

LEAVENWORTH COUNTY

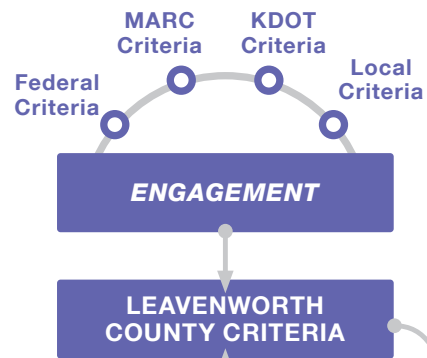
Priorities for Progress: Connecting Community Opportunities

A Prioritization Plan for Transportation Capital Improvement Projects

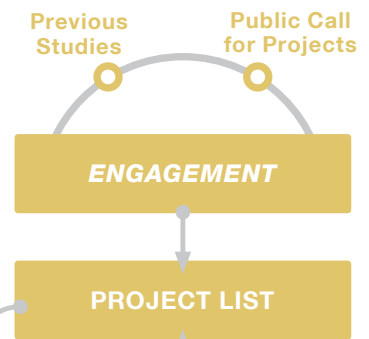
What is “Priorities for Progress”?

The Leavenworth County Region, including the cities of Basehor, Lansing, Leavenworth, and Tonganoxie, along with the County of Leavenworth and the Leavenworth County Port Authority (LCPA), in cooperation with MARC and KDOT, is working to prioritize transportation investments in the coming years. Over the past few decades, there have been numerous studies on transportation infrastructure in and around the Leavenworth County region. These studies have focused on projects that range from modest investments to grand visions of new freeways and river crossings. With these wide-ranging studies, however, comes the question: what projects do the leaders, stakeholders and general public in the region want to prioritize to seek regional, state or federal funding? This prioritization plan seeks to best position the communities within Leavenworth County – rural and municipal – to compete for and obtain funding to advance transportation projects. The plan has been branded as Priorities for Progress: Connecting Community Opportunities (“P4P”).

Criteria Development



Project Definition



Refine

EVALUATION, ANALYSIS, AND PRIORITIZATION

Refine

ENGAGEMENT

DRAFT PLAN




WORK SESSIONS

FINAL REPORT/ADOPTION

P4P Planning Process

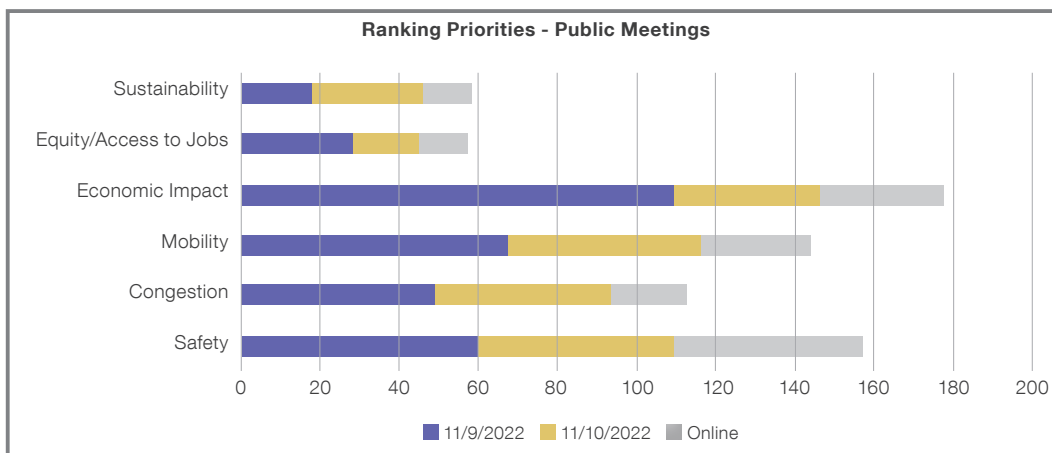
Targeted Funding Sources

Typically, large transportation infrastructure projects are designed and constructed using a variety of external funding sources – competitive processes in which projects from Leavenworth County would be competing against projects from other counties, regions, or states to obtain funding. The project team coordinated with MARC, KDOT, Leavenworth County, and the local jurisdictions to establish criteria for evaluating the projects shown on the map on the back page. These projects were identified by compiling and reviewing nearly 30 planning documents and studies that have been conducted since 2000, as well as an iterative feedback process from stakeholders and the general public. Targeted funding sources and example projects are shown in the table below.

SOURCE	OPPORTUNITY	EXAMPLE LOCAL PROJECTS	KEY EVALUATION CRITERIA	NEXT CALL FOR PROJECTS
Regional: MARC 	Surface Transportation Block Grant Program (STBG)	155th Street Improvements in Basehor	<ul style="list-style-type: none"> ➤ “Vibrant” - Economic Vitality, Place Making, Equity ➤ “Connected” - Transportation Choices, Safety/Security, System Condition/Performance ➤ “Green” - Public Health, Environment, Climate Change and Energy Use ➤ Other - Project Readiness, Engagement 	2024 (Bi-Annual)
	STBG Transportation Alternatives	Parallel Road and 158th Street Bicycle/ Pedestrian Improvements in Basehor Vilas Street ADA and Sidewalk Upgrades (City of Leavenworth)Leavenworth County Transit Plan		
	Planning Sustainable Places (PSP)	Basehor Downtown Corridor Improvement Plan		
State: KDOT IKE Program 	KDOT Modernization Projects	K-92 Centennial Bridge replacement K-10/US 40 (S. Lawrence Trafficway)	Engineering Factors, Economic Factors, and Local Input	Fall 2023 (Bi-Annual)
	KDOT Expansion Projects	US 69 in Johnson County expansion		
Federal: USDOT Competitive Grants 	INFRA	I-70 Rocheport Bridge (Missouri River crossing)	Safety; Sustainability / Climate Change; Quality of Life; Mobility / Connectivity; Economic Opportunity; State of Good Repair; Innovation; Partnerships; Equity; Project Readiness	Annual
	RAISE	Flint Hills Trail project Noland Multimodal Corridor (Independence MO) Bi-State Sustainable Reinvestment Corridor (KS-MO)		
	SS4A	Leavenworth County and City of Leavenworth Safety Action Plans		

Stakeholder and Public Engagement

This planning effort featured an extensive county-wide engagement effort intended to gather refreshed information from the public about their interests, concerns and ideas; learn by processing public input and trends into a concrete criteria and prioritization process; and create a vision by unveiling a recommended capital improvement project prioritization. Ultimately, the feedback the stakeholder and public engagement process was used to identify new projects, screen out other projects, and refine the scope of several projects initially identified. The priorities of the general public – as compiled across two in-person open houses and an online forum – are shown below.



Identified Transportation Projects and Project Evaluations

Following the stakeholder and public engagement process in Fall 2022, the map to the left summarizes the projects that were ultimately carried forward and recommended for further study and evaluation as part of the P4P effort. Each project was evaluated across more than 30 potential metrics and scored across eight unique categories. More details about each of these projects is provided in the P4P full plan.

Recommended Priorities for Specific Funding Sources

It is recommended that the City Councils of Tonganoxie, Basehor, Lansing, and Leavenworth, along with the Leavenworth County Commission, adopt resolutions of support for this study's findings and the initial prioritization of projects for the different funding sources.

For **KDOT's IKE Program**, which is anticipated to be soliciting projects through the Local Consult process later in 2023, it is recommended that the following projects be submitted for consideration:

- › K-5 Improvements/Realignment
- › K-7 Combined Interchanges (or individual interchanges)
- › Leavenworth City Western Bypass
- › West K-10 Connection (West Kansas River Crossing) and the West Tonganoxie Bypass (US 24/40 to K-32)
- › Eastern Gateway (at this stage, this project should be submitted for the Project Development pipeline to utilize KDOT funding as a match for the RAISE grant discussed below).

For the **USDOT Competitive Grants**, which are solicited annually, it is recommended that the following projects be submitted for consideration:

- › The Eastern Gateway project should be submitted for a planning study through the RAISE grant program. This project would require support from KDOT, MoDOT, MARC, and *active* legislative support from U.S. Representatives and Senators.
- › The cities of Tonganoxie, Basehor, and Lansing should submit for the SS4A Planning and Demonstration grants.
- › Once agencies have established formal safety Action Plans, they should seek to apply for SS4A Implementation grants for specific intersection or corridor projects. For Leavenworth County, one notable project would be packaging together various safety improvements along the Tonganoxie – Eisenhower corridor as a corridor-level project.

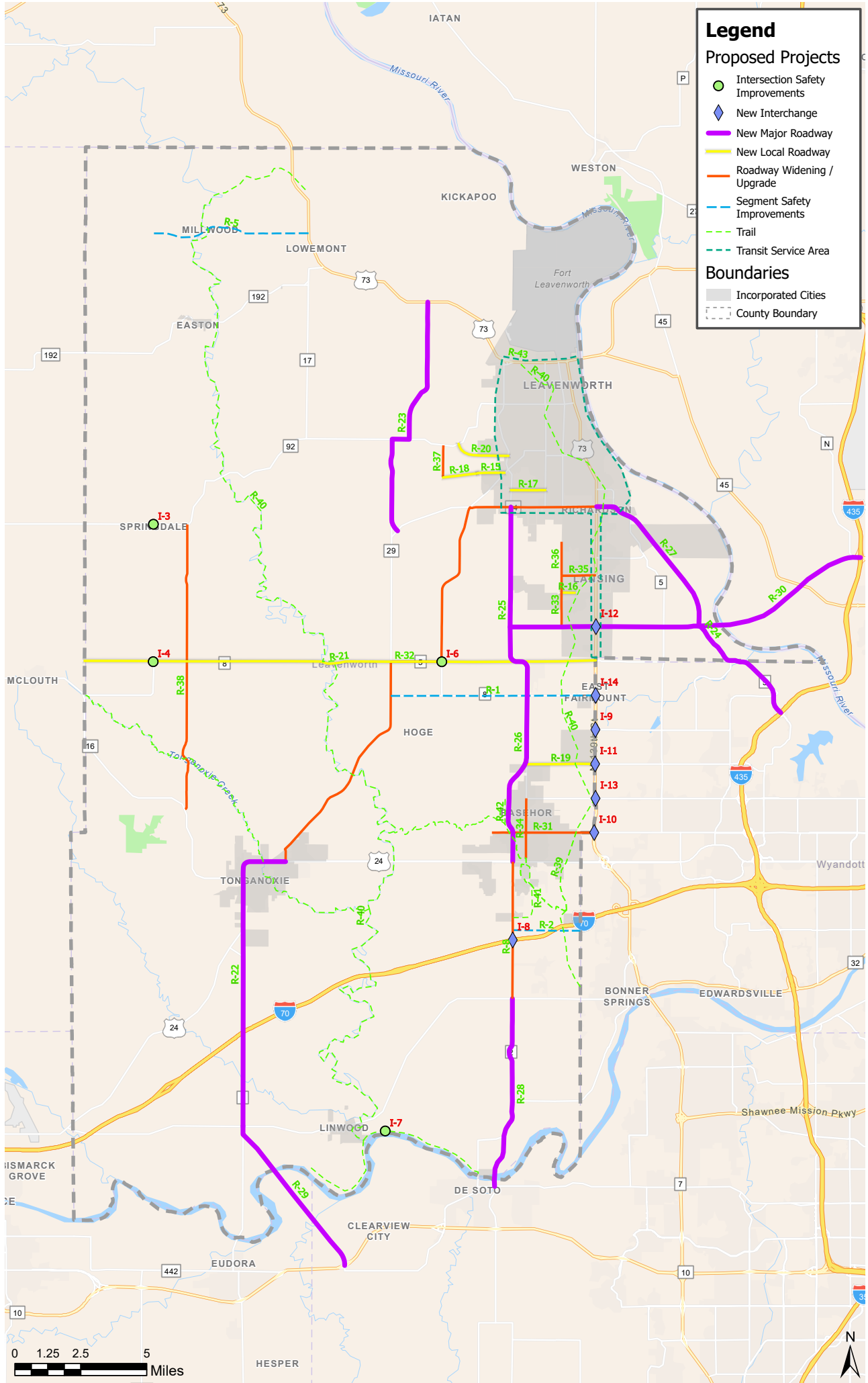
For **MARC's STBG and STBG Set-Aside Program**, which is anticipated to have a call for projects in 2024, it is recommended that the following projects be submitted for consideration:

- › K-5 Improvements/Realignment
- › 158th/155th Street Corridor (not including the interchange with 158th Street and I-70, which must be funded by the Kansas Turnpike Authority or local funds)
- › Parallel Road Widening – note that it is recommended to reframe this project as “improvements,” as this project includes much-needed bicycle and pedestrian facilities, as well as intersection safety improvements.
- › Tonganoxie – Eisenhower Corridor Improvements
- › Focused Demand-Response Transit Service in Leavenworth-Lansing

For **MARC's PSP Program**, which is anticipated to have a call for projects in 2024, it is recommended that the following projects be submitted for planning work that will better position them for STBG funding in subsequent years:

- › Combining the 158th Street (north of Basehor) and 20th Street Extension / McIntyre Road extension projects into a study of how to enhance connectivity among Basehor, Lansing, and Leavenworth west of K-7, with a focus on connecting underserved populations with bicycle and pedestrian accommodations, accommodating future transit, and integration with the regional MetroGreen Trail network.
- › Conducting a “Kansas River Crossing Study” to explore upgrades to existing crossings south from Leavenworth County or the creation of a new crossing, with a focus on connecting underserved populations to new job centers south of the river, providing a bike/ped crossing of the river (neither existing bridge crossing has accommodations), and opening up access to parks and recreation.





Legend

Proposed Projects

- Intersection Safety Improvements
- ◆ New Interchange
- New Major Roadway
- New Local Roadway
- Roadway Widening / Upgrade
- Segment Safety Improvements
- - - Trail
- - - Transit Service Area

Boundaries

- Incorporated Cities
- County Boundary

0 1.25 2.5 5 Miles

