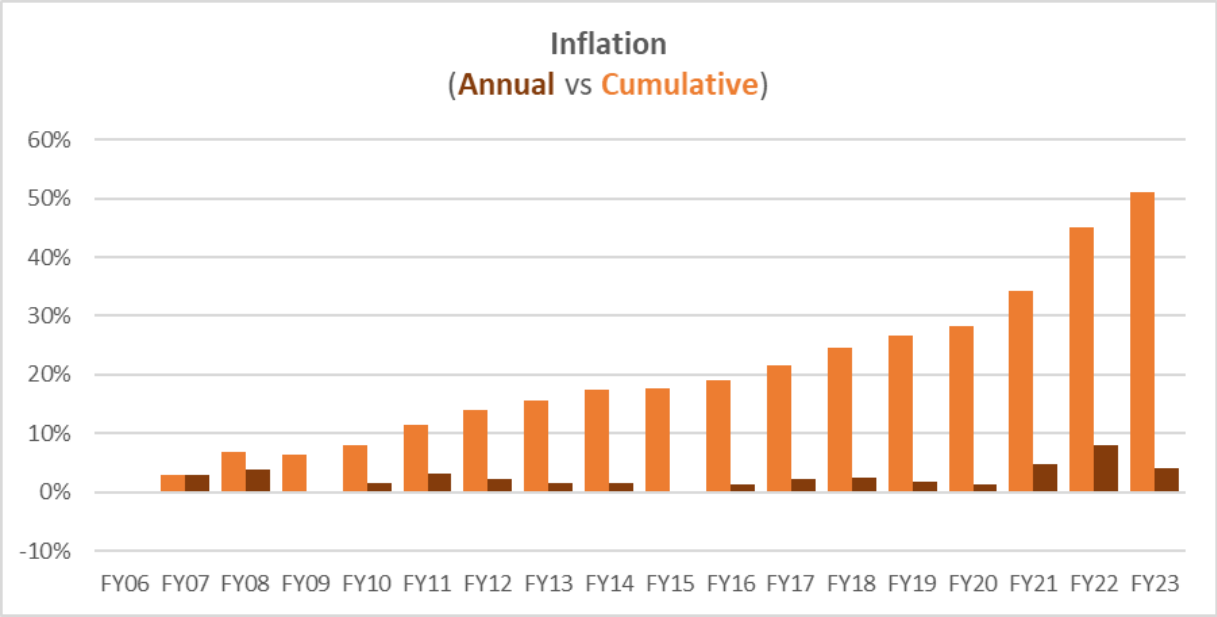




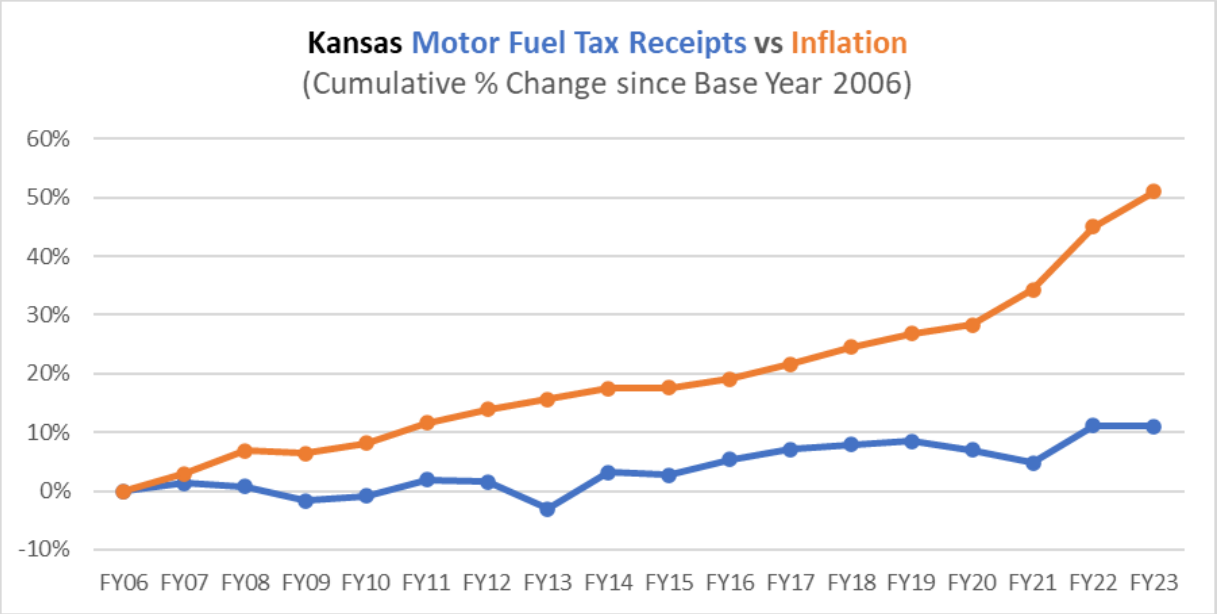


INFLATION

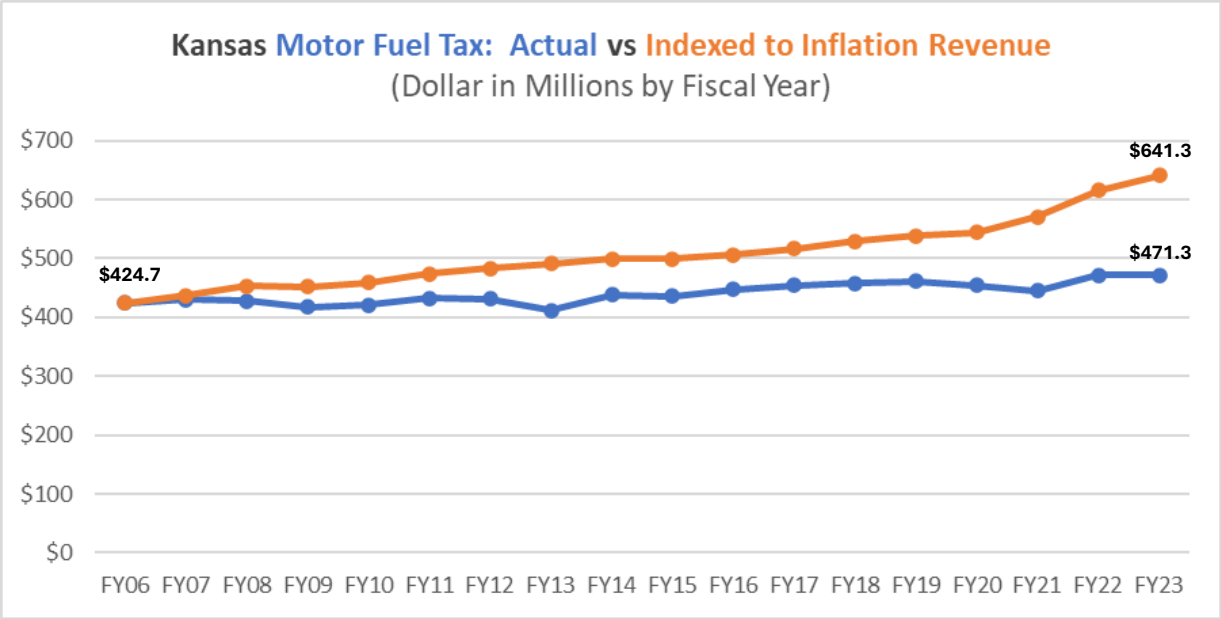
- Inflation increased **51%**
- Over 18 years, that's an avg. of **2.3%** annually



- **Inflation** grew **4.6** times faster than **MFT**

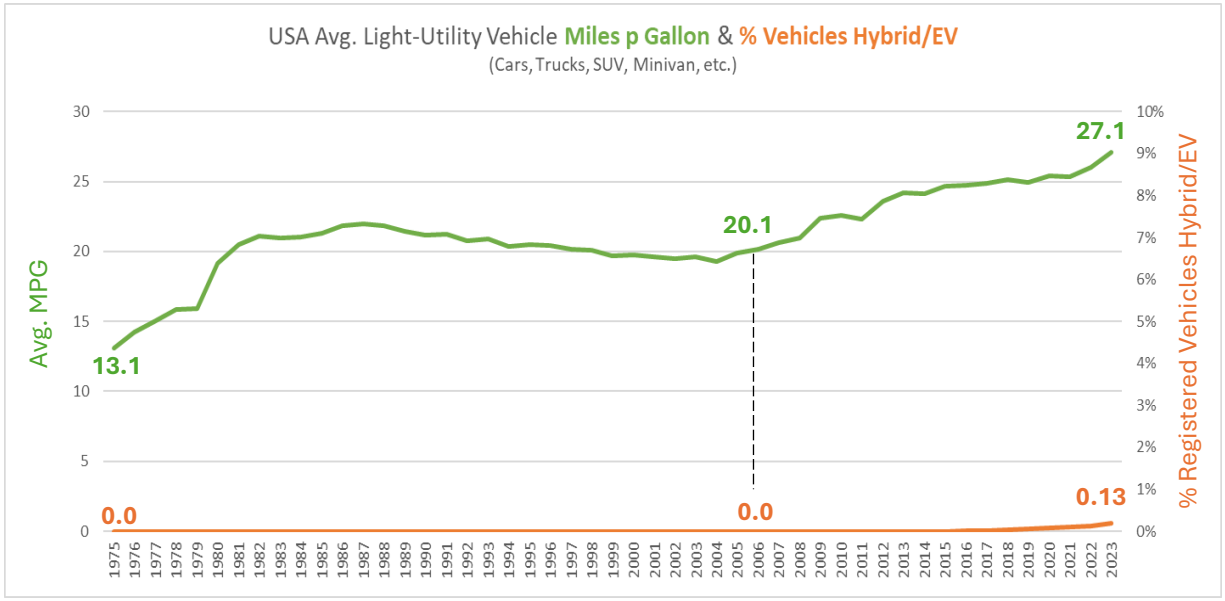


INFLATION'S IMPACT ON MOTOR FUEL TAXES



- Since the MFT is not indexed to Inflation, despite an 11% increase, the purchase power of the MFT is less than what it was.
- In other words:
  - In FY2023, Kansas **lost $169.96 million** worth of MFT due to the MFT not being indexed to inflation.
  - Since 2006, Kansas has **lost $1.198 billion** worth of MFT dues to the MFT not being indexed to inflation.
- The MFT was last raised in 2002, to the current **$0.24** p gallon.
- If in 2002, the MFT had been tied to inflation annually, the current MFT would be **$0.36** p gallon.

VEHICLE EFFICIENCY



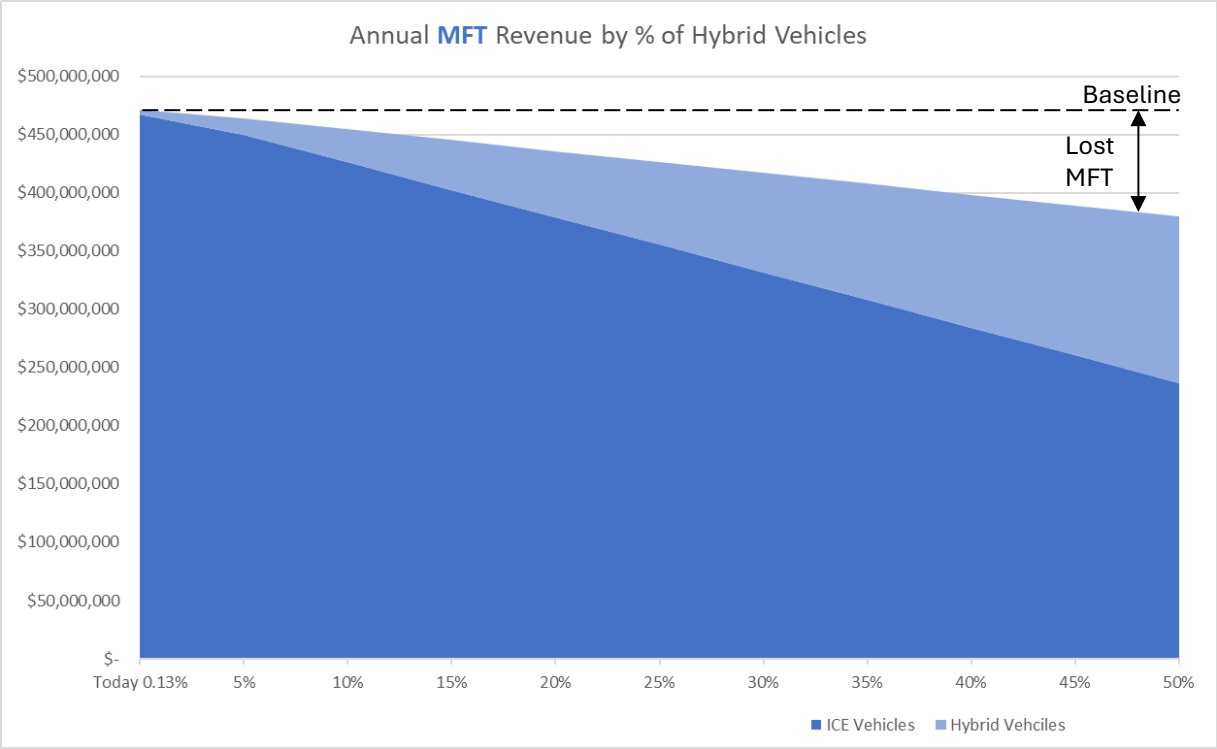
- In 2023…
  - the avg. new vehicle gets **27.1** mpg
  - The avg. new hybrid gets **45** mpg
    (40% better efficiency)

- Hybrids only account for 0.13% of all Registered vehicles in KS in 2023, but that number is growing quickly the last few years.

- What happens when Hybrids account for 5%,10%, 25%, 50% of all registered vehicles?…

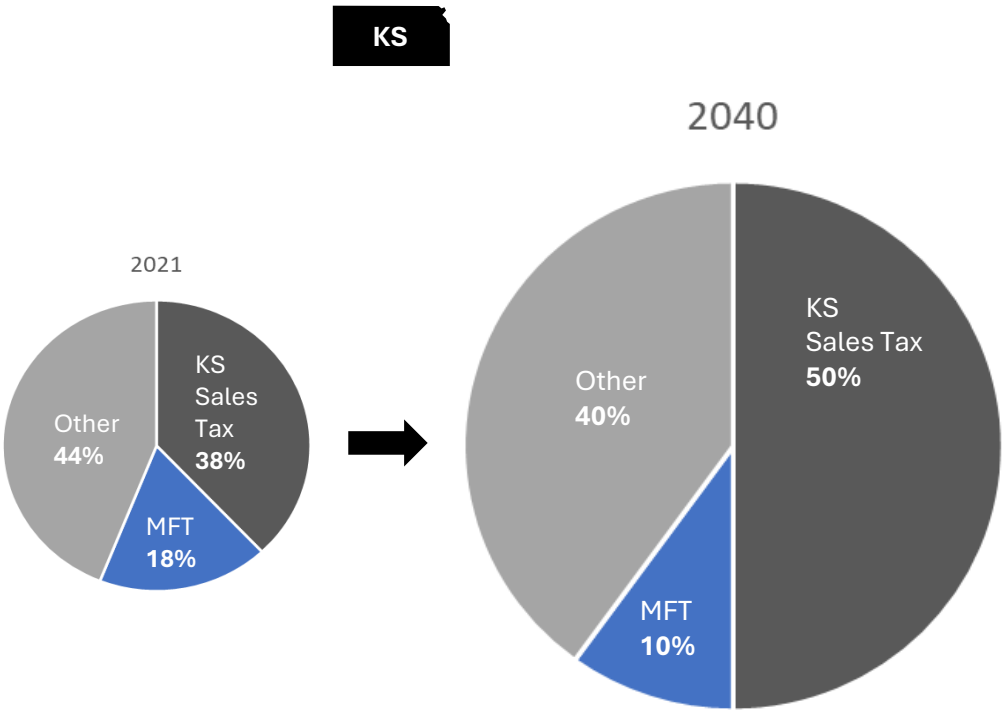
Note: While 2023 Hybrid & EV sales of new vehicles were in the high single digits, the total registered vehicles (including older vehicles) was very low.

VEHICLE EFFICIENCY & MOTOR FUEL TAX



- **Vehicle Efficiency** greatly affects **MFT**
- Today, if **10%** of registered vehicles were Hybrids**,** then due to MPG efficiency, we would loose **3.5% ($16.39 million)** of MFT.
- If **25%** of vehicles were Hybrids, then we would loose **9.5% ($44.64 million)** of MFT
- And that's before we even consider EVs

MOTOR FUEL TAX - PROJECTION



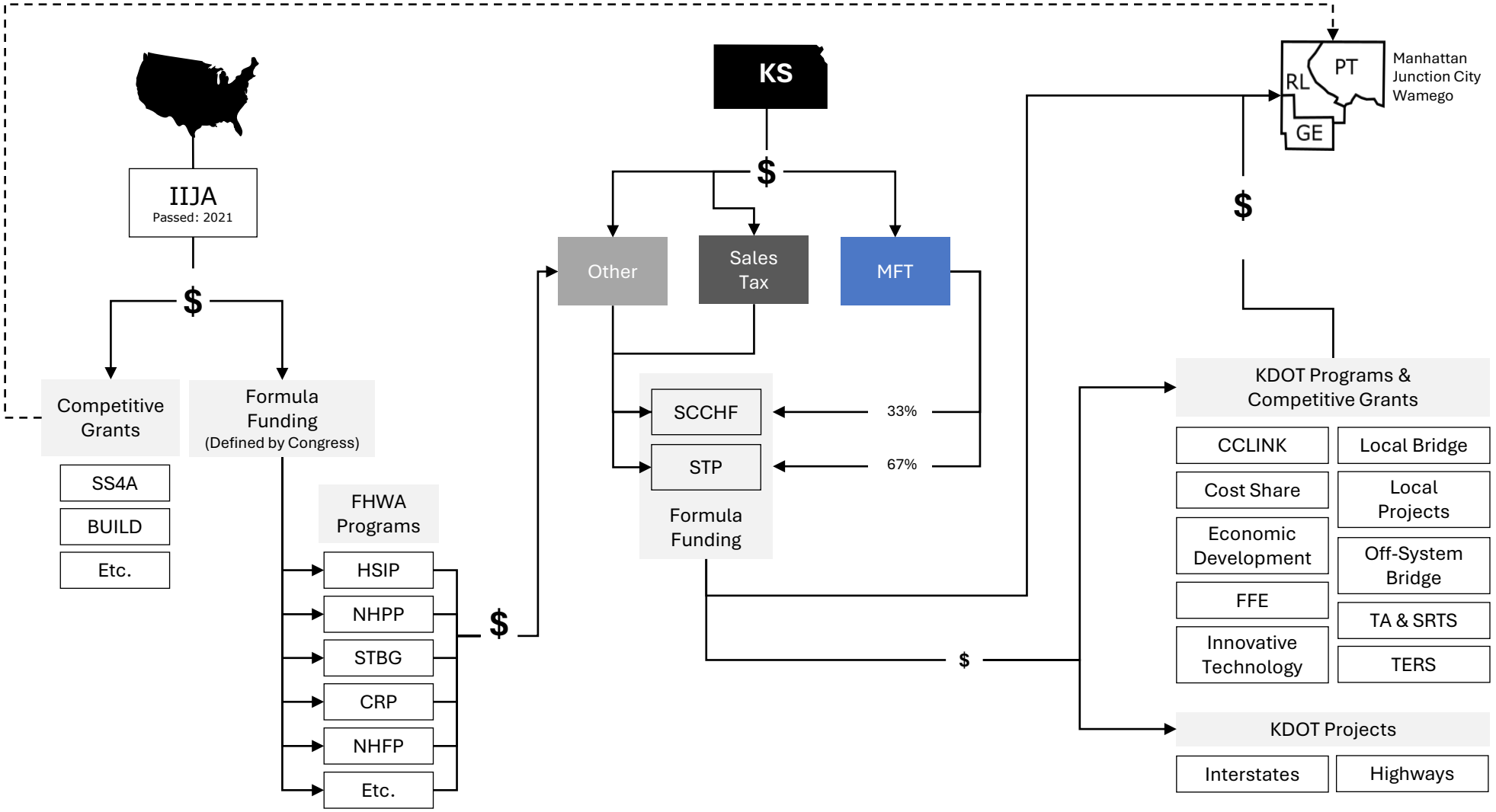
Data: KDOT – Road User Charge Report

- KDOT projections show a potential **33% MFT** reduction due to Hybrid & EV adoption by the year 2040.
- This reduction would have to be made up by other revenues, which KDOT notes, would make Road Funding **"Too reliant on a single source of funding: the sales tax".**
- Therefore, KDOT completed a **Road User Charge (RUC)** study.
  - RUC removes the impact of vehicle efficiency (**MPG**) and charges a fee for mile traveled.
  - So, whether you're in a gas vehicle, Hybrid, or EV, you are charged by the number of miles you drive.
  - RUC usually do charge heavier vehicles a higher rate due to increased road wear.
  - Details on KDOT's RUC: https://kslegislature.gov/li/b2025_26/committees/ctte_h_trnsprt_1/documents/testimony/20250226_01.pdf

? Why do **MFT**, **Inflation**, **MPG**, matter to the Flint Hills Region?

A Because we receive a lot of **State** and **Federal** funds for our **Local** roadways…

Roadway Funding – Where does the $ come from?

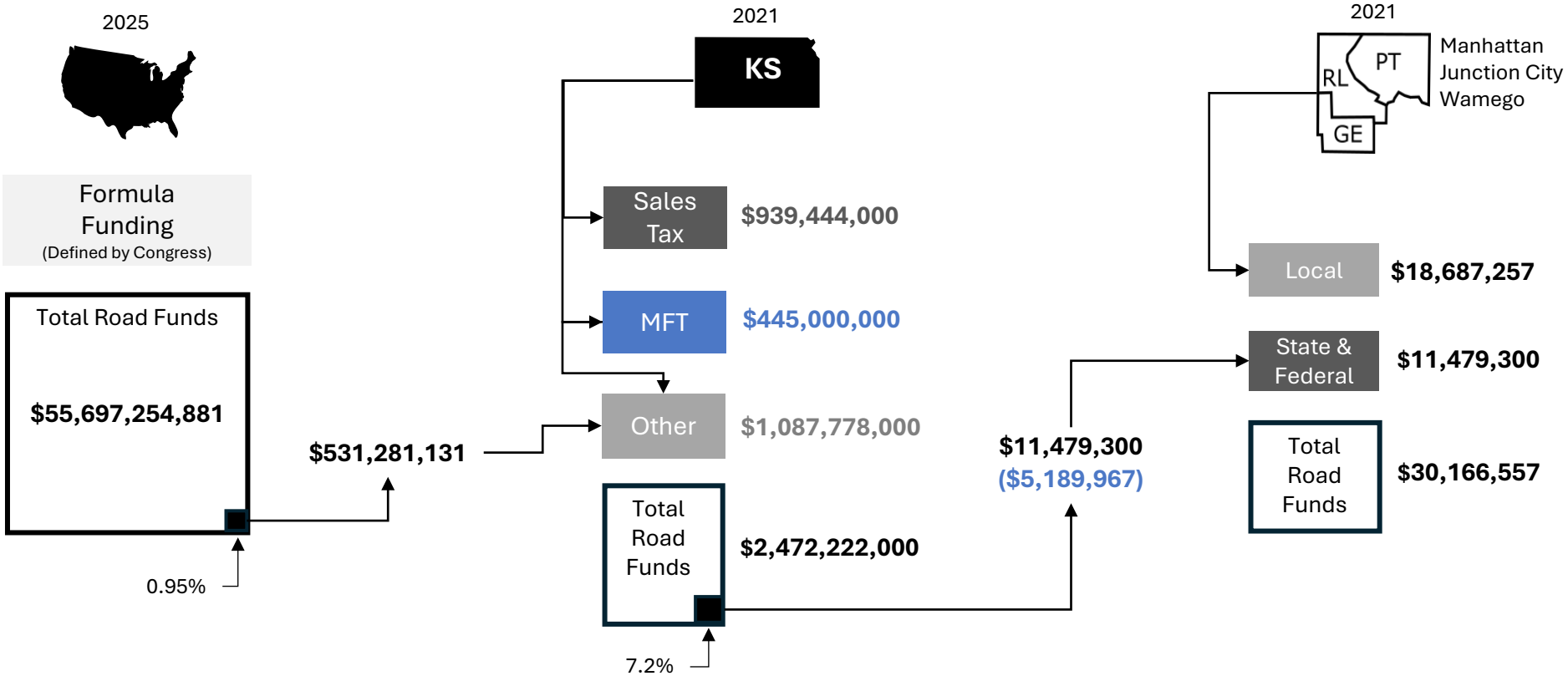


FHWA: Federal Highway Administration
IIJA: Infrastructure Investment & Jobs Act
STP: Surface Transportation Funds
NHFP: National Highway Freight Program

HSIP: Highway Safety Improvement Program
NHPP: National Highway Performance Program
TERS: Transportation Emissions Reduction Strategy
TA & SRTS: Transportation Alternative & Safe Routes to School

SCCHF: Special City & County Highway Fund
STBG: Surface Transportation Block Grant
CRP: Carbon Reduction Program
FFE: Federal Funds Exchange

Roadway Funding – How much money?



Notes:

1. KS 2021 Population (2,937,880) = 0.89% of USA population. KS Roadway Formula Funding ($531,281,131) = 0.95% of USA Total; so, we are taking in more than our share (extra $33,554,598)
2. Local (RL, PT, & GE counties) 2021 Population (134,046) = 4.6% of KS population. 2021 Local funding awarded by KS (State + Federal $) ($11,479,300) = 7.2% of KS Total. Local fund amounts rom C2050. State & Federal funds amounts from 2021 TIP
3. USA Funding = 2025 (2021 unavailable), KS & Local funding = 2021. However, State & Local funding awards fluctuate year-to-year (project based), so this is a one-year example.
4. Local funds are provided by a combination of Vehicle Property Tax paid to county treasurer (a portion goes towards roads, with a majority going to USDs, Police & Fire, as well as parks and other services), special road taxes, and general fund (funded by property tax.)

APPENDIX D:
PROJECT LISTS

All Projects

C2050 #	Project Name	Starting Terminus	Ending Terminus	Improvements	List	Year	Const. Year Cost Estimate
E01	11th St	Poyntz Ave	Bluemont Ave	3-lane (from 2-lane)	Illustrative B	2030	$ 8,659,280
E02	17th St	Yuma St	Laramie St	3-lane (from 2-lane)	Illustrative B	2030	$ 6,347,488
E03	Anderson Ave - Amherst Ave Connection	Anderson Ave @ Bellhaven Rd	Amherst Ave @ Plymate Ln	2-lane roadway		2040	$ 10,650,000
E04	Anderson Ave - Grand Mere Pkwy Connection	Anderson Ave	Grand Mere Pkwy	2-lane roadway w/ bike lanes		2040	$ 4,260,000
E05	Anderson Ave - Wildcat Creek Rd Connection	Anderson Ave 0.35 mi west of Scenic Dr	Wildcat Creek Rd 0.25 mi west of Scenic Dr	2-lane roadway		2040	$ 2,130,000
E06	Bluemont Ave	5th St	11th St	5-lane (from 4-lane)		2030	$ 5,880,000
E07	Casement Rd	Brookmont St	Allen Rd/Knox Rd	3-lane (from 2-lane)	Fiscally Constrained	2026	$ 5,880,000
E08	Casement Rd	TCB	Allen/Knox	3-lane (from 2-lane)		2030	$ 4,480,000
E09	Claflin Rd & Hylton Heights Rd Intersection			Left Turn lanes	Illustrative B	2035	$ 1,444,879
E10	East St Extension	Chestnut St	Grant Ave	3-lane roadway	Illustrative B	2031	$ 8,001,000
E11	Excel Rd	Cara's Way	Junietta Rd	Paved 3-lane (from gravel 2-lane)	Fiscally Constrained	2027	$ 4,480,000
E12	Flush Rd	US-24	1/2 mile North	Paved 3-lane (from gravel 2-lane)		2035	$ 1,270,000
E13	Grand Mere Pkwy Extension	MacLeod Dr	Marlatt Ave	2-lane roadway with bike lanes	Illustrative A	2030	$ 6,720,000
E14	Harvest Rd	Excel Rd	Lake Elbo Rd	Paved 3-lane (from gravel 2-lane)	Fiscally Constrained	2028	$ 2,240,000
E15	Hunter Dr - Lauden Dr Connection	New Hunter Dr-Lauden Dr Connection	New Lauden Dr - S Wreath Ave Connection	2-lane roadway		2035	$ 1,270,000
E16	Hunter Dr - Miller Pkwy Connection	End of Hunter Dr	Miller Pkwy @ Ladera Cir	2-lane roadway		2035	$ 3,810,000
E17	I-70 & Taylor Rd Interchange			Add on/exit ramps	Illustrative B	2040	$ 7,100,000
E18	Junietta Rd	Green Valley Rd	Moody Rd	Paved 3-lane (from gravel 2-lane)		2025	$ 1,120,000
E19	Junietta Rd	State Lake Rd	Green Valley Rd	Paved 3-lane (from gravel 2-lane)		2045	$ 12,765,984
E20	Kimball Ave/Scenic Dr	Anderson Ave	Birkshire	3-lane (from 2-lane)		2035	$ 6,350,000
E21	Lauden Dr - S Wreath Ave Connection	End of Lauden Dr	Wreath Dr, 0.1 mi north of Rosewalk Pl	2-lane roadway		2035	$ 1,905,000
E22	Leavenworth St - Hayes Dr Extension	Sarber Ln/Hayes Dr	TCB/Leavenworth Rd	3-lane roadway	Illustrative A	2030	$ 5,600,000
E23	Marlatt Ave - Barnes Rd Connection			2-lane roadway through flood zone		2045	$ 3,611,000
E24	Marlatt Ave	K-113	Browning Ave	Paved 3-lane (from gravel 2-lane)		2040	$ 9,666,650
E25	Marlatt Ave	Grand Mere Pkwy	K-113	Paved 3-lane (from gravel 2-lane)	Illustrative B	2045	$ 10,687,775
E26	Marlatt Ave	Browning Ave	Denison Ave	4-lane (from 2-lane) with MUP	Fiscally Constrained	2027	$ 3,000,000
E27	McCall Rd @ TCB Triple Left Turn Lanes (SB)			3 Left Turn Lanes (WB MCCall Rd > SB TCB)	Illustrative A	2030	$ 3,920,000
E28	McCall Rd Extension (to 4th St)	US-24	4th/Bluemont Roundabout	3-lane roadway		2035	$ 5,334,000
E29	Moody Rd	Junietta Rd	Mt. Zion Rd	Paved 3-lane (from gravel 2-lane)	Illustrative B	2035	$ 1,408,176
E30	Mt. Zion Rd	Moody Rd	Lake Elbo Rd	Paved 3-lane (from gravel 2-lane)	Illustrative B	2035	$ 1,905,000
E33	Sarber Ln Extension	US-24	Curve in Sarber Lan	3-lane (from 2-lane)	Illustrative A	2035	$ 1,905,000
E34	Spring Valley Rd	Ash St	Strauss Blvd	3-lane (from 2-lane)	Illustrative A	2028	$ 7,840,000
E35	Spring Valley Rd	Lacy Dr	Old US-40	3-lane (from 2-lane)	Illustrative A	2024	$ 2,660,000
E36	Stagg Hill Rd	K-113	Rosencutter Rd	3-lane (from 2-lane)		2035	$ 8,890,000
E37	Strauss Blvd Extension	Taylor Rd	Current end of Strauss Blvd	3-lane roadway	Illustrative B	2040	$ 16,061,052
E38	Taylor Rd	Strauss Blvd	Liberty Hall Rd	Paved 3-lane (from gravel 2-lane)	Illustrative B	2040	$ 3,942,204
E39	Taylor Rd Expansion	I-70	Strauss Blvd	Paved 3-lane (from gravel 2-lane)	Illustrative B	2040	$ 3,677,800
E40	TCB - Casement Rd Connection			2-lane roadway through flood zone		2045	$ 3,140,000
E41	TCB & Bluemont Ave Turn Lanes			Double Right Turn Lanes (SB TCB > WB Bluemont Ave)	Illustrative A	2030	$ 3,920,000
E42	TCB & Sarber Ln/Retail Pl Intersection			Roundabout/Traffic Signal		2040	$ 3,550,000
E43	US-24 & Flush Rd Interchange			Interchange	Illustrative A	2040	$ 35,500,000
E44	US-24: 6-lane Urbanization	McCall (east)	Excel Road	6-lane urbanization		2040	$ 35,500,000
E45	Victory Dr Loop	Existing end of Victory Dr		2-lane roadway		2035	$ 4,445,000
E46	Grant Ave Reconstruction	Washington St	Ft. Riley	5-lane (from 4-lane)	Fiscally Constrained	2026	$ 18,000,000
E47	Elm Slough Rd	K-99	Salzer Rd	Paved 3-lane (from gravel 2-lane)	Fiscally Constrained	2035	$ 3,810,000
E48	2nd Connection: Manhattan to Blue Township	Blue Township	Manhattan	Various Options		TBD	TBD
M01	18th St	Washington St	Jackson Street	3-lane (from 4-lane)		2030	$ 117,600
M02	18th St & Jackson St Roundabout			Roundabout	Illustrative A	2030	$ 2,800,000
M03	6th St	Washington St	Eisenhower Dr	3-lane (from 4-lane)		2035	$ 355,600

C2050 #	Project Name	Starting Terminus	Ending Terminus	Improvements	List	Year	Const. Year Cost Estimate
M04	Whitney Rd	Eisenhower Dr	Rucker Rd	3-lane (from 4-lane)		2035	$ 88,900
M05	Anderson Ave	Wreath Ave	Anneberg Park	3-lane with 2-way PBL (from 4-lane)		2030	$ 560,000
M06	Blue River Rd	Dyer Rd	State Park Rd	Paved 2-lane (from gravel)		2045	$ 9,922,636
M07	Bluemont Ave	4th St	11th St	4-lane, Right in-right out at unsignalized intersections	Illustrative B	2030	$ 940,800
M08	Burr Oak Rd	Flint Rock Rd	Vineyard Rd	Paved 2-lane (from gravel)		2050	$ 4,844,208
M09	Cannonball Rd	Lewis Wilson Rd	K-99	Paved 2-lane (from gravel)		2050	$ 5,721,408
M10	Cannonball Rd	K-99	Salzer Rd	Paved 2-lane (from gravel)		2050	$ 1,983,160
M11	Chapman Rd	Vineyard Rd	St. George City limit	Paved 2-lane (from gravel)	Illustrative A	2035	$ 1,295,527
M12	Claflin Rd	Beechwood Ter	College Ave	3-lane with 2-way PBL (from 4-lane)		2035	$ 1,270,000
M13	Claflin Rd	College Ave	Denison Ave	3-lane with 2-way PBL (from 4-lane)		2035	$ 1,270,000
M14	Eisenhower Dr	6th Street	Ash Street	3-lane (from 4-lane)		2035	$ 177,800
M15	Elm Slough Rd	Flush Rd	Rockenham Rd	Paved 2-lane (from gravel)	Illustrative B	2035	$ 4,421,696
M16	Elm Slough Rd	Rockenham Rd	Vineyard Rd	Paved 2-lane (from gravel)	Illustrative B	2035	$ 2,140,458
M17	Elm Slough Rd	Vineyard Rd	Flint Rock Rd	Paved 2-lane (from gravel)	Illustrative B	2035	$ 4,224,528
M18	Elm Slough Rd	Flint Rock Rd	Salzer Rd	Paved 2-lane (from gravel)	Illustrative B	2030	$ 3,725,568
M19	Elm Slough Rd	Lewis Wilson Rd	K-99	Paved 2-lane (from gravel)		2035	$ 1,351,852
M20	Flint Hills Blvd & East St Roundabout			Roundabout	Illustrative A	2030	$ 2,800,000
M21	Flint Hills Blvd @ I-70 Exit Roundabout			Roundabout		2035	$ 4,445,000
M22	Flint Rock Rd	Gillaspie Rd	Elm Slough Rd	Paved 2-lane (from gravel)		2030	$ 2,483,712
M23	Flint Rock Rd	US-24	Burr Oak Rd	Paved 2-lane (from gravel)		2050	$ 4,195,682
M24	Franklin Rd	US-24	Rockenham Rd	Paved 2-lane (from gravel)		2050	$ 1,716,474
M25	Green Valley Rd	Junietta Rd	N. 1 Mile	Paved 2-lane (from gravel)		2035	$ 2,816,352
M26	Harvest Rd	Lake Elbo Rd	Hopkins Creek Rd	Paved 2-lane (from gravel)		2040	$ 3,148,992
M27	Hopkins Creek Rd	US-24	Harvest Rd	Paved 2-lane (from gravel)		2045	$ 3,133,469
M28	Hopkins Creek Rd	Harvest Rd	Mt. Zion Rd	Paved 2-lane (from gravel)		2045	$ 3,481,632
M29	Hopkins Creek Rd	Mt. Zion Rd	Walker Rd	Paved 2-lane (from gravel)		2040	$ 1,574,496
M30	I-70 & K-18 Interchange			Auxillary Lane with Flyover Ramp and improved On-Ramp radius	Fiscally Constrained	2024	$ 16,057,400
M31	Jackson St	18th St	6th St	3-lane (from 4-lane)		2035	$ 266,700
M34	Junietta Rd	State Lake Rd	Green Valley Rd	Paved 2-lane (from gravel)		2045	$ 1,570,000
M35	K-18 & Munson Rd Roundabout			Roundabout	Illustrative B	2030	$ 3,136,000
M36	Lewis Wilson Rd	Old Post Rd	Elm Slough Rd	Paved 2-lane (from gravel)		2050	$ 3,661,708
M37	Lewis Wilson Rd	Elm Slough Rd	Cannonball Rd	Paved 2-lane (from gravel)		2050	$ 1,720,000
M38	Liberty Hall Rd	Taylor Rd	Ritter Rd	Paved 2-lane (from gravel)		2040	$ 710,000
M39	Liberty Hall Rd	Ritter Rd	Spring Valley Rd	Paved 2-lane (from gravel)		2040	$ 1,420,000
M40	McFarland Rd & Eisenhower Dr Roundabout			Roundabout	Fiscally Constrained	2026	$ 2,800,000
M41	Miller Pkwy & Arbor Dr Roundabout			Roundabout	Fiscally Constrained	2028	$ 1,500,000
M42	Moody Rd	Mt. Zion Rd	N. 0.5 Mile	Paved 2-lane (from gravel)		2040	$ 1,574,496
M43	Mt. Zion Rd	Lake Elbo Rd	Hopkins Creek Rd	Paved 2-lane (from gravel)		2040	$ 1,420,000
M45	Poyntz Ave: Lane Reduction	Juliette Ave	MLK Jr. Blvd	3-lane with 2-way PBL (from 5-lane)	Illustrative A	2029	$ 1,901,200
M46	Ritter Rd	Liberty Hall Rd	K-18	Paved 2-lane (from gravel)	Illustrative B	2040	$ 1,420,000
M47	Rockenham Rd	US-24	School Creek Rd	Paved 2-lane (from gravel)		2050	$ 3,242,114
M48	Rockenham Rd	School Creek Rd	Elm Slough Rd	Paved 2-lane (from gravel)		2050	$ 2,746,324
M49	Rockenham Rd	US-24	Franklin Rd	Paved 2-lane (from gravel)	Illustrative B	2035	$ 1,485,600
M50	Rockenham Rd	Franklin Rd	City of St. George	Paved 2-lane (from gravel)	Illustrative B	2035	$ 1,464,501
M51	Salzer Rd	Cannonball Rd	Elm Slough Rd	Paved 2-lane (from gravel)		2050	$ 3,814,272
M52	Sand Creek Rd	Burr Oak Rd	Military Trail Rd	Paved 2-lane (from gravel)		2050	$ 3,623,524
M53	Say Rd	Kaw Valley Rd	Columbian Rd	Paved 2-lane (from gravel)		2040	$ 1,542,972
M54	Say Rd	Columbian Rd	Salzer Rd	Paved 2-lane (from gravel)		2045	$ 3,481,632
M55	Sixth St Rd	Columbian Rd	Stonnington Rd	Paved 2-lane (from gravel)		2045	$ 5,222,448
M56	Sixth St Rd	Stonnington Rd	Flint Rock Rd	Paved 2-lane (from gravel)		2050	$ 5,721,408
M57	TCB: 4-lane Urbanization	Mall	McCall (west)	Urbanization of 4-lanes	Illustrative B	2040	$ 3,550,000
M58	US-24 & Excel Rd Intersection			Turn Lanes & Traffic Signals	Fiscally Constrained	2028	$ 3,000,000
M61	US-24 & Lake Elbo Traffic Signal			Traffic Signal	Illustrative B	2035	$ 1,270,000
M62	US-24 & McCall (east) Roundabout			Roundabout	Illustrative A	2035	$ 5,080,000
M63	US-24 & Sarber Roundabout			Roundabout	Illustrative A	2035	$ 4,445,000
M64	US-24 & South Port Roundabout			Roundabout		2045	$ 5,495,000
M66	US-24: 4-lane Urbanization	McCall (east)	Excell Rd	Urbanization	Illustrative B	TBD	$ 12,040,000
M67	US-24: 4-lane Urbanization	Mall	McCall (east)	Urbanization of 4-lanes	Illustrative A	2035	$ 5,080,000
M69	Vineyard Rd	Champman Rd	Burr Oak Rd	Paved 2-lane (from gravel)		2050	$ 953,568
M70	Walker Rd	Flush Rd	Hopkins Creek Rd	Paved 2-lane (from gravel)		2040	$ 3,463,877

C2050 #	Project Name	Starting Terminus	Ending Terminus	Improvements	List	Year	Const. Year Cost Estimate
M71	Washingon St & Grant Ave Roundabout			Roundabout	Illustrative A	2030	$ 2,800,000
M72	Washington St	Ash St	I-70 Roundabout	3-lane (from 4-lane)		TBD	$ 105,000
M73	Washington St	10th St	Grant Ave	3-lane (from 4-lane)		2030	$ 156,800
M74	Washington St & Ash St Roundabout			Roundabout	Illustrative A	2028	$ 2,800,000
M75	K-113 & Marlatt Ave Intersection			Roundabout	Illustrative B	2035	$ 6,400,800
M76	K-113 & Gary Ave Intersection			3/4 Intersection		2035	$ 635,000
M77	K-113 & Anderson Ave Intersection			Turn Lanes & Traffic Signals	Illustrative B	2040	$ 17,096,800
M78	US-24 & Lake Elbo Interchange			Interchange over US-24 & Railroad		2045	$ 39,250,000
M79	Old US-77	US-77	Vinton School Rd	Safety Improvements: Shoulders & Corner Signage		2045	$ 3,047,370
M81	J-Hill Rd	I-70	Skiddy Rd	Safety Improvements: Shoulders & Corner Signage		2030	$ 4,368,000
M82	Clarks Creek Rd	I-70	K-57	Safety Improvements: Shoulders & Corner Signage		2035	$ 4,254,500
M83	Munson Rd	High School entry	Rucker Rd	Paved 2-lane (from gravel)	Illustrative A	2030	$ 1,120,000
M84	Rucker Rd	Munson Rd	Blue Jay Way	Paved 2-lane (from gravel)	Illustrative A	2030	$ 560,000
M85	Rucker Rd	Gfeller Rd	Ritter Rd	Paved 2-lane (from gravel)		2035	$ 1,270,000
M86	Rucker Rd	Crider Rd	Gfeller Rd	Paved 2-lane (from gravel)		2040	$ 1,420,000
M87	Tuttle Cove Rd	US-24	End of road	Safety Improvements: Shoulders & Corner Signage		2045	$ 4,485,490
M88	McDowell Creek Rd	K-117	32nd Ave	Safety Improvements: Shoulders & Corner Signage		2045	$ 6,790,250
M89	Anderson Ave	Scenic Dr	Keats	Safety Improvements: Shoulders & Corner Signage		2035	$ 4,000,500
M90	Deep Creek Rd	K-177	Pillsbury Crossing Rd	Safety Improvements: Shoulders & Corner Signage		2045	$ 2,139,910
M91	Wildcat Creek Rd	Scneic Dr	Winery…	Paved 2-lane (from gravel)		2030	$ 2,800,000
M92	K-99 & Old Post Rd Roundabout			Roundabout		2035	$ 5,715,000
M93	US-24 & Balderson Rd Traffic Signal			Traffic Signal		2035	$ 635,000
M94	Military Trail Rd (Cat Creek) Bridge Replacement			Bridge Replacement		2035	$ 3,810,000
M95	Kaw Valley Rd	Say Rd	Elm Slough Rd	Paved 2-lane (from gravel)		2040	$ 3,550,000
M96	Anderson Ave	Connecticut Rd	Wickham Rd	3-lane (from 4-lane)		TBD	TBD
P01	I-70 Bridge #017 Repair	I-70 @ J-Hill Rd		Bridge repair - Deck patch	Fiscally Constrained	2030	$ 5,835,900
P02	I-70: Repair & Resurfacing	mm 290	mm 296	Portland cement concrete pavement pacth (PCCP)	Fiscally Constrained	2030	$ 6,720,000
P03	K-18: Resurfacing	JC City Limit	K-15/K18 Junction	Resurfacing - chip seal	Fiscally Constrained	2027	$ 1,680,000
P04	K-57: Resurfacing	0.5 mile W of US-77/K-57 Junction	0.2 mile E of US-77/ K-57 Junction	Resurfacing: 0.5" mill & 1.5" Overlay	Fiscally Constrained	2027	$ 884,800
P05	Riley Ave: Replacement	Ft. Riley Gate	Ogden City Limits	Roadway reconstruction	Illustrative A	2030	$ 9,408,000
P06	Wasington St Bridge Preservation			Bridge Repair	Fiscally Constrained	2026	$ 659,200
P07	Taylor Rd & I-70 Bridge Repair			Bridge Repair	Fiscally Constrained	2026	$ 1,357,000
P08	US-24: Mill & Overlay	K-13	US-77	Resurfacing	Fiscally Constrained	2035	$ 12,090,400
P10	US-40B Smoky Hill River Bridge Replacement			Bridge Replacement	Fiscally Constrained	2035	$ 8,008,112
P11	US-77: Resurfacing	Golden Belt Dr	0.75 mi S of Old US-40	Resurfacing - Concrete Patch (PCCP)	Fiscally Constrained	2027	$ 1,680,000
P12	US-77: Resurfacing I-70 to GE County line	I-70	GE/RL County Line	Resurfacing: 0.5" mill & 1.5" Overlay	Fiscally Constrained	2027	$ 5,376,000
P13	Old US-40	Spring Valley Dr	Crider Rd	Reconstruction		2040	$ 6,390,000
P14	Grant Ave Republican River Bridge Repair			Bridge repair	Illustrative B	2030	$ 2,464,000
P15	K-18 Preservation	Rucker Rd	Blue Jay Way	Resurfacing		2035	$ 1,905,000
P16	K-57: Resurfacing	18th St	Elmdale Ave	Resurfacing		2035	$ 2,540,000

Fiscally Constrained Projects

C2050 #	Project Name	Starting Terminus	Ending Terminus	Improvements	List	Year	Const. Year Cost Estimate
E07	Casement Rd	Brookmont St	Allen Rd/Knox Rd	3-lane (from 2-lane)	Fiscally Constrained	2026	$ 5,880,000
E11	Excel Rd	Cara's Way	Junietta Rd	Paved 3-lane (from gravel 2-lane)	Fiscally Constrained	2027	$ 4,480,000
E14	Harvest Rd	Excel Rd	Lake Elbo Rd	Paved 3-lane (from gravel 2-lane)	Fiscally Constrained	2028	$ 2,240,000
E26	Marlatt Ave	Browning Ave	Denison Ave	4-lane (from 2-lane) with MUP	Fiscally Constrained	2027	$ 3,000,000
E46	Grant Ave Reconstruction	Washington St	Ft. Riley	5-lane (from 4-lane)	Fiscally Constrained	2026	$ 18,000,000
E47	Elm Slough Rd	K-99	Salzer Rd	Paved 3-lane (from gravel 2-lane)	Fiscally Constrained	2035	$ 3,810,000
M30	I-70 & K-18 Interchange			Auxillary Lane with Flyover Ramp and improved On-Ramp radius	Fiscally Constrained	2024	$ 16,057,400
M40	McFarland Rd & Eisenhower Dr Roundabout			Roundabout	Fiscally Constrained	2026	$ 2,800,000
M41	Miller Pkwy & Arbor Dr Roundabout			Roundabout	Fiscally Constrained	2028	$ 1,500,000
M58	US-24 & Excel Rd Intersection			Turn Lanes & Traffic Signals	Fiscally Constrained	2028	$ 3,000,000
P01	I-70 Bridge #017 Repair	I-70 @ J-Hill Rd		Bridge repair - Deck patch	Fiscally Constrained	2030	$ 5,835,900
P02	I-70: Repair & Resurfacing	mm 290	mm 296	Portland cement concrete pavement pacth (PCCP)	Fiscally Constrained	2030	$ 6,720,000
P03	K-18: Resurfacing	JC City Limit	K-15/K18 Junction	Resurfacing - chip seal	Fiscally Constrained	2027	$ 1,680,000
P04	K-57: Resurfacing	0.5 mile W of US-77/K-57 Junction	0.2 mile E of US-77/ K-57 Junction	Resurfacing: 0.5" mill & 1.5" Overlay	Fiscally Constrained	2027	$ 884,800
P06	Wasington St Bridge Preservation			Bridge Repair	Fiscally Constrained	2026	$ 659,200
P07	Taylor Rd & I-70 Bridge Repair			Bridge Repair	Fiscally Constrained	2026	$ 1,357,000
P08	US-24: Mill & Overlay	K-13	US-77	Resurfacing	Fiscally Constrained	2035	$ 12,090,400
P10	US-40B Smoky Hill River Bridge Replacement			Bridge Replacement	Fiscally Constrained	2035	$ 8,008,112
P11	US-77: Resurfacing	Golden Belt Dr	0.75 mi S of Old US-40	Resurfacing - Concrete Patch (PCCP)	Fiscally Constrained	2027	$ 1,680,000
P12	US-77: Resurfacing I-70 to GE County line	I-70	GE/RL County Line	Resurfacing: 0.5" mill & 1.5" Overlay	Fiscally Constrained	2027	$ 5,376,000

Illustrative Projects

C2050 #	Project Name	Starting Terminus	Ending Terminus	Improvements	List	Year	Const. Year Cost Estimate
E01	11th St	Poyntz Ave	Bluemont Ave	3-lane (from 2-lane)	Illustrative B	2030	$ 8,659,280
E02	17th St	Yuma St	Laramie St	3-lane (from 2-lane)	Illustrative B	2030	$ 6,347,488
E09	Claflin Rd & Hylton Heights Rd Intersection			Left Turn lanes	Illustrative B	2035	$ 1,444,879
E10	East St Extension	Chestnut St	Grant Ave	3-lane roadway	Illustrative B	2031	$ 8,001,000
E13	Grand Mere Pkwy Extension	MacLeod Dr	Marlatt Ave	2-lane roadway with bike lanes	Illustrative A	2030	$ 6,720,000
E17	I-70 & Taylor Rd Interchange			Add on/exit ramps	Illustrative B	2040	$ 7,100,000
E22	Leavenworth St - Hayes Dr Extension	Sarber Ln/Hayes Dr	TCB/Leavenworth Rd	3-lane roadway	Illustrative A	2030	$ 5,600,000
E25	Marlatt Ave	Grand Mere Pkwy	K-113	Paved 3-lane (from gravel 2-lane)	Illustrative B	2045	$ 10,687,775
E27	McCall Rd @ TCB Triple Left Turn Lanes (SB)			3 Left Turn Lanes (WB MCCall Rd >	Illustrative A	2030	$ 3,920,000
E29	Moody Rd	Junietta Rd	Mt. Zion Rd	Paved 3-lane (from gravel 2-lane)	Illustrative B	2035	$ 1,408,176
E30	Mt. Zion Rd	Moody Rd	Lake Elbo Rd	Paved 3-lane (from gravel 2-lane)	Illustrative B	2035	$ 1,905,000
E33	Sarber Ln Extension	US-24	Curve in Sarber Lan	3-lane (from 2-lane)	Illustrative A	2035	$ 1,905,000
E34	Spring Valley Rd	Ash St	Strauss Blvd	3-lane (from 2-lane)	Illustrative A	2028	$ 7,840,000
E35	Spring Valley Rd	Lacy Dr	Old US-40	3-lane (from 2-lane)	Illustrative A	2024	$ 2,660,000
E37	Strauss Blvd Extension	Taylor Rd	Current end of Strauss Blvd	3-lane roadway	Illustrative B	2040	$ 16,061,052
E38	Taylor Rd	Strauss Blvd	Liberty Hall Rd	Paved 3-lane (from gravel 2-lane)	Illustrative B	2040	$ 3,942,204
E39	Taylor Rd Expansion	I-70	Strauss Blvd	Paved 3-lane (from gravel 2-lane)	Illustrative B	2040	$ 3,677,800
E41	TCB & Bluemont Ave Turn Lanes			Double Right Turn Lanes (SB TCB > WB Bluemont Ave)	Illustrative A	2030	$ 3,920,000
E43	US-24 & Flush Rd Interchange			Interchange	Illustrative A	2040	$ 35,500,000
M02	18th St & Jackson St Roundabout			Roundabout	Illustrative A	2030	$ 2,800,000
M07	Bluemont Ave	4th St	11th St	4-lane, Right in-right out at unsignalized intersections	Illustrative B	2030	$ 940,800
M11	Chapman Rd	Vineyard Rd	St. George City limit	Paved 2-lane (from gravel)	Illustrative A	2035	$ 1,295,527
M15	Elm Slough Rd	Flush Rd	Rockenham Rd	Paved 2-lane (from gravel)	Illustrative B	2035	$ 4,421,696
M16	Elm Slough Rd	Rockenham Rd	Vineyard Rd	Paved 2-lane (from gravel)	Illustrative B	2035	$ 2,140,458
M17	Elm Slough Rd	Vineyard Rd	Flint Rock Rd	Paved 2-lane (from gravel)	Illustrative B	2035	$ 4,224,528
M18	Elm Slough Rd	Flint Rock Rd	Salzer Rd	Paved 2-lane (from gravel)	Illustrative B	2030	$ 3,725,568
M20	Flint Hills Blvd & East St Roundabout			Roundabout	Illustrative A	2030	$ 2,800,000
M35	K-18 & Munson Rd Roundabout			Roundabout	Illustrative B	2030	$ 3,136,000
M45	Poyntz Ave: Lane Reduction	Juliette Ave	MLK Jr. Blvd	3-lane with 2-way PBL (from 5-lane)	Illustrative A	2029	$ 1,901,200
M46	Ritter Rd	Liberty Hall Rd	K-18	Paved 2-lane (from gravel)	Illustrative B	2040	$ 1,420,000
M49	Rockenham Rd	US-24	Franklin Rd	Paved 2-lane (from gravel)	Illustrative B	2035	$ 1,485,600
M50	Rockenham Rd	Franklin Rd	City of St. George	Paved 2-lane (from gravel)	Illustrative B	2035	$ 1,464,501
M57	TCB: 4-lane Urbanization	Mall	McCall (west)	Urbanization of 4-lanes	Illustrative B	2040	$ 3,550,000
M61	US-24 & Lake Elbo Traffic Signal			Traffic Signal	Illustrative B	2035	$ 1,270,000
M62	US-24 & McCall (east) Roundabout			Roundabout	Illustrative A	2035	$ 5,080,000
M63	US-24 & Sarber Roundabout			Roundabout	Illustrative A	2035	$ 4,445,000
M66	US-24: 4-lane Urbanization	McCall (east)	Excell Rd	Urbanization	Illustrative B	TBD	$ 12,040,000
M67	US-24: 4-lane Urbanization	Mall	McCall (east)	Urbanization of 4-lanes	Illustrative A	2035	$ 5,080,000
M71	Washingon St & Grant Ave Roundabout			Roundabout	Illustrative A	2030	$ 2,800,000
M74	Washington St & Ash St Roundabout			Roundabout	Illustrative A	2028	$ 2,800,000
M75	K-113 & Marlatt Ave Intersection			Roundabout	Illustrative B	2035	$ 6,400,800
M77	K-113 & Anderson Ave Intersection			Turn Lanes & Traffic Signals	Illustrative B	2040	$ 17,096,800
M83	Munson Rd	High School entry	Rucker Rd	Paved 2-lane (from gravel)	Illustrative A	2030	$ 1,120,000
M84	Rucker Rd	Munson Rd	Blue Jay Way	Paved 2-lane (from gravel)	Illustrative A	2030	$ 560,000
P05	Riley Ave: Replacement	Ft. Riley Gate	Ogden City Limits	Roadway reconstruction	Illustrative A	2030	$ 9,408,000
P14	Grant Ave Republican River Bridge Repair			Bridge repair	Illustrative B	2030	$ 2,464,000

Modernization (MOD) – TDM Projects

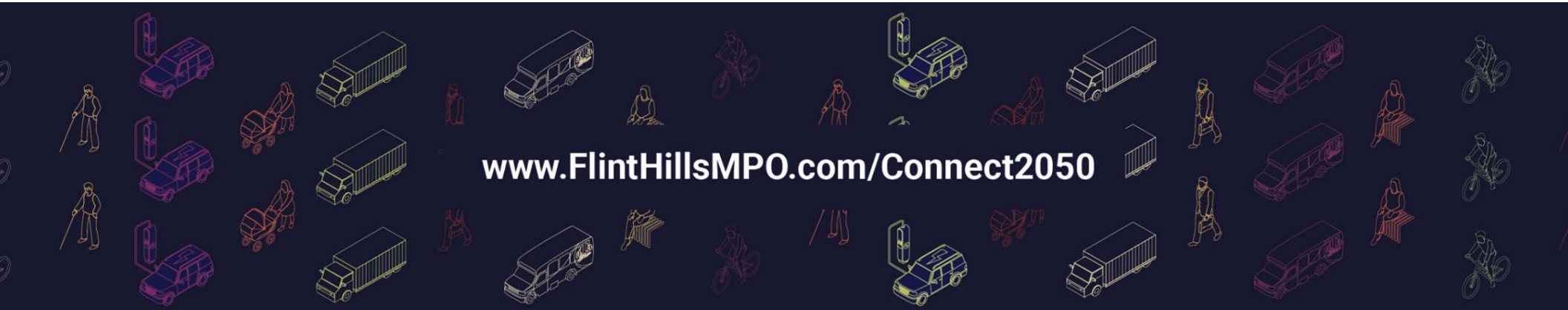
C2050 #	Model	Project Name	Year	Cost: 2025	Cost: Construction Year
M01	MOD	18th St	2030	$ 105,000	$ 117,600
M02		18th St & Jackson St Roundabout	2030	$ 2,500,000	$ 2,800,000
M03	MOD	6th St	2035	$ 280,000	$ 355,600
M04	MOD	Whitney Rd	2035	$ 70,000	$ 88,900
M05	MOD	Anderson Ave	2030	$ 500,000	$ 560,000
M06	MOD	Blue River Rd	2045	$ 6,320,150	$ 9,922,636
M07	MOD	Bluemont Ave	2030	$ 840,000	$ 940,800
M08		Burr Oak Rd	2050	$ 2,816,400	$ 4,844,208
M09		Cannonball Rd	2050	$ 3,326,400	$ 5,721,408
M10		Cannonball Rd	2050	$ 1,153,000	$ 1,983,160
M11	MOD & EXP	Chapman Rd	2035	$ 1,020,100	$ 1,295,527
M12	MOD	Claflin Rd	2035	$ 1,000,000	$ 1,270,000
M13	MOD	Claflin Rd	2035	$ 1,000,000	$ 1,270,000
M14	MOD	Eisenhower Dr	2035	$ 140,000	$ 177,800
M15	EXP	Elm Slough Rd	2035	$ 3,481,650	$ 4,421,696
M16	EXP	Elm Slough Rd	2035	$ 1,685,400	$ 2,140,458
M17	EXP	Elm Slough Rd	2035	$ 3,326,400	$ 4,224,528
M18	EXP	Elm Slough Rd	2030	$ 3,326,400	$ 3,725,568
M19		Elm Slough Rd	2035	$ 1,064,450	$ 1,351,852
M20		Flint Hills Blvd & East St Roundabout	2030	$ 2,500,000	$ 2,800,000
M21		Flint Hills Blvd @ I-70 Exit Roundabout	2035	$ 3,500,000	$ 4,445,000
M22		Flint Rock Rd	2030	$ 2,217,600	$ 2,483,712
M23		Flint Rock Rd	2050	$ 2,439,350	$ 4,195,682
M24	MOD & EXP	Franklin Rd	2050	$ 997,950	$ 1,716,474
M25		Green Valley Rd	2035	$ 2,217,600	$ 2,816,352
M26	EXP	Harvest Rd	2040	$ 2,217,600	$ 3,148,992
M27	EXP	Hopkins Creek Rd	2045	$ 1,995,840	$ 3,133,469
M28	EXP	Hopkins Creek Rd	2045	$ 2,217,600	$ 3,481,632
M29	EXP	Hopkins Creek Rd	2040	$ 1,108,800	$ 1,574,496
M30		I-70 & K-18 Interchange	2024	$ 16,057,400	$ 16,057,400
M31	MOD	Jackson St	2035	$ 210,000	$ 266,700
M34		Junietta Rd	2045	$ 1,000,000	$ 1,570,000
M35		K-18 & Munson Rd Roundabout	2030	$ 2,800,000	$ 3,136,000
M36		Lewis Wilson Rd	2050	$ 2,128,900	$ 3,661,708
M37		Lewis Wilson Rd	2050	$ 1,000,000	$ 1,720,000
M38	EXP	Liberty Hall Rd	2040	$ 500,000	$ 710,000
M39	EXP	Liberty Hall Rd	2040	$ 1,000,000	$ 1,420,000
M40	MOD	McFarland Rd & Eisenhower Dr Roundabout	2026	$ 2,800,000	$ 2,800,000
M41		Miller Pkwy & Arbor Dr Roundabout	2028	$ 1,500,000	$ 1,500,000
M42		Moody Rd	2040	$ 1,108,800	$ 1,574,496
M43		Mt. Zion Rd	2040	$ 1,000,000	$ 1,420,000
M45	MOD	Poyntz Ave: Lane Reduction	2029	$ 1,697,500	$ 1,901,200
M46	EXP	Ritter Rd	2040	$ 1,000,000	$ 1,420,000
M47	MOD & EXP	Rockenham Rd	2050	$ 1,884,950	$ 3,242,114
M48	MOD & EXP	Rockenham Rd	2050	$ 1,596,700	$ 2,746,324
M49	MOD & EXP	Rockenham Rd	2035	$ 1,061,280	$ 1,485,792
M50	MOD & EXP	Rockenham Rd	2035	$ 1,153,150	$ 1,464,501
M51		Salzer Rd	2050	$ 2,217,600	$ 3,814,272
M52		Sand Creek Rd	2050	$ 2,106,700	$ 3,623,524
M53	MOD	Say Rd	2040	$ 1,086,600	$ 1,542,972
M54		Say Rd	2045	$ 2,217,600	$ 3,481,632

C2050 #	Model	Project Name	Year	Cost: 2025	Cost: Construction Year
M55		Sixth St Rd	2045	$ 3,326,400	$ 5,222,448
M56		Sixth St Rd	2050	$ 3,326,400	$ 5,721,408
M57		TCB: 4-lane Urbanization	2040	$ 2,500,000	$ 3,550,000
M58		US-24 & Excel Rd Intersection	2028	$ 3,000,000	$ 3,000,000
M61		US-24 & Lake Elbo Traffic Signal	2035	$ 1,000,000	$ 1,270,000
M62		US-24 & McCall (east) Roundabout	2035	$ 4,000,000	$ 5,080,000
M63		US-24 & Sarber Roundabout	2035	$ 3,500,000	$ 4,445,000
M64		US-24 & South Port Roundabout	2045	$ 3,500,000	$ 5,495,000
M66	MOD	US-24: 4-lane Urbanization	TBD	$ 7,000,000	$ 12,040,000
M67	MOD	US-24: 4-lane Urbanization	2035	$ 4,000,000	$ 5,080,000
M69	MOD	Vineyard Rd	2050	$ 554,400	$ 953,568
M70	EXP	Walker Rd	2040	$ 2,439,350	$ 3,463,877
M71		Washingon St & Grant Ave Roundabout	2030	$ 2,500,000	$ 2,800,000
M72	MOD	Washington St	TBD	$ 105,000	$ 105,000
M73	MOD	Washington St	2030	$ 140,000	$ 156,800
M74		Washington St & Ash St Roundabout	2028	$ 2,500,000	$ 2,800,000
M75		K-113 & Marlatt Ave Intersection	2035	$ 5,040,000	$ 6,400,800
M76		K-113 & Gary Ave Intersection	2035	$ 500,000	$ 635,000
M77		K-113 & Anderson Ave Intersection	2040	$ 12,040,000	$ 17,096,800
M78		US-24 & Lake Elbo Interchange	2045	$ 25,000,000	$ 39,250,000
M79		Old US-77	2045	$ 1,941,000	$ 3,047,370
M81		J-Hill Rd	2030	$ 3,900,000	$ 4,368,000
M82		Clarks Creek Rd	2035	$ 3,350,000	$ 4,254,500
M83		Munson Rd	2030	$ 1,000,000	$ 1,120,000
M84		Rucker Rd	2030	$ 500,000	$ 560,000
M85		Rucker Rd	2035	$ 1,000,000	$ 1,270,000
M86		Rucker Rd	2040	$ 1,000,000	$ 1,420,000
M87		Tuttle Cove Rd	2045	$ 2,857,000	$ 4,485,490
M88		McDowell Creek Rd	2045	$ 4,325,000	$ 6,790,250
M89		Anderson Ave	2035	$ 3,150,000	$ 4,000,500
M90		Deep Creek Rd	2045	$ 1,363,000	$ 2,139,910
M91		Wildcat Creek Rd	2030	$ 2,500,000	$ 2,800,000
M92		K-99 & Old Post Rd Roundabout	2035	$ 4,500,000	$ 5,715,000
M93		US-24 & Balderson Rd Traffic Signal	2035	$ 500,000	$ 635,000
M94		Military Trail Rd (Cat Creek) Bridge Replacement	2035	$ 3,000,000	$ 3,810,000
M95		Kaw Valley Rd	2040	$ 2,500,000	$ 3,550,000
M96	MOD	Anderson Ave	TBD	TBD	TBD
P01		I-70 Bridge #017 Repair	2030	$ 5,835,900	$ 5,835,900
P02		I-70: Repair & Resurfacing	2030	$ 6,000,000	$ 6,720,000
P03		K-18: Resurfacing	2027	$ 1,500,000	$ 1,680,000
P04		K-57: Resurfacing	2027	$ 790,000	$ 884,800
P05		Riley Ave: Replacement	2030	$ 8,400,000	$ 9,408,000
P06		Wasington St Bridge Preservation	2026	$ 750,000	$ 750,000
P07		Taylor Rd & I-70 Bridge Repair	2026	$ 1,357,000	$ 1,357,000
P08		US-24: Mill & Overlay	2035	$ 9,520,000	$ 12,090,400
P10		US-40B Smoky Hill River Bridge Replacement	2035	$ 6,305,600	$ 8,008,112
P11		US-77: Resurfacing	2027	$ 1,500,000	$ 1,680,000
P12		US-77: Resurfacing I-70 to GE County line	2027	$ 4,800,000	$ 5,376,000
P13		Old US-40	2040	$ 4,500,000	$ 6,390,000
P14		Grant Ave Republican River Bridge Repair	2030	$ 2,200,000	$ 2,464,000
P15		K-18 Preservation	2035	$ 1,500,000	$ 1,905,000
P16		K-57: Resurfacing	2035	$ 2,000,000	$ 2,540,000

Expansion (EXP) – TDM Projects

C2050 #	Model	Project Name	Year	Cost: 2025	Cost: Construction Year
E01		11th St	2030	$ 7,731,500	$ 8,659,280.00
E02		17th St	2030	$ 5,667,400	$ 6,347,488.00
E03		Anderson Ave - Amherst Ave Connection	2040	$ 7,500,000	$ 10,650,000.00
E04		Anderson Ave - Grand Mere Pkwy Connection	2040	$ 3,000,000	$ 4,260,000.00
E05		Anderson Ave - Wildcat Creek Rd Connection	2040	$ 1,500,000	$ 2,130,000.00
E06	EXP	Bluemont Ave	2030	$ 5,250,000	$ 5,880,000.00
E07	EXP	Casement Rd	2026	$ 5,880,000	$ 5,880,000.00
E08	EXP	Casement Rd	2030	$ 4,000,000	$ 4,480,000.00
E09		Claflin Rd & Hylton Heights Rd Intersection	2035	$ 1,137,700	$ 1,444,879.00
E10	EXP	East St Extension	2031	$ 6,300,000	$ 8,001,000.00
E11		Excel Rd	2027	$ 4,000,000	$ 4,480,000.00
E12	MOD & EXP	Flush Rd	2035	$ 1,000,000	$ 1,270,000.00
E13	MOD & EXP	Grand Mere Pkwy Extension	2030	$ 6,000,000	$ 6,720,000.00
E14		Harvest Rd	2028	$ 2,000,000	$ 2,240,000.00
E15		Hunter Dr - Lauden Dr Connection	2035	$ 1,000,000	$ 1,270,000.00
E16		Hunter Dr - Miller Pkwy Connection	2035	$ 3,000,000	$ 3,810,000.00
E17	EXP	I-70 & Taylor Rd Interchange	2040	$ 5,000,000	$ 7,100,000.00
E18		Junietta Rd	2025	$ 1,120,000	$ 1,120,000.00
E19	MOD	Junietta Rd	2045	$ 8,131,200	$ 12,765,984.00
E20		Kimball Ave/Scenic Dr	2035	$ 5,000,000	$ 6,350,000.00
E21		Lauden Dr - S Wreath Ave Connection	2035	$ 1,500,000	$ 1,905,000.00
E22		Leavenworth - Hayes Dr Extension	2030	$ 5,000,000	$ 5,600,000.00
E23		Marlatt - Barnes Connection	2045	$ 2,300,000	$ 3,611,000.00
E24	EXP	Marlatt Ave	2040	$ 6,807,500	$ 9,666,650.00
E25	MOD & EXP	Marlatt Ave	2045	$ 6,807,500	$ 10,687,775.00
E26	EXP	Marlatt Ave	2027	$ 400,000	$ 3,000,000.00
E27		McCall Rd @ TCB Triple Left Turn Lanes (SB)	2030	$ 3,500,000	$ 3,920,000.00
E28		McCall Rd Extension (to 4th St)	2035	$ 4,200,000	$ 5,334,000.00
E29		Moody Rd	2035	$ 1,108,800	$ 1,408,176.00
E30	MOD & EXP	Mt. Zion Rd	2035	$ 1,500,000	$ 1,905,000.00
E33		Sarber Ln Extension	2035	$ 1,500,000	$ 1,905,000.00
E34	EXP	Spring Valley Rd	2028	$ 7,000,000	$ 7,840,000.00
E35	EXP	Spring Valley Rd	2024	$ 2,660,000	$ 2,660,000.00
E36		Stagg Hill Rd	2035	$ 7,000,000	$ 8,890,000.00
E37	EXP	Strauss Blvd Extension	2040	$11,310,600	$ 16,061,052.00
E38	EXP	Taylor Rd	2040	$ 2,776,200	$ 3,942,204.00
E39	EXP	Taylor Rd Expansion	2040	$ 2,590,000	$ 3,677,800.00
E40		TCB - Casement Rd Connection	2045	$ 2,000,000	$ 3,140,000.00
E41		TCB & Bluemont Ave Turn Lanes	2030	$ 3,500,000	$ 3,920,000.00
E42		TCB & Sarber Ln/Retail Pl Intersection	2040	$ 2,500,000	$ 3,550,000.00
E43	EXP	US-24 & Flush Rd Interchange	2040	$25,000,000	$ 35,500,000.00
E44	EXP	US-24: 6-lane Urbanization	2040	$25,000,000	$ 35,500,000.00
E45		Victory Dr Loop	2035	$ 3,500,000	$ 4,445,000.00
E46	MOD	Grant Ave Reconstruction	2026	$18,000,000	$ 18,000,000.00
E47		Elm Slough Rd	2035	$ 3,000,000	$ 3,810,000.00
E48		2nd Connection: Manhattan to Blue Township	TBD	TBD	TBD
E49	MOD	Anderson Ave & College Ave Intersection	2030	$ 2,000,000	$ 2,000,000

APPENDIX E:
DRIVE TO ZERO



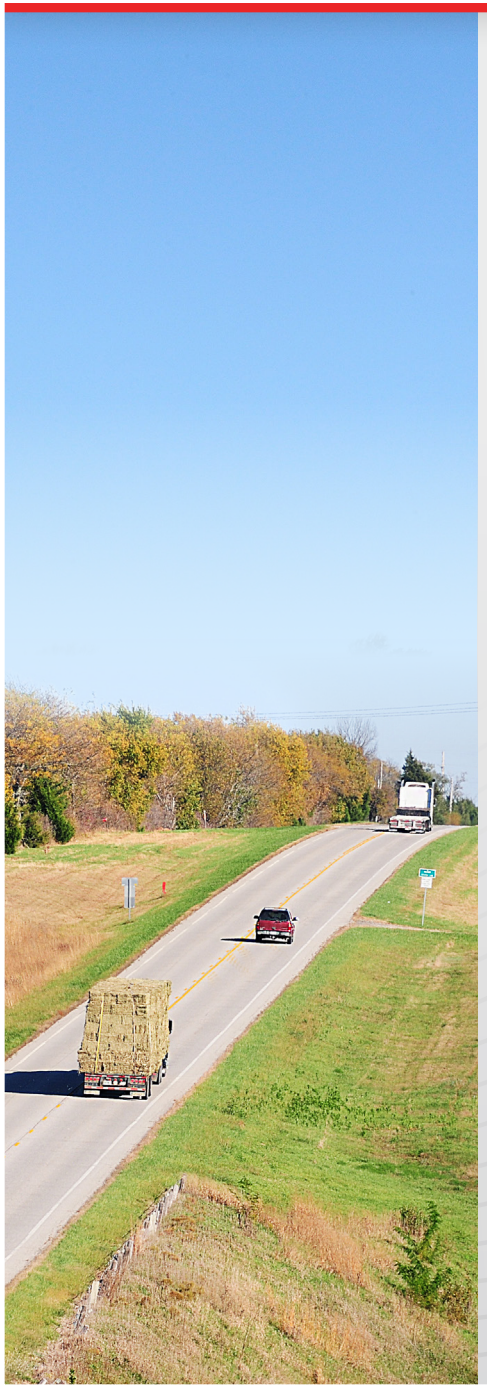
DRIVE TO ZERO
KANSAS TRAFFIC DEATHS

PREPARED BY
Kimley»Horn

2025-2029

KANSAS DRIVE TO ZERO PLAN

Strategic Highway Safety Plan



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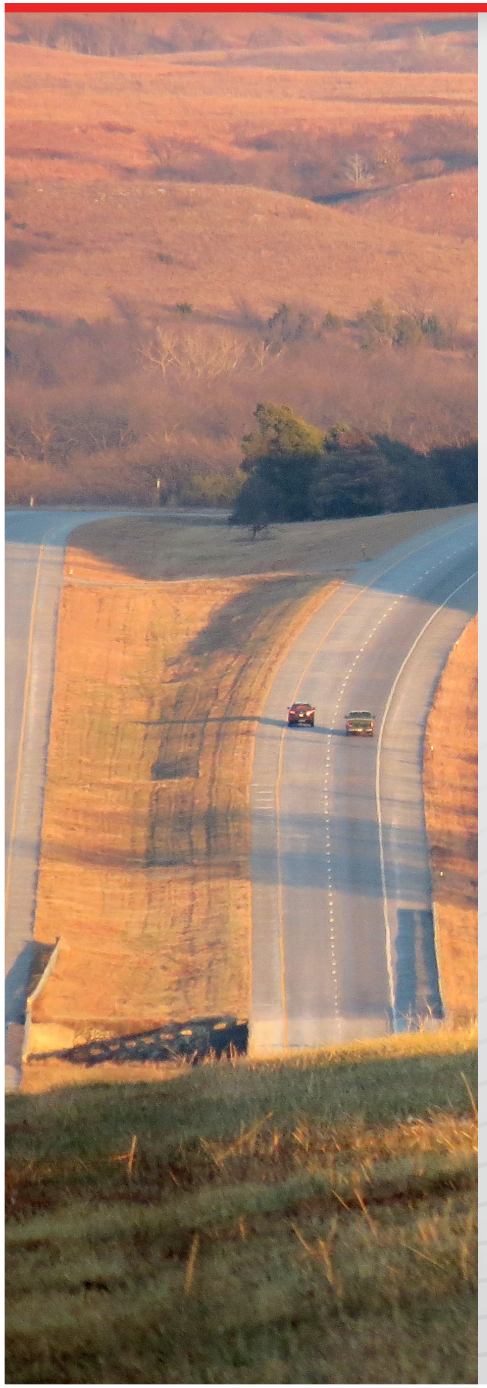


APPENDICES

Letter from the Secretary of Transportation

June 30, 2025

Dear Fellow Kansans:

The safety of everyone who travels on Kansas roadways is a responsibility we all share. Whether you are commuting to work, taking your children to school, or exploring the beauty of our great state, we must work together to make our roads safer for all.

I am proud to introduce the **Kansas Strategic Highway Safety Plan (SHSP)** for 2025-2029, officially known as the **Kansas Drive To Zero Plan.** This five-year plan represents our unwavering commitment to reducing traffic-related fatalities and serious injuries. Developed through a collaborative and data-driven approach, it unites the public and private sectors, including transportation professionals, law enforcement, emergency responders, community leaders, healthcare professionals, and policymakers with one common goal—saving lives.

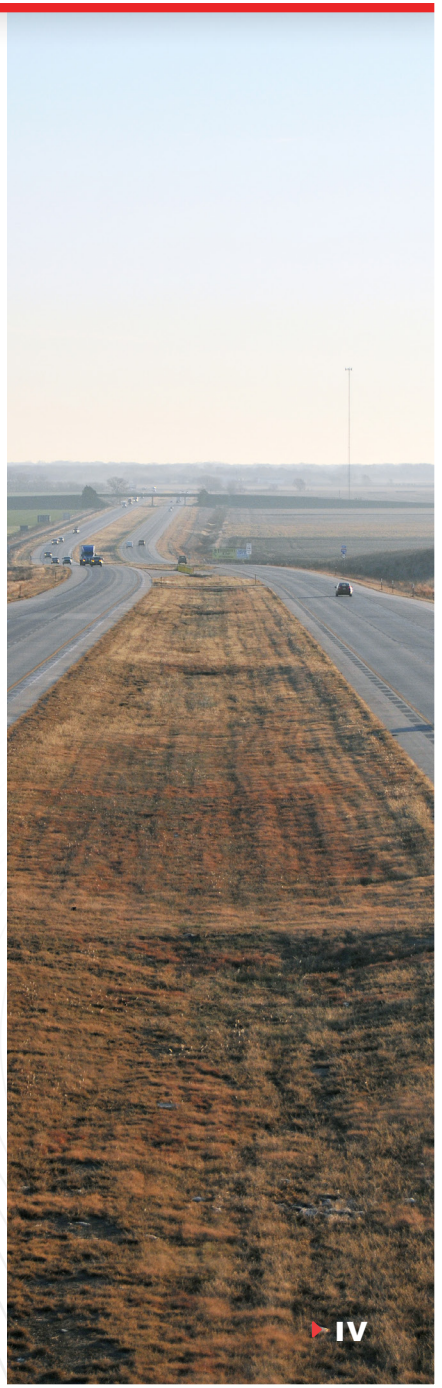
- Since the launch of the **Drive To Zero** initiative, Kansas has made meaningful progress. While we eclipsed more than 400 fatalities annually from 2016 through 2022, we have shown a promising decline over the past four years. Notably, in 2024, we recorded the fewest traffic fatalities on record. However, there is still work to be done, including addressing a concerning trend with increasing serious injuries. The Drive To Zero Plan is our commitment to build from our recent successes in transportation safety and increase our collaboration across multiple disciplines to drive fatalities down further.

- This Plan will continue or expand upon several successes from the previous five-year plan, including enhancing our Safety Corridor Pilot Program and accelerating numerous local safety planning efforts into implementation. However, we are also shifting our overall framework to embrace the **Safe System Approach**, a proven strategy that acknowledges human error and builds multiple layers of protection into our transportation network and how we respond to crashes. We have reorganized our stakeholder teams around the Safe System Approach objectives: Safer People, Safer Vehicles, Safer Roads, Safer Speeds, and Post-Crash Care. This plan includes 23 strategic initiatives aimed at tackling transportation safety as a complex, interconnected system, rather than a collection of isolated factors. By modernizing roads, promoting responsible road user habits and safe speeds, enhancing vehicle safety, and strengthening emergency response efforts, the Safe System Approach will reduce the number of preventable tragedies on our roads.

I want to extend my deepest gratitude to the many individuals and organizations who have contributed to this plan. Your dedication and hard work make a difference in the lives of Kansans across the state. Achieving zero traffic-related fatalities will ultimately require the commitment of every Kansan. **Together, we can drive Kansas toward zero traffic-related fatalities.** Let's continue to prioritize safety while delivering transportation that keeps Kansans moving forward.

Sincerely,

CALVIN E. REED, P.E.
Secretary of Transportation and Chair of Drive To Zero Coalition



Acknowledgments

Drive To Zero Coalition

The Drive To Zero Coalition is an executive-level body representing local, state and federal agencies, advocacy organizations, the private sector, and the Kansas House and Senate Transportation Committees. The Coalition oversees the development and implementation of the Kansas Drive To Zero Plan. ***The State of Kansas thanks these organizations and the individuals behind these organizations for committing their time and talent to the Drive To Zero Plan.***

- AAA of Kansas
- Cisco Systems, Inc.
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Kansas House Transportation Committee Chair
- Kansas Association of Counties
- Kansas Association of Chiefs of Police
- Kansas Department of Commerce
- Kansas Department of Education
- Kansas Department of Health and Environment
- Kansas Department of Revenue
- Kansas Department of Transportation
- Kansas Emergency Nurses Association
- Kansas EMS Association
- Kansas Highway Patrol
- Kansas Hospital Association
- Kansas Insurance Department
- Kansas Judicial Branch
- Kansas Mothers Against Drunk Driving
- Kansas Motor Carriers Association
- Kansas Peace Officers Association
- Kansas Public Health Association
- Kansas Senate Transportation Committee Chair
- Kansas Sheriffs Association
- Kansas Turnpike Authority
- League of Kansas Municipalities
- National Highway Traffic Safety Administration

Strategy Teams

The Drive To Zero Stakeholder Teams include subject matter experts who developed the Drive To Zero Plan strategies and will implement and evaluate these strategies over the next five years. The State of Kansas thanks the many members of the Strategy Teams and the Team Leaders listed below for committing their time and talent to the Drive To Zero Plan.

SAFER PEOPLE

- Karen Wittman, *Chair (Judge, Wyandotte County)*
- Gary Herman, *Owner (KDOT)*
- Maura Fitzgerald, *Owner Support (KDOT)*
- Nic Ward, *Manager (Consultant Team)*
- Nicole Waldheim, *Manager Support (Consultant Team)*

SAFER VEHICLES

- Kip Strauss, *Chair (HNTB)*
- Haley Dougherty, *Owner (KDOT)*
- Max Wilcox, *Owner Support (KDOT)*
- Tim Burrows, *Manager (Consultant Team)*
- Nic Ward, *Manager Support (Consultant Team)*

SAFER ROADS

- Kristi Eichkorn, *Chair (KTA)*
- Haley Dougherty, *Owner (KDOT)*
- Max Wilcox, *Owner Support (KDOT)*
- Nicole Waldheim, *Manager (Consultant Team)*
- Jeff McKerrow, *Manager Support (Consultant Team)*

SAFER SPEEDS

- Jessica Hutton, *Chair (Burns & McDonnell)*
- Haley Dougherty, *Owner (KDOT)*
- Max Wilcox, *Owner Support (KDOT)*
- Tim Burrows, *Manager (Consultant Team)*
- Anthony Gallo, *Manager Support (Consultant Team)*

POST-CRASH CARE

- Wendy O'Hare, *Chair (KDHE)*
- Chris Bortz, *Owner (KDOT)*
- Max Wilcox, *Owner Support (KDOT)*
- Tim Burrows, *Manager (Consultant Team)*
- Slade Engstrom, *Manager Support (Consultant Team)*

Support Teams

The Drive To Zero Support Teams provide technical support and resources to advance the work of the Drive To Zero Coalition and Strategy Teams. The State of Kansas thanks the members of the Support Teams and the Team Leaders listed to the right for committing their time and talent to the Drive To Zero Plan.

DATA

- Jay Aber, *Chair (HDR)*
- Jim Hollingsworth, *Owner (KDOT)*
- Amy Smith, *Owner Support (KDOT)*
- Wenjun Yang, *Owner Support (KDOT)*
- Drew Pearson, *Manager (Consultant Team)*
- Anthony Gallo, *Manager Support (Consultant Team)*

POLICY

- Lt. Roy Wise, *Chair (KHP)*
- Chris Bortz, *Owner (KDOT)*
- Ingrid Vandervort, *Owner Support (KDOT)*
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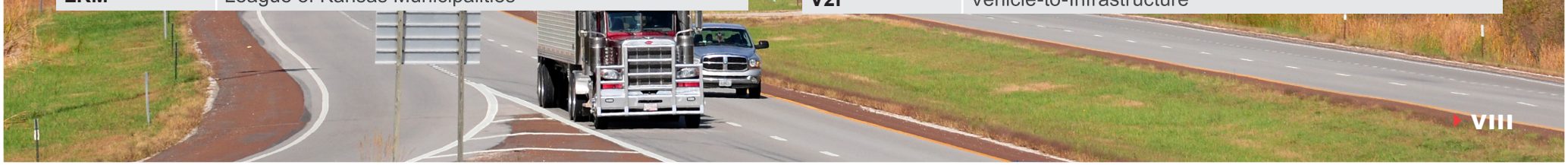
- Samantha Anderson, *Kimley-Horn*
- Nicole Waldheim, *Fehr & Peers*
- Nic Ward, *Safe System Solutions*
- Drew Pearson, *Wilson & Company*
- Slade Engstrom, *GFT*
- Nikhila Gunda, *University of Kansas Transportation Center*
- Deb Miller, *Avalon Lane*

Table of Abbreviations / Acronyms

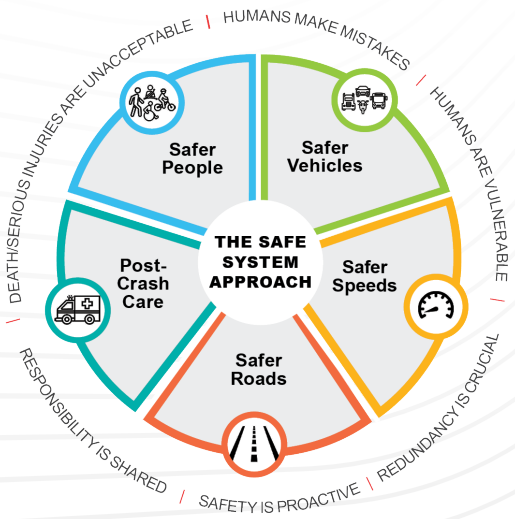
AAA	American Automobile Association
ATCMTD	Advanced Transportation and Congestion Management Technologies Deployment (Grant)
AV	Autonomous Vehicle
BIL	Bipartisan Infrastructure Law
CMV	Commercial Motor Vehicle
CAD	Computer-Aided Dispatch
CV	Connected Vehicle
CVSP	Commercial Vehicle Safety Plan
DTZ	Drive To Zero
EMS	Emergency Medical Service
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FTA	Federal Transit Administration
HRRR	High-Risk Rural Road
HRUR	High-Risk Urban Road
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
IIJA	Infrastructure Investment and Jobs Act
IKE	Eisenhower Legacy Transportation Program
ITS	Intelligent Transportation System
KAC	Kansas Association of Counties
KBEMS	Kansas Board of Emergency Medical Services
KBI	Kansas Bureau of Investigation
KDHE	Kansas Department of Health and Environment
KDOR	Kansas Department of Revenue
KDOT	Kansas Department of Transportation
LKM	League of Kansas Municipalities
LTAP	Local Technical Assistance Program
LRTP	Long Range Transportation Plan
LRSP	Local Road Safety Plan
MPO	Metropolitan Planning Organization
MCSAP	Motor Carrier Safety Assistance Program
NHTSA	National Highway Traffic Safety Administration
NRSS	National Roadway Safety Strategy
ODP	Older Driver or Pedestrian
S.A.F.E.	Seatbelts Are For Everyone
SAFE-T	Safety Advocacy For Employee Transportation
SAP	Safety Action Plan
SCPP	Safety Corridor Pilot Program
SHSP	Strategic Highway Safety Plan
SPR	State Planning and Research
SRTS	Safe Routes to School
SSA	Safe System Approach
SS4A	Safe Streets and Roads For All (Program)
SSI	Strategic Safety Improvement (Program)
STIP	Statewide Transportation Improvement Program
TIM	Traffic Incident Management
TIP	Transportation Improvement Program
TEAP	Traffic Engineering Assistance Program
TRCC	Traffic Records Coordinating Committee
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
VRU	Vulnerable Road User
VRUSA	Vulnerable Road User Safety Assessment
V2I	Vehicle-to-Infrastructure



Executive Summary

From 2019 to 2023, traffic crashes fatally injured more than 2,000 people and seriously injured more than 8,000 others on public roadways in Kansas. These crashes impact countless family members, friends, and loved ones, and they represent a staggering economic and societal cost to the State. **The 2025-2029 Kansas Drive To Zero Plan (DTZ Plan) represents the State's strategic commitment to bring these fatalities and serious injuries down to the only acceptable number: zero.**

The DTZ Plan is the State's federally required Strategic Highway Safety Plan (SHSP) for the next five years and documents the State's dedicated efforts and commitment to reduce highway fatalities and serious injuries on all public roads. The Plan builds from successes and lessons learned from the previous 2020-2024 SHSP, such as the State's 2023 Vulnerable Road User Safety Assessment (VRUSA, incorporated into this SHSP), significant investments in local safety planning, and the Safety Corridor Pilot Program. The Plan development has been led by the DTZ Coalition, an executive-level body representing local, state and federal agencies, advocacy organizations, the private sector, and the Kansas House and Senate Transportation Committees.



For this 2025-2029 Plan, the DTZ Coalition chose to use the **Safe System Approach** as the organizing structure for the DTZ Plan. The Safe System Approach is the U.S. Department of Transportation's (USDOT's) guiding framework to reduce fatal and serious injury crashes, and it emphasizes designing a system with many redundancies to reduce the likelihood of fatality and serious injury. This approach encompasses five objectives around which the DTZ Plan is organized: Safer People, Safer Vehicles, Safer Roads, Safer Speeds, and Post-Crash Care. Five volunteer stakeholder teams from across the state, known as Strategy Teams, are each dedicated to one of these five objectives. The DTZ Coalition and Strategy Teams are supported by three Support Teams—Data, Policy, and Communication—which provide technical expertise and resources to advance and implement the Plan strategies and initiatives.

In addition to significant multidisciplinary stakeholder input, the DTZ Plan is rooted in the use of safety data to identify critical transportation safety challenges (Emphasis Areas), some of which were noted in the 2020-2024 SHSP. Statewide crash data for all public roads in Kansas identified the following Emphasis Areas:

- **Roadway Departure**
- **Occupant Protection**
- **Impaired Driving**
- **Older Drivers**
- **Intersections**
- **Local Roads**
- **Teen Drivers**
- **Vulnerable Road Users (Pedestrians and Cyclists)**
- **Speeding***
- **Distracted Driving***
- **Motorcyclists***
- **Commercial Motor Vehicles***

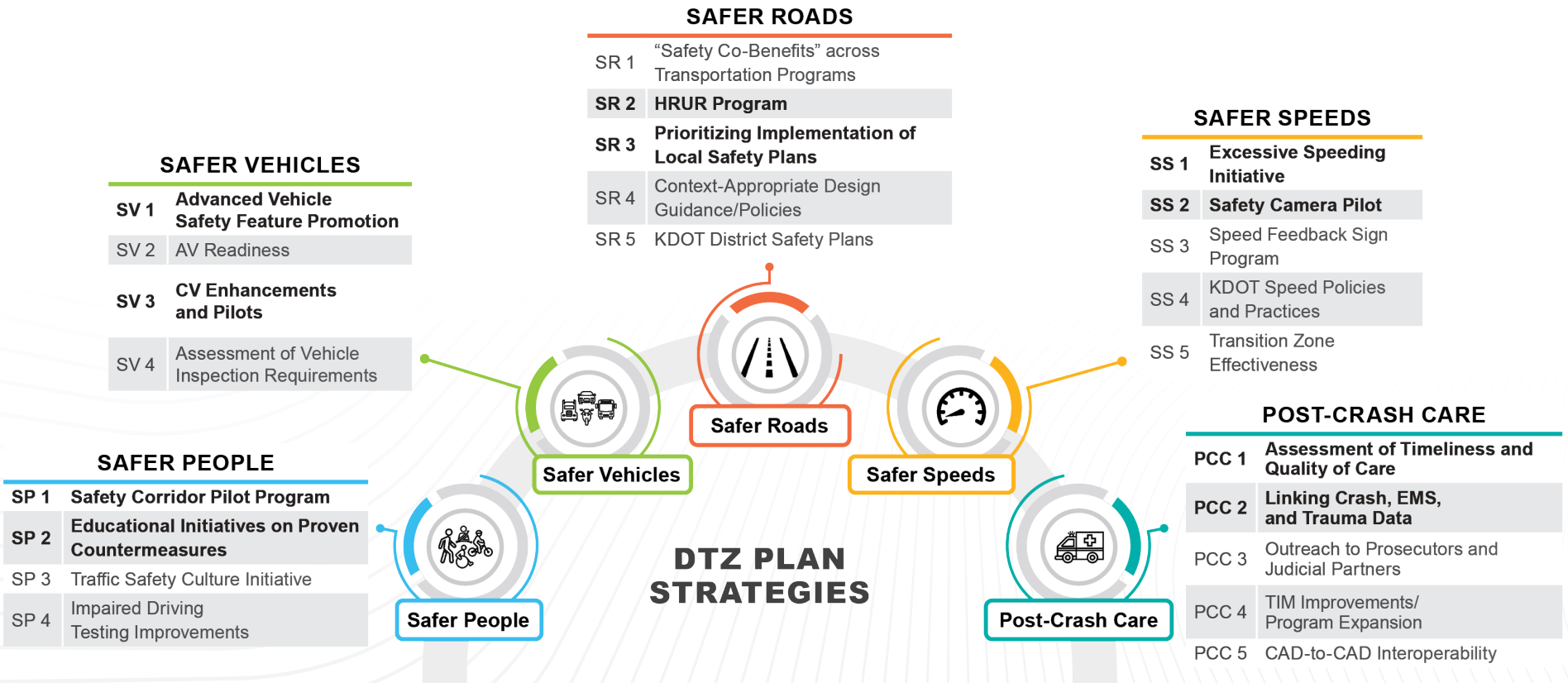
**New Emphasis Areas for 2025-2029*

Based on the stakeholder input and data analysis, the DTZ Coalition and Strategy Teams identified 23 strategic initiatives (four to five strategies per team) that will be carried out over the next five years as the DTZ Plan is implemented. Each team, along with the Coalition, identified two strategies as "priority." The 2025-2029 DTZ Plan strategies are shown on the following page. Each strategy has an associated Action Plan that is provided in **Appendix A** of the DTZ Plan, including action steps, leaders, partners, and timelines for implementation.

Over the next five years, the DTZ Coalition will oversee implementation of these strategies by the Strategy Teams, with support from the three

Support Teams. In addition to the Support Teams, numerous Task Forces will continue to meet on a regular basis and coordinate with the DTZ Coalition and KDOT's Bureau of Transportation Safety. The Bureau and Strategy Teams will continuously evaluate the efficacy of each strategy and if it should be modified or discontinued. While the DTZ Plan is updated every five years, the individual Strategy Action Plans will be updated annually when necessary.

Safety on highways and roads profoundly impacts every Kansan and those traveling through the state. The commitments made in the DTZ Plan will resonate through future generations, fostering a culture where transportation safety is prioritized and cherished. ***Kansas's leaders have an opportunity—and a responsibility—to make a significant difference by driving the number of traffic deaths to the only acceptable number: zero.***



Bold *indicates strategies identified as Priority by DTZ Coalition and Strategy Team members.*

1. Introduction and Background

In Kansas, there are nearly 140,000 miles of public roads, streets, and highways that connect residents and visitors to jobs, healthcare, services, education, recreation, and more. These roads provide access to opportunity and are an economic backbone for our state. Unfortunately, traversing this vast network exposes road users to situations where fatality or serious injury may occur. From 2019 to 2023, traffic crashes killed 2,051 people and seriously injured another 8,212 on public roadways in Kansas.[1] These fatalities and serious injuries result in an economic cost of more than $30 billion to the state—or more than $2,000 per resident annually over that time.[2] These are staggering societal costs for a state that has more road miles per taxpayer than almost every other state. More importantly, these crashes impact countless family members, friends, and loved ones. **The 2025-2029 Kansas Drive To Zero Plan (DTZ Plan) represents the state's strategic commitment to bring these fatalities and serious injuries down to the only acceptable number: zero.**

Traffic crashes have killed or seriously injured *more than 10,000 people* on Kansas roads over the past 5 years, at a cost of *more than $2,000 per resident* annually.

1.1 What is the Kansas Drive To Zero Plan?

As a major component of the federal Highway Safety Improvement Program (HSIP), the DTZ Plan is the State's federally required Strategic Highway Safety Plan (SHSP) for the next five years and documents the State's dedicated efforts and commitment to reduce highway fatalities and serious injuries on all public roads.[3] This Plan builds from successes and lessons learned from the previous 2020-2024 SHSP and mirrors successful frameworks from peer states. It combines comprehensive data analysis with a collaborative, multidisciplinary stakeholder approach. Developed in consultation with federal, state, local, and private sector safety stakeholders, this Plan outlines safety needs, strategies, and actions over the next five years. These strategies are organized around the principles and objectives of the Safe System Approach, the U.S. Department of Transportation's (USDOT's) guiding paradigm for roadway safety. By implementing evidence-based strategies and promoting a culture of safety, **we will collectively drive to zero fatalities on Kansas roadways.**

1 *KDOT defines a Suspected Serious Injury, or "serious injury," as any injury other than a fatal injury that results in one or more of the following: severe laceration, broken or distorted extremity, crush injuries, suspected skull, chest, or abdominal injury, significant burns, unconsciousness, and/or paralysis.*
2 *KDOT analysis using Federal Highway Administration (FHWA) method for estimating crash costs for highway safety analysis.*
3 *U.S.C. §148 (c)(1)*

Vision, Mission, Goals

Aligning with the Kansas Department of Transportation's (KDOT's) current long-range transportation plan (LRTP), the DTZ Plan envisions a time when no lives are lost and no persons are seriously injured in traffic crashes on public roads in Kansas.[4] To achieve this vision, this Plan emphasizes statewide collaboration across organizations and disciplines and strategic investments in Safer Roads, Safer Speeds, Safer People, Safer Vehicles, and Post-Crash Care. These strategic investments align with the goals from the LRTP, which repeatedly emphasizes maximizing the use of limited funds and utilizing strategies with proven benefits—most notably, the benefits of reductions in injury and loss of life.

Vision

- Reach zero fatalities and serious injuries on all public roads in Kansas.

Mission

- Champion transportation safety on all public roads in Kansas through development and implementation of the DTZ Plan, collaboration amongst public and private sector partners, and growing a culture dedicated to continuously improving transportation safety.

Goals

1. Safety and Security:
Eliminate fatalities and serious injuries from traffic crashes.

2. Transportation System Management:
Maximize the safety performance of the existing system through investments that incorporate safety co-benefits.

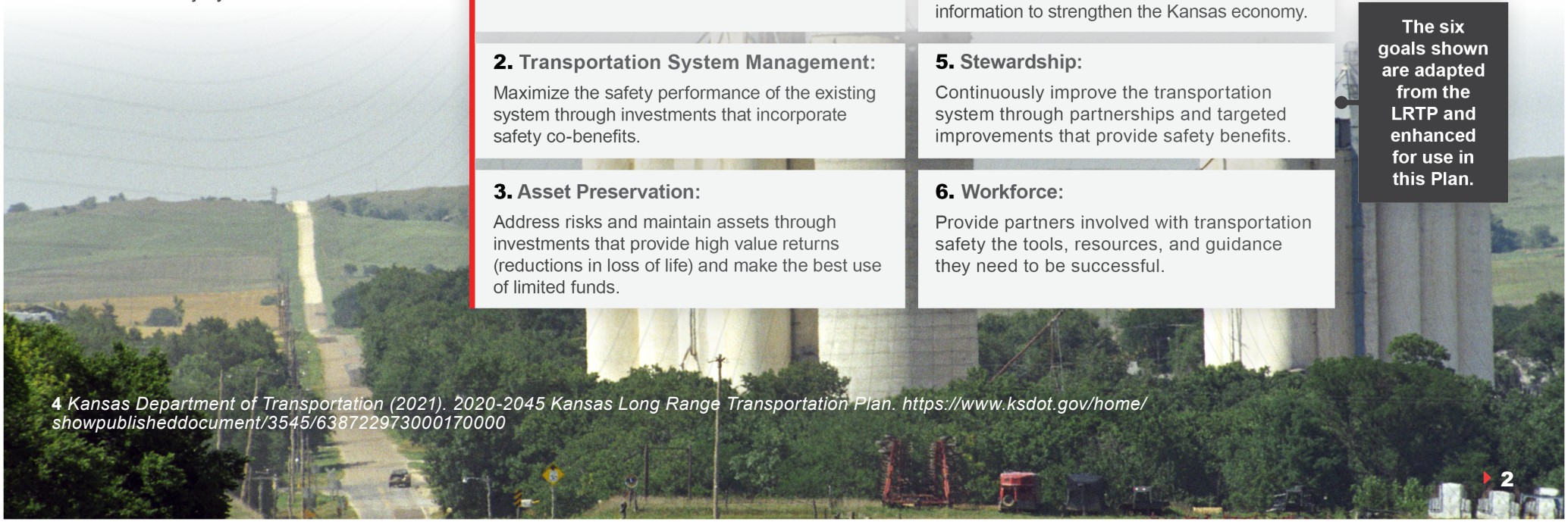
3. Asset Preservation:
Address risks and maintain assets through investments that provide high value returns (reductions in loss of life) and make the best use of limited funds.

4. Freight and Economic Vitality:
Improve reliability and increase flexibility for safe, cost-efficient movement of people, goods, and information to strengthen the Kansas economy.

5. Stewardship:
Continuously improve the transportation system through partnerships and targeted improvements that provide safety benefits.

6. Workforce:
Provide partners involved with transportation safety the tools, resources, and guidance they need to be successful.

The six goals shown are adapted from the LRTP and enhanced for use in this Plan.



4 *Kansas Department of Transportation (2021). 2020-2045 Kansas Long Range Transportation Plan. https://www.ksdot.gov/home/showpublisheddocument/3545/638722973000170000*

1.2 Past Safety Planning in Kansas

Federal legislation has required that states develop an SHSP since 2005. The DTZ Plan represents the seventh iteration of the Kansas SHSP. This Plan builds from the most recent SHSP, the 2020-2024 edition, notably carrying forward several successful initiatives from the previous five years. This Plan also builds from the state's first-ever Vulnerable Road User Safety Assessment (VRUSA) completed in 2023 as an addendum to the 2020-2024 SHSP.[5] The VRUSA focuses specifically on reducing fatalities and serious injuries for pedestrians, cyclists, and other non-motorized travelers on Kansas roads, and it introduces the Safe System Approach at a statewide level. The DTZ Plan incorporates the recommendations of the 2023 VRUSA.

Local Safety Planning

The 2020-2024 SHSP implementation efforts emphasized the importance of local safety planning, as the local road network in Kansas comprises the majority of fatalities and serious injuries (as opposed to the KDOT state-maintained highway system). These implementation efforts resulted in KDOT funding Local Road Safety Plans (LRSPs) for 102 out of the 105 counties in Kansas. The LRSPs used a data-driven approach to prioritize projects on the local system and help counties apply for HSIP funding. In a tangential effort, through the state's Build Kansas Fund[6], the state provided match support to 49 (and counting) federal Safe Streets and Roads for All (SS4A)[7] grant awards for communities across the state. The SS4A program is a new program initiated under the 2022 Infrastructure Investment and Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Law [BIL]) and provides funding for local safety planning, demonstration activities, and implementing safety projects. Across these grant awards, 83 percent of the state's population is covered by an SS4A grant. **Over the past few years, the state has invested heavily in safety planning at the local level; the DTZ Plan thus seeks to align those many local planning efforts with statewide priorities to support implementation of these plans.**

Figure 1. History of the SHSP in Kansas.

5 *KDOT (2023). 2023 Kansas Vulnerable Road User Safety Assessment. https://www.ksdot.gov/home/showpublisheddocument/9126/638739380011030000*
6 *https://www.kshub.gov/build-kansas-fund/build-kansas-fund-overview*
7 *https://www.transportation.gov/grants/SS4A*

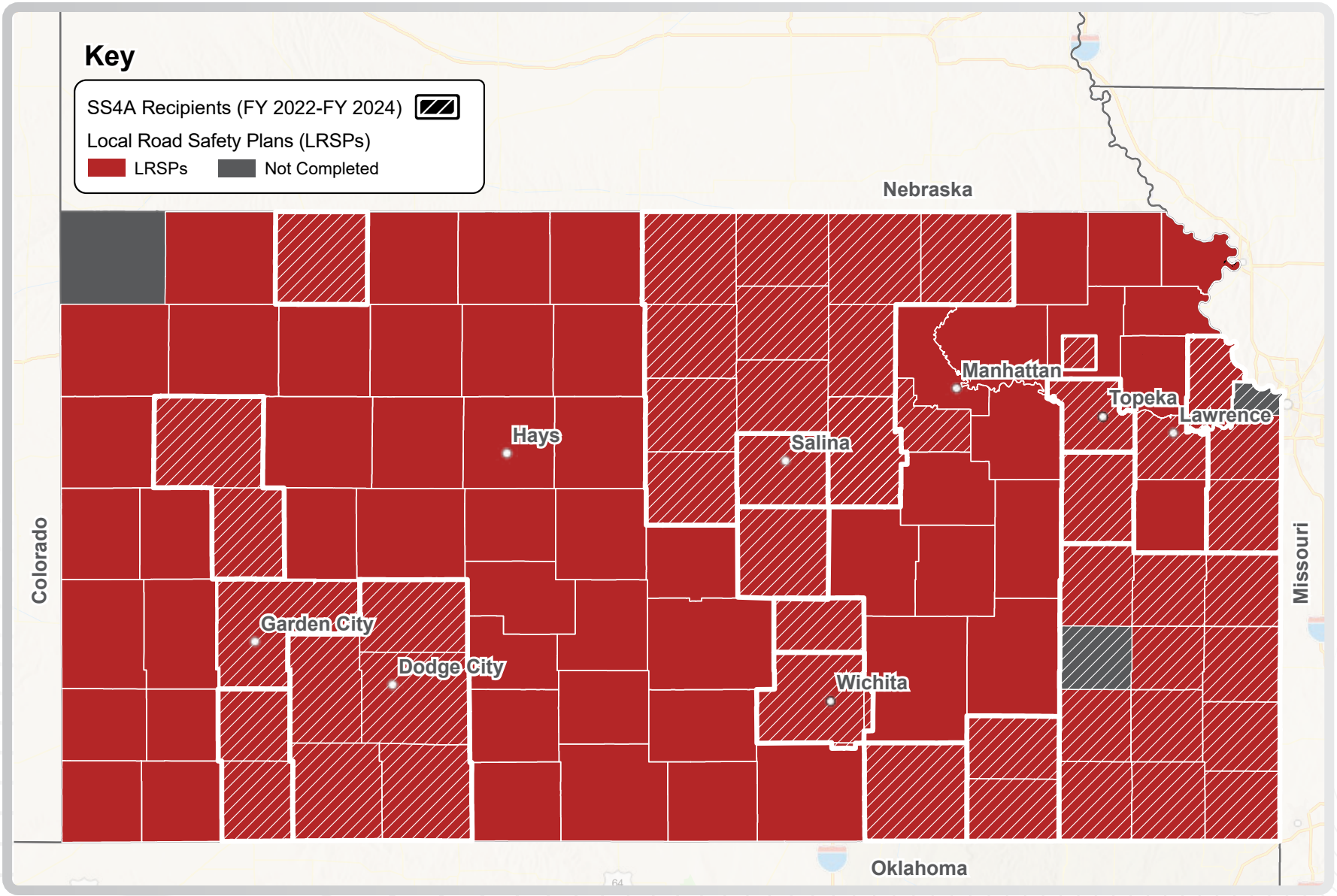


Figure 2. SS4A grant award locations and County LRSPs completed.

Building from the Success of the 2020-2024 SHSP

The DTZ Plan lays out a process for moving forward and building from the success of the previous five-year plan. The following highlights several major outcomes from the 2020-2024 SHSP, reflecting the growing collaboration across disciplines working toward our shared goal. While many of these legacy efforts that are underway and will continue are not discussed at length, some of these are further elaborated on in the DTZ Plan.

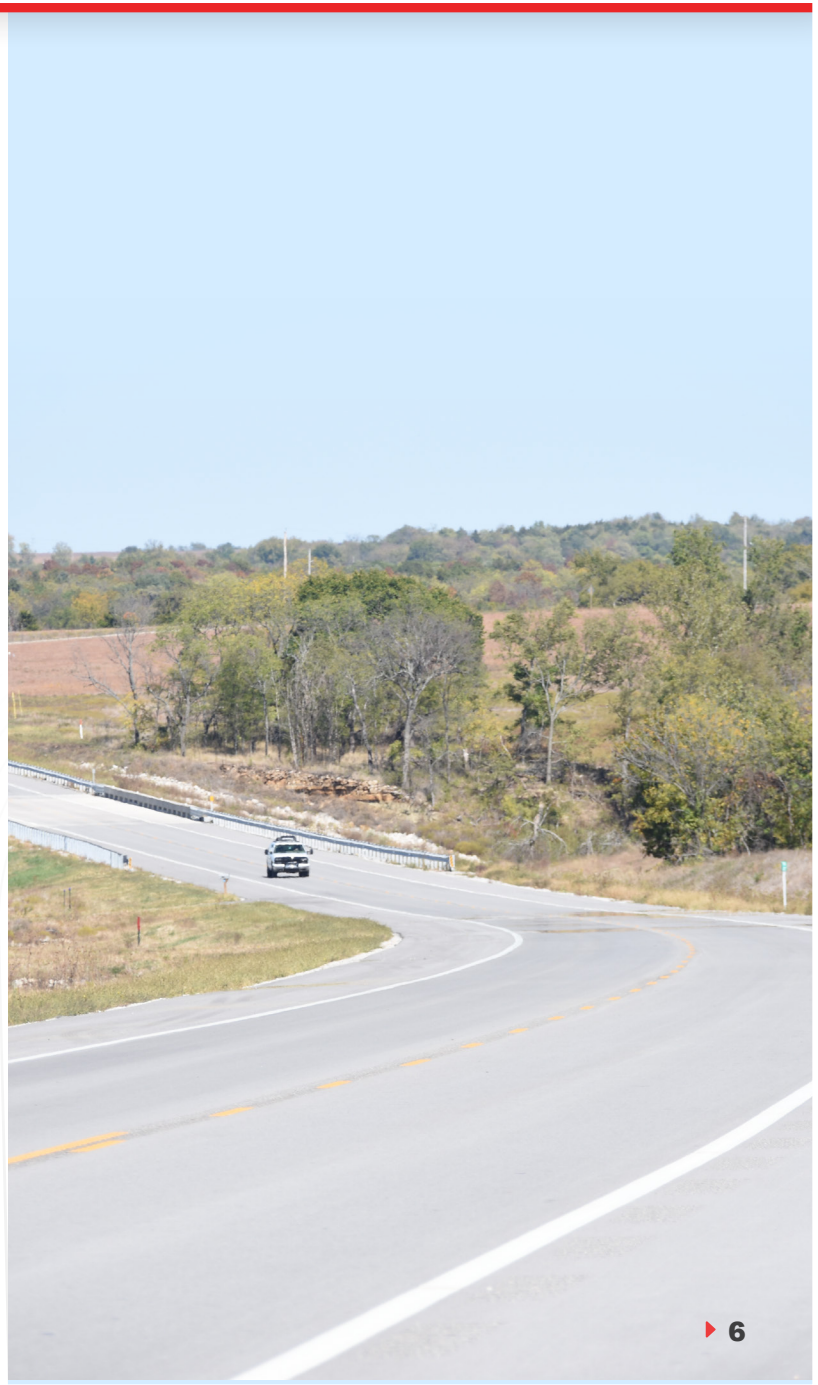
In 2024, the state observed its *lowest-ever number of traffic fatalities* (338). This is 49 fewer fatalities than in 2023, a 13 percent decrease.[8]

Successes:

- ✔ Deploying a Safety Corridor Pilot Program across four identified corridors in 2023 to raise driver awareness and improve driver behavior, which will continue through 2028[9]
- ✔ Completing LRSPs for 102 out of 105 counties, and subsequently providing nearly $8 million annually in High-Risk-Rural Roads (HRRR) funding awards for design and construction of safety improvements
- ✔ Supporting 49 (and counting) SS4A grants awards for communities across the state, a return of more than $25 million in safety investment in just three years
- ✔ Launching of the online planning tools DTZ Crash Data Dashboard[10] and VRUSA Tool[11] to support communities and transportation safety professionals with local safety data
- ✔ Establishing the KDOT Bureau of Transportation Safety in 2020 to improve the State's safety performance and deliver existing and new safety programs
- ✔ Reorganizing the Executive Safety Council into the Drive To Zero Coalition in 2021
- ✔ Diversifying and growing participation in the Annual Kansas Transportation Safety Conference using the Safe System Approach, including the gathering of Regional Discussions to grow coalitions and partnerships across Kansas
- ✔ Expanding the branding and marketing strategy for the Drive To Zero, including social norming campaigns, regionally targeted campaigns, sports and event marketing campaigns, social media influencer campaigns, and overall increased market exposure
- ✔ Implementing a traffic safety message plan for digital message signs

8 *As of April 15, 2025; note that these figures are preliminary and pending trauma and investigative outcomes.*
9 *https://www.ksdot.gov/programs/safety-programs/kansas-safety-corridor-pilot-program*
10 *https://storymaps.arcgis.com/stories/01b8e784d1634e94b84ea0df67b8aea4*
11 *https://storymaps.arcgis.com/stories/d2f84d52c22b44d983c3907dcaf76f4b*

- ✔ Investing in the crash data system, including rebuilding the crash processing system and successfully pursuing a $3 million federal discretionary grant to improve electronic crash reporting
- ✔ Expanding the Seatbelts Are For Everyone (S.A.F.E.) program to high schools throughout Kansas
- ✔ Expanding targeted high-visibility enforcement grantees throughout Kansas
- ✔ Supporting the establishment of the regional safety coalition at the Wichita Area Metropolitan Planning Organization (MPO)
- ✔ Establishing a Road Safety Assessment Training curriculum with the Kansas Local Technical Assistance Program (LTAP) Center
- ✔ Establishing the Preservation Plus Program and a highway system policy to systematically install edge line and centerline rumble strips in pavement preservation projects
- ✔ Completing the Older Driver and Pedestrian Secondary Assessment and improving Kansas' understanding of crash types and risk factors for drivers over the age of 65
- ✔ Supporting the continued development of a roadside oral fluids program to improve impaired driving testing and prevention
- ✔ Implementing a safety network screening analysis tool for use on State system highway projects
- ✔ Establishing the Clear Zone Program to systemically address roadside safety on low volume highways
- ✔ Establishing the Bridge Rail Program to address roadside safety associated with bridges on the highway system
- ✔ Establishing the Strategic Safety Improvements program that includes additional State funding to advance the implementation of highway safety investments
- ✔ Establishing the IKE Drivers Education Scholarship Program to reduce the barrier of entry for low-income students to participate in driver's education
- ✔ Establishing KDOT's interdivisional Safety Advocacy For Employee Transportation (SAFE-T) team focused on organizational safety culture and the programmatic integration of safety across agency programs
- ✔ Establishing new safety liaison positions, including a First Responder Liaison and a Judicial Outreach Liaison
- ✔ Expanding the Move Over Law to include individuals outside vehicles with flashing lights displayed



1.3 Shifting Gears: The Safe System Approach and Systems Thinking

Despite advances in vehicle technology and other safety measures, fatalities continued to increase across the U.S. and in Kansas through 2020, even while vehicle travel dramatically declined during the COVID-19 pandemic. Kansas eclipsed more than 400 fatalities annually from 2016 through 2022, but has shown a promising decline over the past four years. However, significant work remains to be done to achieve zero fatalities. In 2022, to address this alarming and persistent nationwide issue—more than 40,000 deaths across the U.S. annually—the U.S. DOT adopted the National Roadway Safety Strategy (NRSS), which outlined the **Safe System Approach** as the guiding framework to reduce fatal and serious injury crashes.[12] This approach has proven successful in countries such as Australia, Sweden, and New Zealand, as well as several U.S. cities and states.

The Safe System Approach is a shift from the "traditional" safety approach and its implicit assumption that the sole solution is to educate or enforce people into perfect safe roadway behavior. Conversely, the Safe System Approach acknowledges human mistakes and human vulnerabilities. The approach emphasizes designing a system with many redundancies to reduce the likelihood of fatality and serious injury. The DTZ Coalition chose to use the Safe System Approach as the organizing structure for the DTZ Plan.

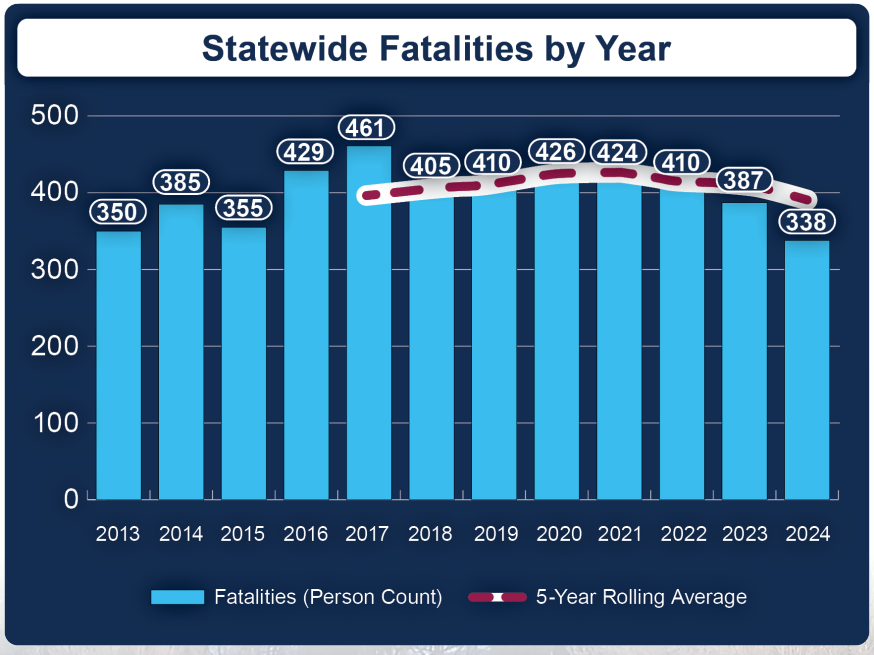


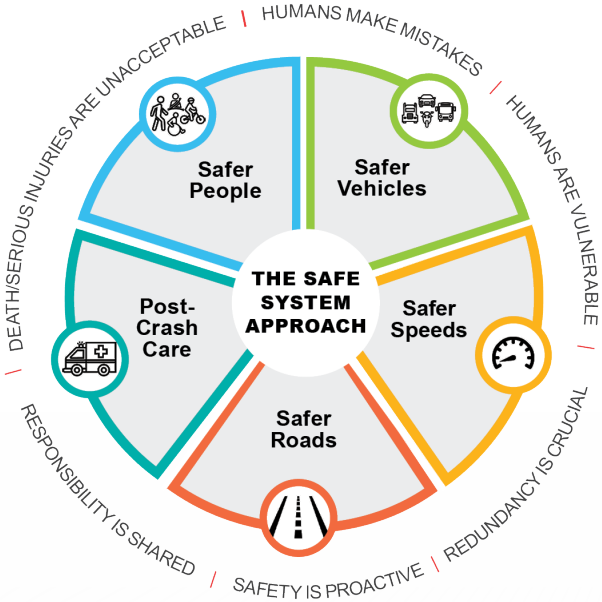
Figure 3. Statewide Fatalities by Year.

12 *US. Department of Transportation (2022). National Roadway Safety Strategy. https://www.transportation.gov/NRSS*

Drive To Zero Principles

The DTZ Plan includes six principles that are fundamental beliefs and provide guidance for ongoing decision-making throughout its implementation. Principle-based decision-making ensures that our choices will uphold our values across a diverse set of circumstances. ***The six principles include:***

1. **Death and serious injuries are unacceptable.** The DTZ Plan prioritizes eliminating crashes that result in fatalities and serious injuries.
2. **Humans make mistakes.** Human error is inevitable, but we can design a transportation system to mitigate the consequences of certain types of human mistakes and reduce the likelihood of fatality and serious injury when a crash occurs.
3. **Humans are vulnerable.** The human body has physical limitations to tolerate crash forces, but we can design a transportation system that aims to reduce impact forces.
4. **Responsibility is shared.** Everyone shares responsibility for road safety—as road users, designers, operators, policymakers, non-profit/advocacy organizations, researchers, first responders, enforcement agencies, healthcare providers, and the general public. We all have a role in preventing fatalities and injuries on Kansas roads.
5. **Safety is proactive.** Rather than solely reacting after crashes occur, we can take proactive measures to reduce the likelihood of fatal and serious injury crashes.
6. **Redundancy is crucial.** We can reinforce multiple layers of protection within our transportation system—if one layer fails, others can help prevent fatal and serious injury outcomes.



Drive To Zero Objectives

The six principles work in tandem with five objectives that provide practical targets and actions that will reinforce the Safe System layers. This Plan emphasizes statewide collaboration across organizations and strategic investments across these five objectives:

- **Safer Roads:** Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate travel by the most vulnerable road users.
- **Safer People:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement.
- **Safer Vehicles:** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- **Post-Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Aligning with the NRSS and Safe System Approach, the 2025-2029 DTZ Plan builds from transportation safety successes in Kansas while shifting our approach to focus on systems that can help prevent fatal crashes or save lives when a crash occurs. In this context, systems thinking involves viewing transportation safety as a complex, interconnected system, rather than a collection of isolated parts or factors. Systems thinking allows us to better understand how different elements interact and influence each other, ultimately leading to more effective problem-solving and solutions.

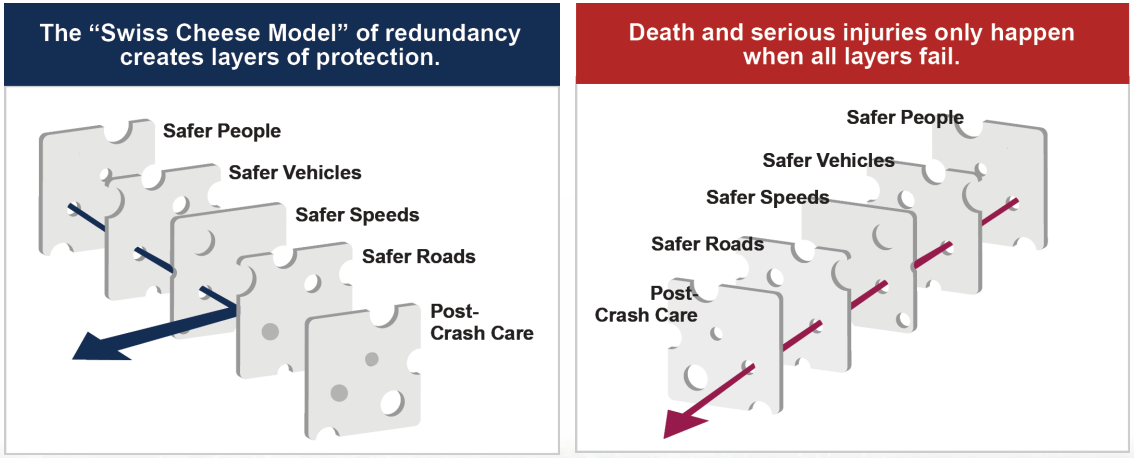


Figure 4. "Swiss Cheese Model" of Redundancy.

Transportation Safety Culture

In alignment with the Safe System Approach principles, shared responsibility requires that we share the belief that we are all responsible for supporting each other's safety and creating a safe transportation system for everyone. In Kansas, we want to create a **transportation safety culture** that encourages us to behave in ways that not only ensure our own safety, but also the safety of others. This requires that we create a social environment that enables and rewards prosocial behaviors, and involves two key components:

- **Agency culture** shared amongst organizations that work to improve the safety of the transportation system
- **Road user culture** shared amongst the members of the community using the system

A prosocial safety culture promotes and normalizes safe behaviors, such as traveling at safe speeds, avoiding distractions (e.g., phone handling). Prosocial safety culture shifts our focus. Instead of asking people to be safer, we give them tools to do so. Instead of the traditional focus of compliance and punishment to deter unsafe behaviors, we shift toward encouraging positive behaviors through reinforcement, incentives, and community support. The DTZ Plan's strategic initiatives will assess the existing safety culture in Kansas and identify opportunities to shift to a more prosocial safety culture.

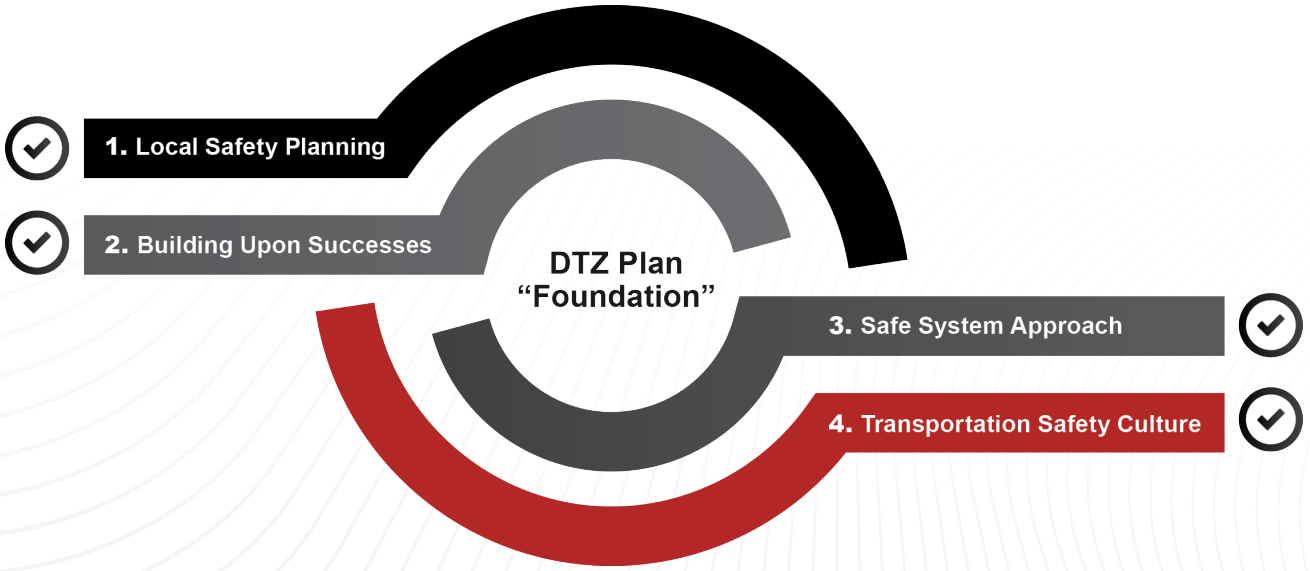


Figure 5. DTZ Plan "Foundation".

1.4 Organization of the 2025-2029 Drive To Zero Plan

The DTZ Plan is guided by the **DTZ Coalition**, a statewide, multi-organization coalition that serves as an executive leadership committee for the plan and its implementation. Previously known as the Executive Safety Council, the DTZ Coalition includes members representing local, state and federal agencies, non-profit and advocacy organizations, the private sector, and the Kansas House and Senate Transportation Committees. It has cabinet-level representation from multiple branches of state government and organizations with the ability to influence the Safe System in Kansas. KDOT is the state agency responsible for managing the DTZ Plan with stakeholders across Kansas.

The DTZ Plan has taken a novel approach to organizing its stakeholder teams. Previously, stakeholder teams were organized around **Emphasis Areas (EAs)**, which are categories of crashes that offer the greatest potential for reducing fatalities and serious injuries. The significant number of EAs in the previous SHSP proved to be challenging for organizing teams, as it resulted in a major undertaking where some teams were not able to invest the same level of resources or maintain the same level of interest during strategy implementation. Having stakeholder teams for individual EAs also resulted in "silos" for crash categories, even though several emphasis areas were highly correlated. Furthermore, four new EAs have been identified from data analysis and stakeholder input.

The DTZ Plan's development and implementation are now organized around **Strategy Teams** and **Support Teams.** These teams help the DTZ Coalition develop and implement strategic actions. Each Strategy Team covers a DTZ objective and comprises volunteer representatives from across the state. The strategies developed and implemented by each Strategy Team encompass several EAs. The Support Teams provide technical expertise and resources to advance strategic initiatives of the DTZ Coalition and Strategy Teams. More information on the roles and responsibilities of the Strategy Teams and Support Teams can be found in Chapter 4.

DRIVE TO ZERO KANSAS TRAFFIC DEATHS

Statewide Managing Agency

Kansas Department of Transportation

Strategy Teams

Safer People | Safer Vehicles | Safer Roads | Safer Speeds | Post-Crash Care

Support Teams

Communication

Data

Policy

	EMPHASIS AREAS	Safer People	Safer Vehicles	Safer Roads	Safer Speeds	Post-Crash Care
2020-2024 Emphasis Areas	Roadway Departure	✓	✓	✓	✓	✓
	Occupant Protection	✓		✓		✓
	Impaired Driving	✓		✓		✓
	Older Drivers	✓	✓	✓	✓	✓
	Intersections	✓	✓	✓	✓	✓
	Local Roads	✓	✓	✓	✓	✓
	Teen Drivers	✓	✓	✓	✓	✓
	VRUs *(Pedestrians & Cyclists)*	✓	✓	✓	✓	✓
New Emphasis Areas	Speeding	✓	✓	✓	✓	✓
	Distracted Driving	✓	✓	✓	✓	✓
	Motorcyclists	✓	✓	✓	✓	✓
	Commercial Motor Vehicles (CMVs)	✓	✓	✓	✓	✓

Figure 6. Organization of the DTZ Plan Strategy Teams, Support Teams, and Emphasis Areas.

2. Drive To Zero Plan Process

The State's SHSP is federally required to be updated every five years. The DTZ Plan development process, as illustrated in Figure 7, encompassed several key steps, in coordination with public and private sector safety stakeholders.

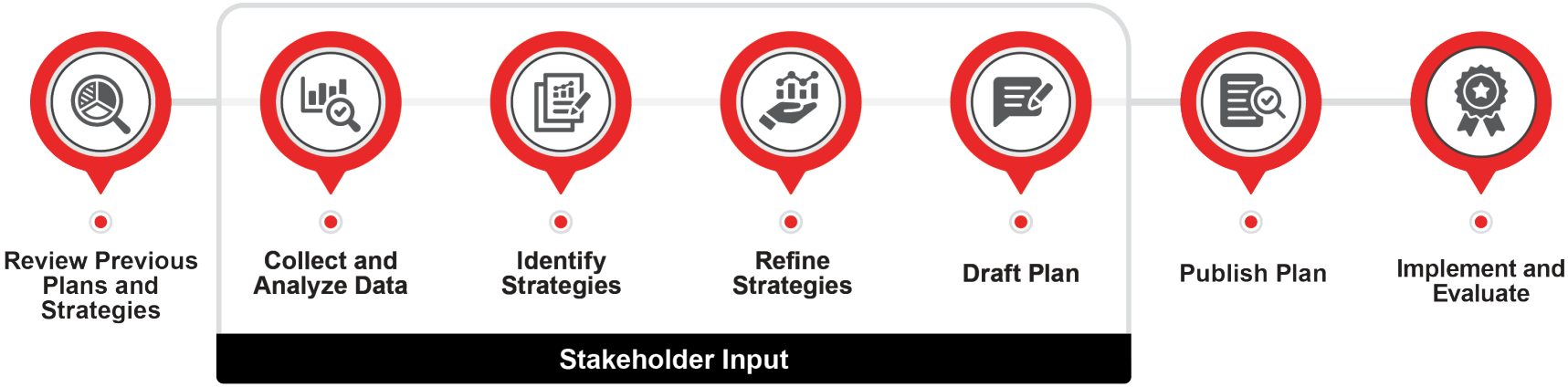


Figure 7. DTZ Plan Process Summary.

The Drive To Zero Plan:

- ✔ Applies to all public roadways in the state
- ✔ Is coordinated and aligned with other statewide planning efforts
- ✔ Was developed in collaboration with a multidisciplinary group of stakeholders
- ✔ Utilizes statewide crash data and identifies Emphasis Areas tied to major crash issues
- ✔ Used a performance-based approach to select and refine strategies

2.1 Coordination with Other Plans

The DTZ Plan serves as the state's coordinating document for other plans and programs involving transportation safety. It is informed by numerous recent planning efforts and informs several other planning efforts. Notably, in Kansas, KDOT also oversees National Highway Traffic Safety Administration (NHTSA) program administration for the state, and as such, KDOT documents behavioral safety efforts through the Triennial Highway Safety Plan (HSP). The DTZ Plan's goals and strategies align with the state's LRTP and will be implemented through the HSIP, HSP, and Commercial Vehicle Safety Plan (CVSP). The findings and recommendations of the 2023 Kansas Vulnerable Road User Assessment were considered in the development of strategies and Action Plans. Figure 8 on the following page visualizes how the DTZ Plan relates to these other plans and programs.

KANSAS DRIVE TO ZERO PLAN

Other Statewide Plans

- *Connected and Autonomous Vehicles Plan*
- *EMS Strategic Plan*
- *Occupant Protection Program Assessment*
- *Speed Management Action Plan*
- *Statewide Freight Plan*
- *State Plan on Aging*
- *Traffic Records Coordinating Committee Strategic Plan*

Statewide LRTP

- *Statewide Long-Range Transportation Plan*

2025-2029 Drive To Zero Plan

STRATEGIC HIGHWAY SAFETY PLAN

VRUSA

VULNERABLE ROAD USER SAFETY ASSESSMENT

LRTPs

- *Long-Range Transportation Plans (Metropolitan and Regional)*

TIPs

- *Transportation Improvement Programs (Metropolitan and Regional)*

STIP

- *State Transportation Improvement Program*

LRSPs/SAPs

- *Local Road Safety Plans/Safety Action Plans*

HSP

- *Highway Safety Plan*

HSIP

- *Highway Safety Improvement Program*

CVSP

- *Commercial Vehicle Safety Plan*

Figure 8. How the DTZ Plan Relates to Other Plans and Programs.

2.2 Stakeholder Input

The DTZ Plan has been developed through multidisciplinary stakeholder input from across the state. The DTZ Coalition has led the Plan's development and approval and will lead its implementation. Eight stakeholder teams—broken out into five Strategy Teams and three Support Teams—help the DTZ Coalition identify, develop, and implement the strategic initiatives in this plan.

*Refer to **Appendix B** for a listing of organizations represented in the DTZ Coalition and Stakeholder Teams.*

DTZ Coalition

- Executive-level body representing local, state and federal agencies, advocacy organizations, the private sector, and the Kansas House and Senate Transportation Committees
- Includes Cabinet-level representation from multiple branches of the state government and is chaired by the Kansas Secretary of Transportation
- Oversees the approval of the SHSP every five years, including the 2025-2029 DTZ Plan, and guides implementation
- Reviews and responds to data analysis to identify statewide goals and emphasis areas
- Champions safety and the stakeholder teams that support the DTZ Plan

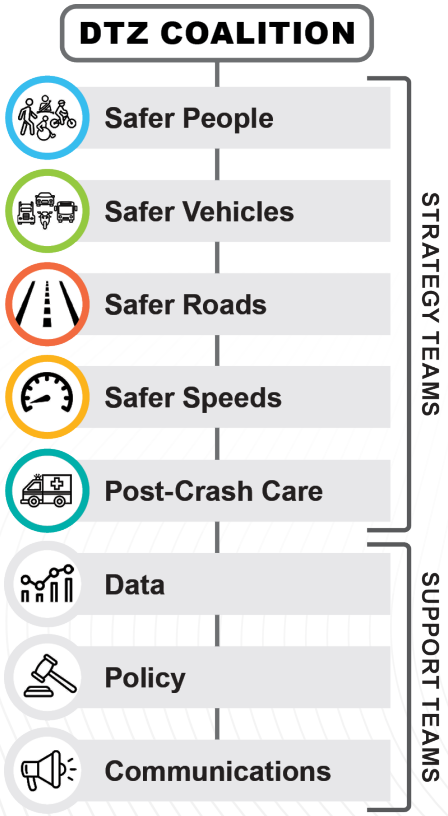
Strategy Teams

- Stakeholder teams that develop, implement, and evaluate strategic actions from the DTZ Plan
- Organized around the five Drive To Zero objectives
- Open to volunteer members

Support Teams

- Provide technical support and resources to advance initiatives in the areas of Data, Policy, and Communication
- Membership is on an invite-only basis

DTZ Coalition meets in-person, quarterly.	Strategy Teams typically meet virtually, quarterly. Team leaders typically meet virtually, monthly.	Support Teams meet on an as-needed basis.	Annual DTZ Leaders Workshop with DTZ Coalition and Strategy/ Support Team leaders.



Localizing the Drive To Zero

Typically, more than half of traffic fatalities and serious injuries in Kansas take place on local roads (i.e., roads owned and maintained by cities and counties). There are nearly 140,000 miles of roads across Kansas, and the State owns and maintains only around 10,000 of those miles. While the State-maintained roads generally carry the most traffic, the sheer number of miles of roads maintained by counties, townships, and municipalities means the burden of fatalities and serious injuries falls heavily on the local network.

Recognizing this, the State invested heavily in local safety planning, including recent investments in LRSPs for 102 out of the 105 counties and 49 (and counting) SS4A planning, demonstration, or implementation grant awards. The DTZ Coalition includes representation for localities across the state, including the League of Kansas Municipalities (LKM) and Kansas Association of Counties (KAC), and the Stakeholder Teams are further supported by representation from all Metropolitan Planning Organizations (MPOs) across the state, as well as several individual cities and counties. This local input played a critical role in shaping the 2025-2029 DTZ Plan strategies, and these strategies heavily reflect the desire to further increase support to localities for implementing safety improvements from their own planning efforts. Localizing the DTZ was a theme across numerous strategies that aimed to help statewide priorities take root within cities and counties throughout Kansas.

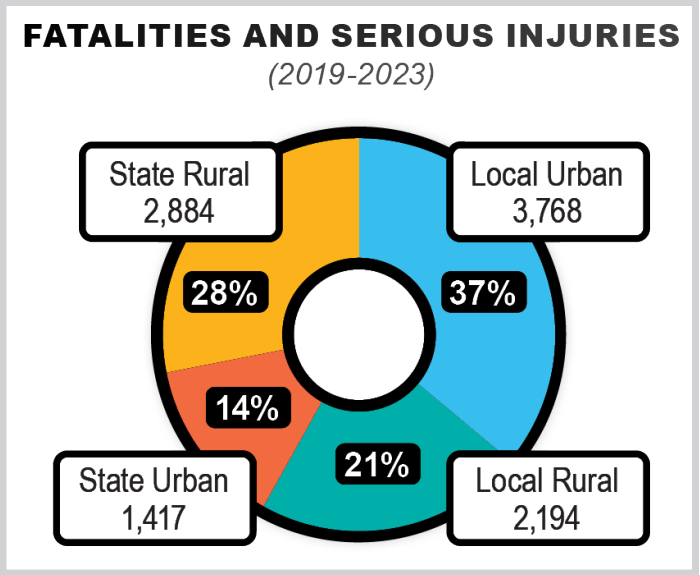


Figure 9. Statewide Fatalities and Serious Injuries by System.

The stakeholder input process included engagement with:

- **All MPOs in the state**
- **Tribal entities**
- **Representatives from all "four Es" of transportation safety *(engineering, enforcement, education, and emergency medical services)***
- **Representatives for motor carrier safety and motor vehicle administration agencies**

2.3 Data Analysis and Emphasis Areas

The DTZ Plan is rooted in the use of safety data to identify critical transportation safety problems (i.e., Emphasis Areas, or EAs) and safety improvement opportunities (DTZ Plan strategies). The Data Support team reviewed crash data for the past five years using the most recent data available at the time (2019-2023), with a focus on fatal and serious injury crashes.[13] Some higher-level trends were analyzed using data for the past 10 years (for example, the statewide fatality trend shown in Chapter 1). Ultimately, the statewide crash data, which includes all public roads in Kansas, suggests several key EAs with the greatest potential for reducing traffic fatalities and serious injuries. Multiple, if not all, Strategy Teams, have strategies (described in Chapter 3) that impact each of these EAs.

Please refer to Appendix C for a more detailed review of numerous fatality and serious injury trends, as well as other supporting data.

13 *As of Spring 2025 (the time at which this plan was written), fatality data was available for 2024, but not serious injury data. The fatality statistics for 2024 are shared where applicable.*

Figure 10 summarizes the crash data by EA and if the EA is addressed by a Strategy Team. A crash can be associated with multiple EAs, so percentages will not add up to 100%. The average fatal and serious injury crash touches three EAs. Fatalities and serious injuries are tabulated as the number of persons, where as crash costs are tabulated as the number of crash incidents.

		PAST 5 YEARS (2019-2023)		STRATEGY TEAMS				
	EMPHASIS AREAS	Fatalities + Serious Injuries (% of Statewide Total)	Fatal + Serious Injury Crash Costs (2024 $)	Safer Roads	Safer People	Safer Speeds	Safer Vehicles	Post-Crash Care
2020-2024 Emphasis Areas	Roadway Departure	4,474 (44%)	$15.3B	✓	✓	✓	✓	✓
	Occupant Protection	3,191 (31%)	$11.9B	✓	✓			✓
	Impaired Driving	2,081 (20%)	$8.4B	✓	✓			✓
	Older Drivers	1,970 (19%)	$7.0B	✓	✓	✓	✓	✓
	Intersections	3,253 (32%)	$7.9B	✓	✓	✓	✓	✓
	Local Roads	5,961 (58%)	$16.0B	✓	✓	✓	✓	✓
	Teen Drivers	1,612 (16%)	$3.8B	✓	✓	✓	✓	✓
	VRUs *(Pedestrians & Cyclists)*	874 (9%)	$3.3B	✓	✓	✓	✓	✓
New Emphasis Areas	Speeding	1,858 (18%)	$6.2B	✓	✓	✓	✓	✓
	Distracted Driving	2,518 (25%)	$6.9B	✓	✓	✓	✓	✓
	Motorcyclists	1,567 (15%)	$4.2B	✓	✓	✓	✓	✓
	CMV *(Commercial Motor Vehicles)*	1,134 (11%)	$5.3B	✓	✓	✓	✓	✓
	STATEWIDE TOTAL	10,263	$ 30.7B					

Figure 10. Total Fatalities and Serious Injuries by Emphasis Area (2019-2023).

Fatality Trends Across the State

Traffic fatalities across the state are generally more concentrated in more populated areas, most notably, the Kansas City and Wichita metro areas, as well as mid-size cities along the I-70 and I-35 corridors. However, fatalities per capita show a different trend. Higher fatality rates are scattered across the state but are generally observed in our more rural communities, particularly in southern and western Kansas (Figure 11).

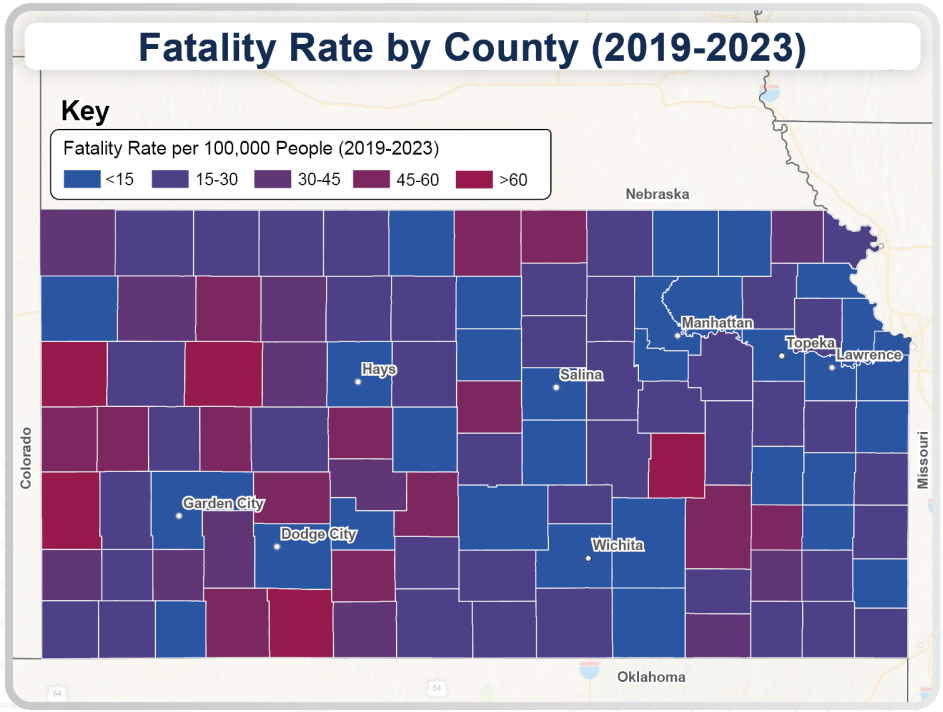


Figure 11. Fatality Rates by County.

Peer State Comparison

Statewide, Kansas has generally averaged between 10 and 15 fatalities per 100,000 people over the past 10 years of available data. In comparison to neighboring peer states (Figure 12), this rate generally falls above some and below others. In general, Nebraska, Colorado, and Iowa have observed lower fatality rates than Kansas, although Kansas has had a promising downward trend over the past few years in conjunction with the overall decreases in fatalities since 2020.

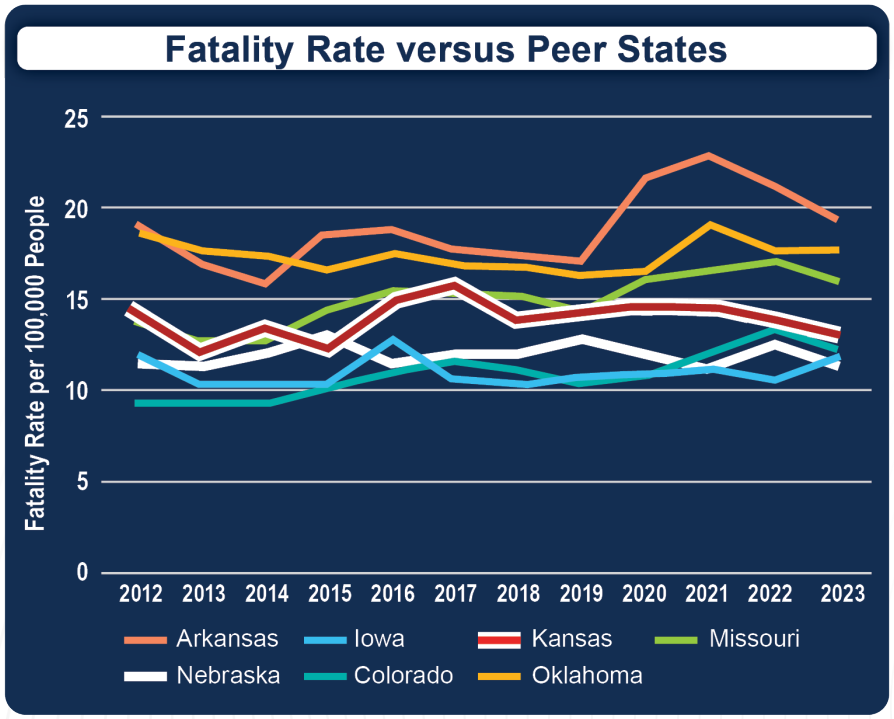


Figure 12. Fatality Rates for Kansas and Peer States.

HSIP Special Rules

The 2025-2029 Kansas DTZ Plan is Kansas's SHSP, a requirement of HSIP. Under HSIP, FHWA has three Special Rules that require states to take specific actions to reduce fatalities and serious injuries within those areas if the State triggers the special rule.[14]

HIGH RISK RURAL ROADS:
Rule Currently Applies

The High Risk Rural Road (HRRR) Special Rule applies if the fatality rate on rural roads increases over the most recent two-year period for which data is available. If the State is subject to the rule, FHWA requires the State to obligate at least 200 percent of the funding received in the fiscal year 2009 for HRRR for the following fiscal year. At the publication of this Plan, during the most recent two-year period, the HRRR Special Rule applied. In addition to the required funding obligations for high-risk rural roads, the DTZ Plan contains several strategies applicable to rural roads. These strategies are highlighted in Chapter 3.

In Kansas, an HRRR is any rural major collector, rural minor collector, or rural local road with significant safety risks. Roadways with significant safety risks may include:

Roadways with a fatality and/or serious injury rate that is higher than similar roadways within the state

Roadways with characteristics that correlate with specific severe crash types based on cross-section elements, horizontal and vertical alignment, and roadside safety considerations; or

Roadways that have been identified as high-risk locations through a review by a study, Local Road Safety Plan (LRSP), and/or local knowledge and experience

OLDER DRIVERS AND PEDESTRIANS:
Rule Currently Applies

The Older Drivers and Pedestrians (ODP) Special Rule applies if the rate (per capita) of traffic fatalities and serious injuries for drivers and pedestrians 65 years of age and older increases during the most recent two-year period. If the rule applies, the SHSP must include strategies to address older drivers and conduct a secondary analysis to determine whether the emphasis on safety programs and countermeasures should focus on drivers and/or pedestrians. At the publication of this Plan, during the most recent two-year period, the ODP Special Rule applies. KDOT completed the ODP secondary analysis in 2024 and its findings were used to inform strategies in the DTZ Plan. This DTZ Plan contains numerous strategies applicable to older drivers and pedestrians highlighted in Chapter 3.

VULNERABLE ROAD USERS:
Rule Currently Does Not Apply

The Vulnerable Road Users (VRU) Special Rule applies if a state's annual VRU fatalities represent at least 15 percent of the total annual crash fatalities. If the rule is triggered, FHWA requires the state to obligate at least 15 percent of HSIP funding apportioned to the state for the following fiscal year to address the safety of VRUs. At the publication of this Plan, the special rule does not apply. However, building from the 2023 VRUSA, this DTZ Plan contains numerous strategies to improve pedestrian and non-motorized safety, as shown in Chapter 3.

14 *https://highways.dot.gov/safety/hsip/hsip-special-rules#:~:text=As%20discussed%20in%20the%20HSIP,the%20fatality%20and%20serious%20injury*

2.4 Strategy Development

The DTZ Coalition and Strategy Teams began developing the strategies for the DTZ Plan in early 2024, compiling a database of potential strategies and actions based on a review of numerous recent and ongoing planning efforts, as well as priorities that were not heavily addressed in the 2020-2024 SHSP. For example, the previous SHSP generally focused on infrastructure (Safer Roads) and road user behavior (Safer People) and was more limited in initiatives relating to Safer Speeds, Safer Vehicles, and Post-Crash Care.

Each Strategy Team held brainstorming workshops in July 2024 with volunteer stakeholders from across the state. Following the brainstorming workshops, the Coalition worked with Strategy Team leaders to consolidate and organize the various ideas into preliminary strategy groups, with the intention of having no more than five strategies per team. By limiting the number of strategies to no more than five per team, the DTZ Coalition and Strategy Teams will prioritize strategies that involve multi-agency participation and are feasible to implement over the next five years. The Data Support Team worked to compile supporting and relevant data for the preliminary strategies, such as the number of fatalities or serious injuries that could be associated with those strategies.

In the fall of 2024, each Strategy Team refined their preliminary strategies based on the data analysis and stakeholder input. Once the teams had their preliminary strategies' overarching frameworks, each team developed Action Plans assigning specific action steps, leaders, partners, desired outcomes, and timeframes. The 2025-2029 DTZ Plan strategies are shown in Chapter 3, and each strategy's Action Plan is provided in **Appendix A.**

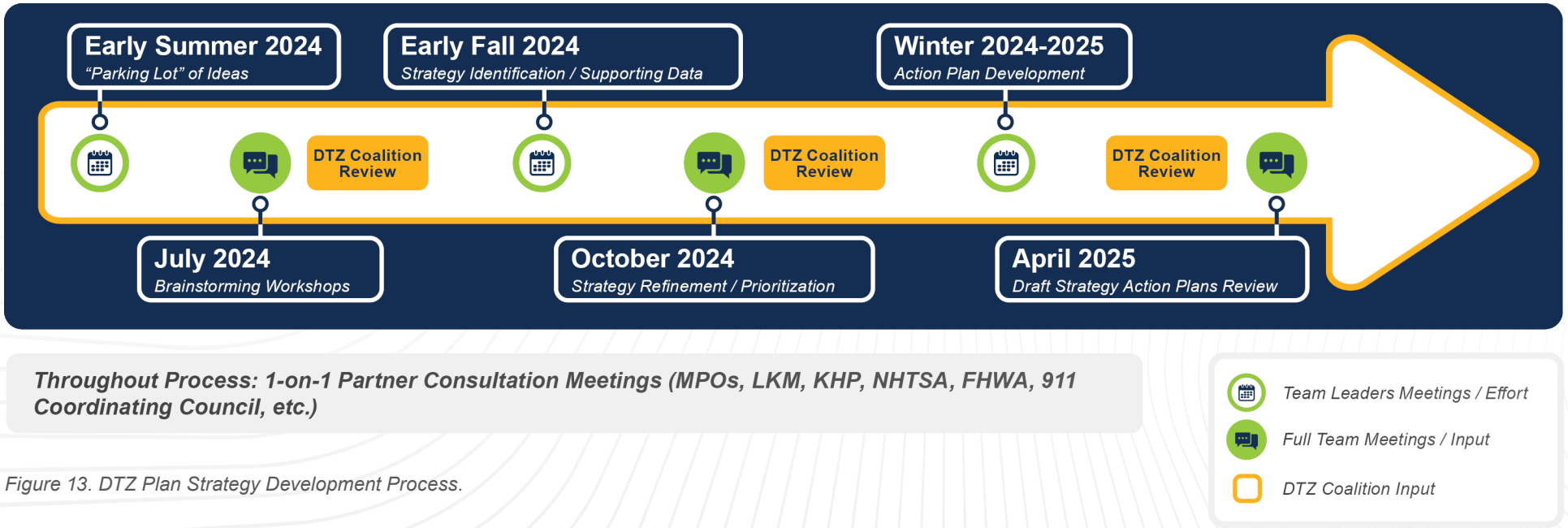


Figure 13. DTZ Plan Strategy Development Process.

3. Strategic Initiatives

The following pages summarize the 23 strategic initiatives (i.e., strategies) that will be carried out over the next five years as the DTZ Plan is implemented. ***For each of the five Strategy Teams, you can find:***

- Strategy Team objective language;
- A listing of that team's strategies, including a brief description and applicability to the HSIP Special Rules (defined in Section 2.3);
- A table showing the alignment of that team's strategies with the Plan's EAs; and
- Discussion of strategies that overlap with other Strategy Teams' initiatives.

Appendix A contains detailed Action Plans for all 23 strategies. Within those Action Plans, the strategies have been broken out into individual action steps with lead organizations and partners, funding sources, and how performance will be monitored.

Priority Strategies

With 23 strategies across five teams, the Strategy Teams and DTZ Coalition identified two strategies from each team that are recognized as "priority" strategies. Priorities were identified by individually surveying each of the Strategy Teams and the DTZ Coalition. The output of these surveys, coupled with further feedback and discussions with the Coalition, results in the set of priority strategies shown below. These strategies are shown in bold on the following pages.

Safer People
- **SP 1: Safety Corridor Pilot Program**
- **SP 4: Impaired Driving Testing Improvements**

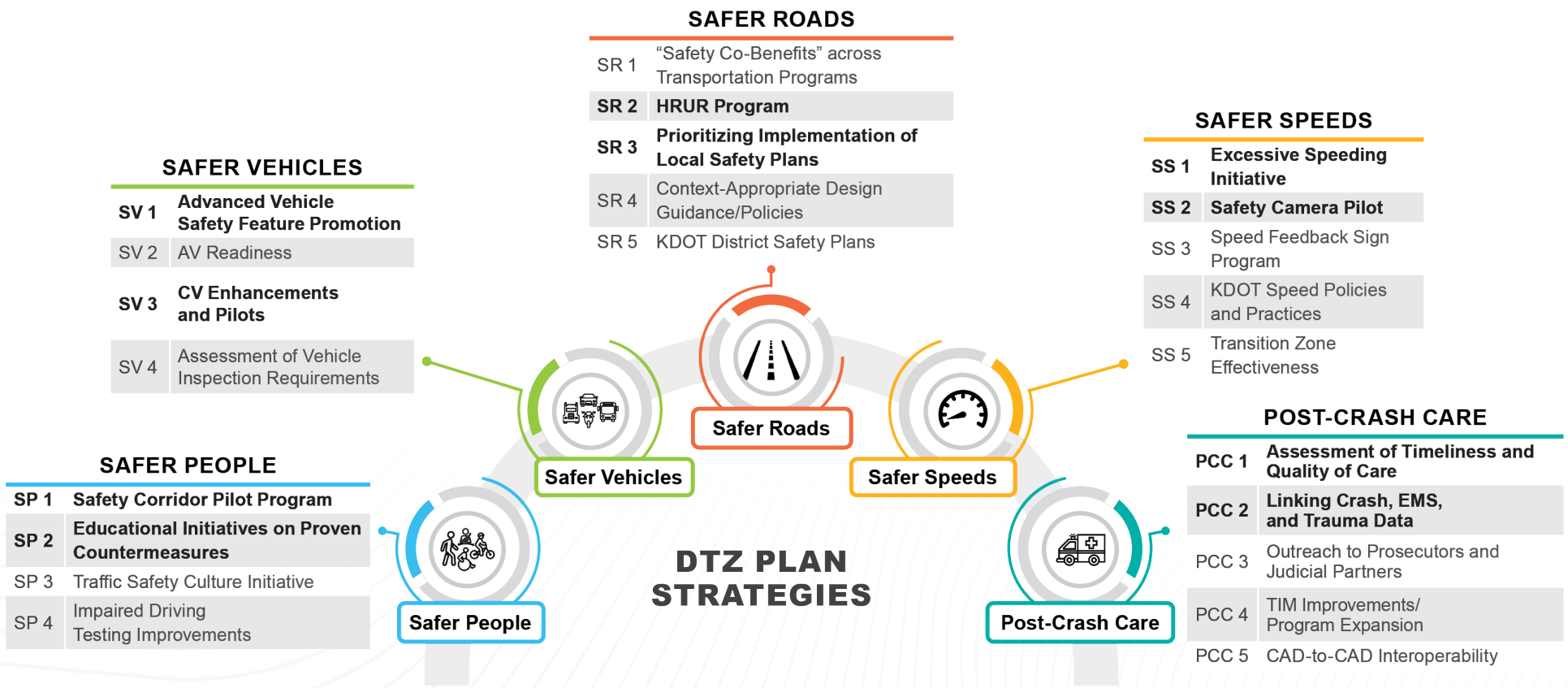
Safer Vehicles
- **SV 1: Advanced Vehicle Safety Feature Promotion**
- **SV 3: Connected Vehicle (CV) Enhancements and Pilots**

Safer Roads
- **SR 2: High-Risk Urban Roads Program**
- **SR 3: Prioritizing Implementation of Local Safety Plans**

Safer Speeds
- **SS 1: Excessive Speeding Initiative**
- **SS 2: Safety Camera Pilot**

Post-Crash Care
- **PCC 1: Assessment of Timeliness and Quality of Care**
- **PCC 2: Linking Crash, EMS, and Trauma Data**

Figure 14. DTZ Plan Priority Strategies.



Bold indicates strategies identified as Priority by DTZ Coalition and Strategy Team members.

Figure 15. Summary of DTZ Plan Strategies.

3.1 Safer People Strategies

SAFER PEOPLE OBJECTIVE: ***Encourage safe, responsible driving and behavior*** by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

NO.	NAME	DESCRIPTION	HSIP SPECIAL RULES
SP 1	**Safety Corridor Pilot Program**	**Continue and enhance the ongoing Safety Corridor Pilot Program through 2028.**	
SP 2	Educational Initiatives on Proven Countermeasures	Create educational outreach on VRUs and new advancements in proven engineering countermeasures.	VRU, ODP , HRRR
SP 3	Traffic Safety Culture Initiative	Develop culture-based educational and ad campaigns focused on “pro-social” or “social norming” messaging and an index to track cultural changes over time.	VRU
SP 4	**Impaired Driving Testing Improvements**	**Continue to improve testing for substances that impair driving.**	

Relationship to Emphasis Areas

Emphasis Area	SP 1	SP 2	SP 3	SP 4	Safer People Overall
Roadway Departure	✔		✔		✔
Occupant Protection	✔		✔		✔
Impaired Driving	✔		✔	✔	✔
Older Drivers		✔			✔
Intersections		✔			✔
Local Roads	✔	✔			✔
Teen Drivers			✔		✔
VRUs (Pedestrians & Cyclists)		✔	✔		✔
Speeding	✔		✔		✔
Distracted Driving	✔		✔		✔
Motorcyclists			✔		✔
Commercial Motor Vehicles (CMVs)	✔				✔

OVERLAP WITH OTHER STRATEGIES

SR 2 (High-Risk Urban Roads (HRUR) Program) and SR 3 (Implementing Local Safety Plans) could provide potential implementation opportunities for SP 1.

Educational content developed from SR 3 (Prioritizing Implementation of Local Safety Plans) could be coordinated with SP 2.

The findings and recommendations from SS 1 (Excessive Speeding Initiative) and SR 3 (Prioritizing Implementation of Local Safety Plans) could inform the development of SP 3.

The findings and recommendations from SP 4 will tie directly to PCC 3 (Outreach to Prosecutors and Judicial Partners).

*Refer to **Appendix A** for Strategy Action Plans for each individual strategy, including action steps, leaders and partners, funding sources, and how performance will be monitored.*

3.2 Safer Vehicles Strategies

SAFER VEHICLES OBJECTIVE: ***Expand the availability of vehicle systems and features*** that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

NO.	NAME	DESCRIPTION	HSIP SPECIAL RULES
SV 1	**Advanced Vehicle Safety Feature Promotion**	**Promote understanding and adoption of proven vehicle safety features.**	**VRU, ODP, HRRR**
SV 2	Autonomous Vehicle (AV) Readiness	Support ongoing efforts to prepare Kansas roads for AV pilots.	VRU, ODP, HRRR
SV 3	**Connected Vehicles (CV) Enhancements and Pilots**	**Support CV (e.g., vehicle-to-infrastructure [V2I] and vehicle-to-everything [V2X]) deployments as relating to crash prevention and incident response.**	**VRU, ODP, HRRR**
SV 4	Assessment of Vehicle Inspection Requirements	Research the relationship between vehicle inspection requirements and safety outcomes.	

Relationship to Emphasis Areas

Emphasis Area	SV 1	SV 2	SV 3	SV 4	Safer Vehicles Overall
Roadway Departure	✔	✔	✔		✔
Occupant Protection					
Impaired Driving					
Older Drivers	✔	✔	✔	✔	✔
Intersections		✔	✔		✔
Local Roads		✔			✔
Teen Drivers	✔	✔	✔	✔	✔
VRUs (Pedestrians & Cyclists)	✔	✔	✔		✔
Speeding	✔	✔	✔		✔
Distracted Driving	✔	✔	✔		✔
Motorcyclists			✔	✔	✔
Commercial Motor Vehicles (CMVs)	✔	✔	✔	✔	✔

OVERLAP WITH OTHER STRATEGIES

The findings and recommendations from SV 2 and SV 3 will be heavily intertwined with each other, particularly the identification of key infrastructure needs to support effectiveness of CV/AV technology. In addition, SV 2 and SV 3 particularly support the objectives of the other Strategy Teams as a whole.

SS 5 (Transition Zone Effectiveness) could have opportunities for CV pilots involving in-vehicle messaging (ties to SV 3).

*Refer to **Appendix A** for Strategy Action Plans for each individual strategy, including action steps, leads and partners, funding sources, and how performance will be monitored.*

3.3 Safer Roads Strategies

SAFER ROADS OBJECTIVE: ***Design roadway environments*** to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate travel by the most vulnerable road users.

NO.	NAME	DESCRIPTION	HSIP SPECIAL RULES
SR 1	"Safety Co-Benefits" across Transportation Programs	Enhance and improve incorporation of safety co-benefits into existing transportation programs and/or processes beyond traditional safety set-asides.	VRU, ODP, HRRR
SR 2	**HRUR Program**	**Establish the High-Risk Urban Roads (HRUR) program, a continuation of prior systemic implementation processes.**	**VRU, ODP**
SR 3	**Prioritizing Implementation of Local Safety Plans**	**Provide technical and funding support to localities and MPOs for implementing and coordinating recommendations from previous safety planning efforts (e.g., LRSPs, Traffic Engineering Assistance Program (TEAP) studies, and SS4A Action Plans).**	**VRU, ODP, HRRR**
SR 4	Context-Appropriate Design Guidance/Policies	Develop or update applicable policies and design guidance to consider context-appropriate design.	VRU, ODP, HRRR
SR 5	KDOT District Safety Plans	Develop a safety plan for state system roads and highways in each of the KDOT districts.	VRU, ODP, HRRR

Relationship to Emphasis Areas

Emphasis Area	SR 1	SR 2	SR 3	SR 4	SR 5	Safer Roads Overall
Roadway Departure	✔		✔		✔	✔
Occupant Protection			✔		✔	✔
Impaired Driving			✔		✔	✔
Older Drivers	✔	✔	✔	✔	✔	✔
Intersections	✔	✔	✔	✔	✔	✔
Local Roads	✔	✔	✔	✔	✔	✔
Teen Drivers			✔		✔	✔
VRUs (Pedestrians & Cyclists)	✔	✔	✔	✔	✔	✔
Speeding	✔	✔	✔	✔	✔	✔
Distracted Driving			✔		✔	✔
Motorcyclists			✔		✔	✔
Commercial Motor Vehicles (CMVs)	✔			✔	✔	✔

OVERLAP WITH OTHER STRATEGIES

SR 3 includes an annual webinar series that could be coordinated with SP 2 (Educational Initiatives on Proven Countermeasures).

The findings and recommendations from SR 4 will tie directly to SS 4 (KDOT Speed Policies and Practices) and SS 5 (Transition Zone Effectiveness).

*Refer to **Appendix A** for Strategy Action Plans for each individual strategy, including action steps, leaders and partners, funding sources, and how performance will be monitored*

3.4 Safer Speeds Strategies

SAFER SPEEDS OBJECTIVE: ***Promote safer speeds in all roadway environments*** through a combination of thoughtful, equitable, context-appropriate roadway ***design***, targeted ***education***, outreach campaigns, and ***enforcement***.

NO.	NAME	DESCRIPTION	HSIP SPECIAL RULES
SS 1	**Excessive Speeding Initiative**	**Assess extent and locations of excessive speeding and support educational and policy initiatives to curb this issue.**	**VRU, ODP, HRRR**
SS 2	**Safety Camera Pilot**	**Establish a pilot program to test safety cameras to support enforcement activities.**	**VRU, ODP, HRRR**
SS 3	Speed Feedback Sign Program	Promote speed management resources, such as speed feedback signs, for use by local jurisdictions and law enforcement.	VRU, ODP , HRRR
SS 4	KDOT Speed Policies and Practices	Review speed-related policies and practices and determine changes as needed.	VRU, ODP, HRRR
SS 5	Transition Zone Effectiveness	Develop guidance for providing visual or physical cues for speed reduction zones in rural-to-urban transition areas.	VRU, ODP, HRRR

Relationship to Emphasis Areas

Emphasis Area	SS 1	SS 2	SS 3	SS 4	SS 5	Safer Speeds Overall
Roadway Departure	✔			✔		✔
Occupant Protection						
Impaired Driving						
Older Drivers	✔	✔	✔	✔	✔	✔
Intersections		✔		✔	✔	✔
Local Roads	✔	✔	✔		✔	✔
Teen Drivers	✔	✔	✔	✔	✔	✔
VRUs (Pedestrians & Cyclists)	✔	✔	✔	✔	✔	✔
Speeding	✔	✔	✔	✔	✔	✔
Distracted Driving			✔			✔
Motorcyclists	✔	✔	✔	✔	✔	✔
Commercial Motor Vehicles (CMVs)	✔			✔	✔	✔

OVERLAP WITH OTHER STRATEGIES

The findings and recommendations from SS 1 will tie directly to SP 3 (Traffic Safety Culture Initiative).

The findings and recommendations from SS 4 will tie directly to SR 4 (Context-Appropriate Design Guidance/Policies) and SP 2 (Educational Initiatives on Proven Countermeasures).

SS 5 will be conducted in coordination with SS 1 (Excessive Speed Initiative) and the findings and recommendations will tie directly to SR 4 (Context-Appropriate Design Guidance/Policies), SP 2 (Educational Initiatives on Proven Countermeasures), and potentially SV 3 (Connected Vehicle Enhancements and Pilots).

*Refer to **Appendix A** for Strategy Action Plans for each individual strategy, including action steps, leaders and partners, funding sources, and how performance will be monitored.*

3.5 Post-Crash Care Strategies

POST-CRASH CARE OBJECTIVE: Enhance the ***survivability*** of crashes through ***expedient access to emergency medical care***, while creating a ***safe working environment for vital first responders*** and ***preventing secondary crashes*** through robust traffic incident management practices.

NO.	NAME	DESCRIPTION	HSIP SPECIAL RULES
PCC 1	**Assessment of Timeliness and Quality of Care**	**Improve understanding of geographies where response time or quality of care could be improved.**	**VRU, ODP, HRRR**
PCC 2	**Linking Crash, Emergency Medical Services (EMS), and Trauma Data**	**Continue efforts to link crash, EMS, and trauma data.**	**VRU, ODP**
PCC 3	Outreach to Prosecutors and Judicial Partners	Develop data integration and educational opportunities to ensure reckless drivers and habitual violators are held accountable for their actions.	
PCC 4	Traffic Incident Management (TIM) Improvements/Program Expansion	Develop targeted training materials for high-risk corridors and update training materials for emerging topics.	VRU, ODP
PCC 5	Computer-Aided Dispatch (CAD-to-CAD) Interoperability	Identify and implement areas of improvement in CAD interoperability to improve crash response.	VRU, ODP

Relationship to Emphasis Area

Emphasis Area	PCC 1	PCC 2	PCC 3	PCC 4	PCC 5	Post-Crash Care Overall
Roadway Departure	✔	✔		✔	✔	✔
Occupant Protection	✔	✔		✔	✔	✔
Impaired Driving	✔	✔	✔	✔	✔	✔
Older Drivers	✔	✔		✔	✔	✔
Intersections	✔	✔		✔	✔	✔
Local Roads	✔	✔		✔	✔	✔
Teen Drivers	✔	✔		✔	✔	✔
VRUs (Pedestrians & Cyclists)	✔	✔		✔	✔	✔
Speeding	✔	✔	✔	✔	✔	✔
Distracted Driving	✔	✔		✔	✔	✔
Motorcyclists	✔	✔		✔	✔	✔
Commercial Motor Vehicles (CMVs)	✔	✔	✔	✔	✔	✔

OVERLAP WITH OTHER STRATEGIES

The findings of PCC 1 could inform programming and investment choices in support of the objectives of Safer People, Safer Roads, Safer Speeds, and Post-Crash Care.

The findings and recommendations from PCC 2 will tie directly to PCC 1.

The findings and recommendations from SP 4 (Impaired Driving Testing Improvements) will tie directly to PCC 3.

*Refer to **Appendix A** for Strategy Action Plans for each individual strategy, including action steps, leads and partners, funding sources, and how performance will be monitored.*

3.6 Safe System Approach Alignment

While individual Strategy Teams will be charged with implementing their strategies described in this chapter, nearly all of these strategies align with multiple objectives of the Safe System Approach. The figure below summarizes the relationship among the DTZ Plan strategies and the Safe System Approach objectives. This alignment is intentional and focused on reinforcing the layers of the Safe System in Kansas.

Safer People

SP 1 – Safety Corridor Pilot Program
SP 2 – Educational Initiatives on Proven Countermeasures
SP 3 – Traffic Safety Culture Initiative
SP 4 – Impaired Driving Testing Improvements

Safer Vehicles

SV 1 – Advanced Vehicle Safety Feature Promotion
SV 2 – AV Readiness
SV 3 – CV Enhancements and Pilots
SV 4 – Assessment of Vehicle Inspection Requirements

Safer Roads

SR 1 – "Safety Co-Benefits" across Transportation Programs
SR 2 – HRUR Program
SR 3 – Prioritizing Implementation of Local Safety Plans
SR 4 – Context-Appropriate Design Guidance/Policies
SR 5 – KDOT District Safety Plans

Safer Speeds

SS 1 – Excessive Speeding Initiative
SS 2 – Safety Camera Pilot
SS 3 – Speed Feedback Sign Program
SS 4 – KDOT Speed Policies and Practices
SS 5 – Transition Zone Effectiveness

Post-Crash Care

PCC 1 – Assessment of Timeliness and Quality of Care
PCC 2 – Linking Crash, EMS, and Trauma Data
PCC 3 – Outreach to Prosecutors and Judicial Partners
PCC 4 – Traffic Incident Management (TIM) Improvements / Program Expansion
PCC 5 – CAD-to-CAD Interoperability

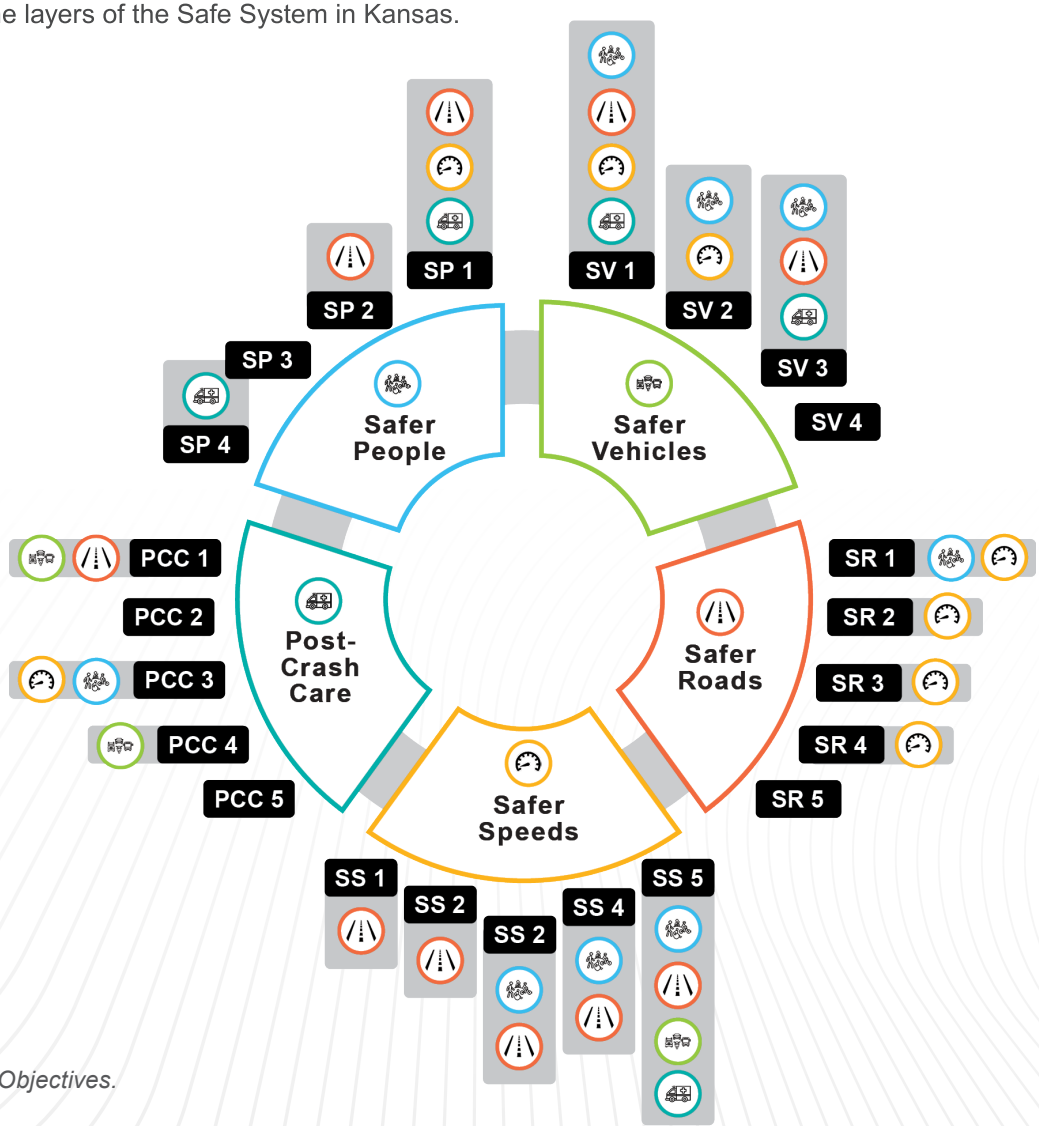


Figure 16. Alignment of Strategies with Safe System Approach Objectives.

4. Implementation and Monitoring

Kansas will implement the 23 DTZ Plan strategies and their associated Action Plans **(Appendix A)** over the Plan's five years. This section summarizes the framework for implementing these strategies and evaluating progress toward implementation.

4.1 Roles and Responsibilities

DTZ Coalition

The DTZ Coalition will oversee the implementation of strategies and action steps in the DTZ Plan. As the executive steering body for the Plan, the Coalition will:

- Meet quarterly to review activities and track implementation progress
- Provide organizational resources to support and assist specific strategies and actions
- Promote collaboration among agencies and stakeholders and support recruitment of stakeholders
- Align agencies with the DTZ Plan's vision, mission, and goals and support organizations with the adoption of strategies and programs in the plan
- Continue to prioritize strategy implementation
- Facilitate future updates of the DTZ Plan

Strategy Teams

The Strategy Teams will work to implement the planned actions of each strategy. The Strategy Teams will:

- Convene to meet at least three times annually and as needed amongst team leaders, notifying participants and preparing meeting contents and materials
- Coordinate with state and local partners to implement action steps or overcome barriers
- Update and maintain implementation tracking to summarize implementation progress of the Action Plans
- Present an annual update for each Action Plan

Support Teams

The DTZ Coalition and the Strategy Teams are supported by three Support Teams:

- **Data Support Team:** The Data Support Team will support data needs requested by the DTZ Coalition and the Strategy Teams as identified in the Action Plans **(Appendix A).**
- **Policy Support Team:** At the direction of the DTZ Coalition, the Policy Support Team will work on vetting and advancing prioritized policy or legislative needs as identified in the Action Plans or as issues arise.
- **Communications Support Team:** The Communication Support Team will use existing networks and resources to promote initiatives of the DTZ.

In addition to the Support Teams, numerous Task Forces will continue to meet on a regular basis and coordinate with the DTZ Coalition and KDOT's Bureau of Transportation Safety, including the Motorcycle Task Force, Impaired Driving Task Force, Traffic Records Coordinating Committee, Work Zone Safety Forum, Safe Routes to School (SRTS) Advisory Committee, and KDOT's internal "SAFE-T" Team.

4.2 Timelines for Implementation of Strategies

Each Strategy Team developed timelines for implementation of the action steps associated with each of their strategies. Timing for implementation considered factors such as stakeholder prioritization, the team's capacity, and the complexity of implementation. An example timeline is provided below, and timelines for each strategy can be found in **Appendix A**. The date included in the timeline of the Action Plan indicates a target completion date for the action step. For each Strategy Team, the Appendix also provides a summary graphic that aligns the timelines from all four or five strategies for that team together, which was an important factor in managing the workload for the Strategy Teams. Note that these timelines are subject to change per updates from each Strategy Team, and the Action Plans in the Appendix are living documents that the Strategy Teams will update annually when necessary.

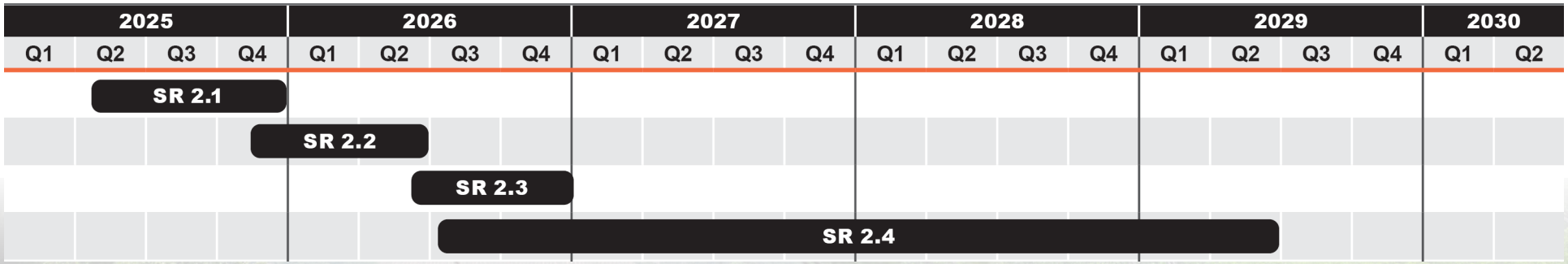


Figure 17. Example Strategy Implementation Timeline.

4.3 Funding Sources

The Strategy Action Plans **(Appendix A)** identify potential funding sources for each strategy's associated action steps. These potential funding sources include:

Infrastructure-Related Funding

In accordance with FHWA and Federal Transit Administration (FTA) requirements, KDOT annually develops a Statewide Transportation Improvement Program (STIP). Within the strategy Action Plans, several funding sources are listed that are further described in the STIP, including HSIP, Strategic Safety Improvement Program (SSI), Intelligent Transportation Systems (ITS), State Planning and Research (SPR), Planning (PL), and the Transportation Technology Development Program (ITP). Related, strategy SR 1 in Chapter 3 seeks to enhance and improve safety benefits in other transportation programs and processes at KDOT, with MPOs, and with local public agencies. Of note:

- FHWA HSIP funds are allocated to KDOT for implementing infrastructure safety improvement projects to reduce fatalities and serious injuries on all public roads and for all road users.[15]
- The State of Kansas Eisenhower Legacy Transportation Program (IKE) is a 10-year, nearly $10 billion investment aimed at improving the state's transportation infrastructure from 2020 to 2030.
  - Within IKE, $300 million is allocated for a category combining Cost Share, Safety, and Local Bridge investments. The safety funds within IKE are reserved exclusively for state highway system investments.
  - Within IKE, another $300M is allocated for a category combining preservation and technology. Amongst the funds within this program area are Preservation Plus (PP) and ICT. These funds are also reserved exclusively for state highway system investments.
- KDOT received a discretionary grant from FHWA titled the Advanced Transportation and Congestion Management Technologies Deployment Grant (ATCMTD) which is referenced in the Safer Vehicles strategies. The grant is funded under the FAST Act through a set-aside from the Highway Research and Development, Technology and Innovation Deployment, and Intelligent Transportation System Research Programs. Within IIJA, the program was titled ATTAIN as of 2025.

Behavioral Safety Funding

KDOT administers NHTSA grants for behavioral safety and traffic records coordination in accordance with the state's Triennial HSP. The NHTSA Section 402 fund is distributed by formula to Kansas and has more flexibility than NHTSA discretionary grants. In FY25, Kansas is in receipt of ten discretionary grants or cooperative agreements authorized by NHTSA that include an allocation of funds to implement specific national safety initiatives, and include:

- Fatality Analysis Reporting System Cooperative Agreement;
- State Electronic Data Capture;
- 405b Occupant Protection;
- 405c State Traffic Safety Information;
- 405d Impaired Driving;
- 405d Alcohol Ignition-Interlock;
- 405e Distracted Driving Awareness;
- 405f Motorcyclist Safety;
- 405h Preventing Roadside Deaths; and
- 405i Driver and Officer Safety.

Additional Safety Funding Sources

- The Federal Motor Carrier Safety Administration (FMCSA) allocates funding to the States for the implementation of national safety initiatives for commercial motor vehicles. The Kansas Highway Patrol oversees the funds and strategic initiatives of the Motor Carrier Safety Assistance Program (MCSAP).
- Additional state agencies receive funding or oversee program administration that may support initiatives of the DTZ Plan, including Kansas Department of Revenue (KDOR), Kansas Bureau of Investigation (KBI), Kansas Department of Health and Environment (KDHE), Kansas Department of Commerce, Kansas Board of Emergency Medical Services (KBEMS), and the Kansas Board of 911.

15 *https://highways.dot.gov/safety/hsip/hsip-special-rules*

4.4 Performance Measures and Targets

Although zero fatalities is the vision of Drive To Zero, FHWA also requires each state to establish and recognize annual goals as the state works to achieve this vision. FHWA's Safety Performance Management Final Rules require development of statewide targets annually for five safety performance measures as shown in the table below. Utilizing five years of historical crash data, the state develops projections for each of these measures. The 2025 targets were developed in the spring of 2024.

	Current Trends (Actual)						Performance Measure Targets (Based on 5-Year Average)	
YEAR	2018	2019	2020	2021	2022	2023	2024	2025
Number of Fatalities	405	410	426	424	410	387	400	390
Fatality Rate (per 100 Million VMT)	1.26	1.29	1.53	1.34	1.31	1.22	1.26	1.25
Number of Serious Injuries	1,007	1,407	1,588	1,763	1,702	1,888	1,400	1,875
Rate of Serious Injuries (per 100 Million VMT)	3.13	4.42	5.71	5.58	5.8	5.93	4.47	6.2
Non-Motorized (VRU) Fatal and Suspected Serious Injuries	133	149	165	189	184	209	170	195

These targets serve as short-term goals for the state. KDOT is federally required to review, establish and report these targets annually to FHWA and NHTSA.

4.5 Annual Evaluation Process

The DTZ Plan is continuously evaluated throughout the implementation horizon of the Plan. The DTZ Coalition and Strategy Teams will continuously evaluate strategies to understand which strategies should be modified or discontinued. Each individual Strategy Team will be monitoring performance on specific outputs and outcomes for individual strategies and actions and will be reported to the DTZ Coalition. The Data Support Team will monitor progress on fatalities and serious injuries associated with each strategy as well. **In addition, while the DTZ Plan is updated every five years, the Strategy Teams will update the individual Strategy Action Plans annually when necessary at the direction of the DTZ Coalition.**

5. Call to Action

Each year, Kansas loses nearly 400 people to fatal injuries, and thousands more suffer serious, life-altering injuries on public roads. In recent years, there has been a promising trend in reducing the number of fatalities; however, the number of serious injuries is not on that same downward trajectory. These fatalities and serious injuries have a societal cost of more than $6 billion ($2,000 per Kansan) annually. More importantly, these impacts represent a massive toll on countless family members, friends, and loved ones.

Safety on our highways and roads profoundly impacts every Kansan. The commitments we make in the DTZ Plan will resonate through future generations, *fostering a culture* where safety is prioritized and cherished. Kansans have an opportunity—and a responsibility—to make a significant difference in our state and drive the number of traffic deaths to the only acceptable number—zero.

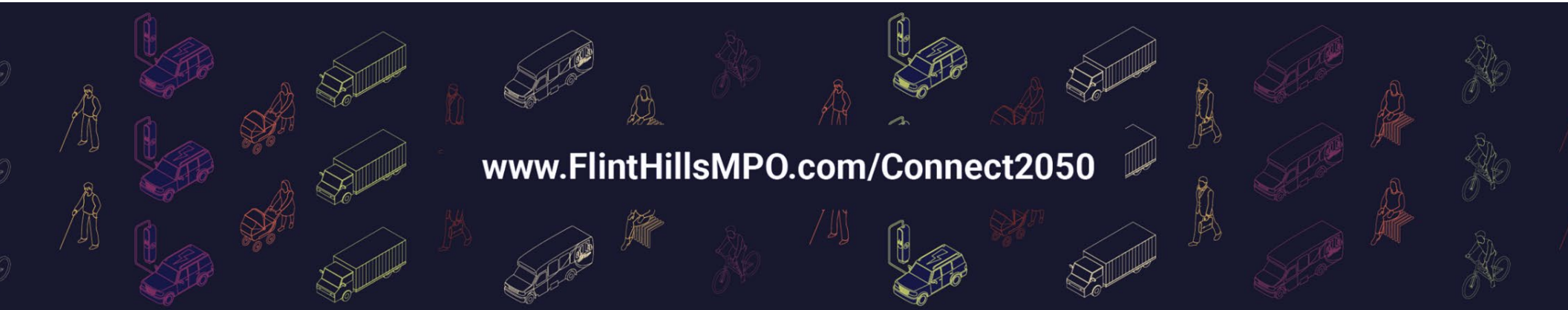
Implementing the DTZ Plan—and achieving the vision—is a shared responsibility.

We all have a role in creating a safer transportation network for all who live, work, and play in Kansas. Here's how you can contribute to road safety in Kansas:

- **Road Users:** Always practice safe behaviors, whether you are driving, walking, biking, or using another mode of travel. Stay attentive and avoid distractions.
- **Parents and Families:** Educate and mentor family members on safe driving practices and monitor their driving habits. Encourage open discussions about road safety.
- **Educators:** Incorporate traffic safety education in school curriculums and engage parents and the community in promoting road safety.
- **Community Organizations:** Work with local leaders and businesses to foster a safety-focused culture and promote community-wide safety initiatives.
- **Employers and Businesses:** Implement workplace policies that encourage safe driving among employees and support traffic safety awareness programs.
- **Vehicle Manufacturers and Technology Innovators:** Develop and incorporate advanced safety features in vehicles to reduce human error and enhance road safety.
- **Emergency Responders and Healthcare Providers:** Deliver prompt and effective emergency response and medical care to reduce the severity of injuries from traffic incidents.
- **Engineering and Planning Professionals:** Design roads with safety considerations for all road users. Implement infrastructure improvements with proven safety benefits that minimize crash risks.
- **Regional Planning Organizations and Local Agencies:** Provide resources, support safety initiatives, and foster communication among stakeholders to enhance road safety.
- **Local Public Works Departments:** Maintain and enhance roadway infrastructure to improve safety for all road users. Promptly address hazards like potholes and ensure the visibility and effectiveness of traffic signals and signage.
- **Law Enforcement Agencies:** Uphold traffic laws and engage in community outreach to promote the importance of safe driving. Participate in high-visibility education and enforcement campaigns.
- **Elected Officials:** Advocate for and support legislation and policies that prioritize road safety. Lead by example and engage with the community on safety issues.
- **Judicial System Professionals:** Ensure fair and consistent adjudication of traffic violations to deter dangerous driving behaviors. Participate in training related to traffic safety.

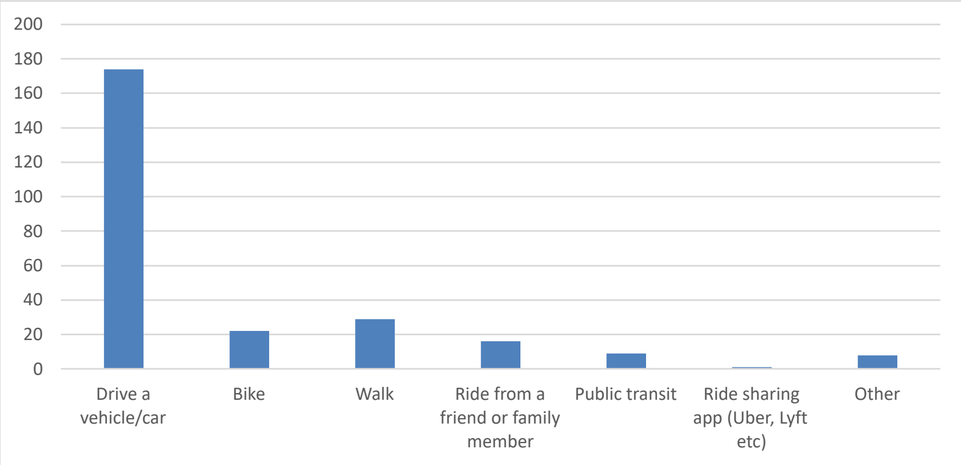
By taking these actions, we collectively contribute to a safer Kansas. Let's commit to working together to achieve our vision of zero traffic-related fatalities and injuries, and let's make Kansas roads safer for everyone – because everyone deserves to get home safely.

APPENDIX F:
PUBLIC INVOLVEMENT



1) What modes do you use to get to work or school, and how often? (Select all that apply)

259 responses



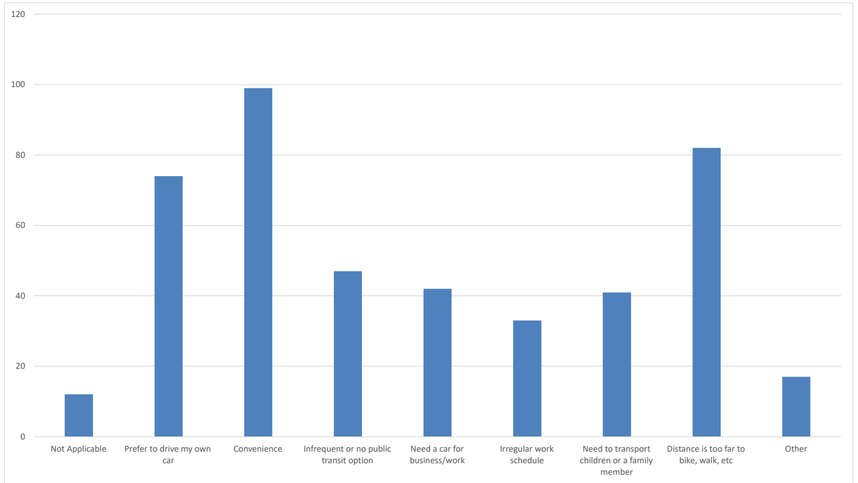
	Count	Pctg
Drive a vehicle/car	174	67%
Bike	22	8%
Walk	29	11%
Ride from friend/family member	16	6%
Public transit	9	3%
Ride sharing app (Uber, Lyft, etc)	1	0%
Other	8	3%

The following short answers were provided by those who selected "Other."

1. *"I use a kick scooter, which requires smooth/paved sidewalks"*
2. *"Retired. Use car for everything"*
3. *"Ride an electric scooter if there is somewhere to park inside. Theft of scooters & bikes is a problem. Also hassled by people begging on corners when riding/walking. Bike lanes & left crosswalk at Bluemont/Manhattan Ave is VERY dangerous (drivers never see people)! The bus takes FOREVER and does not run when I need to go to work in the morning or when I get off in the evening shifts."*
4. *"Work from home"*
5. *"I drive everyday"*
6. *"Retired. Own vehicle for pleasure transportation"*
7. *"Work from home most days"*
8. *"I'm retired so don't travel daily"*

2) If you drive yourself to work, what are your main reasons for doing so? (Select all that apply)

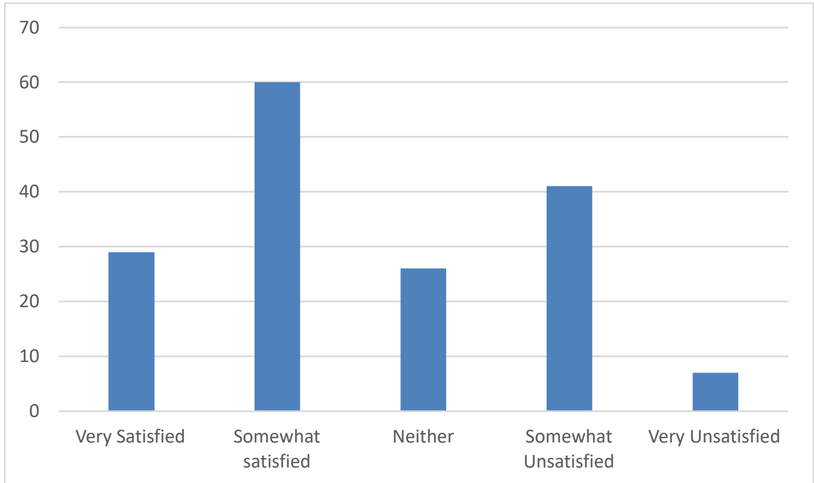
447 responses



	Count	Pctg
Not applicable (I do NOT drive)	12	3%
Prefer to drive my own car	74	17%
Convenience	99	22%
Infrequent or no public transit option	47	11%
Need a car for business/work	42	9%
Need to transport children or a family member	41	9%
Distance is too far to bike, walk, etc	8	3%
Other	17	4%

3) Overall, how satisfied are you with your typical driving experience?

163 responses

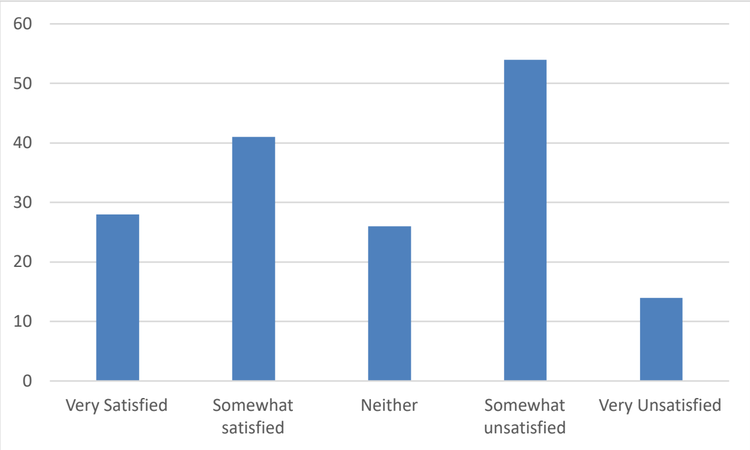


	Count	Pctg
Very satisfied	29	18%
Somewhat satisfied	60	37%
Neither	26	16%
Somewhat unsatisfied	41	25%
Very unsatisfied	7	4%

4) How satisfied are you with the items below in regards to your typical driving experience?

- Traffic, congestion, amount of vehicles

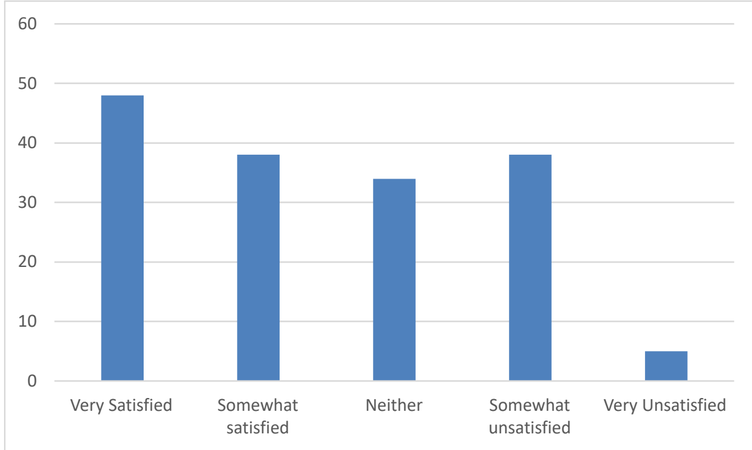
163 responses



	Count	Pctg
Very satisfied	28	17%
Somewhat satisfied	41	25%
Neither	26	16%
Somewhat unsatisfied	54	33%
Very unsatisfied	14	9%

- Travel time

163 responses

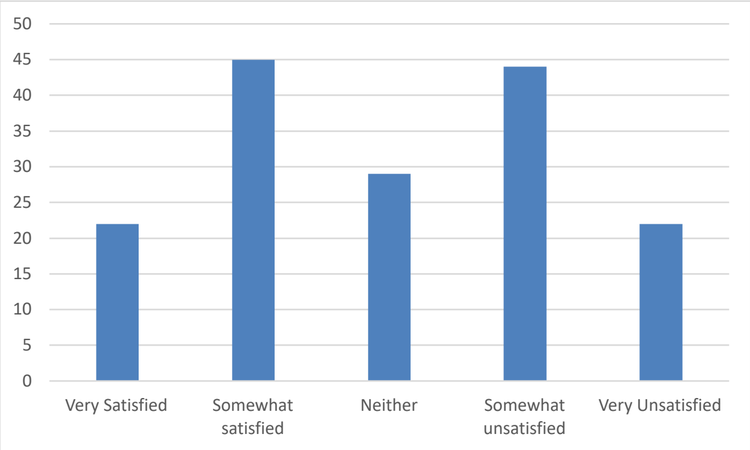


	Count	Pctg
Very satisfied	48	29%
Somewhat satisfied	38	23%
Neither	34	21%
Somewhat unsatisfied	38	23%
Very unsatisfied	5	3%

4, cont'd) How satisfied are you with the items below in regards to your typical driving experience?

- Traffic signals (timing, etc)

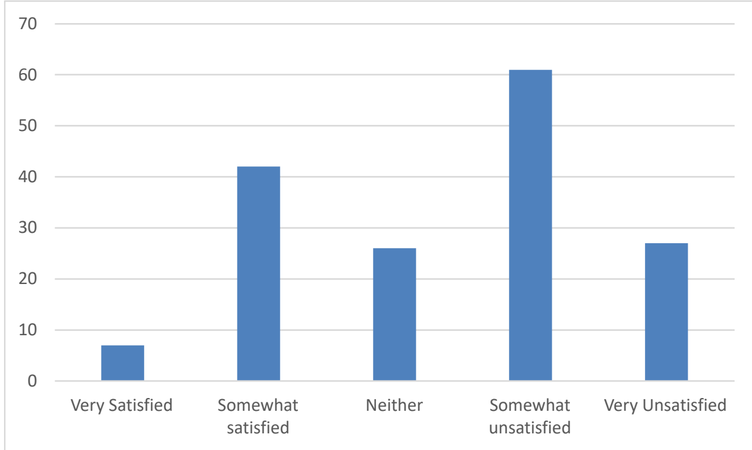
162 responses



	Count	Pctg
Very satisfied	22	14%
Somewhat satisfied	45	28%
Neither	29	18%
Somewhat unsatisfied	44	27%
Very unsatisfied	22	14%

- Other drivers (attention, caution, follow rules of the road, etc)

163 responses

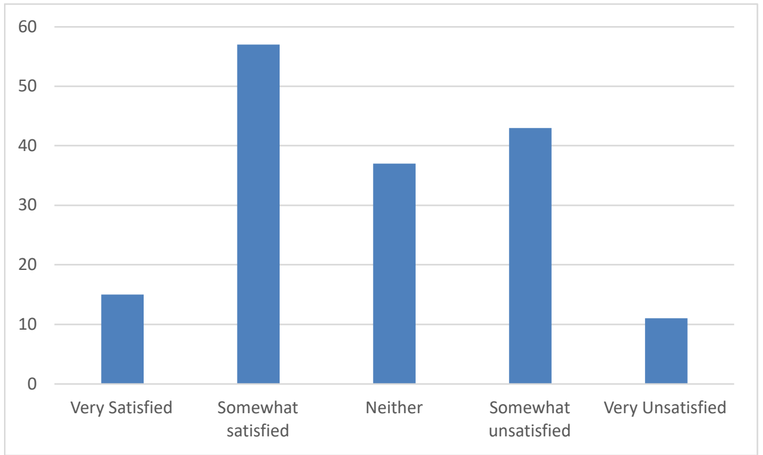


	Count	Pctg
Very satisfied	7	4%
Somewhat satisfied	42	26%
Neither	26	16%
Somewhat unsatisfied	61	37%
Very unsatisfied	27	17%

4, cont'd) How satisfied are you with the items below in regards to your typical driving experience?

- Safety

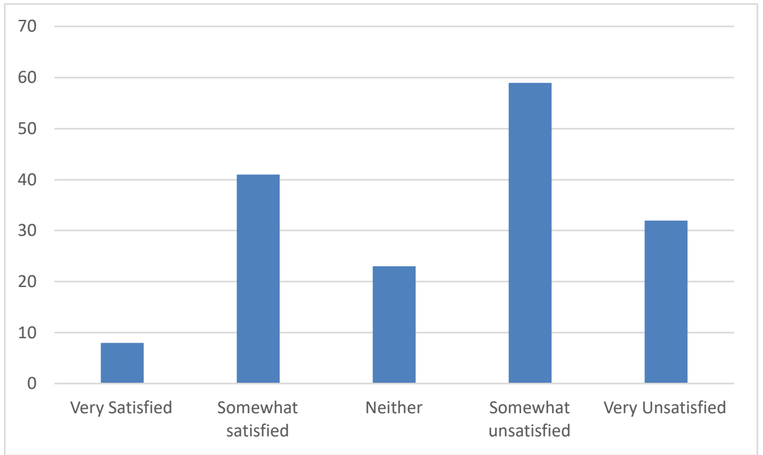
163 responses



	Count	Pctg
Very satisfied	15	9%
Somewhat satisfied	57	35%
Neither	37	23%
Somewhat unsatisfied	43	26%
Very unsatisfied	11	7%

- Road quality (Pot holes, etc)

163 responses

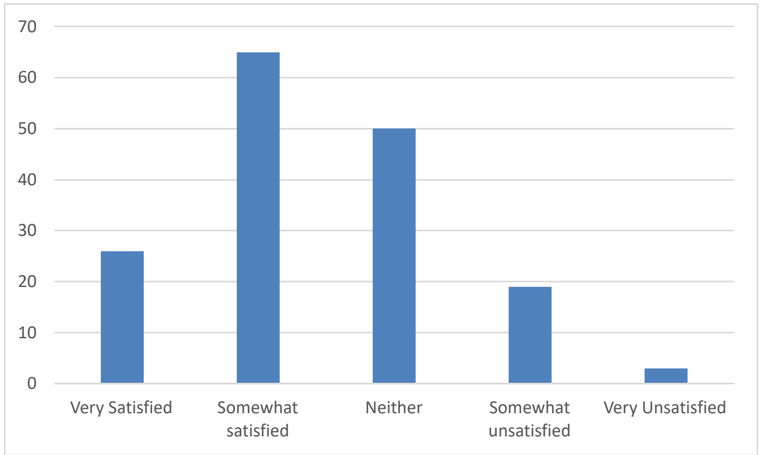


	Count	Pctg
Very satisfied	8	5%
Somewhat satisfied	41	25%
Neither	23	14%
Somewhat unsatisfied	59	36%
Very unsatisfied	32	20%

4, cont'd) How satisfied are you with the items below in regards to your typical driving experience?

- Speed limit

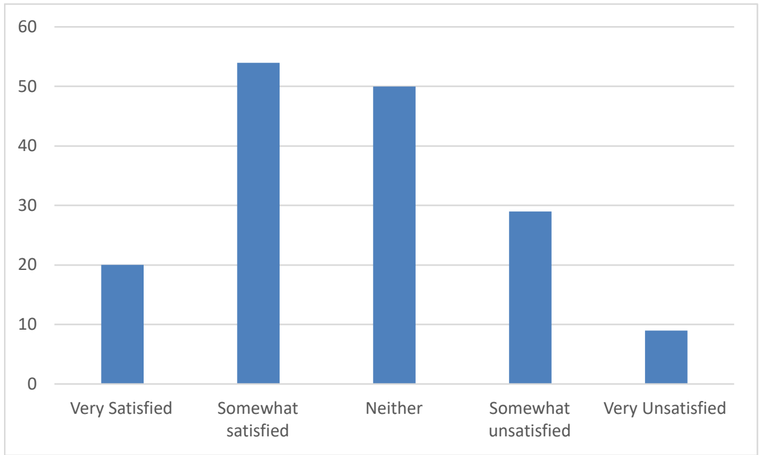
163 responses



	Count	Pctg
Very satisfied	26	16%
Somewhat satisfied	65	40%
Neither	50	31%
Somewhat unsatisfied	19	12%
Very unsatisfied	3	2%

- Parking

163 responses



	Count	Pctg
Very satisfied	20	12%
Somewhat satisfied	54	33%
Neither	50	31%
Somewhat unsatisfied	29	18%
Very unsatisfied	9	6%

4, cont'd) Please provide any details you'd like us to know about. (Open Response)

56 responses

1. *"Added light by Purple Wave is a disaster. Should have connected Frontage to 3 way. Lights are too close together."*
2. *"All parking has been taken from aggieville and given to someone to build another hotel. Crazy how terrible our city is run. Rec centers charging now, gotta pay to park in parking garage in aggieville. No foresight from this city"*
3. *"As long as you keep building farther out and creating a car dependant living experience things will continue to get worse. You trip traffic light on side streets before cars can even stop causing constant stopping off traffic on major arteries"*
4. *"Better enforcement is needed for inattentive driving, especially cell phones. There are so many drivers going faster than speed limits."*
5. *"Commissioners have not considered rural area affected by growth, too much traffic on Junietta + Blue River Rddue to deveelopment + population of Blue Township - Green Valley Area"*
6. *"Commute from Wamego to Manhattan. Most mornings/afternoons going to/from work are okay. If there is an accident or construction, there is nowhere to re-route and ultimately becomes extremely congested. There needs to be a second (or third) way in and out of Manhattan to the East."*
7. *"Concerned about the intersection at Chestnut and Washington Street in Junction City. Would like Grant Ave to have a bike path and bring in electric scooters or bikes to give soldiers and guests at the boat ramp to the downtown district. Grant Ave needs sig improvement. Would love to not only have more bike paths, but events, opportunities, and a store to promote healthy living and revitalize downtown. Would like to avoid an East Street development to continue with the traffic flow through the Junction City downtown district. Would like to have all of Washington Street resurfaced, paying attention to aesthetics, pedestrian safety, and bikes. The traffic signal at 6th and Eisenhower is a safety concern."*
8. *"Depending on whether its Manhattan or Junction City. Manhattan traffic congestion and number of vehicles is not satisfactory."*
9. *"Downtown parking is bad because of the time limit. I have to work downtown in that area. Aggieville parking is terrible and limited so I am avoiding restaurants there."*
10. *"Drivers frequently run through red lights on Seth Child"*
11. *"East Hwy 24 to congested and unsafe at times."*
12. *"Fix the roads."*
13. *"Fix why hwy 24 is unsafe. 24 & flush. Spend the money now. Stop wasting money on studies and signs. Do the obvious common sense option and create an over/under pass. When you truly focus on common sense solutions and safety, you'll be making progress in our communities."*
14. *"Hey 24 is already too congested coupled with terribly timed lights. It's dangerous to have only one way in and out of town from the east."*
15. *"Hwy 24 & Levee Drive"*
16. *"HWY 24 median breaks without turn lanes, particularly between Green Valley and the mall, are very dangerous. Please consider reducing the median openings, driveways, and/or building more frontage roads."*
17. *"I would love to have a public transportation option, but I can't afford rideshares and ATABus is an obnoxiously long ride to my job."*
18. *"Intersection of westend of Elk Creek Rd and Green Valley Rd"*
19. *"It was a challenge to answer the above questions as it really depends on the time of day. At the usual "go to work; come home from work hours like 7-9 a.m. and 4-6 p.m.) there is a LOT of traffic and congestion. Other times of day, things move pretty quickly."*
20. *"It would be nice to have a main roadway from the east side of Manhattan to the west side of town."*
21. *"I've been driving these roads in Riley co. and all over Kansas. Manhattan needs help to replace more than repair..."*
22. *"Junietta & Blue River Maintenance"*
23. *"Junietta Rd"*
24. *"Less parking garages needed in town. Do NOT want to be part of MHK city limits!"*
25. *"Lights are a mess. No enforcement of red light running either. Especially at 24 and Green Valley west bound in the morning."*
26. *"Manhattan is very nice to drive around, wish it was this nice to bike here. The biggest thing that makes a day driving bad is mostly how frequently people pull out without looking onto the fast roads. Some intersections like Marlatt/Seth Child could really use a roundabout."*
27. *"More accessible roadways are needed between Riley and Pottawatomie Counties, especially when Highway 24 is having maintenance/construction conducted."*
28. *"More bike lanes needed to separate bikes & cars"*
29. *"Need an alternative route into Manhattan"*
30. *"Parking is not good in several areas in town. I will not pay to park in the garages, so I do not visit those businesses where parking is difficult."*

4, cont'd) Please provide any details you'd like us to know about. (Open Response)

31. *"Please ensure everyone understands there are other roads in Manhattan other than those bordering the K-State football stadium."*

32. *"Once my kids are grown I would like to take more public transit and use a bicycle to save money. To afford retirement in later years we will need to get by with only one vehicle for entire household. Thus will depend on buses and bicycles. Intersections feel unsafe in Manhattan. More completely separate bike lanes are needed. I have been racially assaulted with my KIDS at intersections in nice parts of Manhattan (Browning and Kimball). The crosswalk there also NEVER works. My kids going to AMS say they have to run across during rush hour to school. After experiencing the racial attack with a 15 year old and the not working crosswalk I drive my kids to school. Including to MHS now because I will not put a teenage boy in danger of racial attacks and crossing Claflin and Anderson in the dark. I want the police to offer a place to report racial harassment experienced in MHK to keep tabs on what people are going through. Pot holes damage our vehicles and on major roads in city center are allowed to go unfixed for too long. In college I had very little money and relied on biking (could not afford vehicle). Later I survived in Lawrence, KS with no vehicle but although the bus transit was more advanced than in MHK it was extremely inconvenient because of 45 minute wait times. I 100% want MHK to take care of bus riders. I now live in decent neighborhood and pay high property taxes. In retirement I will need to downsize and morally cannot neglect to speak up for bike riders, walkers and bus riders. For the elderly , handicapped and low income buses make all the difference!"*

33. *"Roads are in terrible condition. I was gone from Manhattan from 2013-2018, and I was surprised how poor the roads had gotten over that time. If I was someone who was thinking of moving here, that would be a deterrent."*

34. *"Snow removal in residence areas, maintainance + upkeep of roads in residential areas, right turn onto Hwy 24 + Green Valley can be damages into the morning commute hours"*

35. *"Some main roads in Manhattan are in very poor condition. They are bumpy and irregular in many places."*

36. *"Speed limits too high, turn lanes nonexistent, big trucks run red lights"*

37. *"The city keep adding bigger buildings (hotels, residences/apt, "business complex") and not providing adequate space for parking. Most of these areas are already congested, but it then makes it worse for riding a bicycle around area. Also, the area around Marlatt Ave/College/Browning is very limited with safe paths into Aggieville/Downtown via bicycle. Visit Bentonville, Arkansas and check out their public bike/walk trails. They have opened up accessibility to the entire town (including their museum, Crystal Bridges) and surrounding towns. Pathways and signage make it easy for people to use bikes as main transport. Our Linear Trail is great, but it goes AROUND town and pathways to ride back in to areas like the our new museum, coffee shops, etc are a bit harrowing (especially if riding bikes with younger family members). It would be great to have more DESIGNATED pathways in town too. It would alleviate some of the congestion in parking lots that keep going missing."*

38. *The light on Levee drive is VERY unsafe. It cannot be seen from a distance (when traveling west), nor can you see traffic backing up. I would love a flashing "light is changing to yellow" indicator. A merge lane off roads like Excel and Lake Elbo to get on to hwy 24 would be a huge help. It gives a chance to get up to speed and merge onto the hwy instead of flooring it and praying :) A better connection of the Blue Township "region" to the middle school (Anthony) would be amazing."*

39. *"The parking in Aggieville is attrocious. I go to a style shop to get a perm which takes over 2 hours, by a few minutes and parking is only 2 hours. I am not able to walk very far so I have to get a ride to let me off at the door."*

40. *"The potholes on side Sunset were mostly filled before the January storm but have started reappearing. There are also some on the entry to driveways to some businesses. I am VERY grateful for the work the road crews went to to clear the snow"*

41. *"The roads need resurfacing. Mostly. The roads need fresh painting of lines. Reflectors on the roads like in Florida, would really help. Street lights can be very dull or nonexistent."*

42. *"The running of lights well after they've turned green is out of hand. Red lights after Yellow light seem seem mean "the cross traffic will wait.""*

43. *"The safety concerns I have are related to deer moving. I have hit 2 in the past 2 years. Military movement is another issue--many military vehicles do not go faster than 45 mph which can be frustrating."*

44. *"There are far too many traffic lights on the main arteries of travel from one end of town to the other. Bluemont/anderson. Fort Riley blvd."*

45. *"There are many roads I travel on in Manhattan that are rough, have large or deep holes, and are not maintained properly"*

46. *"There are still many drivers texting while driving, that makes me nervous. The road conditions are very bad. The parking issues in Aggieville are not good with the cost and confusion of driving with not many parking spots"*

47. *"there has been some road maintenance but there are still several pot holes. Parking areas throughout the city need maintenance"*

48. *"Timing of traffic lights on Bluemont/Anderson are horrible."*

49. *"Timing on lights and general traffic patterns, especially at rush hour, could be improved to reduce stand-still traffic. Preventative maintenance on roads prior to winter could stop the worst of the potholes, so they don't have to be filled with sand to prevent vehicle damage. It would be nice to have another way to cross the Kansas River that doesn't involve a dirt road or a ton of construction being torn out and redone annually."*

50. *"Too high of speeds and too much parking"*

51. *"Traffic congestion is decent on side roads and on main roads like Seth Child, Tuttle Creek Blvd., and people are decent about keeping to the posted speed in those areas. However, drivers absolutely do not stick to the limits on Claflin or Anderson and run lights/turn over others frequently, which is dangerous. This is more about RCPD (not) patrolling in areas where people know they can get away with it rather than long-term transportation planning, but it is frustrating to see people talking on their phones and going over the lines, running lights, and going 10+ mph over the limit (which is all incredibly unsafe). Pot holes are fixed when they can be (which I feel is*

4, cont'd) Please provide any details you'd like us to know about. (Open Response)

reasonable). The past few years have been hard on the asphalt with the windchill and heat. To go back to #3 since there wasn't an option to explain Other: I'm from a large city and would use more public transport, especially for work, but the buses don't come near my house. If some of the routes could be reconfigured to serve different areas of town, that might be more beneficial."

52. *"U.S. 24 corridor is not a fun drive, especially at rush hour. Due to congestion, Green Valley traffic and non-McCall turners are almost forced to travel in the left lane at nearly all times. Way too many chance-takers on drive accesses and cross-throughs with no signalization. Need traffic to filter through the traffic lights by closing off these side drives. A frontage road would help immensely east of the river bridge."*

53. *"We must do something with the traffic flow on Grant Avenue in Junction City Kansas."*

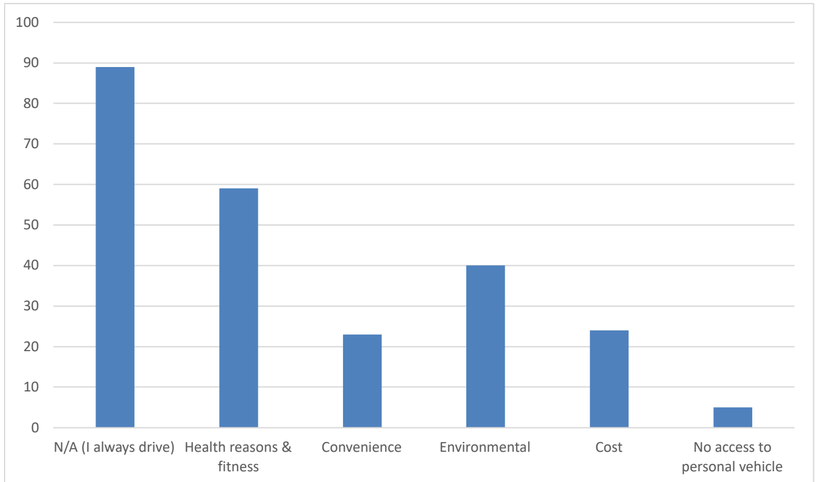
54. *"We need extensive bike paths."*

55. *"We need less potholes"*

56. *"Where are the Riley County Police? I travel Hwy 77/Tuttle Creek Blvd. The speed limit is 65 and most people are flying at 70+ mph. Some days there are 3 way spilts- people passing with oncoming traffic and those on the right and left of the road goes nearly off the road so the one passing can drive down the middle of the road. It is a wonder that more people are not killed on this road. Too bad the railroad was removed from north part of the county. I definitely would take a train if it was available. No public transportation in the north part of the county so everyone must drive."*

5) If you traveled by any means other than car (walk, bike, public transit, etc), what are your main reasons for doing so? (Select all that apply)

240 responses



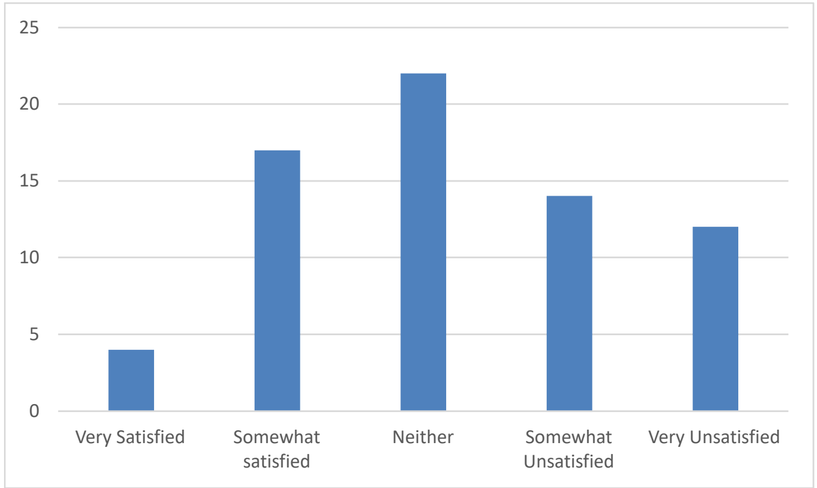
Short answer provided by one respondent who selected "Other.":

1. *"Kids bike to school"*

	Count	Pctg
Not applicable (I always drive)	89	36%
Health reasons & fitness	59	24%
Convenience (it's quicker, easier, closer, etc)	23	9%
Environmental (improve air quality, etc)	40	16%
Cost (it's less expensive)	24	10%
No access to a personal vehicle (I'd drive if I could)	5	2%
Other	5	2%

6) Overall, how satisfied are you with your typical bicycling experience?

69 responses

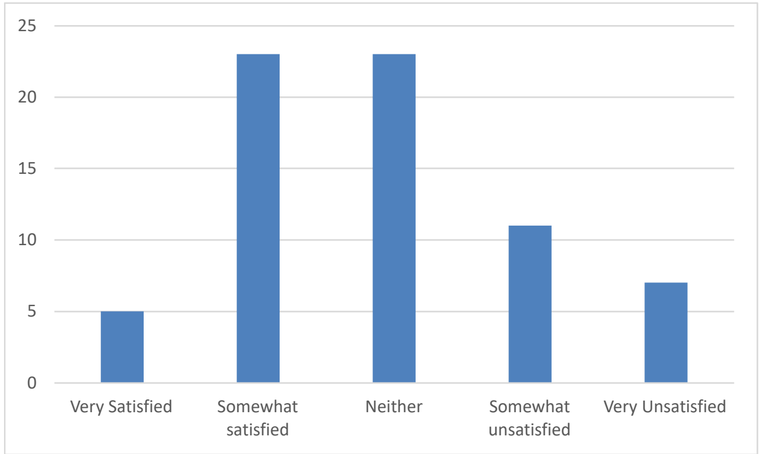


	Count	Pctg
Very satisfied	4	6%
Somewhat satisfied	17	25%
Neither	22	32%
Somewhat unsatisfied	14	20%
Very unsatisfied	12	17%

7) How satisfied are you with the items below in regards to your typical bicycle ride?

- Trail network

69 responses

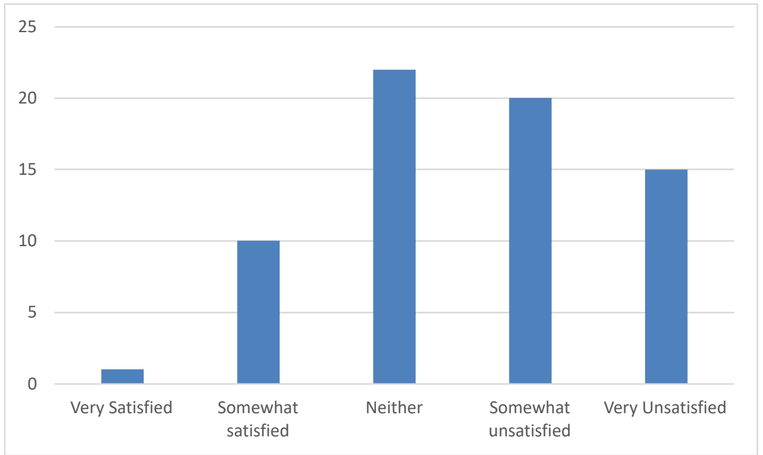


	Count	Pctg
Very satisfied	5	7%
Somewhat satisfied	23	33%
Neither	23	33%
Somewhat unsatisfied	11	16%
Very unsatisfied	7	10%

7, cont'd) How satisfied are you with the items below in regards to your typical bicycle ride?

- On-road bike network

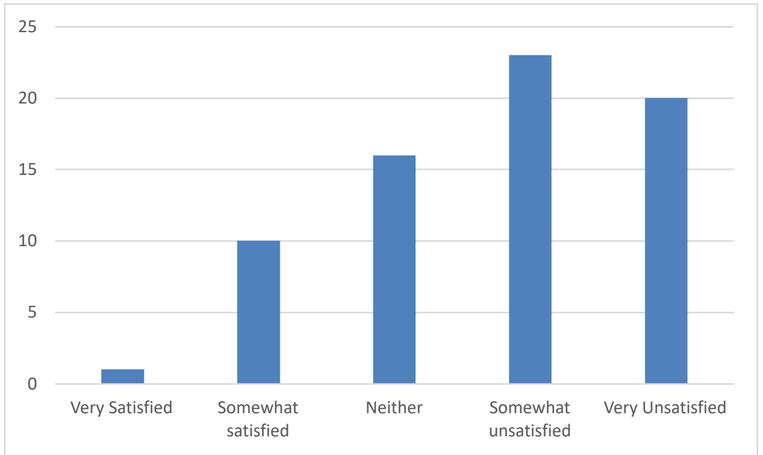
68 responses



	Count	Pctg
Very satisfied	1	1%
Somewhat satisfied	10	15%
Neither	22	32%
Somewhat unsatisfied	20	29%
Very unsatisfied	15	22%

- Safety of bike network (bike lanes, trails, protected bike lanes, etc)

70 responses

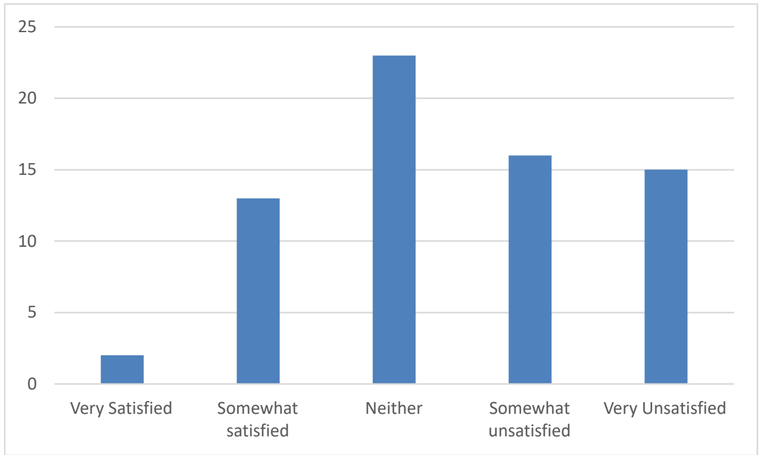


	Count	Pctg
Very satisfied	1	1%
Somewhat satisfied	10	14%
Neither	16	23%
Somewhat unsatisfied	23	33%
Very unsatisfied	20	29%

7, cont'd) How satisfied are you with the items below in regards to your typical bicycle ride?

- Key destinations are accessible

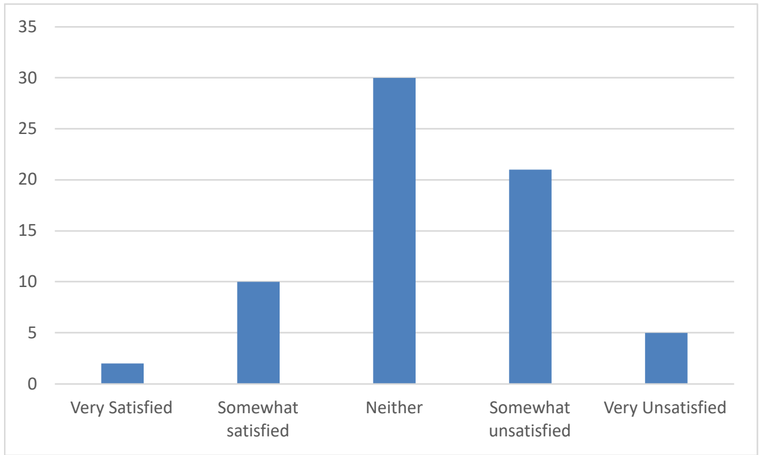
69 responses



	Count	Pctg
Very satisfied	2	3%
Somewhat satisfied	13	19%
Neither	23	33%
Somewhat unsatisfied	16	23%
Very unsatisfied	15	22%

- Bike parking (amount, locations, security, etc)

68 responses

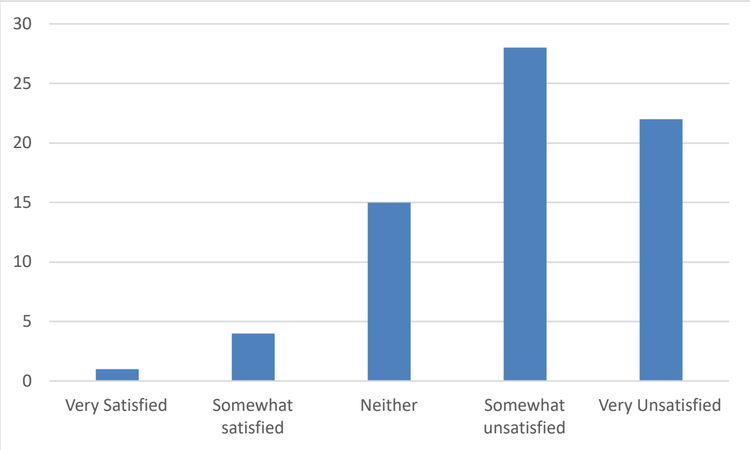


	Count	Pctg
Very satisfied	2	3%
Somewhat satisfied	10	15%
Neither	30	44%
Somewhat unsatisfied	21	31%
Very unsatisfied	5	7%

7, cont'd) How satisfied are you with the items below in regards to your typical bicycle ride?

- Vehicle drivers (attention, cautious, follow rules of the road, etc)

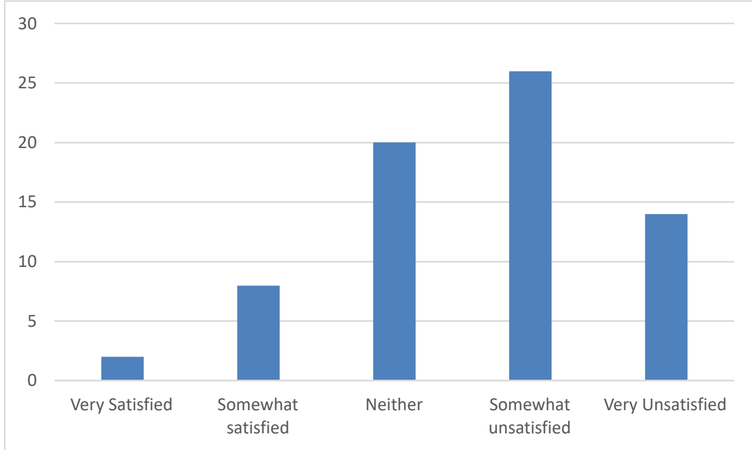
70 responses



	Count	Pctg
Very satisfied	1	1%
Somewhat satisfied	14	6%
Neither	15	21%
Somewhat unsatisfied	28	40%
Very unsatisfied	22	31%

- Major road intersection crossings, crosswalks, signals

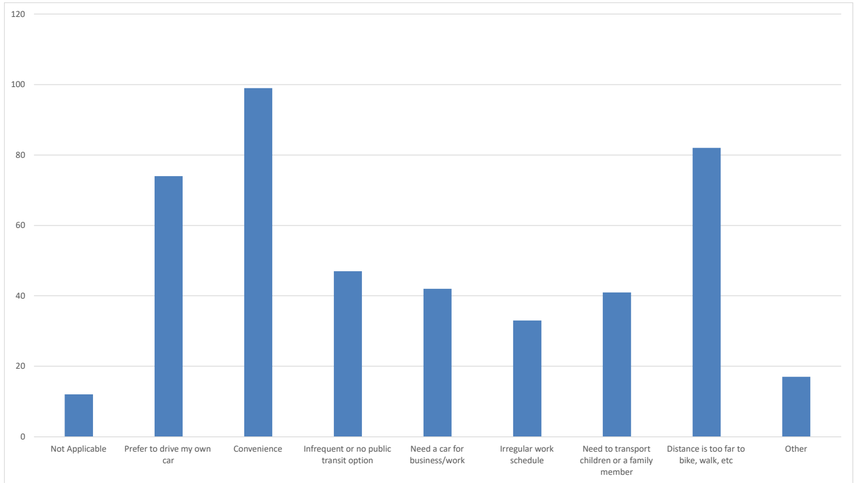
70 responses



	Count	Pctg
Very satisfied	2	3%
Somewhat satisfied	8	11%
Neither	20	29%
Somewhat unsatisfied	26	37%
Very unsatisfied	4	20%

8) How satisfied are you with the new protected bike lane on N Manhattan Ave (Vattier to Fremont)?

74 responses



	Count	Pctg
Love it - we need more protected bike lanes	17	23%
Like it	5	7%
Indifferent	10	14%
I have not ridden a bicycle on it	38	51%
Don't like it	3	4%
Hate it	1	1%

9. Tell us why you feel that way about the bike lane. (Open-ended)

22 responses

1. *"Cars turning right onto Anderson are not attentive to cyclist crossing. The North Manhattan lane often contains debris...caused me to have a flat tire. The lane through Aggieville has issues. Not enough time to discuss here*
2. *"I don't bike in this area"*
3. *"Drivers never see people in the half a block long protected lane. What is the green paint for? Riding on the right of a car is just asking to get run over especially when you are trying to go across the street and the car wants to turn right. No one understands the left hand turn crosswalk. They see green and go. I avoid this intersection and so does my family that sometimes drives me to work. They don't feel it's safe either."*
4. *"I am use to protected bike lanes from places we travel to ride."*
5. *"I don't bicycle, I walk."*
6. *"I don't ride a bike because I am not confident enough to do so on the road. I think that BOTH drivers and bicyclists could do better about obeying traffic laws and respecting each other's right to be there. The number of bikes I've seen go to the sidewalk to use a crosswalk instead of waiting at a red light is scary. Bicyclists should also be aware that they have to stop at intersections, just like pedestrians and/or cars do! I'm sure that cars could do more to share the road more safely, but I can't speak to that as much as I don't ride a bike."*
7. *"I have personally watched a car turn left from Anderson onto North Manhattan into that bike lane. The bike lane goes from nowhere and leads to nowhere. I love the idea of a protected bike lane but drivers need to be educated about them and there needs to be more of them."*
8. *"I haven't seen it but the fact that we have added a protected bike lane is phenomenal. 1 lane makes it hard to change people's behavior so the complain about the loss of driving but we need 10x so people can safely walk and bike. Zoning needs to adjust for mixed use so people aren't having to travel so far."*
9. *"I haven't seen it. I don't go to that part of town."*
10. *"I think the new configuration of the bike lane is great; completely on the right and completely protected. Before, it was easy for drivers to disregard and cross over it to make a quick right turn."*
11. *"I walk - don't bike"*
12. *"I've had one bike accident- don't want another!"*
13. *"I'm scared to share the road with drivers, so I typically only bike down empty alleys or on the sidewalk. I prefer to use a kick scooter because I can legally use it on the sidewalk."*

9, cont'd) Tell us why you feel that way about the bike lane. (Open-ended)

14. *"I LOVE it not only for the bike riders but for the CAR driver. It is very dangerous and frustrating as a car driver to share the road with bicyclists due to the huge difference in speed and difficulty seeing them sometimes. I hated sharing the road as a cyclist and now I make no attempt. I know too many people who got hit by cars biking. I use the sidewalks and instruct my kids to do the same. This is unsafe for walkers, again due to huge difference in speed. Sidewalks can be unsafe for bikers as well. Huge cracks and juts in sidewalk led to crash for AMS kid that broke a foot. Another reason to drive to school. I rode bikes in dedicated bike lanes in Germany with their own traffic signal for bikes at intersections and would travel from town to town! We were separated from traffic on a wide sidewalk that had one side for bikes and one side for pedestrians. When on the road we had our own lane. Between towns a series of trails separated from car traffic served as a bike hwy. It was safe to go anywhere! And everywhere I encountered elderly and families with kids using these bike hwys. Because everyone actively used them as a single person I was rarely alone. MHK needs more bike lanes and more trails that are connected in town. The center near Kimball, Target, Sethchild area is neglected for trail connections between the east and west side of Seth Childs. Linear trail is full of bike puncturing thorns and we had to stop riding it as a family because the cost of fixing thorn punctures after every ride was too expensive."*

15. *"It encourages bike riding to access high traffic congestion areas in town. Old people in the region will only complain about it."*

16. *"It provides a more direct connection through midtown."*

17. *"It provides the most safety for the bicyclist and also encourages bike use. I mostly drive to get around town particularly in the winter, but I much prefer the overall idea of biking or walking or taking public transit, its just that those options are not as reliable. I do still bike places on occasion and would do so even more if there were more protected bike lanes. I will say I think its a bit strange that it only goes from the bluemont/anderson intersection to Vattier, with it then splitting into a one-way bike lane on either side of Manhattan Ave. Also, drivers have absolutely no idea how to deal with the bike lane once you get into Aggieville. I often see people drive or even park in the bike lane. Also, I have seen on a few occasions people turn right from the Laramie one-way by Chipotle onto north bound Manhattan Ave and think that the south bound lane is a left turn lane because they think the bike lane is the actual south bound lane. I've encountered that a few different times while using the actual southbound lane (the one that some drivers think is a turn lane)."*

18. *"It seems to create an awareness of bike traffic even after the protected lanes end"*

19. *"Safer"*

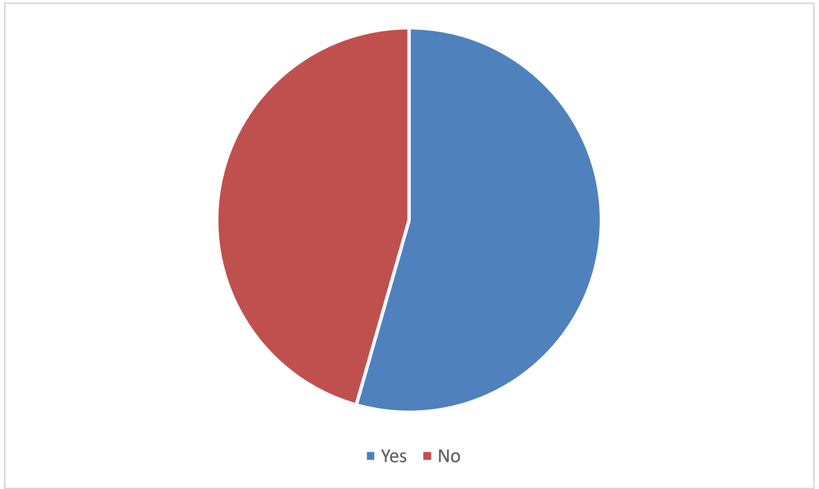
20. *Takes up too much of the Street. N. Manhattan used to be a four lane street. Four lane streets do a lot better with traffic congestion. The intersection of N. Manhattan and Anderson/Bluemont is a very congested intersection. Why would city planners bottleneck the street to the intersection? Why would city planners put a bike lane in a very congested intersection? All you are doing is inviting more pedal traffic to the area to increase to chance of injury. Put the bike lanes somewhere else or make bikers get off and push their bikes across as a pedestrian. Give the street back to auto traffic!"*

21. *"This comment is unrelated to the new bike lake, but there was no other place to enter comments about the biking experience in Manhattan. The condition of too many streets in Manhattan is downright dangerous, and potentially deadly, for bike riders. There are large potholes, gaps at concrete seams, asphalt fill that has settled and no longer creates a flat surface, etc. There are places in town where I feel like I am taking my life in my hands when I bike to work. Bike lanes and signs are great, but we could really use some "bike boxes" at busy intersections where there is lots of car traffic. They would help ensure that cars turning right don't ignore a bicycle in front and to the right of them. Biking in Manhattan today is much safer than it was in 2001 when I regularly began to bike to work, but there is still room for improvement."*

22. *"We need protection as bike riders."*

10) Do you walk for transportation?

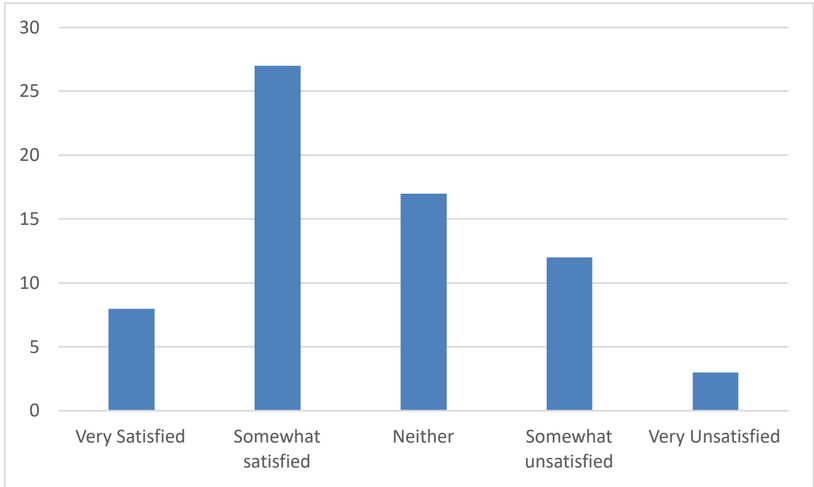
79 responses



	Count	Pctg
Yes	43	54%
No	36	46%

11) Overall, how satisfied are you with your typical walking experience?

67 responses

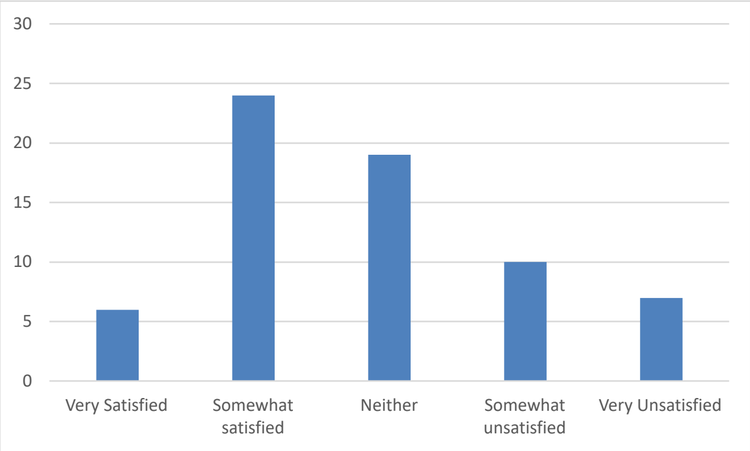


	Count	Pctg
Very satisfied	8	12%
Somewhat satisfied	27	40%
Neither	17	25%
Somewhat unsatisfied	12	18%
Very unsatisfied	3	4%

12) How satisfied are you with the items below in regards to your walk?

- Trail network

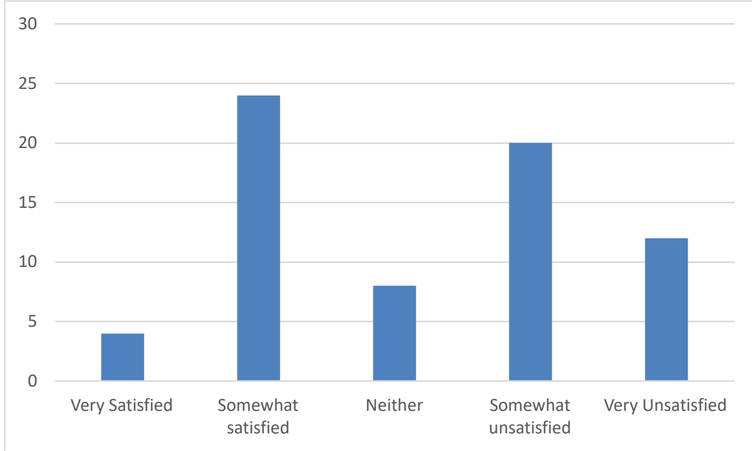
66 responses



	Count	Pctg
Very satisfied	6	9%
Somewhat satisfied	24	36%
Neither	19	29%
Somewhat unsatisfied	10	15%
Very unsatisfied	7	11%

- Sidewalk network (quality of sidewalks)

68 responses

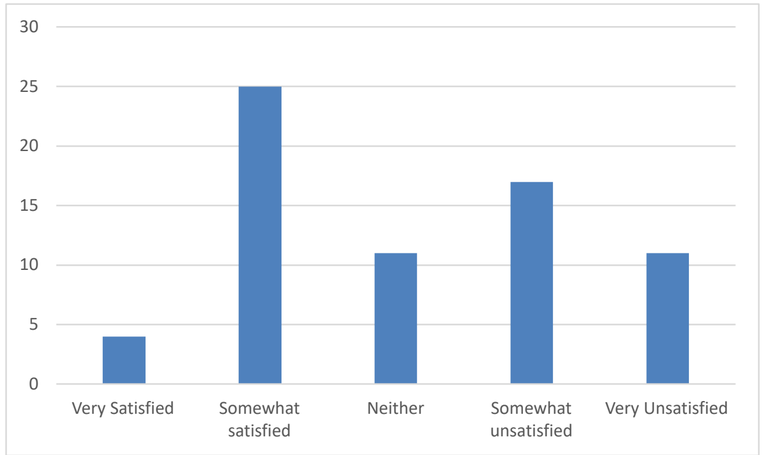


	Count	Pctg
Very satisfied	4	6%
Somewhat satisfied	24	35%
Neither	8	12%
Somewhat unsatisfied	20	29%
Very unsatisfied	12	18%

12, cont'd) How satisfied are you with the items below in regards to your walk?

- Crosswalk safety

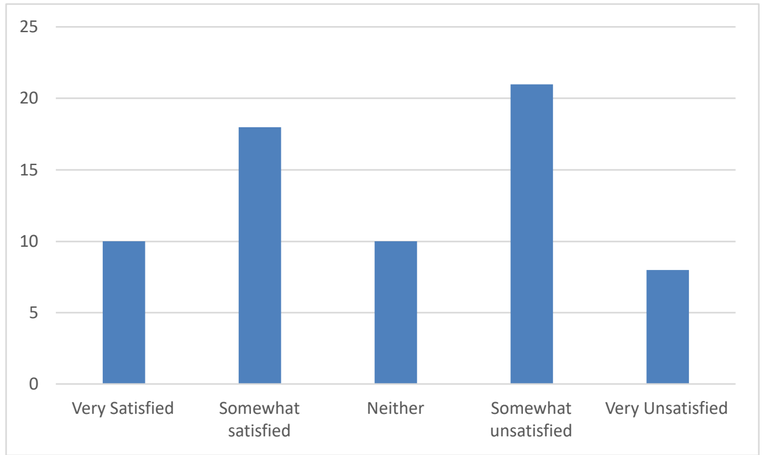
68 responses



	Count	Pctg
Very satisfied	4	6%
Somewhat satisfied	25	37%
Neither	11	16%
Somewhat unsatisfied	17	25%
Very unsatisfied	11	16%

- Key destinations are accessible

67 responses

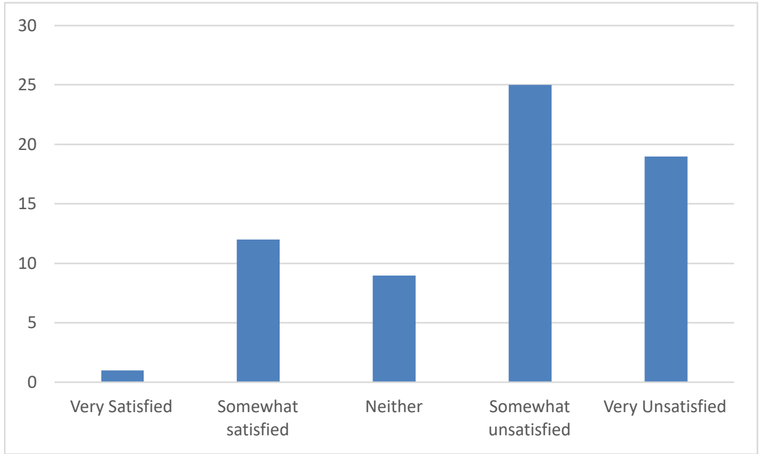


	Count	Pctg
Very satisfied	10	15%
Somewhat satisfied	18	27%
Neither	10	15%
Somewhat unsatisfied	21	31%
Very unsatisfied	8	12%

12, cont'd) How satisfied are you with the items below in regards to your walk?

- Vehicle drivers

66 responses



	Count	Pctg
Very satisfied	1	2%
Somewhat satisfied	12	18%
Neither	9	14%
Somewhat unsatisfied	25	38%
Very unsatisfied	19	29%

- Open-ended response

31 responses

1. *" A wonderful area to walk and cycle vehicle drivers are cautious. There are some areas that need to be watched for grass and weed overgrowth. Once the city is notified of these areas, they are quick to respond."*
2. *"Been nearly ran over by cars not looking before turning left or right on red at the cross of Juliette and Bluemont East bound FOUR times."*
3. *"Crossing Tuttle Creek is dangerous even at crosswalks"*
4. *"Drivers do not see walkers, runners and cyclists. Drivers are on their phone and not paying attention."*
5. *"I live and walk downtown and drivers in that area are either not aware of, or are just not respectful of crosswalks."*
6. *"I live near downtown and walk there at least three times a week. With the construction that's been going on for two years, I've had to change or adjust my routes multiple times, sometimes within two days, because of construction changes that weren't announced. I'm subscribed to the construction updates email and didn't learn about the changes to the 4th street/Houston intersection and moving the construction a block west."*
7. *"I live west of Seth Child near Amherst. I would like to walk down Amherst and cross Seth Child to access Linear Trail but it doesn't feel safe to cross Seth Child at Amherst Or perhaps a connection to Linear Trail from west of Seth Child could be constructed another way "*
8. *"I think that the quality of sidewalks is generally good with some areas that do need improvement. I also think that there are quite a few crosswalks that are far too open and can be dangerous for pedestrians. I think that key destinations can be accessible within districts, but there is more difficulty going between districts. Some of that of course is because of a greater actual distance, but I do think there is an issue with perceived distance. For example, getting from downtown to city park feels much longer to me than it actually is. A lot of that I think can be attributed to Poyntz Ave desperately needing a road diet, the sidewalks not being very wide past the downtown core, and a lack of tree coverage to provide shade in the hotter months. Also, while I normally just drive in this area, I see a lot of people walking across Tuttle Creek Blvd along Bluemont to get to Walmart. That whole intersection seems wildly unsafe and uncomfortable for pedestrians to walk across, although I have not personally. Also, we should bring light rail back to Poyntz Ave and connect it to Aggieville, campus, and maybe more?"*
9. *"Just try walking across Tuttle Creek to get to work or Aldi's for food. Walking feels like playing Frogger. It is faster than the bus. I can't afford to live in town or on my own but I can't get to work unless I live in town. Even though there are empty apartments they are tied to credit rating that I at 18 don't have so have to live on someone else's sofa. I can't even live with or help my grandma in Timbercreek because I just can't get that far out. Also the homeless population on street corners and along the trail is very aggressive and I feel extremely vulnerable walking in those areas. They have taken my money and chased me on a bike before."*

- Open-ended respons, cont'd

10. *"Just walking up 14th street along city park I have nearly been hit by drivers turning and not looking for pedestrians. That is a major pedestrian zone and it still is not safe. The number of neighborhoods where sidewalks don't exist or stop and start is a major deterrent to walking in town."*

11. *"Love the addition of the trial from the northview community to downtown. Makes walking and biking so much safer. Wish there were more lights on casement"*

12. *"Majority of drivers do NOT pay attention at crosswalks. You are putting your life at risk when walking and cycling."*

13. *"Manhattan has numerous locations where sidewalks disappear from one block to the next. Then a block later they are again available. The condition of many sidewalks is unacceptable, even dangerous in places - cracked and offset."*

14. *"Military and college student drivers are terrifying"*

15. *"Most of the time motorists are respectful of pedestrians, sometimes giving them the right of way when they don't have to. The biggest problems occur during high traffic volume times such as around 8 a.m. and 5 p.m., after footbball games, etc."*

16. *"Mostly walking to the park. Only somewhat satisfied with trails as there can always be more. My street Beck also lacks sidewalks."*

17. *"No"*

18. *"People are too wrapped up in themselves to notice stuff around them."*

19. *"People blow through the crosswalk to Hudson Trail (on Kimball) all the time even after my kids press the button. Something like a red light needs to be installed before someone gets hit."*

20. *"Sidewalks are incredibly uneven and dangerous throughout. Anyone with an unsteady gait would have a dangerous time walking in most of the city. Crosswalks are getting better, but more education about the system and how to use it (for both pedestrians and drivers) would be valuable. There are a lot of roads between high-traffic areas with NO sidewalks cars parked down both sides of the road, which really discourages pedestrians because they are not provided a safe path. Vehicle drivers could do better at sharing the road and not speeding in high-traffic areas."*

21. *"Sidewalks are often non-existent and/or in bad shape. Drivers don't pay enough attention to pedestrians. Unless a crosswalk has a pedestrian signal, it is ignored by drivers."*

22. *"Sidewalks around Bergman are in bad condition"*

23. *"Sidewalks in Blue Township are generally good but are patchwork and are not interconnected. All neighborhoods in Blue Township should have sidewalk connectivity (with button activated lights on crosswalks) to Oliver Brown Elementary and the Green Valley/US 24 intersection."*

24. *"The norm seems to be if a light has turned red a driver still has 5-10 seconds to continue through the intersection."*

25. *"The sidewalks around the campus on the west side are uneven with many overgrown trees in the way. Drivers are also often not looking for pedestrians"*

26. *"The sidewalks in the residential neighborhoods are in really bad shape. The brick-paved paths are especially bumpy, but even the concrete sidewalks are all cracked. It makes it very difficult to navigate safely, especially in winter weather because very few people shovel their walkways."*

27. *"There are no sidewalks along highway 24 and not enough to really get around town. Sidewalks don't seem to connect nor appear to have an overall plan."*

28. *"Too dark, crosswalks that constantly don't work (Browning to Marlatt school near Nevada St)..Browning and Kimball NEVER working, even on a Sunday with no cars the buttons are useless to change the light. Unsafe large intersections (Walmart from Bluemont) for walkers to alert cars to their presence. Anywhere a car makes a LEFT hand turn across a crosswalk. I either had near misses with pedestrians that were hard to see or I know of pedestrians hit (by a coworker for example). I like the traffic lights on KState campus. This has made it much less frustrating and quicker for car drivers. In areas where more impoverished pedestrians walk (across Fort Riley Blvd to Walmart for example, they need to feel and be presented to the drivers like first class citizens. Right now it feels like you're a third class citizen when using these crossings. Public service announcements that make it clear racial and discriminatory slurs towards pedestrians and bicyclists are not tolerated and are reportable in MHK. Two of my coworkers have been verbally assaulted by passing vehicles for their sexual identity. I and a child were verbally assaulted with the threat of violence (the stopped in front of us) at an intersection near St Thomas Moore church for our perceived race. We are not trash and we work at the university, own a home and pay property taxes, but the way we are treated as pedestrians makes me reconsider staying in MHK."*

29. *"Too many drivers are distracted by various devices. My most direct route (2.5miles) would be Anderson Ave. If there is much traffic I will take the longer route (5miles) using linear trail. Anderson is too dangerous and the sidewalk is too hard on my bike."*

30. *"We have too much space between destinations. We have miles off parking lots to get past to get to the stores. Downtown is a huge improvement but look at what's being done on the west side. It's a 3 mile walk to get from any residence to a store. Try walking from any residence near cico Park to Westloop and it only gets worse as you move out farther. Look at the Kimball and Anderson congestion from all the Colbert Hill construction and nobody can walk from there to any store."*

31. *"Would love more trails. Sidewalks frequently are very rough."*

13) Rank the following factors for the Flint Hills MPO region when selecting transportation projects (1= most important, 7=least important)

148 responses

See Chapter 4 for a more detailed breakdown of responses.

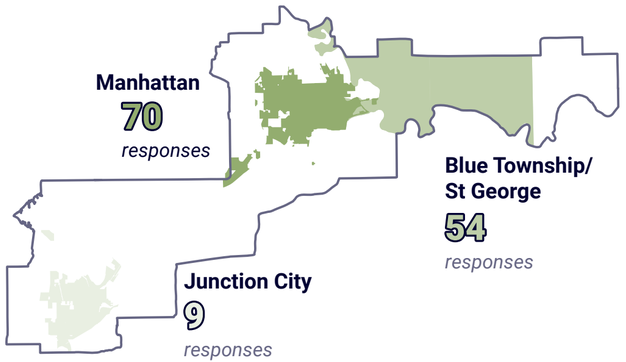
Factors for project selection

1. **Safety for all users of the transportation system**
2. **Affordability & cost**
3. **Providing alternatives to driving (biking, walking, transit)**
4. **Congestion/reliable travel times**
5. **Impact on community livability**
6. **Environmental impacts (air & water quality)**

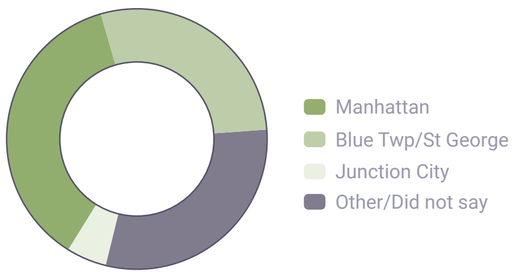
14) What neighborhood & town, or zip code do you live in? (Note: we do not want any personal information such as an address or name)

See Chapter 4 for a more detailed breakdown of responses.

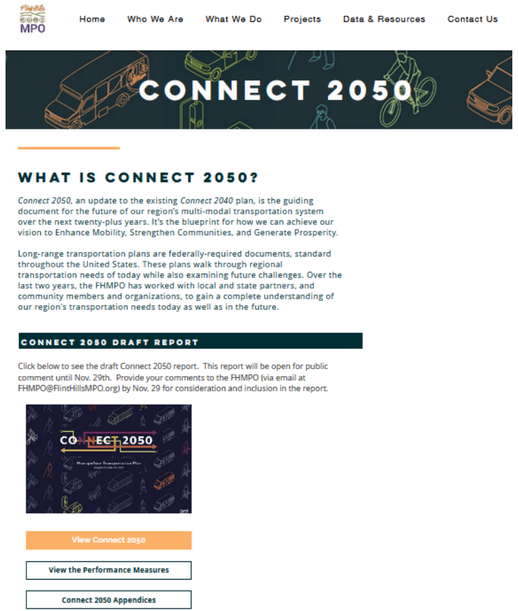
MPO Jurisdictions by Number of Survey Responses



Pctg of Responses By Jurisdiction



Connect 2050 Public Comment Period Notification and Public Comments



Connect 2050 Website Listing

Connect 2050 was available for public comment from October 29 - November 29, 2025. The draft version of the plan was open for public comment on the MPO's website via the URL https://www.flinthillsmpo.org/connect2050. In addition, hard copies of the draft plan were available in Manhattan at Manhattan Public Library and the MPO office; in Junction City at Dorothy Bramlage Public Library; and in Wamego at the Wamego Public Library. Flint Hills MPO posted advertisements for *Connect 2050* in the *Manhattan Mercury, Junction City Union*, and *Pottawatomie County Times* newspapers. Members of the FHMPO email list were also made aware of the public comment period.

Members of the public were able to provide input on *Connect 2050* via email, via a comment box on the MPO website, or by writing in to the MPO office at 2805 Claflin Rd, Ste 100, Manhattan KS 66502.

Connect 2050 Comment Box

All public comments received are listed in the table below. FHMPO staff responded to all comments, acknowledging receipt and sharing that the comments would be provided to the Policy Board and included in the Plan's Appendices.

Format	Comment	Name	Community
Email	Good morning and thank you for the opportunity to comment on Connect 2050. Kansas Department of Revenue Division of Vehicles - Medical/Vision Review Information has some information on the renewal and safety of us, senior drivers. As we age, things wear down and break, after repairs by our medical specialists a driving rehabilitation assessment may be required. If I fail my options are to request an administration hearing within thirty days. Failing this prevents me from obtaining a drivers license in Kansas. I don't have any estimates of how many of us live in the Connect 2050 area. As our communities age this may have an affect on the ATA transportation routing, ridership and times requested which would require more staff, equipment, buses and stops to accommodate those of us remaining in the Connect 2020 area. Thank you again for allowing me to comment on the plan and my compliments.	George	Manhattan
Email	I worry that I didn't see any thought to providing bus routes to/from Manhattan and Junction City to/from Wamego, St. George, Blue Township. Hwy 24 is (as mentioned in the report) a source of congestion and frustration and bus routes/commuter lot solutions could reduce that congestion. Bus routes along Hwy 24 could also help to reduce the amount of street parking that around campus for those of us who currently drive to K-State from those outlying areas.	Bethany	Wamego
Email	Please consider the rapid changes that are going to be taking place in transportation in the next five years with autonomous vehicles. Tesla's robotaxis will have such a low-cost per mile they will likely replace many family second-cars. Parking lot requirements will be reduced because the vehicles will be able to pick up and drop people off and not need to park. However, there will be new requirements for electrical infrastructure and charging stations. This is not pie in the sky, this is 100% going to happen Tesla's are driving around Riley County right now without any driver input and within the next year or two people will be able to sit in the back seats while the cars drive them to work. People will be able to take their privately owned Tesla's and have them in the ride hailing network driving autonomously while their owners are sitting at their desk at work.	Edward	Manhattan

Format	Comment	Name	Community
Email	This information is very misleading: "Our region has over 63 miles of bicycle infrastructure and 391 miles of sidewalks. When comparing this to our centerline miles of roadways, this is equivalent to 8% of roads having bicycle infrastructure and 78% with sidewalks.' Where are the 63+ miles of bicycling infrastructure located?	Diane	Pottawatomie County
Email	I see a big yellow target over our neighborhood on the Roadway Safety page. I vehemenently oppose any wierd "safety" projects that destroy the neighborhood. The problem is on Claflin. The solution needs to be on Claflin, not in the residential neighborhoods. It's also obvious that the huge "fatality" number for Anderson presented at the city council meeting was gross misrepresentation. It is certainly not one of the big crosses that mark high fatality locations. Don't shove inappropriate plans on residents. And don't make plans without resident input- and LISTEN to the residents, don't think your ideas are so great because they aren't.	Carol	Manhattan
Email	Dear Flint Hills Metropolitan Planning Organization, Thank you for sharing the draft Connect 2050 report and for the opportunity to provide comments. 1. Public transportation is a great thing! It should be more widely advertised and extended to make it convenient, so that it would be easy for everyone to use. Please continue developing in this direction! 2. Biking and walking initiatives are also great, and having more walking sides of roads will be appreciated by many. 3. I join the concern that many discussed lately projects, often related with from out-of-town developers who invest in building big structures are on the way of ruining neighborhoods. This relates to your report because such developments often require changes in the road system—for example, the conversations about extension of the College view and construction of the roundabout for Unger housing complex. I am totally against this. The only people who seem to benefit from that expensive project are the developers of this budget housing complex. It will harm the balance of established neighborhoods around that are kept in shape by middle class households.	Natalia	Unknown

Format	Comment	Name	Community
Email	*(Comment continued from previous page)* 4. Please preserve neighborhoods and the charm of our town! We are fortunate that in our town many middle-income residents choose to live in the center over new complexes in suburbs, so the town has no abandoned void, as many other American towns and cities do. Families buy houses and are willing to invest their own money to keep their properties and neighborhoods livable and well-maintained. New dense construction and turning quiet streets into busy roads will push neighbors to move away, and then nobody wants to buy a house in an area affected like that, the older town will decline if developments ideas continue as they do now. The town should preserve its charm and attractiveness; then in the long run, those +18k people will want to live in the center and the town will not die. Otherwise not only new people will live outside of historic town, but also current residents will gradually move away from unlivable area. Please do not choose to damage established neighborhoods for the sake of commuting routes or large parking and other developments! 5. Please keep and preserve the old trees. They are the treasure and charm of the town. The construction of the hotels and garages at Bluemont and Manhattan corner a few years ago with thin walking paths has made that area feel like a city of concrete—hot in the summer, with dirty curbs from drunk aggie partygoers passing by, no vegetation at all, no trees. That is to the contrary, that I heard that in the past, long ago, every new household was required to plant a tree for the town, which is why we now have these big majestic trees. They give shade in the hot months and make streets walkable for those who choose to walk to the university. We need them if we want the town to be walkable. Please keep our town green. Please leave trees along the roads, and plant more along new constructions! 6. I wonder about the presentation of safety data in this draft, it leaves many questions. There is no map showing how past city-led construction projects changed safety patterns—did they reach their goals? What is the historic data for our town? You only mention that a roundabout changed a pattern, but without providing the exact data. Other projects are also never reported to public in terms of their history and long run outcomes. The second objection is that the data range of 2018–2023 seems too short for meaningful statistics. Why was only this time frame chosen? Why non-fatal crashes are not part of consideration either? May be 20 non-fatal crashes some with near-miss mean more for safety and budget allocation for new construction then one serious crash caused by a drunk driver and not quite related to the structure of the road, but to that person's condition?	Natalia	Unknown

Format	Comment	Name	Community
Email	*(Comment continued from previous page)* The third objection is visual presentation of data, using scaled triangles and crosses - it is super confusing. For example, one large triangle representing four serious injuries looks very dramatic, while another location shows three overlapping triangles also totaling four in almost one place—but they appear minor all together. A cross symbol for two injuries looks five or six times bigger than a cross for one injury. What is the point of this presentation? The visualization is impossible to read for comparing data and gives the impression that someone may be trying to avoid showing clear information, or even quite possibly cherry-picking data to lobby for certain projects. Thank you again for the chance to comment on the draft. I appreciate your work and hope that comments of community will be taken into account in drafting a strong, livable, and welcoming future transportation system for Manhattan. With respect and good wishes, Natalia [Commenter's last name removed for privacy]	Natalia	Unknown