

Appendix A

Engaging Kansans in Creating the Long Range Plan

Introduction

Transportation is a critically important element for creating and sustaining the economic vitality and quality of life that Kansas and its residents enjoy.

That's why the Kansas Department of Transportation turned to Kansans from all walks of life to help develop the state's new long-range transportation plan. The intent was to make sure that the plan reflected the transportation needs and expectations of Kansas residents, businesses and organizations.

To accomplish this, KDOT created an innovative approach that extensively involved stakeholders from around the state in all aspects of the planning process: data collection; technical analysis; goals setting and prioritization; and program development and recommendations. Perhaps more importantly, KDOT followed the lead of its stakeholders who wanted the final plan to approach transportation issues from a holistic perspective that considered more than how to move people and goods from A to B.

This approach was challenging to KDOT and to the citizens of Kansas. It represented a significant departure from how most states' traditionally produce their long-range plans. Often such plans have been researched and written with comparatively little public input. They tended to be structured around modes of travel (roads, rail, air, etc.) without much discussion of how those modes affect – and are affected by – cultural, demographic, economic and other changes in a state.

As a result, such plans often focus on the nuts-and-bolts of a transportation system's operation rather than on whether the system is delivering the economic activity and quality of life residents want and need.

That's why KDOT sought another route instead. It undertook what, in many ways, was its most extensive public outreach initiative ever. In three phases it reached out to ordinary citizens and representatives of a wide array of civic, business and governmental organizations (see Stakeholder Matrix) to:

- Inform them regarding system needs and future funding projections;
- Listen to what they had to say regarding local, regional and statewide goals, values and needs; and
- Develop, in collaboration with them, the broad outlines of this long-range plan.

Stakeholders were engaged using many different tools, ranging from face-to-face meetings, stakeholder workshops, a transportation summit, media relations, electronic outreach, leadership committees and topical working groups. The result was truly a “people’s document” that provides a blueprint for achieving the kind of future transportation system that helps Kansans fulfill their aspirations.

After working with stakeholders for over a year, KDOT released its draft long-range plan for public comment. During the six-week comment period, KDOT received 26 written comments via e-mail, the project web site and mail. All comments were carefully reviewed and responded to. Comments can be seen at the end of this appendix, starting on page 10.

Phase 1: September 2006-February 2007

The citizen-driven process that produced the LRTP began in 2006 with the recognition that a well-crafted plan would require a strong foundation of information and technical analysis that was meaningful to Kansans. In this phase, KDOT and its LRTP Team:

- Identified gaps that need to be addressed;
- Evaluated local, regional and statewide needs; and
- Developed long-term system demands and financial forecasts.

To build this base of knowledge in this phase, the team responsible for the Kansas Long-Range Transportation Plan:

- Conducted interviews with more than 100 internal and external stakeholders to identify initial transportation-related goals, values and needs;
- Hosted eight regional workshops, attended by more than 300 people, to explore the state’s transportation needs and desires from a local and regional perspective;
- Created and implemented two top-level advisory committees (Policy Committee to provide high-level strategic oversight and guidance to help build support for the LRTP and a Technical Committee to provide technical feedback on early needs, revenue and gap analysis, drawing on the expertise of members from KDOT and stakeholders representing modal interests, user groups and city and county transportation officials);
- Created and regularly updated an LRTP-specific project website:
<http://www.kansaslrtp.org/index.jsp>; and

OPPORTUNITIES TO REACH STAKEHOLDERS

Stakeholders	Previous Interviews	Community Interviews	Media Relations	Web Site	Policy Committee	Technical Advisory Committee	Regional Workshops	TR Symposium	Topical Working Groups
Air - Passenger		X	X	X	X	X	X	X	X
Air - Freight	X	X	X	X	X	X	X	X	X
Agri-Business		X	X	X			X	X	X
Bike/Ped	X		X	X		X	X	X	X
Businesses	X	X	X	X	X	X	X	X	X
Chamber of Commerce	X	X	X	X	X	X	X	X	X
Economic Development Groups	X	X	X	X	X	X	X	X	X
Elderly/Aging Population			X	X		X	X	X	X
Elected Officials - city/county	X	X	X	X	X	X	X	X	X
Elected Officials - state/federal	X	X	X	X	X	X	X	X	X
Environmental Groups			X	X		X	X	X	X
Federal Agencies			X	X		X	X	X	X
KDOT	X	X	X	X	X	X	X	X	X
Local Agencies	X	X	X	X	X	X	X	X	X
Low-income Groups			X	X			X	X	X
Minority Groups		X	X	X			X	X	X
Motorists		X	X	X	X			X	X
Paratransit			X	X			X	X	X
Rail - Passenger		X	X	X	X	X	X	X	X
Rail - Freight	X	X	X	X	X	X	X	X	X
State Agencies	X	X	X	X			X	X	X
Transit	X	X	X	X	X	X	X	X	X
Tribal Groups		X	X	X			X	X	X
Transportation Industry	X	X	X	X	X			X	X
Trucking Industry	X	X	X	X	X	X		X	X

- Hosted a statewide Stakeholder Transportation Symposium that drew more than 350 Kansas transportation stakeholders to review and provide input on the:
 - Status of the state and national transportation system
 - Results of the technical analysis and information gathered through the regional workshops, and
 - Outcomes of facilitated discussions at the Symposium on issues and priorities.

In this phase, stakeholders identified a broad range of trends and issues that helped significantly shape Phase 2 of the plan:

- Kansas demographics are changing as the state’s population shifts toward urban areas. This leaves rural areas with populations that are growing proportionately older and fewer in number, while at the same time requiring new and expanded services such as coordinated public transit to get to and from healthcare facilities, jobs and local amenities.
- Jobs are moving, too, as companies follow the shifting population base and infrastructure improvements. This puts financial strains on rural areas as their population, business and tax bases decline, making it tougher to maintain existing infrastructure, let alone add new roads and improvements.
- Increasing demands are being placed on the existing infrastructure. Increased traffic and new kinds of traffic (heavier trucks using local roads in conjunction with ethanol plants, for example) mean there’s a need to expand the system to handle additional traffic. Meanwhile, as roads and highways age, they need increased levels of maintenance to remain safe and efficient.
- New economic opportunities are emerging for Kansas, especially among multi-modal and related operations. But these opportunities require more complex, and expensive, transportation support involving a broader range of partners and stakeholders.
- Funding changes loom large in the overall picture. Federal funds are declining and the state comprehensive transportation program is coming to an end. Meanwhile, local and statewide needs are increasing, driven by private-sector needs that need shorter decision cycles than those traditionally used in transportation programming.

Phase 2: February 2007-September 2007

The trends and issues identified in Phase 1 led participants in the LRTP process to zero in on five themes as the organizing framework for Phase 2 activities.

The themes served as a lens through which to look at transportation holistically. For example, rather than look at transit simply in terms of how many buses local or state government could afford, LRTP participants wanted to examine transit in terms of how needs differed between rural and urban areas and how those needs changed – and were changed by – population, economic and other trends over the next 20 years.

The themes used to organize Phase 2 of the LRTP were (in alphabetical order):

- **Freight** – How does KDOT handle freight capacity, maintenance and access issues identified in Phase 1, as well as address program configuration options and safety issues (especially at-grade rail crossings)?
- **Metropolitan transportation** – In metropolitan counties with a population of 50,000 or more and a metropolitan planning organization, how should KDOT best handle (and balance) the sometimes-conflicting needs of reducing congestion and its potential harm to economic growth, improving transit service, and accommodating the growing freight demands and impacts on economic growth?
- **Rural and micropolitan transportation issues** – In smaller and rural counties, how does KDOT leverage transportation dollars to maximize economic development, improve local project delivery and better align KDOT resources and services to meet changing demographic, economic and transportation needs over the next 20 years?
- **Funding/finance** – How does KDOT address financing issues and develop funding solutions for expanding the state’s transportation system that reflect likely future funding levels at the local, state and federal levels, and do so in ways that take into account real-world economic, political and cultural constraints?
- **Economic impact** – How can KDOT best leverage limited transportation funds to create significant economic benefits and use transportation to attract and sustain economic development?

To further study these themes or broad-issue categories, more than 150 stakeholders took part five Topical Working Groups, each one focused on an individual theme. Each topical working group examined its subject matter area and the transportation issues involved in detail so as to develop possible approaches to meeting the state’s transportation needs in that area over the next 20 years.

Each Topical Working Group and its 16 to 22 members from around the state met regularly over five months to discuss specific issues. Most groups met as follows:

- March 21—Manhattan, Kansas
- April 18—Salina, Kansas
- May 31—Olathe, Kansas
- July 12— Topeka, Kansas

Generally, each Topical Working Group was charged with examining issues in a structured way and asked to develop possible approaches to meeting the state’s transportation needs in its area over the next 20 years. In order for the Topical Working Groups to answer these questions, each group discussed the pros and cons of various program configuration options and investment scenarios to meet the transportation needs of each focus area.

Phase 3: October 2007-December 2007

An extensive preliminary list of recommendations was developed by the Topical Working Groups for potential use in the long-range plan. To ensure that the recommendations matched closely with the goals and needs of Kansans statewide, KDOT held a series of eight regional meetings across the state to introduce the draft LRTP recommendations publicly and to gather input on those recommendations from the state’s transportation stakeholders. Meetings were held in the following locations:

- October 9--Great Bend
- October 10--Wichita
- October 16--Salina
- October 17--Hays
- October 18--Dodge City
- October 30--Pittsburg
- October 31--Olathe
- November 1--Topeka

All meetings presented the same information, so attendees could choose a location that was most convenient for them. During each meeting, KDOT staff reviewed the draft recommendations and answered questions. Breakout sessions were held so that stakeholders could review the recommendations in more detail and ask detailed questions of the LRTP team. Input was taken from attendees and comment forms were provided to them so that they could respond to the draft recommendations at length.

Conclusion

The recommendations supported by stakeholders throughout the LRTP process – and reconfirmed in the Phase 3 rollout meetings – are found in this long-range planning document.

Kansas transportation stakeholders identified many transportation investments and program improvements they felt would greatly improve the value and effectiveness of the state’s transportation system. But throughout the process, Kansans and the organizations they represent made it clear that, regardless of the details of those recommendations, their input was guided by what can be summed up in three overarching principles:

- Preserving the existing system and the investment by Kansas taxpayers that it represents should guide the LRTP and future KDOT action;
- Safety always is a key priority in determining what system improvements should be made; and
- KDOT should continue its ongoing efforts to be a flexible, responsive agency that uses transportation investments to help support the state’s economic development and quality of life.

Kansas Long Range Transportation Plan Participants

The Kansas Department of Transportation would like to acknowledge and thank the many people from across the state who participated in the development of the Kansas Long Range Transportation Plan (LRTP). These individuals put a lot of time, effort and innovation into the development of the plan. They raised important issues, challenged the department to think critically and helped set the course to better align the state’s transportation system with economic opportunities.

Policy Committee

The policy committee was created to provide high-level strategic oversight and guidance to help KDOT build support for the LRTP.

- Steve Baccus, President, Kansas Farm Bureau, Minneapolis
- Rick Biery, Director of Public Works, City of Olathe
- Phillip Chappuie, City Commissioner, City of Independence
- Bill Clarkson, Jr., Vice President, Clarkson Construction Company, Kansas City
- Jay Scott Emler, Kansas Senate, Lindsborg
- Jim Hanni, Executive Vice President Kansas Region, AAA Allied Group, Topeka
- Dennis Hays, County Administrator, Unified Government of Wyandotte County/KCK
- Willis Heck, City Commissioner, City of Newton
- Michael Johnston, President/CEO, Kansas Turnpike Authority, Wichita
- Bob Kreutzer, Former Highway Advisory Commissioner, Garden City
- Emerson Lynn, Past Publisher, Iola Register, Iola
- Julie Menghini, Kansas House of Representatives, Pittsburg
- Deb Miller, Secretary of Transportation, Kansas Department of Transportation, Topeka
- Howard Partington, City Administrator, City of Great Bend
- Stan Rice, Director of Government Affairs, Pioneer Communications, Ulysses
- Tim Rogers, AAE, Executive Director, Salina Airport Authority, Salina
- Andy Sanchez, Executive Secretary-Treasurer, Kansas AFL-CIO, Topeka
- Paul Steele, Thomas County Commissioner, Colby
- Mary Sullivan, CEO-Chairman of the Board, Amino Brothers, Kansas City
- Warren Wilson, Senior Director of Rail Line Planning, Union Pacific Railroad, Omaha
- Tom Winters, Sedgwick County Commissioner, Wichita

Technical Committee

The technical committee was created to provide technical feedback on early needs, revenue and gap analysis, drawing on the expertise of members from KDOT and stakeholders representing modal interests, user groups, and city and county transportation officials.

- Aaron Bartlett, Bike/Pedestrian Planner, Mid-America Regional Council, Kansas City
- Steve Baru, Communications Chairs, Sierra Club-Kanza Group, Overland Park
- Marcia Bernard, Transit Manager, Unified Government of Wyandotte County/KCK
- Bonnie Burgardt, Transportation Director, Finney County Transit, Garden City
- Steve Coomes, Kyle Railroad, Phillipsburg
- Sam Curran, Director of Public Works, City of Garden City
- Mike Graf, Ellis County Public Works Administrator, Hays
- Chris Gutierrez, President, KC SmartPort, Kansas City
- Nancy Harvieux, Transportation Manager, Wichita Area Metropolitan Planning Organization, Wichita
- Mell Henderson, Director of Transportation, Mid-America Regional Council, Kansas City
- Suzanne Loomis, Director of Public Works, City of Newton
- Byron Low, Planning Team Leader, Federal Highway Administration
- J.R. McMahon, Director of Transportation, Miami County, Paola
- Martin Miller, Manager, Great Bend Municipal Airport, Great Bend
- Harley Russell, Chairman, Leavenworth Area Development, Leavenworth
- Brock Sloan, Greely County Engineer, Tribune
- Frank Soukup, Director of Public Works, City of Kingman
- Ron Straight, Chairperson, Developmental Services of Northwest Kansas, Hays
- Bob Wetmore, Former Director of Economic Development, Dodge City & Ford County, Dodge City
- Tom Whitaker, Executive Director, Kansas Motor Carriers Association, Topeka
- Dale Yost, President, Cheyenne County Airport, St. Francis

Topical Working Groups

Topical working groups were formed around the major themes that came out of the first phase of the LRTP. Each group examined its area in a structured way to develop recommendations for the state's transportation system.

Freight Committee

- Committee Chair: Chuck Elsea, KDOT Highway Commission and Scoular Company, Salina
- Gene Argo, Mid-America Rodeo Company, Hays
- Sean Burke, Meridian IQ, Overland Park
- Steve Coomes, Kyle Railroad, Phillipsburg
- Steven Gardner, East Kansas Agri-Energy, Garnett
- Chris Gutierrez, KC SmartPort, Kansas City
- Lyn Hartley, BNSF, Kansas City
- Kimberly Johnson, United Parcel Service, Leawood
- Gary Johnson, Union Pacific Railroad Company, Omaha
- Larry Kepley, Kansas Wheat Commission, Ulysses
- Ken Leicht, Frito Lay & Rawhide Trucking, Eskridge
- Tanner Lucas, Kansas Farm Bureau, Topeka
- Lee Metcalf, New Century Airport, Overland Park
- Tim Rogers, Salina Airport Authority, Salina
- John Scott, City of Kiowa, Kiowa
- Fred Sherman, City of Gardner, Gardner
- Duane Simpson, Kansas Grain and Feed Association, Topeka
- Doug Story, WATCO Companies, Incorporated, Pittsburg
- John Wagner, Duckwall Alco, Abilene

Rural-Micropolitan Committee

- Committee Chair: Shannon Francis, Seward County Commission, Liberal
- Shelly Buhler, Shawnee County Commissioner, Rossville
- Bonnie Burgardt, Finney County Transit, Garden City
- Jim Dahmen, Columbus Telephone Company, Columbus
- Kelly DeMeritt, City of Atchison, Atchison
- Allie Devine, Kansas Livestock Association, Topeka
- Mike Graf, Ellis County, Hays
- Brad Harrelson, Kansas Farm Bureau, Topeka
- Steve Haynes, The Oberlin Herald, Oberlin
- Carole Jordan, Kansas Department of Agriculture, Topeka
- Sandy Krider, Labette County, Altamont
- Keith Lawing, Workforce Alliance of South Central Kansas, Wichita
- Lisa Loeb, Reno County, Hutchinson
- Suzanne Loomis, City of Newton, Newton
- Doug McKinney, North Central Regional Planning Commission, Beloit
- Steve Phillips, Syracuse-Hamilton County Airport, Syracuse
- Warren Porter, City of Winfield, Winfield
- Cheri Rhea, City of Sharon Springs City Council, Sharon Springs
- Paul Steele, Thomas County Commission, Colby
- Dick Works, Allen County Commission, Humboldt

Metropolitan Committee

- Committee Chair: Tom Winters, Sedgwick County Commission, Wichita
- Alice Amrein, Johnson County Transit, Olathe
- Steve Baru, Sierra Club - Kanza Group, Overland Park
- Tom Cooley, Unified Government of WYCO/KCK Commission, Kansas City
- Dale Crawford, City of Olathe, Olathe
- Cliff Galante, City of Lawrence, Lawrence
- Mick Halter, Retired-KDOT, Overland Park
- Nancy Harvieux, Wichita Area Metropolitan Planning Organization, Wichita
- Mell Henderson, Mid-America Regional Council, Kansas City
- Joe Johnson, City of Leawood, Leawood
- Skip Kalb, BNSF Railway Company, Fort Worth
- Douglas S. Kinsinger, Topeka Chamber of Commerce, Topeka
- Ann Konecny, Foley Tractor, Wichita
- Steve Lackey, Transystems, Wichita
- Ron Norris, City of Lenexa, Lenexa
- David Spears, Sedgwick County, Wichita
- Lavern D. Squier, Lawrence Chamber of Commerce, Lawrence
- Keith Volz, City of Derby, Derby

Funding Committee

- Committee Chair: Michael Johnston, Kansas Turnpike Authority, Wichita
- Randall Allen, Kansas Association of Counties, Topeka
- James Aubuchon, Overland Park
- Marcia Bernard, Unified Government WYCO/KCK, Kansas City
- Doug Brown, City of Overland Park, Overland Park
- Ann Charles, Parsons
- Rebecca Floyd, Kansas Development Finance Authority, Topeka
- Jim Hanni, AAA Kansas, Topeka
- Jim Hienicke, City of Newton, Newton
- Dave Kerr, Hutchinson Chamber of Commerce, Hutchinson
- Bob Kreutzer, KDOT Highway Advisory Commission, Garden City
- Don Landoll, Landoll Corporation, Marysville
- Carol Meyer, Garden City Chamber of Commerce, Garden City
- Jeff Robertson, JMJ Projects, Kansas City
- Ron Straight, Development Services of Northwest Kansas, Hays

Economic Impact Committee

- Committee Chair: David Warm, Mid-America Regional Council, Kansas City
- Stan Ahlerich, Kansas, Inc., Topeka
- Mary Birch, Lathrop & Gage LC, Overland Park
- Mickey Dean, Harvey County Economic Development, Newton
- Janet Harrah, Wichita State University, Wichita
- Irene Hart, Sedgwick County Community Development, Wichita
- Dick Hayter, Kansas State University, Manhattan
- Lynn Hoelting, Mueller Grain Company, Goodland
- Matt Jordan, Kansas Leadership Center, Wichita
- Christina L'Ecuyer, Washington County Economic Development, Washington
- Emerson Lynn, Iola Register, Iola
- Dean Mann, Citizens Bank, Fort Scott
- Lynn McClure, First State Bank & Trust, Basehor
- J.R. McMahan, Miami County, Paola
- Barbara Moore, Union Pacific Railroad, Kansas City
- Susan NeuPoth Cardoret, Kansas Department of Commerce, Topeka
- Howard Partington, City of Great Bend, Great Bend
- Tom Riederer, Southwest Johnson County Economic Development, Gardner
- Colleen Towns, Joint Economic Development Council of Liberal/Seward County, Liberal
- Patricia Weaver, Kansas University Transportation Center, Lawrence
- Bob Wetmore, Dodge City/Ford County Development Corporation, Dodge City

The draft plan was distributed in January 2008. KDOT accepted comments for 45 days then categorized the comments and incorporated them into the final plan. The comments received are summarized in the following table.

PROJECT SPECIFIC
<p>US-24 Preservation of US-24 ROW from K-18 in Manhattan to M-152 in KCMO should be explored. The Kaw Valley is going to need another freeway. Possibly fund it using something similar to the North Texas Toll Authority (NTTA).</p>
<p>K-33 Consider upgrading the road siding on the S-curve located 1 mile south of I-35. Many rollovers and near accidents occur by motorists veering off the pavement and losing control.</p>
<p>Oakland Expressway (Hwy 24-K4) I have heard that a widening of K-4 in this area is in the pipeline. In regards to selling and/or improving my home this information would be helpful to know. I think this would be a wonderful safety improvement.</p>
<p>K-4 I am interested to know when and what improvements will be made to K-4 Northeast of Topeka.</p>
PUBLIC TRANSIT
<p>Extremely disappointed to see so little about the need for an increase in public transit options. The public meetings had a large amount of discussion concerning increased mobility options (not SOV) for the residents of Kansas. Long term viability, reduction in carbon footprints and increased expectations of our residents forces people to look at other mobility options. We don't want to lose our economic edge.</p>
<p>There is no mention of passenger rail service in the LRTP. I know the Kansas Constitution prohibits state investment in rail service, but it should be mentioned in the plan; for example, "legislative interest in amending the Constitution to participate in passenger rail service will be explored."</p>
<p>I expect to see specific inclusion of intercity passenger rail development in the final version of the plan. It was discussed at the public meeting in Olathe and disappointed in its small part in the LRTP.</p> <p>A figure cited in the report cannot possibly be accurate: \$220 million in improvements are required to expand existing passenger service in Kansas? Oklahoma upgraded their track at \$19,000/mile and only 75 miles need such improvements in Kansas which calculates to nearly \$1.5 million. So where is the other \$118 million spent?</p>
<p>This is not a "Balanced Transportation System". One page of the report is directed toward rail passenger service.</p> <p>The KDOT Rail Feasibility Study referenced on p. 46 puts forth the most costly and least likely plan which the legislature would even consider at a cost of \$220 million with 240K riders per year projected</p>
<p>Extending the Heartland Flyer service from Oklahoma City north Wichita and Newton would be far less costly.</p>
<p>Preservation, safety and economic growth are vitally important to citizens and communities and encourage KDOT avoid isolating minority communities when it re-routes local roads, and ensure that public transportation systems are accessible to low-income citizens as projects for local roads and state highways are chosen.</p>
<p>More leadership at the statewide level to integrate transit is necessary. KDOT needs educated outreach for elected officials. Put more resources into public transit as transportation sector is one of the greatest sources of green house gas emissions. p.44</p> <p>The language concerning highway expansion/park-and-ride lots should be more proactive. Remove the word "might".</p>

PUBLIC TRANSIT (CONTINUED)

There is no better catalyst for economic growth than a streetcar in urban environments. In cities where streetcar lines have been constructed, the property within one block of the line is developed to 90% capacity in less than 3 years.

Initiate a program to encourage an Eastern Kansas Transit Alliance - it could boost development. With Gardner Intermodal and expansion of Village West in Wyandotte County, travel between cities will be increased dramatically.

Use school buses for public transit or use public transit as school buses - San Francisco utilizes it. Investigate legal problems preventing this in Kansas. Then taxpayers aren't supporting two bus systems.

Clearly define the impact of changing petroleum based tax revenues on local transit systems.

Investigate the use of contract carriers - certain public transit needs could be met by individuals with smaller vehicles instead of 40 passenger buses. Also used for one time needs.

Don't approve plans for projects with state or Federal aid unless they address complete streets issues and carpooling features if it is a carpool target area.

For transit to work, KDOT must be a part of land use planning. It is too easy for developers to exclude transit in site design. Would there be rewards for areas that truly integrate transit into comprehensive planning and show efforts to address these needs?

KDOT should mandate that large employment sites where a large amount of traffic is generated (factories, shopping corridors, etc.) have to be designed and built to allow transit. If not, private property owners can simply tell transit to leave and transit stops nearby can be problematic.

If we want transit to be a viable choice it needs to operate on 30 foot headways throughout all of the urbanized area for at least 15 hours a day.

BICYCLE/PEDESTRIAN

Bike lanes in rural cities are a waste of taxpayer's money. The money is better spent on bike/pedestrian paths in a community.

Need narrow rumble strips on the highway and placed as close to the car lanes as possible to allow drafting for cyclists.

Please use "sealer sand" for sealing on highway shoulders as it is like riding on a vibrator when the course, rocky material is used instead.

It is estimated that at least 25% of the population ride bicycles regularly (over 300,000 in Kansas), yet only 0.5% of the nearly \$3billion in spending is dedicated to them. And that projection is only for trails and omits on-road improvements such as better shoulders and wider lanes.

KDOT clearly cannot "walk the walk" in regards to bike/pedestrian needs.

The title for Section 4.4 uses the word "Trails" - trails are not the only facility to address in bike/pedestrian transportation. Failure to recognize and provide safe bicycle routes and lanes in transp. corridors just puts those cyclists at a greater risk. So I strongly urge the reference of "bike lanes, wide shoulders, and shared use lanes" instead of "paths and trails".

EXEC Summary Pt. 1 - Says "trails are operating relatively well". But as what? Maybe as amenities to a community but few operate efficiently as transportation facilities.

BICYCLE/PEDESTRIAN (CONTINUED)

\$15 Million for bike/pedestrian needs? That is .5% of the total needs by KDOT. This will not even maintain the current level of status quo let alone meet the FHWA's goal of 10% bike/pedestrian mode share nationwide as well as address our safety needs.

Why just funding for bike trails and not bike lanes. This shows the lack of understanding and desire by KDOT to promote the development of bicycle facilities to serve a truer transp. and safety need.

KDOT needs to require bike and pedestrian accommodation on all facilities that are in the TIP and STIP. Roadways and bridge designs used to be coordinated with regional bikeway plans.

Why can't KDOT insist that project sponsors address bike and pedestrian issues in all project designs? For example, insisting that major arterial projects have center medians and access management would help bicyclists.

KDOT should have a full-time bike/pedestrian coordinator that must be heard when plans are reviewed. Also, since bike/pedestrian issues are closely linked with transit, there should be a transit coordinator to review plans as well.

Insisting that bikeways be part of the default designs for all KDOT funded and/or administered projects for all collectors and higher class road projects would be great. You need to make the project sponsor prove that the bikeway is not feasible or safe or else they are put on the project.

STATE HIGHWAYS

Idea of "practical improvement standards" and economical alternatives should be used to maximize return on investment. Rural congestion should be addressed to improve safety in highly traveled sections of rural highways.

LOCAL ROADWAYS

Reference to rural roads serving few residents should be adjusted. While the traffic count on these roads may be low, they play an important and economically significant role in the Kansas economy. This should receive more emphasis because the impact these little-used roads have is significant particularly with increasing industry and economic development in Kansas.

Road improvements must be required to be designed and built to allow efficient transit use. For example, make ROW include space for bus turn-outs at key intersections, proper sidewalks, and room for bus stops.

If you want to preserve our county road systems then we need to help counties avoid the deterioration caused by overweight trucks and be realistic about the system a county can really afford.

FREIGHT/RAIL

I intend to create a logistics park in Kiowa County and want adequate funds to support the road improvements and rail crossing I will need.

Rail growth needs to be a huge priority for KDOT for future growth in our state.

More resources should be targeted toward rail options. Goods and commodities moved by rail are increasing. Kansas agriculture producers need the flexibility to ship products in both directions at a reasonable price and efficiently. For example, investing capital in rail loading/unloading sites is supported by our members but the short-line rail in the local area does not have the capacity and is not maintained to handle significant usage.

AVIATION

In order for rural communities to prosper, health care infrastructure is critical. Priority should be given to parts of the state that are not currently by all-weather, 24-hour emergency air rescue operations.

FUNDING

KDOT should receive a portion of revenues from traffic citations given in work zones.

Where are all the gas taxes going? We have the highest of the surrounding 4 states and I don't understand where it is all going.

More language regarding educating the general public about transportation needs/need to invest more funding; advocating legislatively for a future comprehensive program, and understanding financing choices and options for future needs.

Stakeholders have more demands than money and decisions need to be made to balance the equation—they cannot be funded “at any cost”. The debate should discuss an increased equitable funding mechanism as well as a reduction, reallocation and prioritization of needs.

If discussing surrounding states and their costs, revenues, and their taxes then you should briefly describe why KDOT cares about the surrounding states.

Provide examples in smaller cash terms that the public can relate to. For example, for every \$1.00 put in we only get \$0.94 back. Use this in regards to inflation as well.

All Kansas transportation money must be controlled exclusively by Kansas residents and spent inside Kansas Borders. HB 2751 demonstrates clearly an attempt to gain control of Kansas tax revenues by outside entities and Kansas City, MO tries to access Kansas tax revenues under the guise of “Regional funding”.

Forward looking investigations to discover and evaluate events effecting funding decisions. For example, Gardner intermodal will result in thousands of trucks on I-35 and workers needing local public transportation.

Clearly define consequences of deficit spending.

Tax vehicles with the greatest horsepower and the lowest mileage ratings the most. Current federal mileage requirements are based on “fleet” averages – that allows those who can afford it, the ability to avoid any mileage requirements which is in direct opposition to their state purpose.

The priority formula does not select the best mobility projects. It only picks the road segments needing repairs most desperately.

FLEXIBILITY

Stakeholders agree a primary function of the transportation is to support economic activity and the need for flexibility and timelier decision-making. Decisions on project spending should keep this in mind. For example, KLA supports spending on highways, rail, and aviation projects over bike/ped because they do not specifically support economic activity –especially in rural Kansas.

REDUCED MAINTENANCE

I encourage efforts to support the growth of native grasses and wildflowers along Kansas roadways through reduced mowing and herbicide application. Managing for native grasses and wildflowers enhances aesthetics and wildlife, celebrates our native prairie heritage as well as reduces maintenance

REDUCED MAINTENANCE

I encourage efforts to support the growth of native grasses and wildflowers along Kansas roadways through reduced mowing and herbicide application. Managing for native grasses and wildflowers enhances aesthetics and wildlife, celebrates our native prairie heritage as well as reduces maintenance costs as identified in Chapters 3 and 4 of the LRTP.

LOCAL CONSULTATION/KTAP

A stronger statement of support for this process and the creation of the KTAP

Need a local advisory board made up of citizens who are neither elected officials nor employed in the public or private transportation industry.

GOVERNMENT COOPERATION

There is a huge lack of communication between the State, County and Cities in Kansas. For example: We bid and win a KDOT project and often times there is a county or city project to be let after the State project. Moreover, the timetables will not coincide making mobilization charges in bidding difficult and inefficient. Most contractors would support the letting of projects by the State, counties, and cities at the same time. This cooperative effort would assure the customer (government) the most reasonable price and the winning contractor would have procured more work for their company.

ENVIRONMENTAL STRATEGY

Inclusion of high-occupancy toll lanes as something considered for statewide Comprehensive Transit Plan.

Language to clarify that the “systems” portion of a environmental policy should strive to achieve both system performance objectives and environmental sustainability objectives.

GENERAL

There should be discussion in regards to a short range plan (STIP). It could be used with other more nimble/flexible programs to develop for legislative purposes.

Integrate ITS specifically in the text and not a general statement because it gets easily lost in the document.

Install a yearly review of any long term KDOT plan.

Do an annual cost benefit analysis on consultant fees.

Consider pilot programs for testing new ideas.

I want powerful statements about how KDOT is going to make the Kansas transportation system the best multi-modal mobility system in the Midwest and use that to change how people in other parts of the country think about Kansas.