



## Leavenworth County Transit Plan

Mid-America Regional Council & RideKC | January 2018



# Leavenworth County Transit Plan

Prepared for:



## RideKC

**January 2018**

Prepared by:



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# CHAPTER I | INTRODUCTION

The Mid-America Regional Council (MARC), in partnership with the region's four transit agencies – Kansas City Area Transportation Authority (KCATA), Johnson County Transit, Unified Government Transit, and IndeBus – are currently updating the RideKC Regional Transit Plan through the SmartMoves 3.0 initiative. The initiative seeks to improve job access and connect more residents to opportunities by doubling the number of jobs accessible by public transit in the next ten years.

## Plan Purpose

A major component of the SmartMoves 3.0 initiative is connecting areas with limited existing transit service but a growing need for access to jobs and activity centers. Leavenworth County, specifically the City of Leavenworth, is a growing activity center due to the expansion of the business park in southern Leavenworth. Leavenworth County will require innovative approaches to transit service to meet the current and future needs of residents and employees.

## Study Area

The study area includes Leavenworth County with a specific focus on the City of Leavenworth. Leavenworth County is located in the northwestern portion of the Kansas City region and covers nearly 470 square miles. The study area is displayed in Figure I-1.

## Existing Transit Service

There is currently no fixed-route direct service to Leavenworth County. However, Route 113 Leavenworth Road travels between the State Avenue park-and-ride facility and Village West with connections to Route 116 West Parallel and Route 101 State Avenue. Route 229 Boardwalk-KCI also connects the Kansas City International Airport to downtown Kansas City, Missouri. The routes are displayed in Figure I-2.

## Document Review

Relevant documents were reviewed to serve as the basis for identifying potential strategies and tools while also considering the context of the study area. The following plans and policies, as well as other local reports, were reviewed:

- *Transportation Outlook 2040, Mid-America Regional Council*
- *SmartMoves 3.0, Mid-America Regional Council*
- *Transit Oriented Development Policy, Kansas City Area Transportation Authority*
- *Complete Streets Handbook, Mid-America Regional Council*
- *Coordinated Public Transit-Human Services Transportation Plan, Mid-America Regional Council*
- *Five-County Regional Transportation Study, Kansas Department of Transportation*
- *I-70 Corridor Transit Feasibility Study, Kansas Department of Transportation*
- *US 24/40 Corridor Management Plan, Kansas Department of Transportation*
- *Leavenworth Comprehensive Land Use Plan, City of Leavenworth*
- *Lansing 2030: A Vision for Tomorrow, City of Lansing*



Common themes among the documents were identified to ensure the potential strategies and recommendations align with the overall vision and goals of the Kansas City region as well as each respective community. In the past decade, there has been an emphasis on Kansas City transportation as a regional issue rather than a separate issue for each community. Many of the current studies adopt a regional approach to transit planning and a local area then links their proposed projects to recommendations in the regional plans.

*Transportation Outlook 2040* and the *Five-County Regional Transportation Study* provide the greatest insight to past and current transit strategies in the study area, including:

- Preserve the existing transportation system by focusing investments on the maintenance of existing services and facilities and expand public transit by considering various transportation strategies
- Create quality places that support a range of lifestyle and transportation choices, foster a Complete Streets approach, promote increased density through mixed-use development, and use a centers-and-corridors strategy in planning efforts
- Promote and encourage context-sensitive solutions in transportation planning, project development, and project selection
- Decrease the use of fossil fuels and improve air quality by reducing travel demand

*Transportation Outlook 2040* promotes a specific project that involves an express bus route from Leavenworth County to Kansas City, Missouri via US-73 and I-70. The *Five-County Regional Transportation Study* recommends addressing transportation needs by reducing the number of vehicles during peak travel periods. This initiative is supported by 27 potential transit projects in the five-county study area (Douglas, Johnson, Leavenworth, Miami, and Wyandotte counties). Most of the transit projects focus on express routes and park-and-ride construction. The *Five-County Regional Transportation Study* generally concurs with transit service on US-73 but modifies the proposed service to recommend two routes on US-73. One route would be a longer express route between the City of Leavenworth and Overland Park. A second, shorter route would provide access to Kansas City, Kansas via a local route terminating at a new park-and-ride facility at the Kansas Speedway. Then, passengers would have the option to transfer to an express route along I-70 to travel to downtown Kansas City, Missouri. Overall, the two reports disagree on whether the major commuting demand from Leavenworth County is to Kansas City, Kansas or Kansas City, Missouri. The recommended transit projects relevant to the study area are displayed in Figure I-3.

The *Five-County Regional Transportation Plan* also recommends an intermediate park-and-ride facility at the toll booth outside Tonganoxie on a proposed Lawrence to Kansas City, Missouri express route. However, the *I-70 Corridor Transit Feasibility Study* concludes that demand does not warrant additional service between Lawrence and Kansas City, Missouri along I-70, and therefore no additional stops would need to be added in Leavenworth County.

Other relevant plans that may provide guidance for future transit planning include the following:

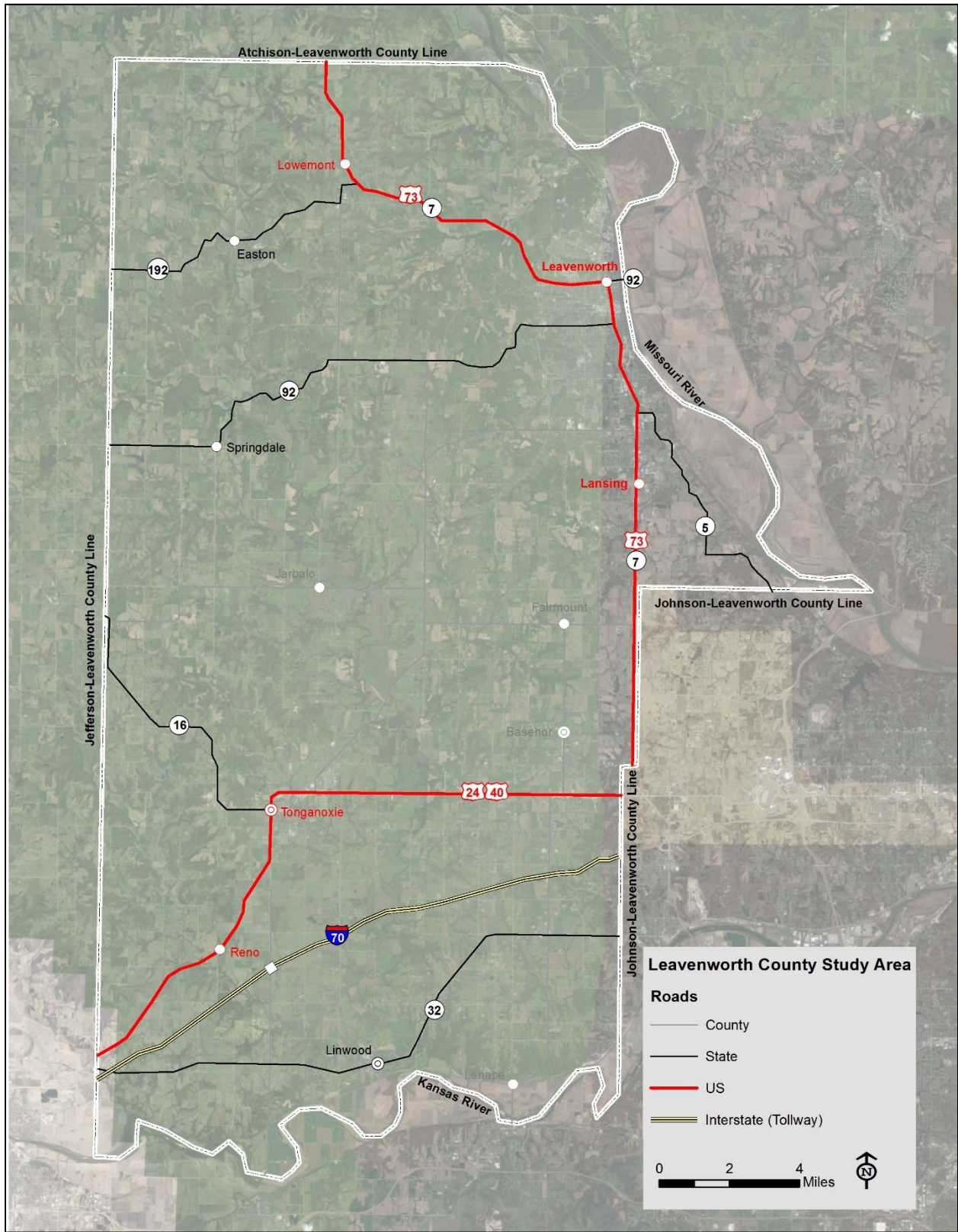
- The *US 24/40 Corridor Management Plan* does not envision a transit route along the corridor. However, carpool and vanpool should be encouraged.

- The *Leavenworth Comprehensive Land Use Plan* includes a goal to promote multimodal linkages between the City of Leavenworth and Kansas City, Missouri. The Plan did not include a detailed assessment of transit need.
- The *Lansing 2030: A Vision for Tomorrow* does not recommend any transit routes within the community.

The KCATA *Transit Oriented Development Policy* and the MARC *Complete Streets Handbook* focus on the design and land use aspects related to transit development. The transit-oriented policies are only applicable along Bus Rapid Transit (BRT) or fixed guideways (i.e. rail), which are currently not relevant to Leavenworth County. In contrast, the Complete Streets guidelines are relevant to the study area. Complete Streets are roadways, highways, bridges, and facilities that are planned, designed, operated, and maintained for the needs and safety of all users along and across the entire public right-of-way. This includes people of all ages and abilities regardless of their mode of transportation. Complete Streets also integrate contextually-appropriate green infrastructure techniques. The corridor that would be most appropriate for a Complete Streets approach with integrated transit would be US-73 within Leavenworth and Lansing.

Consistent among these documents is the focus on express routes and park-and-rides facilities, rather than local buses, to serve transit needs. There is debate on whether the demand should be focused on employment trips to Overland Park, Kansas City, Kansas, or Kansas City, Missouri. Land use policies recommend designing multimodal corridors with sidewalks and bicycle facilities. However, this may not be particularly applicable to many of the transit recommendations as they are envisioned to be on higher speed arterials and interstate highways within Leavenworth County.

Figure I-1: Study Area

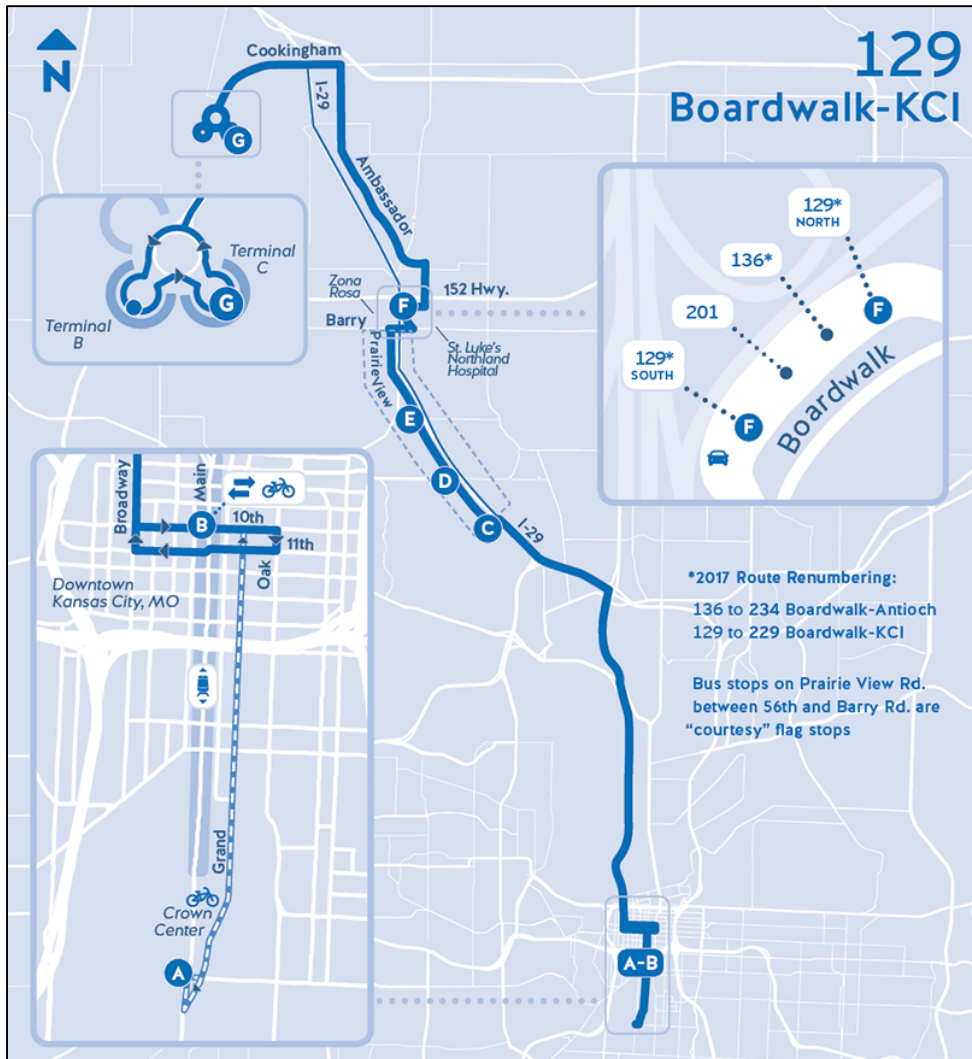


Source: TranSystems, 2017

Figure I-2: Existing Transit Service



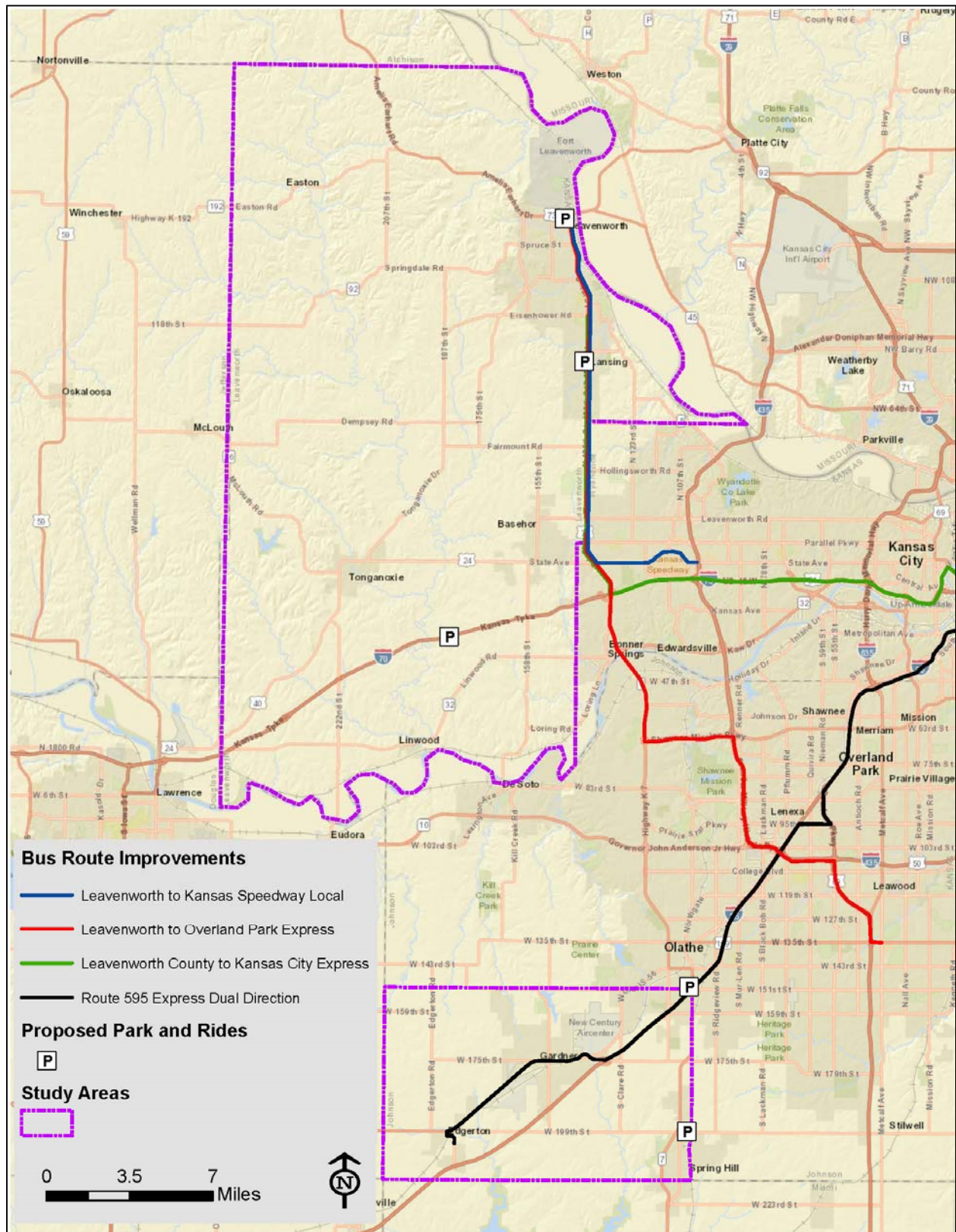
Source: Kansas City Area Transportation Authority, 2017



Source: Kansas City Area Transportation Authority, 2017



Figure I-3: Recommended Transit Service



Sources: Transportation Outlook 2040; Five-County Regional Transportation Study, 2013; Johnson County Strategic Transit Plan, 2011



## **CHAPTER 2 | NEEDS ASSESSMENT**

A GIS-based demographic analysis utilizing the most recent U.S. Census Bureau data was conducted as a first step in the assessment of transportation needs. The needs assessment includes a review of transportation disadvantaged populations, local and regional employment, and travel patterns.

### **Transportation Disadvantaged Population Analysis**

Older adults, persons with disabilities, low-income households, zero vehicle households, and veterans often have the most difficulty accessing transportation services. In Leavenworth County, challenges may be that services are unavailable (i.e. lack of service in a specific area or at a specific time), insufficient (i.e. low service frequency), and/or inappropriate (i.e. limited access to wheelchair-accessible vehicles). The following analysis evaluates service gaps and needs of transportation disadvantaged populations.

#### **Older Adults**

Older adults are individuals who are 65 years or older. There are approximately 8,426 older adults residing in Leavenworth County, which is approximately 11.1 percent of the total population in the study area. The density of older adults within the study area is displayed in Figure 2-1. Higher concentrations of older adults are generally located west and south of the City of Leavenworth.

#### **Persons with Disabilities**

The Americans with Disabilities Act of 1990 states that a person with a disability is an individual who has a mental or physical impairment that limits a major life activity, has a history of such an impairment, or is perceived by others as having such an impairment. There are an approximately 10,409 persons with disabilities residing in Leavenworth County, which is approximately 14.6 percent of the total population in the study area. The density of persons with disabilities (5 years or older) within the study area is displayed in Figure 2-2. Higher concentrations of persons with disabilities are located near the core of the City of Leavenworth and Lansing.

#### **Persons with Low Income**

Persons with low income are individuals that have a household income at or below the poverty threshold set annually by the Department of Health and Human Services. For example, if a family of four living in the same household has an annual income below the poverty threshold, all four individuals would be classified as persons with low income. There are an approximately 8,223 persons with low income residing in Leavenworth County, which is approximately 11.4 percent of the total population in the study area. The density of persons with low income within the study area is displayed in Figure 2-3. Higher concentrations of persons with low income are within the City of Leavenworth and Lansing along the US-73 corridor.

#### **Zero Vehicle Households**

Zero vehicle households are individuals that do not have access to a personal vehicle. There are approximately 1,119 zero vehicle households residing in Leavenworth County, which is approximately 4.2 percent of the total population in the study area. The density of zero vehicle households within the study area is displayed in Figure 2-4. Higher concentrations of zero vehicle households are located within the City of Leavenworth and Lansing.

## **Veterans**

A military veteran is a person who has served or is serving in the armed forces. Veterans may face transportation challenges caused by health-related disabilities or financial hardship. Veterans in Leavenworth County may particularly face challenges with access to Veterans Administration (VA) facilities throughout the greater Kansas City region. There are approximately 9,653 veterans residing in Leavenworth County, which is approximately 16.8 percent of the total population in the study area. The density of veterans within the study area is displayed in Figure 2-5. Higher concentrations of veterans are located within Fort Leavenworth and near Lansing.

## **Employment and Travel Pattern Analysis**

The study area was evaluated based on the characteristics that attract ridership from communities for a variety of reasons including employment and retail opportunities. For Leavenworth County, emphasis was placed on the communities within Leavenworth County and growing employment centers such as the business park in southern Leavenworth.

Employment information was obtained from the U.S. Census Bureau Longitudinal Employer-Households Dynamics (2015). The location of apartment complexes, senior and low-income housing, and education facilities were discussed during stakeholder and public engagement to help determine future transit demand. Travel patterns between the study area and Kansas City International Airport were also reviewed.

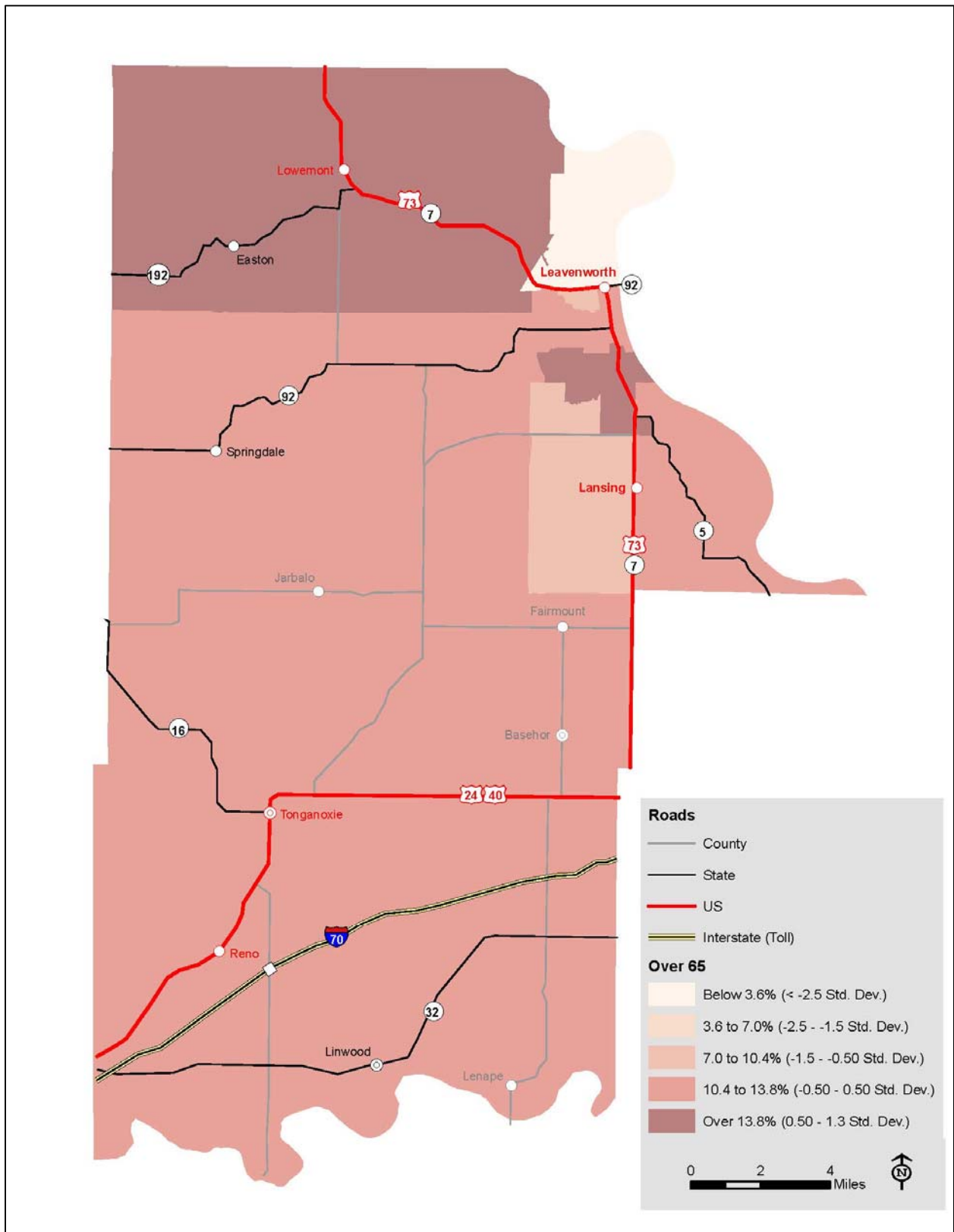
### **Residents within Leavenworth County**

As displayed in Figure 2-6, the highest concentration of residents live within the City of Leavenworth with smaller clusters near Lansing, Basehor, and Tonganoxie. Of the residents within this study area, approximately 10,400 individuals work within Leavenworth County and 20,200 individuals travel outside of Leavenworth County for employment. A significant number of residents travel to Kansas City, Kansas and Kansas City, Missouri for work. Overland Park and Lawrence are also common employment destinations. Figure 2-7 displays the locations where residents within Leavenworth County travel for employment.

### **Employees within Leavenworth County**

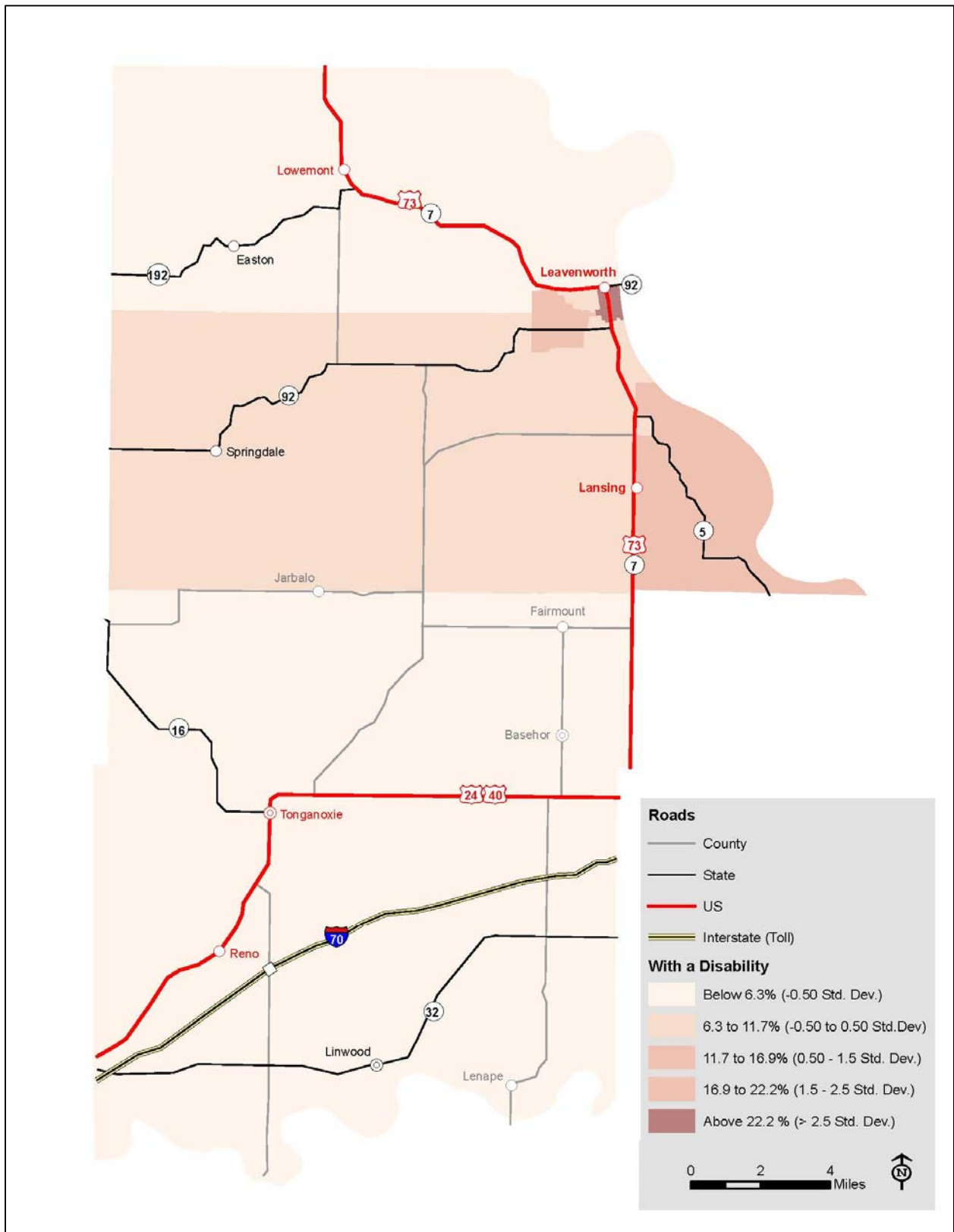
As displayed in Figure 2-8, the highest concentration of employees are located along the US-73 corridor in areas such as Fort Leavenworth, the City of Leavenworth, and Lansing. Smaller employment clusters are also located in Basehor and Tonganoxie. Of the employees within this area, approximately 7,700 individuals are non-residents that travel to Leavenworth County for employment. While the residences of employees are dispersed throughout the Kansas City region, significant numbers of employees travel from Kansas City, Kansas and Kansas City, Missouri to their jobs within the study area. Figure 2-9 displays the locations where employees within Leavenworth County travel from for employment.

Figure 2-1: Older Adults



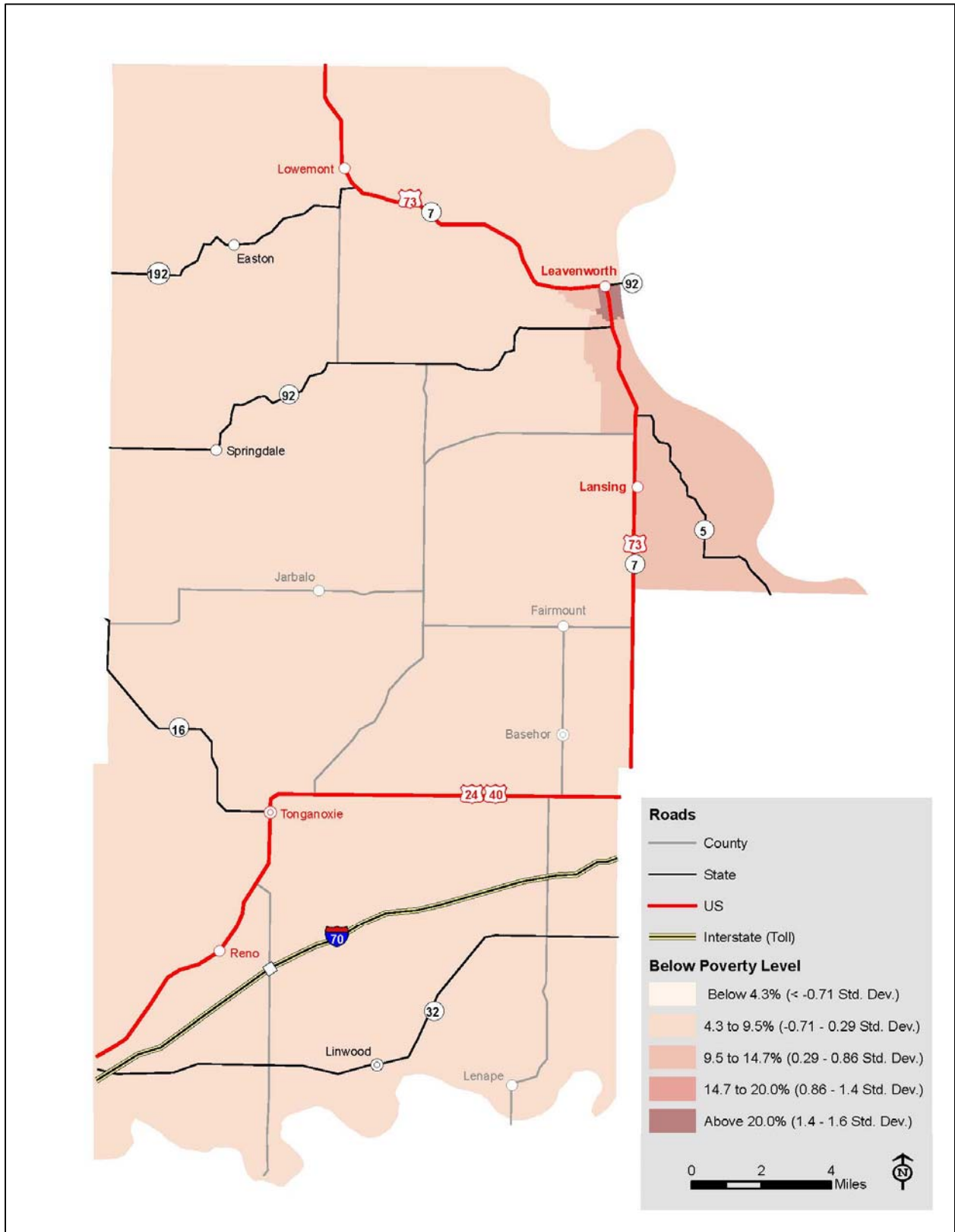
Source: U.S. Census Bureau American Community Survey, 2015

Figure 2-2: Persons with Disabilities



Source: U.S. Census Bureau American Community Survey, 2015

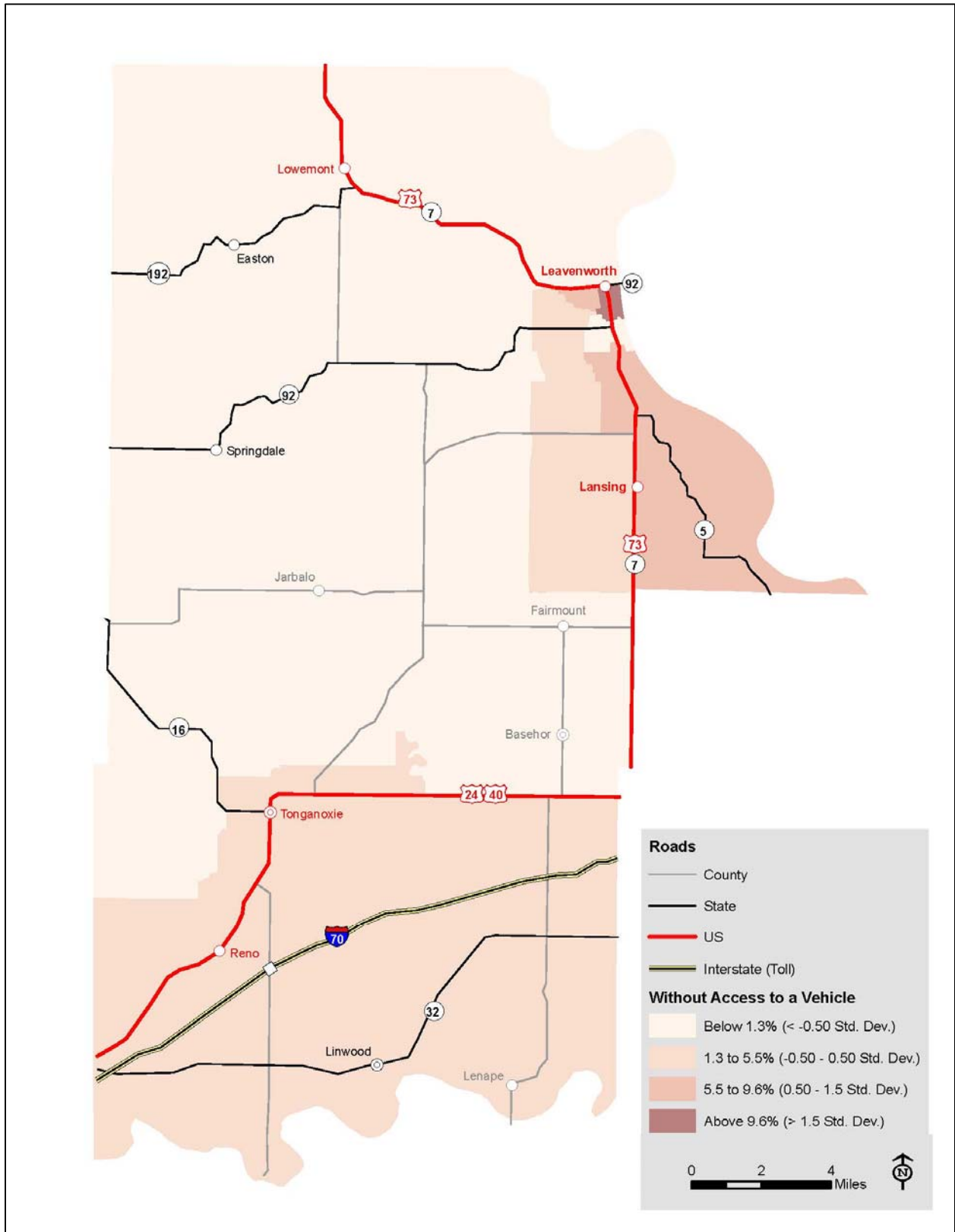
Figure 2-3: Persons with Low Income



Source: U.S. Census Bureau American Community Survey, 2015

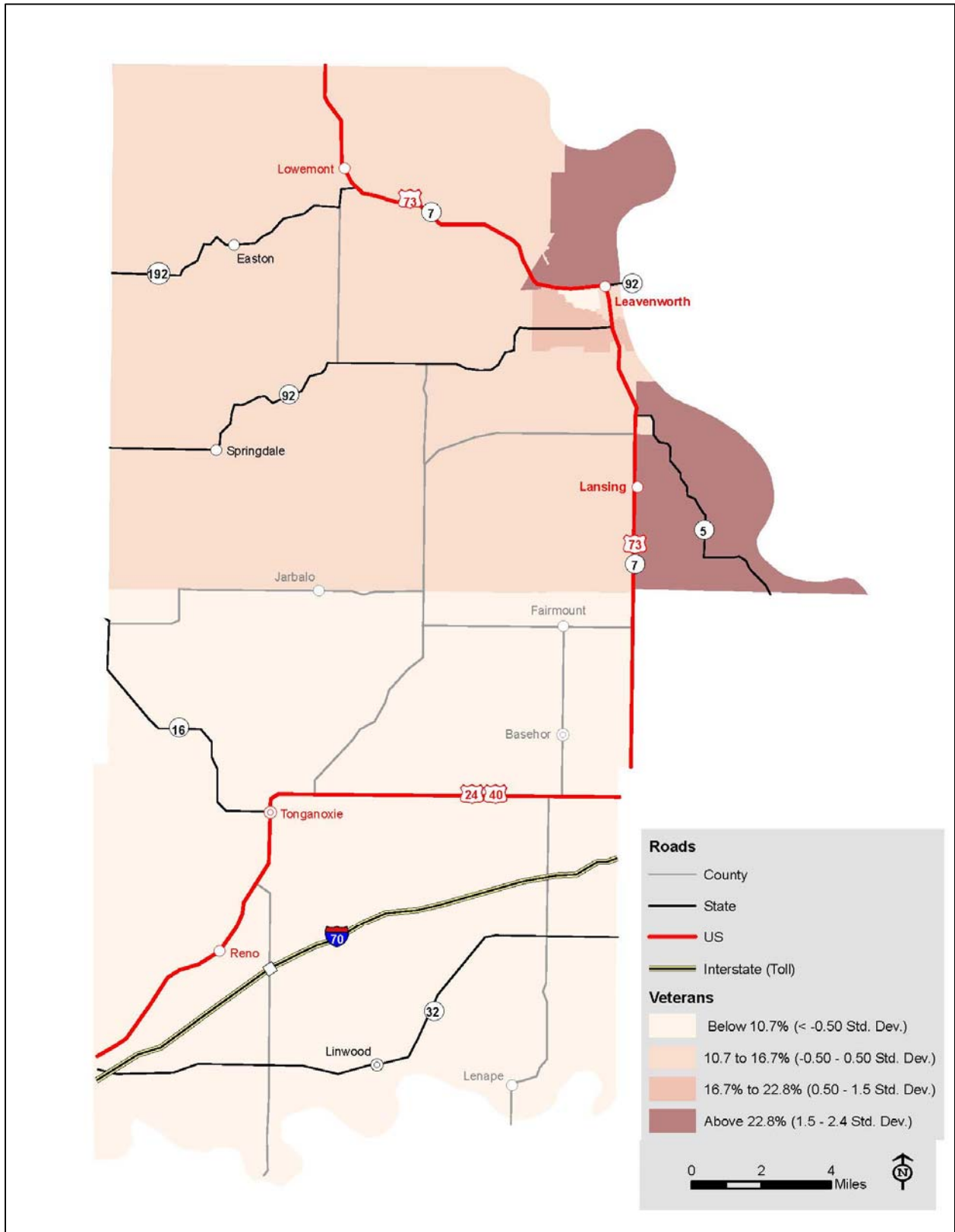


Figure 2-4: Zero Vehicle Households



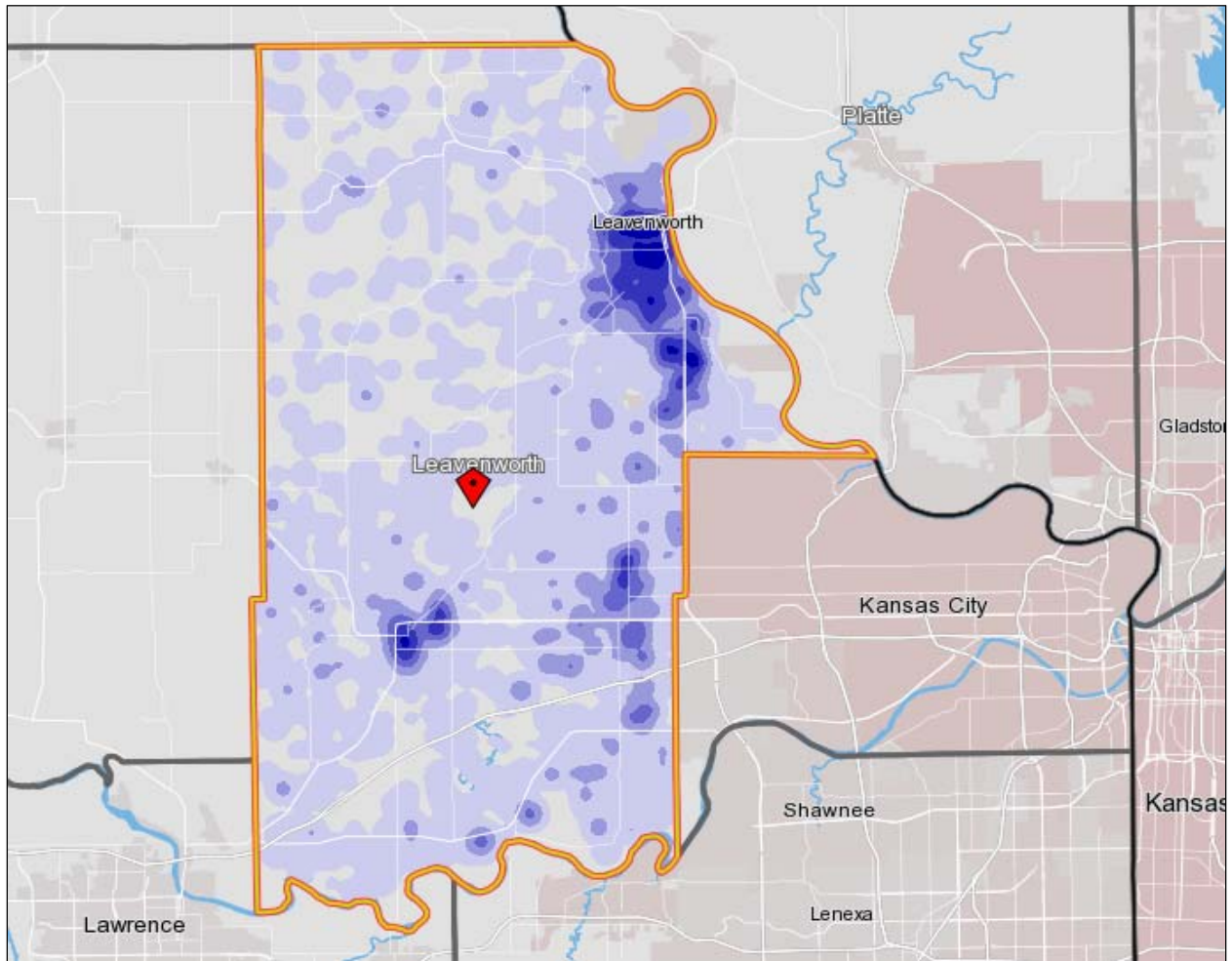
Source: U.S. Census Bureau American Community Survey, 2015

Figure 2-5: Veterans



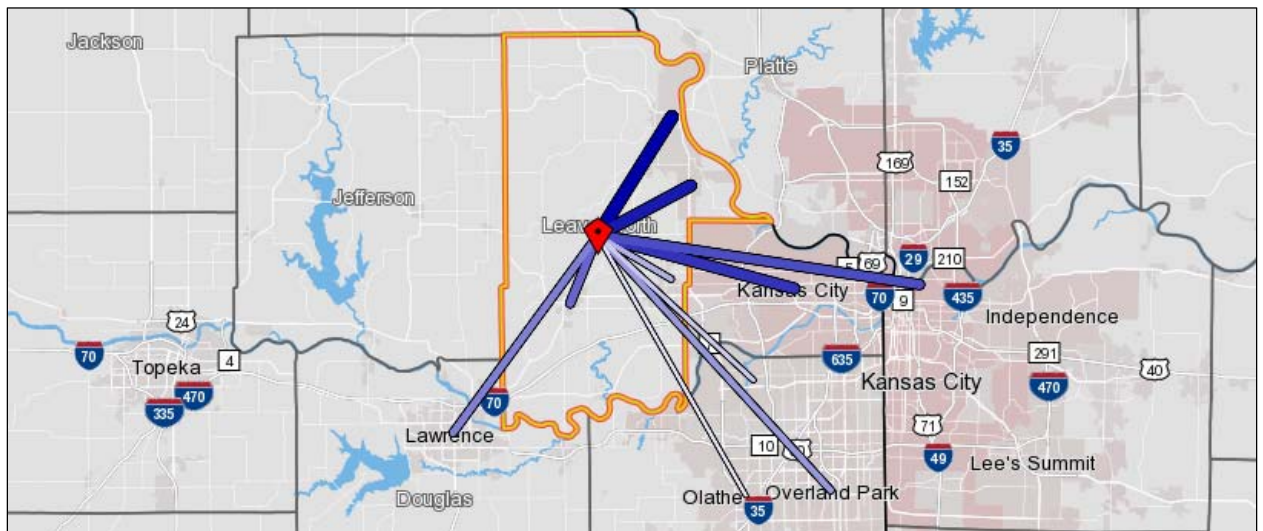
Source: U.S. Census Bureau American Community Survey, 2015

Figure 2-6: Location of Residents within Leavenworth County



Source: U.S. Census Bureau Longitudinal Employer-Households Dynamics, 2015

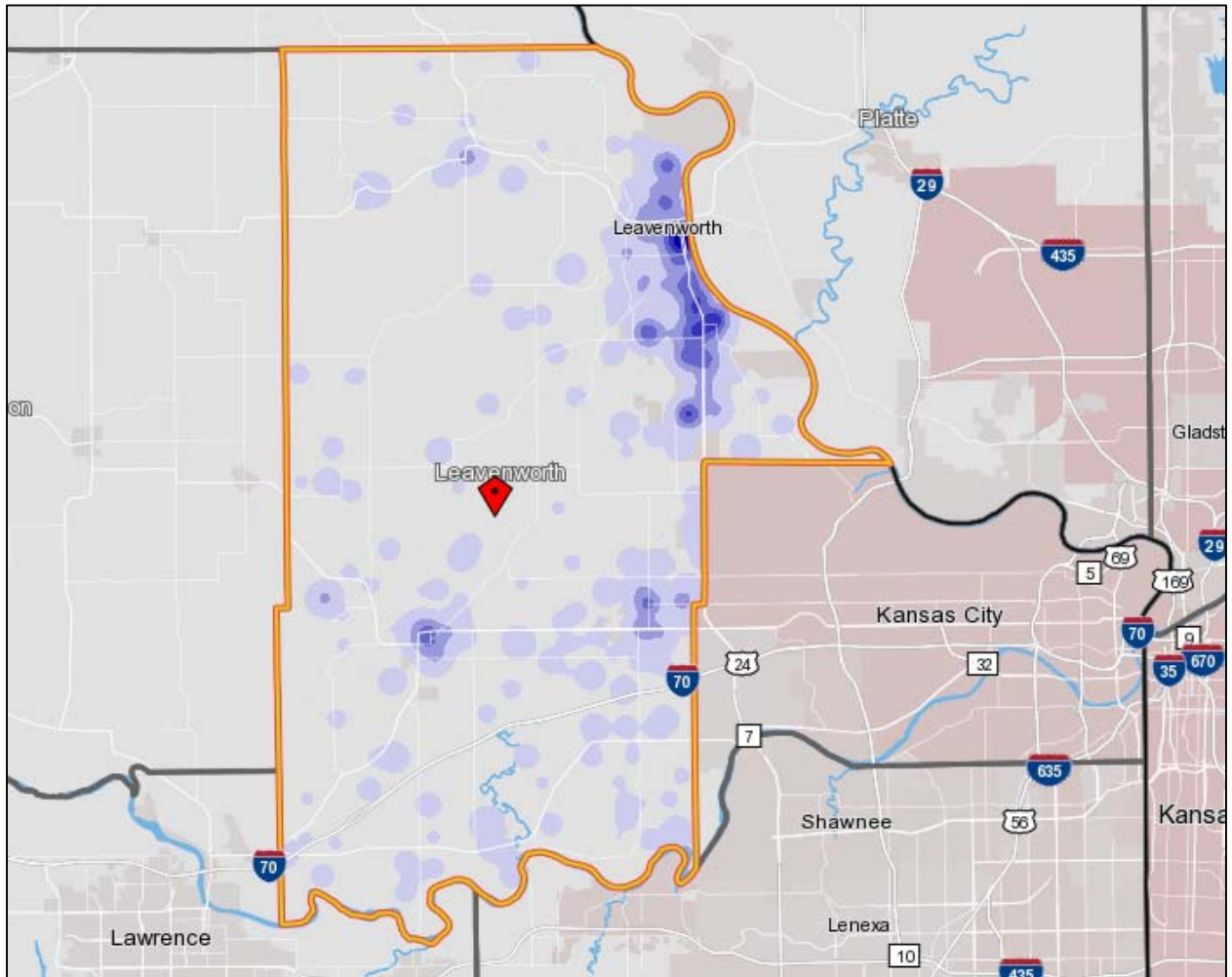
Figure 2-7: Employment Locations of Leavenworth County Residents by City



Source: U.S. Census Bureau Longitudinal Employer-Households Dynamics, 2015

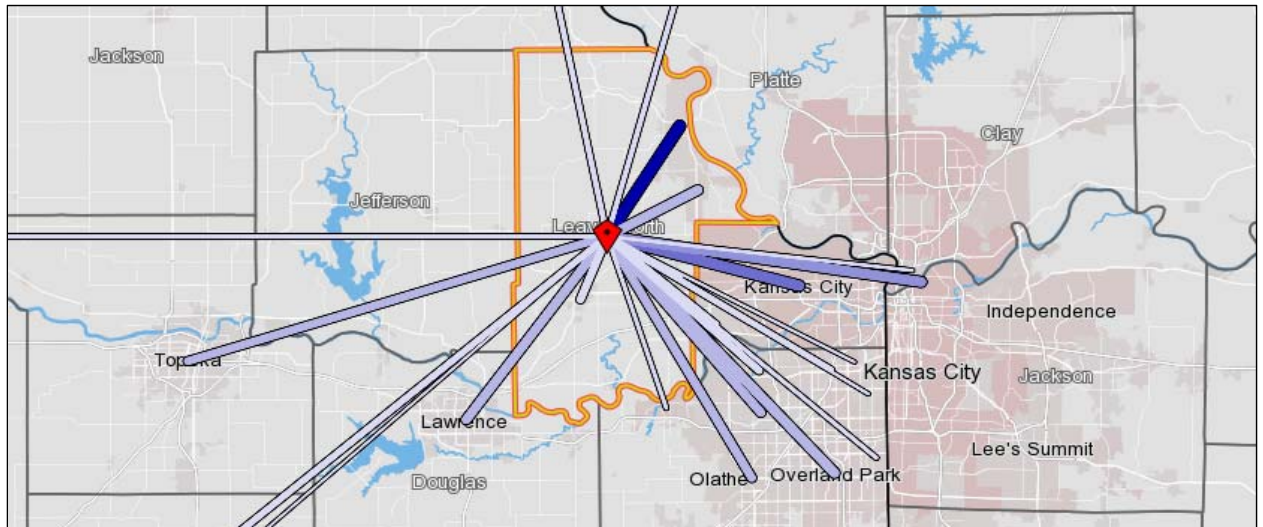


Figure 2-8: Location of Employees within Leavenworth County



Source: U.S. Census Bureau Longitudinal Employer-Households Dynamics, 2015

Figure 2-9: Residence Locations of Leavenworth County Employees by City



Source: U.S. Census Bureau Longitudinal Employer-Households Dynamics, 2015

## CHAPTER 3 | PUBLIC AND STAKEHOLDER ENGAGEMENT

Transit planning is essential for improving connections to employment centers and other key destinations in Leavenworth County and the City of Leavenworth. Opportunities and challenges to be leveraged for transit improvements were discovered as the planning team worked together with a wide range of participants, including a Stakeholder Advisory Committee (SAC), community members, planning staff, and many others during Summer and Fall 2017.

During the process, participants provided comments on the needs within Leavenworth County activity center as well as nearby areas such as western Wyandotte County and the Kansas City International Airport. They also explored transit improvement options, services, and funding possibilities that would help realistically address community needs.

Engagement occurred during three phases: planning kick-off, development of alternatives, and recommendations. About 470 people responded to the print and online opinion survey, over 275 people shared comments in person, and nearly 5,500 people were reached through social media. Detailed public and stakeholder engagement materials are available in Appendix A.

### Phase I: Planning Kick-Off

#### Stakeholder Advisory Committee Meeting #1

The first of three Stakeholder Advisory Committee meetings was held on October 4, 2017 at Leavenworth Public Library. Twenty-five advisory committee members listened to a presentation on existing conditions, noting the closest available transit service was located in Kansas City, Kansas via Route 113 Leavenworth Road, Route 116 West Parallel Parkway, and Route 101 State Avenue. Committee members then described their vision for future transit service in Leavenworth County. In their opinions, future service would be connected, economical, consistent, convenient, affordable, robust, sustainable, and safe. It should also involve accessible mobility.

The group said the need for transit service in Leavenworth County was high and rated it “10” on a 1 (lowest) to 10 (greatest) scale. They commented that transit experiences in other communities were easy, convenient, reliable, accessible, ADA-friendly, and clean. Additionally, they noted that transit providers in other communities were not only family-friendly, but also offered evening service, responded to shift work needs, and included real-time information and access to technology. If possible, future transit service in the Leavenworth County should provide some of the same features.

Committee members told the planning team that offering transit service in Leavenworth County would enable community members to enjoy a range of benefits, such as improved access to jobs, healthcare, educational centers, grocery and other retail shopping, and transportation options (i.e. Amtrak and Kansas City International Airport). They also said that providing such service would increase access to the greater Kansas City region and connect them to existing RideKC services. Recognizing that transit does not currently serve Leavenworth County, the group advised that future service should focus on the following types of priority riders: workers, students, persons with limited incomes, and/or persons with disabilities.

Later during the meeting, when organized into small groups, committee members discussed the following items: future service times and types, transit convenience, and other transit-related ideas. Then, each



group shared the results of their discussions with the larger group. Overall, they commented that future service should be targeted to northeast Leavenworth County near the Leavenworth-Lansing area.

Specific transit destinations involved employment centers (Eisenhower Road, US-73/K-7/4th Street, 10th Avenue, Veterans Administration campus, Legends Outlets, and industrial parks), areas with low-income housing, schools (middle school, high school, and college), hospitals, and the Kansas City International Airport. Committee members commented that reaching beyond the northeast part of the county to connect to other cities including Tonganoxie, Basehor, and Lawrence was also important.

The committee shared that future service should be available seven days each week. An adjusted schedule should be available on weekends and sensitivity could be given to Monday through Friday work shifts that have early morning or overnight hours. Committee members said that providing such service would expand employment opportunities for residents and improve job reliability, particularly for workers in the retail sector. Committee members also said flexible transit service times would be helpful.

With regard to service types, committee members said that they preferred peak-hour express routes to the airport, Legends Outlets, and employment corridors or centers. They also shared a desire for consistent, fixed-route service on local streets that provided both north-south and east-west routes. For example, future service could circle via a loop that connected 4th Street/Eisenhower Road in Leavenworth-Lansing area and further south. They also confirmed that the use of vanpools at Fort Leavenworth, for employers, and to outlying areas was important. Increasing the capacity of paratransit service via the Council on Aging was also discussed. Other call-a-ride service may be necessary too.

### **Public Opinion Survey**

The planning team leveraged the feedback gathered from the Stakeholder Advisory Committee to develop a public opinion survey about future transit service. The survey was available in print and digital formats ([leavenworthtransit.digicate.com](http://leavenworthtransit.digicate.com)) from approximately August to December 2017. Survey availability was announced via press releases and the survey was also shared on the project Facebook page and the web pages of local jurisdictions. Additionally, Stakeholder Advisory Committee members and others shared the survey with their respective networks. The public opinion survey yielded 470 respondents who generated 9,241 responses. The results included:

- *Need, Vision, and Benefits:* The survey highlighted a high need for service. Future service should be accessible, available, and convenient. Responses expressed some concern that future service will not exist or be very limited.
- *Benefits:* Potential benefits are wide ranging, such as the provision of an affordable transportation option, connecting workers from other areas to jobs in Leavenworth County, economic growth and development, and less traffic on roads and highways.
- *Top Potential Riders:* The top three potential riders included employees, individuals with limited incomes, and older adults.
- *Top Areas to Serve:* The top three areas to serve included employment areas, medical services, and education facilities and schools.
- *Service Times:* The survey responses suggested a 6:00 AM to 6:00 PM service span with an interest in evening service from approximately 6:00 PM to 9:00 PM.

- *Service Types*: The top three service types included Monday to Friday service, buses that travel on local streets, and buses that travel between cities.
- *Convenient Service*: Responses indicated that “convenient” service would involve direct routes, bus shelters, real-time information, and Wi-Fi connectivity
- *Types of Survey Respondents*: The top three survey respondents included residents, employees, and transit advocates.

## Phase 2: Development of Alternatives

### Stakeholder Advisory Committee Meeting #2

The second of three Stakeholder Advisory Committee meetings was held on November 20, 2017 at Riverfront Community Center in the City of Leavenworth. During the meeting, the planning team focused on potential transit improvement concepts. The primary concept for Leavenworth County transit improvements involved general, bi-directional service from the City of Leavenworth and western Wyandotte County, providing connections to the Legends Outlets and other key access points. The concept also included a local City of Leavenworth circulator. On-demand transit service targeted to low-income households, older adults, and persons with disabilities within the City of Leavenworth was included as well.

The secondary concept involved vanpools/carpools for employment trips into Leavenworth County not served by the proposed connector bus system. Micro-transit (based on demand) that provided service to and from the Kansas City International Airport was also included. Eleven committee members attended the meeting and their comments generally related to:

- Employment access needs
- Use of K-7 instead of Parallel Parkway to reach south destinations
- Lack of access provision for those desiring to reach other cities
- Hub locations and additional bus stops
- Connections to the Kansas City metropolitan region and specifically the cities of Lawrence, Gardner, and Edgerton
- Demand responsive transit
- Service spans
- Local service as a priority

### Pop-Up Meetings

In addition to the Stakeholder Advisory Committee meeting, the planning team coordinated with committee members to schedule three “pop-up” meetings to gather additional feedback. The pop-up meetings were targeted to shoppers, students, and those with limited incomes. During the pop-up meetings, the planning team shared maps, fact sheets, and the public opinion survey as they discussed future service types, times, and more with participants. Pop-up meeting results included:

- *Leavenworth Price Chopper*: 92 people on October 21 from 11:00 AM to 1:00 PM
- *St. Joseph Catholic Church Community Meal*: 85 people on November 16 from 4:00 PM to 6:00 PM
- *University of St. Mary*: 75 people on November 30 from 11:30 AM to 1:30 PM

## Phase 3: Recommendation

### Stakeholder Advisory Committee Meeting #3

The final Stakeholder Advisory Committee meeting was held on December 13, 2017 at Riverfront Community Center in the City of Leavenworth. During the meeting, the planning team presented a draft recommendation for transit service in Leavenworth County. The recommendation for near-term transit service involved on-demand intra-community circulation within a 10 square-mile area in Leavenworth-Lansing area, encompassing major activity centers, such as medical facilities, employment sites, educational facilities, and retail shopping areas. The long-term recommendation was a fixed-route, inter-community connector route that provides regional connectivity, is easily understood, and easy to market. Both the near-term and long-term recommendations included 12-hour, Monday to Friday service. Seventeen committee members attended the meeting and their comments generally related to:

- On-demand service opportunities and its ability to meet the needs of workers, medical, and the Veterans Administration
- Potential for connections that cross county boundaries and enable workers to reach jobs beyond Leavenworth County
- Importance of coordinating with existing paratransit providers
- Possible costs and potential funding options
- Implementation steps

## CHAPTER 4 | DEVELOPMENT OF ALTERNATIVES

The development and analysis of transit service alternatives is based on the review of existing conditions, the needs assessment, and public and stakeholder engagement. Short-term and long-term alternatives for improving transit operations were developed and evaluated. From these alternatives, a preferred strategy was identified to meet the needs of the study area in the most cost-effective manner.

Criteria for the development of the service alternatives, as identified during earlier phases of the study, included:

- Provide transit options serving intra-community transportation needs
- Service options designed to connect Leavenworth County to the regional transit system
- Service implementation possible within a year or less

Given these criteria, two service alternatives were developed and are described in further detail below.

### Alternative 1: Intra-Community Focused Demand-Response Service

The analysis of socio-economic demographics in the large Leavenworth-Lansing population center as well as discussions during the public engagement process led to the identification of a demand-response service alternative. Demand-response service is intended to provide maximum service coverage at the expense of service capacity or the ability to serve higher volumes of passengers. Demand-response service is often the best near-term option in communities with little to no exposure to public transit and an expectation of low to moderate transit usage in the early stages of new service introduction. Demand-response service offers curb-to-curb access to passengers, similar to a taxi service. Trips are typically requested 24 hours in advance although newer scheduling and routing technology has made it possible to accommodate spontaneous trip requests.

Alternative 1 identifies an area within the community that encompasses major activity centers, the densest population, and the highest numbers of individuals who would most likely benefit from public transportation options (i.e. older adults, persons with disabilities, low-income households). The service area covers the majority of the City of Leavenworth and extends along US-73 near Lansing. The service area could be adjusted based on changing community needs as they are identified, but generally would remain within this area due to the possibility of additional cost or decline in reliability. Service would be provided within the identified service area by two small buses with seating capacity of 12 to 20 passengers. The vehicles would be dispatched to meet service requests through a centralized dispatching system. Users would call a trip reservation number to make a trip request. Service would be available in the community Monday to Friday for a twelve-hour period, typically 6:00 AM to 6:00 PM. This alternative and the identified service area is displayed in Figure 4-1.

Estimated annual cost for Alternative 1 on weekdays is approximately \$400,000 per year (before passenger fare revenue net). It is assumed that this service would operate in a manner similar to comparable services within the Kansas City region. A typical fare recovery rate for this type of operation ranges from six to ten percent. For a conservative estimate, the fare revenue should cover at least eight percent of the total operating cost, or approximately \$32,000. Therefore, the annual net cost would be approximately \$368,000.

Benefits of this alternative include:

- Operational within three months
- Provides public transit access to most of the City of Leavenworth
- Less expensive than a fixed-route service with comparable coverage
- More accessible to older adults and persons with disabilities compared to a traditional fixed-route service

Drawbacks of this alternative include:

- Capacity is limited due to scheduling demand and vehicle size
- Higher cost per passenger than comparable fixed-route service
- Service is not provided on weekends
- Service does not provide a connection to the regional transit network

Figure 4-1: Alternative I Service Area





## Alternative 2: Fixed-Route Connector Service

Connecting Leavenworth County and the City of Leavenworth, Lansing, and Basehor to the greater Kansas City region via public transit has been a longstanding regional transportation goal. Alternative 2 would introduce a connector route operating between the City of Leavenworth and the Village West retail/entertainment district in western Wyandotte County. From this point, passengers could make connections to the regional transit network. In addition to providing this regional connection from the City of Leavenworth, the service would provide access to jobs in Leavenworth County for employees throughout the Kansas City region. The route alignment generally follows US-73 with two options for circulation through the City of Leavenworth. Service would be provided by a single bus with a seating capacity of twenty to thirty passengers. The single bus operation would allow for sixty-minute service frequency. Service would be available Monday to Friday for a twelve-hour service period, typically 6:00 AM to 6:00 PM. This alternative is displayed in Figure 4-2.

Estimated annual cost for Alternative 2 for weekday service is approximately \$225,000 per year (before passenger fare revenue net). An example schedule is displayed in Table 4-1. The fare revenue for this type of service typically covers at least twelve percent of the total operating cost, or approximately \$27,000. Therefore, the annual net cost to be funded for the long-term strategy is approximately \$198,000.

Benefits of this alternative include:

- Connects the City of Leavenworth to the regional transit network
- Effectively supports commute trips from around the region into the City of Leavenworth
- Easy to understand and market

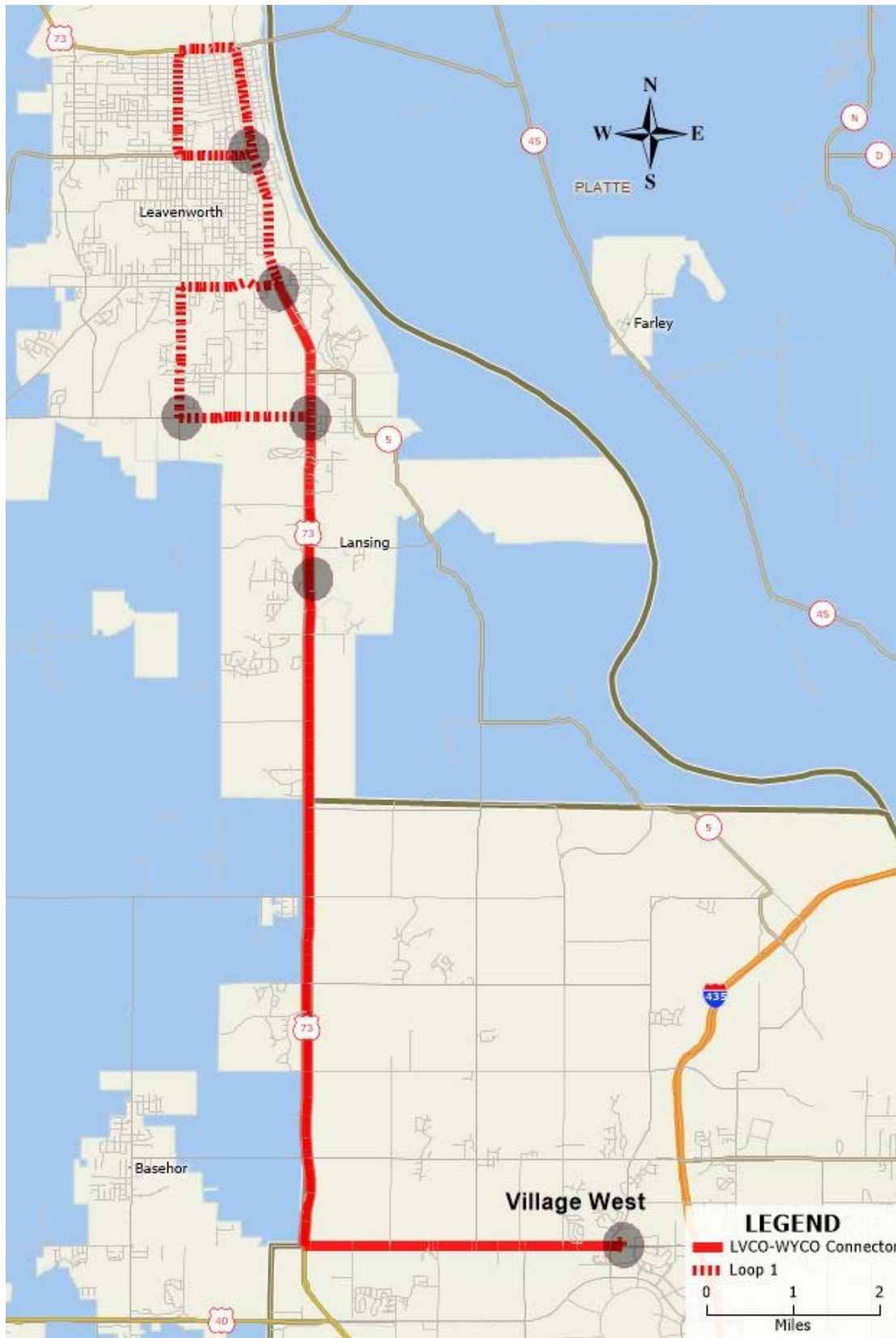
Drawbacks of this alternative include:

- Does not meet intra-community transit needs
- Not particularly effective at service work related trips to/from Leavenworth County
- Involves a multi-jurisdiction funding strategy
- Service is not provided on weekends (weekend service could be added based on demand, but at additional cost)

Table 4-1: Alternative 2 Schedule

Inbound			Outbound		
10th & Metropolitan	4th & Eisenhower	Village West	Village West	4th & Eisenhower	10th & Metropolitan
7:00	7:08	7:30	6:30	6:52	7:00
8:00	8:08	8:30	7:30	7:52	8:00
9:00	9:08	9:30	8:30	8:52	9:00
10:00	10:08	10:30	9:30	9:52	10:00
11:00	11:08	11:30	10:30	10:52	11:00
12:00	12:08	12:30	11:30	11:52	12:00
1:00	1:08	1:30	12:30	12:52	1:00
2:00	2:08	2:30	1:30	1:52	2:00
3:00	3:08	3:30	2:30	2:52	3:00
4:00	4:08	4:30	3:30	3:52	4:00
5:00	5:08	5:30	4:30	4:52	5:00
6:00	6:08	6:30	5:30	5:22	6:00
7:00	7:08	7:30	6:30	6:52	7:00

Figure 4-2: Alternative 2 Alignment



## CHAPTER 5 | RECOMMENDATIONS

Both transit service alternatives meet the needs that were identified throughout the planning process during the needs assessment and public and stakeholder engagement. However, the transit service alternatives meet different needs.

Alternative 1 is focused on meeting the need for travel within the City of Leavenworth. This alternative serves the community's transit dependent population including older adults, persons with disabilities, and low-income households. The service was designed to provide access to medical and social service providers, shopping, educational opportunities, and other public services and facilities such as libraries and community centers. Employment-related travel within the community could be possible given the right circumstances; however, the service as defined would not be particularly effective at meeting the need for work trips.

Alternative 2 is primarily focused on serving employment trips. The service would provide the City of Leavenworth and Lansing with a link to the regional transit system via transit connections at the Village West retail/entertainment district in western Wyandotte County. Through this connection, individuals working in the City of Leavenworth could commute via transit from their place of residence in other parts of the Kanas City region. Existing transit service schedules would allow for traditional work shifts with 7:00, 8:00, and 9:00 AM start times and 3:00, 4:00, 5:00, and 6:00 PM end times to be served. Unfortunately, commuting opportunities for people living in the Leavenworth-Lansing area and working in other areas of the region would be very limited due to the absence of connecting service at Village West prior to 6:30 AM. Alternative 2 could provide some level of intra-community service through a circulating alignment within the City of Leavenworth. However, the area and activity centers served would be limited to areas near and adjacent to the alignment of the route.

### Preferred Strategy

#### Near-Term Strategy

After evaluation of the two alternatives and consultation with the project stakeholders and KCATA planning and operations staff, it was determined that Alternative 1 represented the most promising strategy for addressing near-term public transit service needs in the Leavenworth-Lansing area. This alternative best addresses the criteria established during the study for transit service and best meets the priority needs identified by the project stakeholders and the general public. It can effectively serve the intra-community transportation needs of the transit dependent population within the service area, can be operational in a very short period of time, is adaptable to changing conditions and needs, provides transit access to most of the City of Leavenworth, and can be expanded to include Lansing. This service also has the potential to grow in the future, depending on ridership patterns. There is the possibility to convert this service into flex or fixed-route service.

#### Long-Term Strategy

However, there are needs that are not effectively met or not met at all by Alternative 1, particularly the need to connect Leavenworth County to the regional transit system. This need can only be met through the introduction of a connector service such as Alternative 2. This is a need that, while identified through discussions with stakeholders and through survey data collected from the public, appears to be lower priority in the near-term. Long-term, as the regional transit network is improved and expanded,

including Alternative 2 as part of a long-term transit development strategy for Leavenworth County and the Kansas City region should be considered.

## Summary

The Plan focuses on creating a tailored response to the information gathered through the needs assessment, public and stakeholder engagement, and analysis of transit service alternatives. The recommended near-term transit service strategy identified for Leavenworth County involves the introduction of a flexible, on-demand service covering a defined area of the City of Leavenworth. The service would operate using small 12 to 20 passenger vehicles. Trips would need to be requested by users in advance. Vehicles would be dispatched to the requested pick-up location within the service area at the requested time and would deliver the passenger to the desired destination within the service area. The return trip would either be scheduled in advance or requested through the dispatcher when needed. This service would be available Monday to Friday from approximately 6:00 AM until 6:00 PM. The total annual cost for this service is approximately \$400,000. This amount does not consider passenger fare revenue that would be received as part of the operation of the service. Conservatively, the fare revenue should cover at least eight percent of the total operating cost, or approximately \$32,000. Therefore, the annual net cost to be funded for the near-time strategy is approximately \$368,000.

The long-term transit strategy includes a connector service between the City of Leavenworth and the Village West retail/entertainment district in western Wyandotte County. From this point, passengers could make connections to the regional transit network. The total annual cost for this service is approximately \$225,000. Conservatively, the fare revenue should cover at least twelve percent of the total operating cost, or approximately \$27,000. Therefore, the annual net cost to be funded for the long-term strategy is approximately \$198,000.

**APPENDIX A | STAKEHOLDER LIST**



Leavenworth County Transit Plan Technical Team and Stakeholder Advisory Committee

Technical Team				
Laura Machala	Transportation Planner	Mid-America Regional Council		lmachala@MARC.ORG
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Stakeholder Advisory Committee - Leavenworth				
Mike Smith	Mayor	City of Lansing	913-727-3036	<a href="mailto:mayor@lansing.ks.us">mayor@lansing.ks.us</a>
Tim Vandall	City Administrator	City of Lansing	(913) 727-3036	<a href="mailto:tvandall@lansing.ks.us">tvandall@lansing.ks.us</a>
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Sr. Diane Steele	President	U of St. Mary	913-758-6102	<a href="mailto:kathy.tatom@stmary.edu">kathy.tatom@stmary.edu</a>
Lynn Luck	Chairperson	Coordinated Transit District #3 - Northeast Region	(785) 863-2637	<a href="mailto:MLluck23@yahoo.com">MLluck23@yahoo.com</a>
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Bess Bonewits	Marketing and Development Manager	Caritas Clinics, Inc.	913-651-8860	<a href="mailto:Bess.Bonewits@caritasclinics.org">Bess.Bonewits@caritasclinics.org</a>

**APPENDIX B | PUBLIC ENGAGEMENT MATERIALS**

**STAKEHOLDER ADVISORY COMMITTEE MEETING #I**



## AGENDA

### Leavenworth County Transit Plan

Stakeholder Advisory Committee Meeting No. 1

Edgerton City Hall | October 4, 2017 | 9 to 11 AM

**Welcome & Introductions.....Shawn Strate (RideKC)**

**Plan Overview.....Sarah Frost (TranSystems)**

Plan Purpose

Process and Schedule

Stakeholder Advisory Committee's Role

Existing Transit Services

Previous Recommendations and Current Initiatives

Community Profile

Employment Profile

**Large Group Discussion.....Triveece Penelton (Vireo)**

Vision

Transit Experience

Service Needs

Ridership

**Small Group Activity.....Penelton (Vireo)**

Service Areas, Times, and Types

Convenience

Other Comments

**Small Group Reporting.....All**

**Next Steps.....Frost**

**Adjourn.....Strate**

# Share your thoughts with us!

**Service Times:** What TIMES DURING THE DAY do you think public transit is needed most? Do you think it is important to provide service in the EVENING? Saturdays? Sundays?

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**Service Types:** What TYPES OF SERVICE would you like to see? For, example, carpool/vanpool, Call-a-Ride, flexible routes, express?

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**Convenience:** The experience of convenient transit service often involves shorter wait times, special amenities for transit riders, bicyclists, and pedestrians, and other items. What do you think are PRIORITY ELEMENTS that make transit convenient for residents?

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**Other Comments:** What OTHER TRANSIT-RELATED IDEAS or comments would you like to share?

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# Leavenworth County Transit Plan

Stakeholder Advisory  
Committee Meeting #1

October 4, 2017

**MARC**  
MID-AMERICA REGIONAL COUNCIL

**RideKC**



# Meeting Outline

## ■ Team Introduction

- Sarah Frost, *TranSystems*
- Mark Swope, *Transitivity*
- Triveece Penelton, *Vireo*
- Shawn Strate, *KCATA*

Thank you to our community stakeholders for attending. Please introduce yourself and your organization.

## ■ Plan Overview

## ■ Existing Conditions

## ■ Large Group Discussion

- Vision
- Transit Experience
- Service Needs
- Ridership

## ■ Small Group Activity

- Service Areas
- Service Times
- Service Types
- Amenities



# Plan Purpose

- Connect areas with limited existing transit service but a growing need for access to jobs and activity centers
  - **Leavenworth County:** To determine if there is a need for transit service and identify the types of services to best serve the City of Leavenworth and Leavenworth County
  - **Southwest Johnson County:** To determine additional services that will be needed to adequately serve southwest Johnson County and the greater Kansas City region, specifically the types of services to best meet the needs of employers



# Process and Schedule

Project Tasks	Aug	Sep	Oct	Nov	Dec
<b>Task 1:</b> Existing Conditions and Data Collection	■	■			
<b>Task 2:</b> Needs Assessment		■			
<b>Task 3:</b> Public and Stakeholder Engagement	■	■	■	■	■
<b>Task 4:</b> Development and Analysis of Alternatives		■	■		
<b>Task 5:</b> Recommendations and Implementation Steps			■	■	
<b>Task 6:</b> Final Service Concept Plan				■	■
Public Engagement	Aug	Sep	Oct	Nov	Dec
Stakeholder Advisory Committee Meetings		1	2		3
Pop-Up Meetings		1	2		3
Digital Engagement and Communications		■	■	■	■
Social Media	■	■	■	■	■



# Stakeholder Advisory Committee's Role

## ■ Committee Meetings

- Meeting #1: Needs Discussion
- Meeting #2: Presentation of Alternatives Discussion
- Meeting #3: Presentation of Final Plan

## ■ Your Role

- Share input and feedback with the project team
- Attend three Stakeholder Advisory Committee meetings
- Advocate for transit improvements in your community



# Existing Transit Services

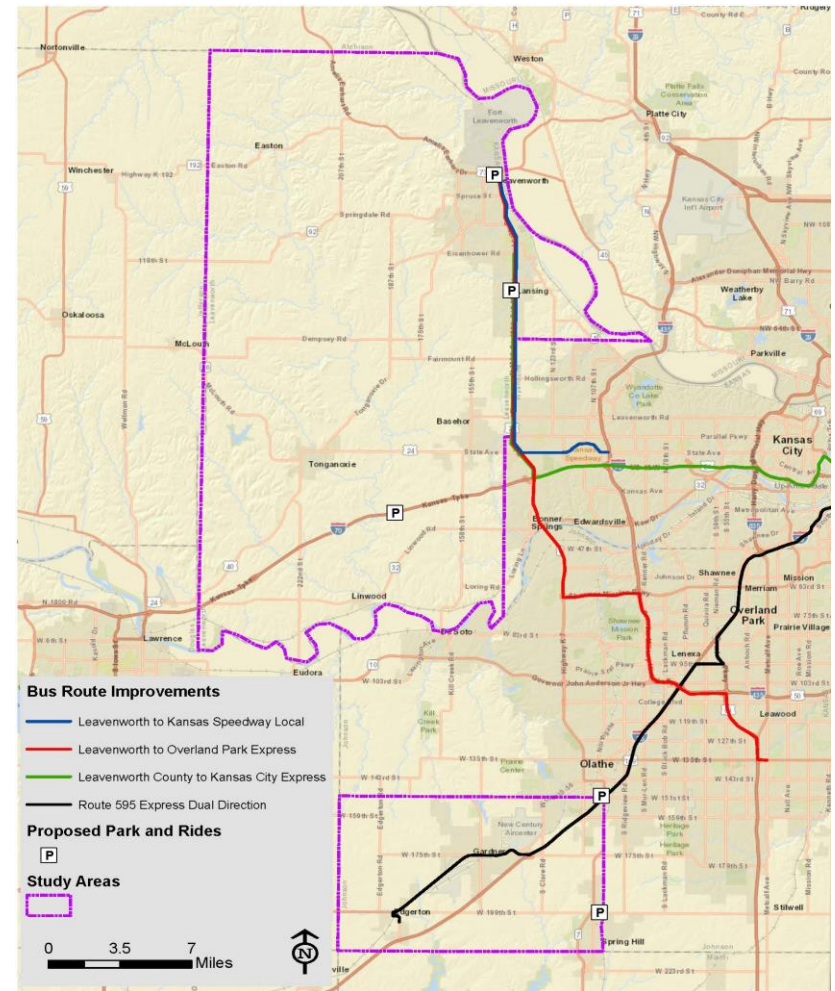
- No existing service to Leavenworth area
- Route 113 (Leavenworth Road) travels between State Avenue park-and-ride and Village West with connections to Route 116 (West Parallel) and Route 101 (State Avenue)
- Route 129 (Boardwalk-KCI) extends to airport





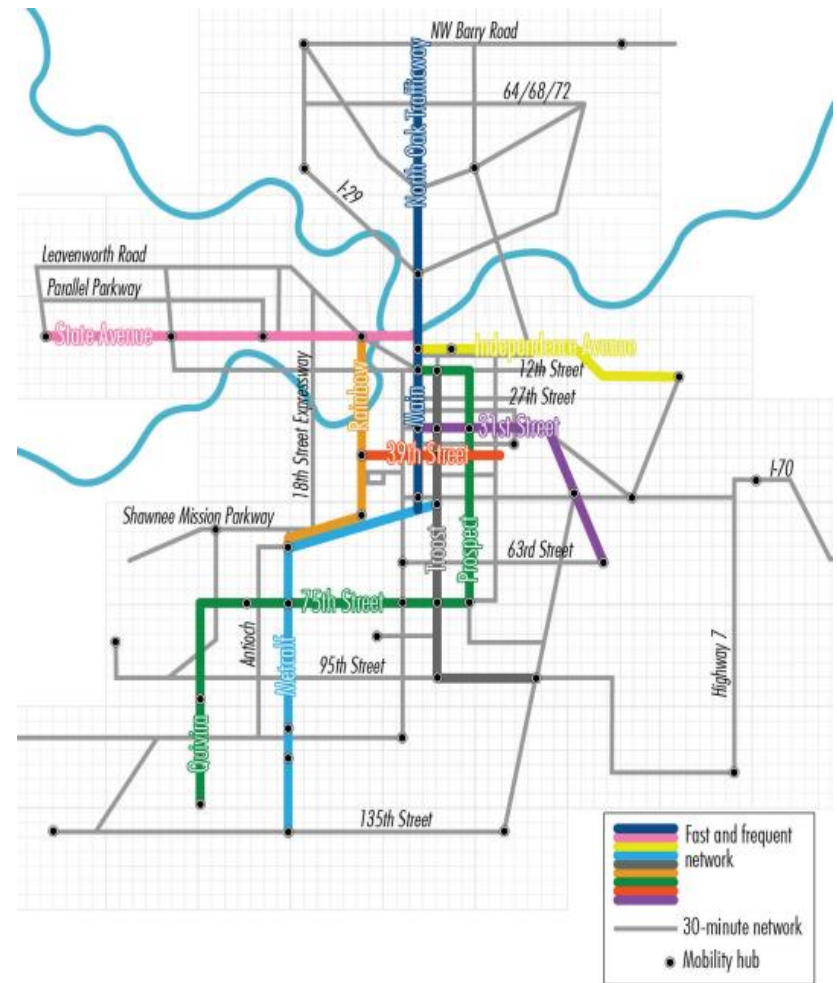
# Previous Recommendations

- Express route from Leavenworth to downtown Kansas City, Missouri (*MARC*)
- Route from Leavenworth to Village West park-and-ride (*KDOT*)
- Express route from Leavenworth to Overland Park area (*KDOT*)



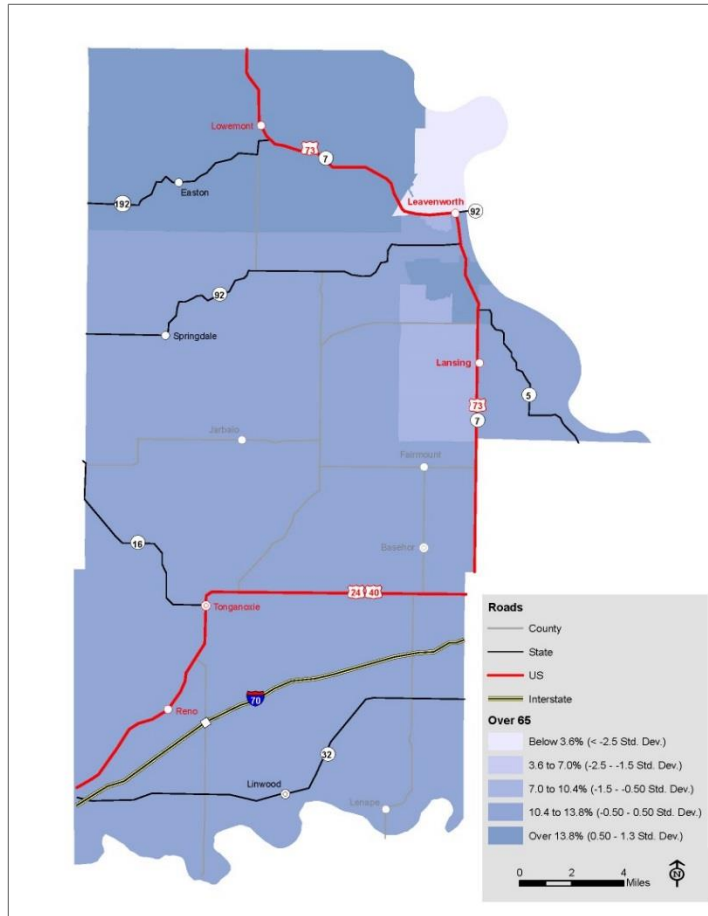
# Current Initiatives

- SmartMoves 3.0
  - Update to the region’s long-range transit plan
  - Specific focus on access to employment
  - Coordinate investment along key transit corridors and at mobility hubs
- SmartMoves discusses future potential **mobility hubs** in Leavenworth and Johnson County

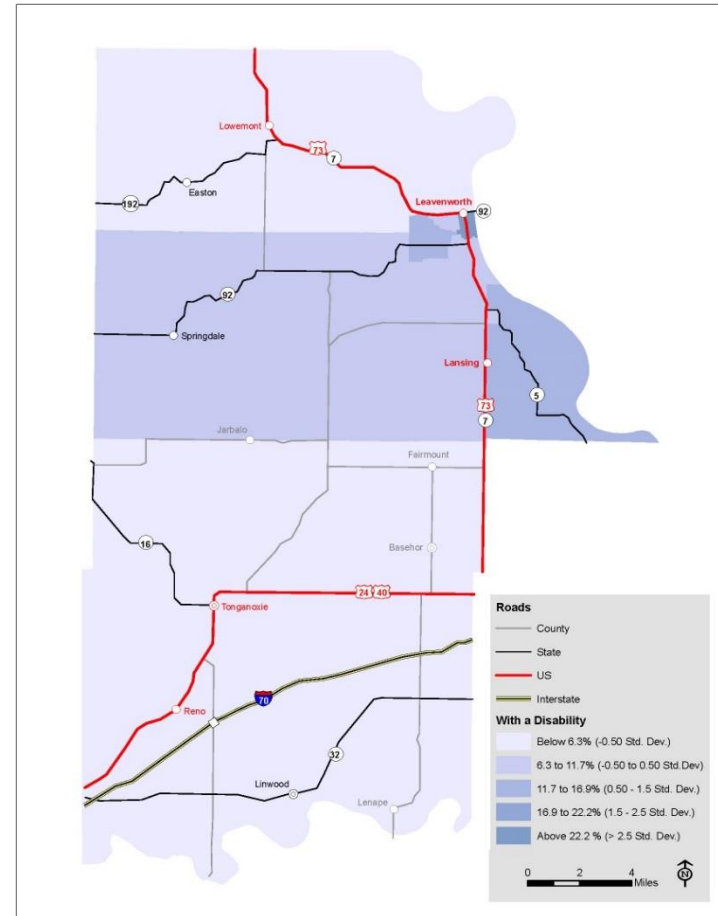


# Community Profile

## Older Adults

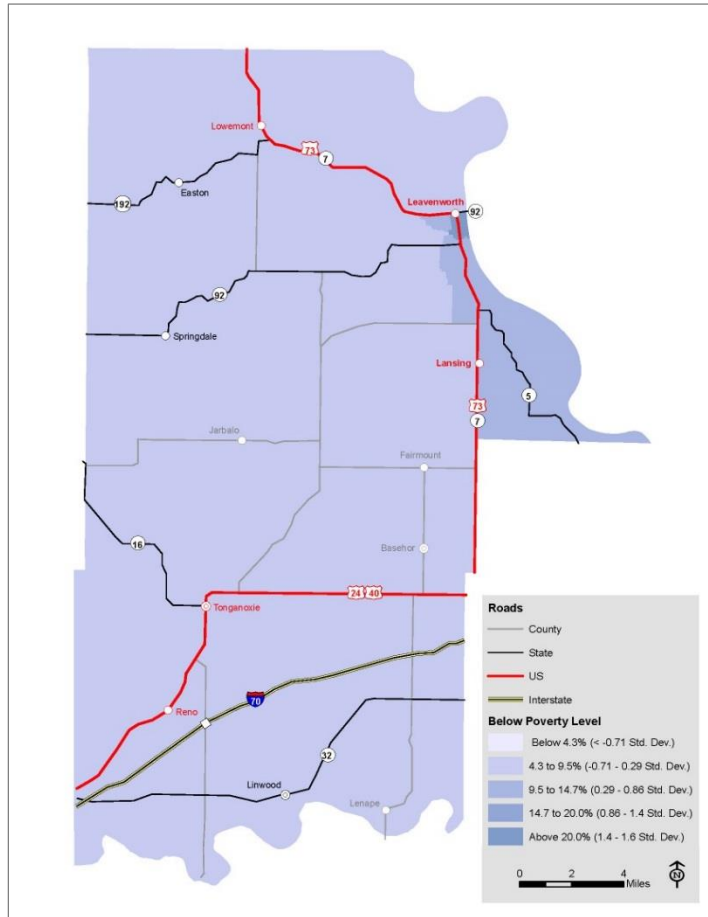


## Persons with a Disability

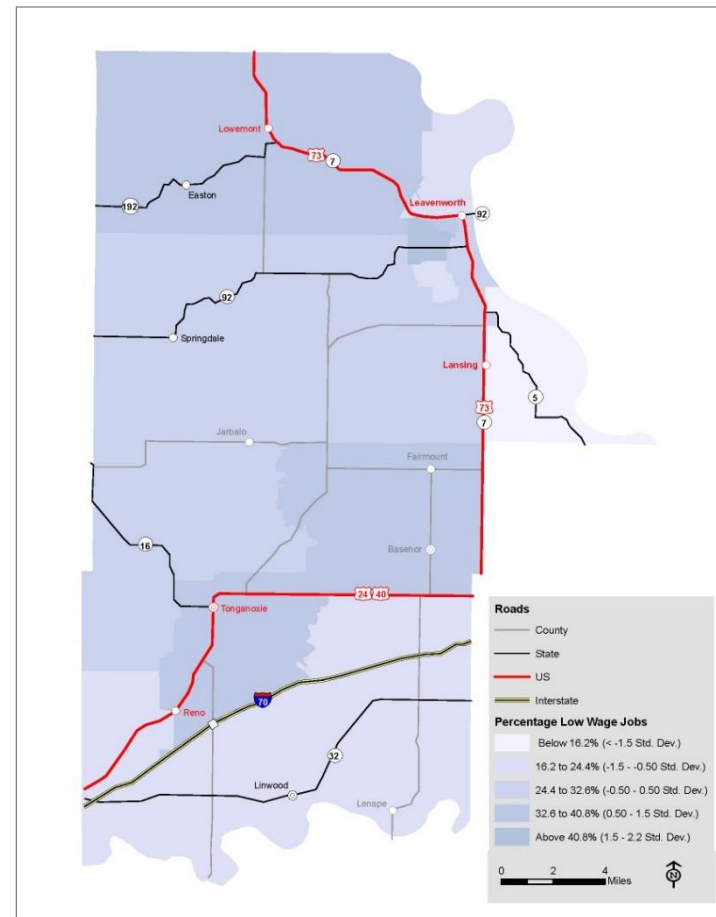


# Community Profile

## Low-Income Households



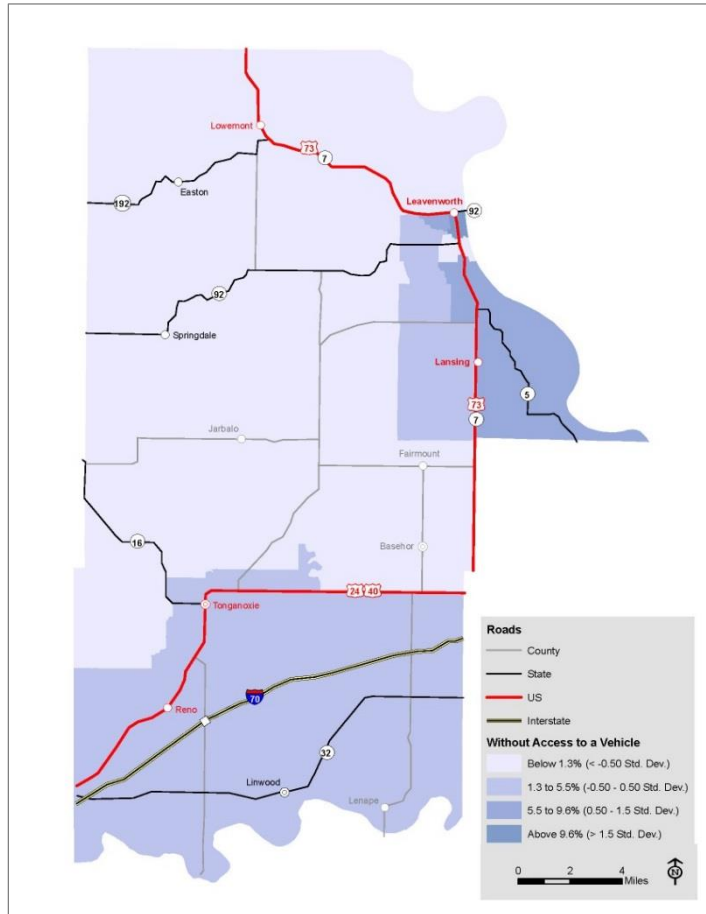
## Low-Wage Jobs



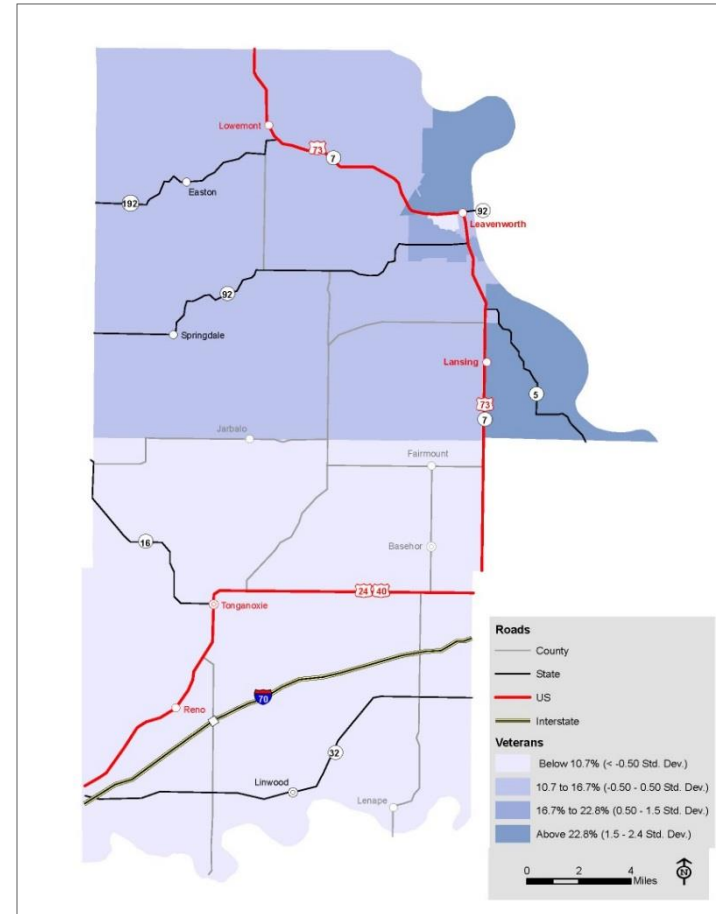


# Community Profile

## Zero Vehicle Households

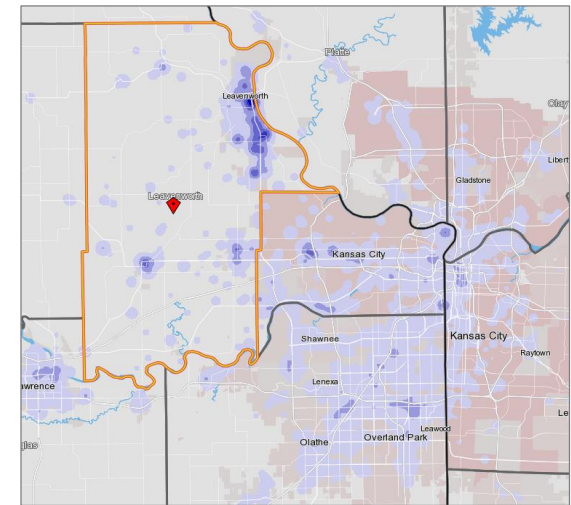
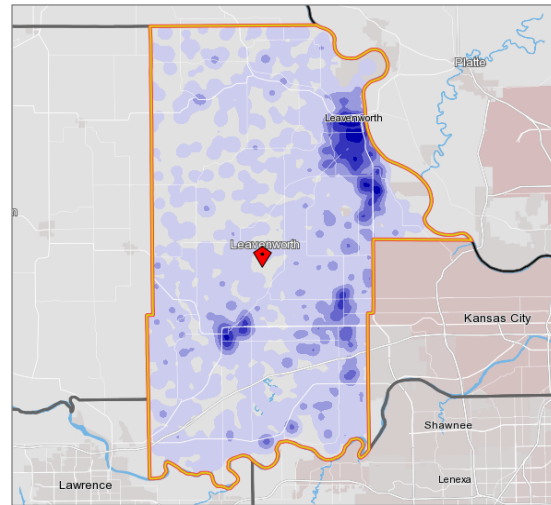
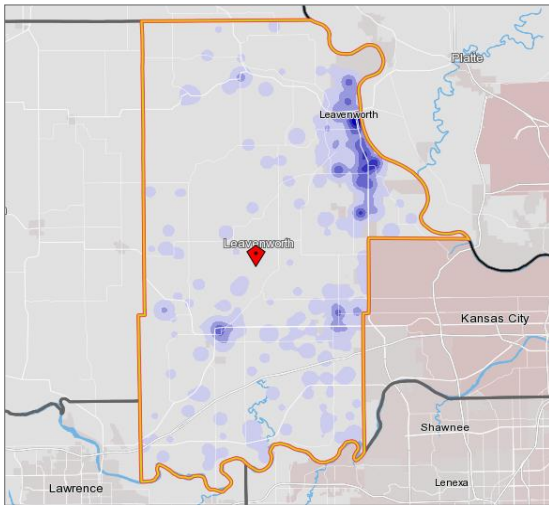
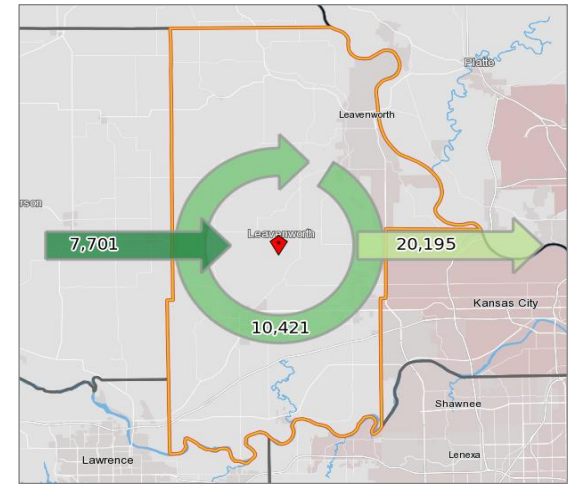
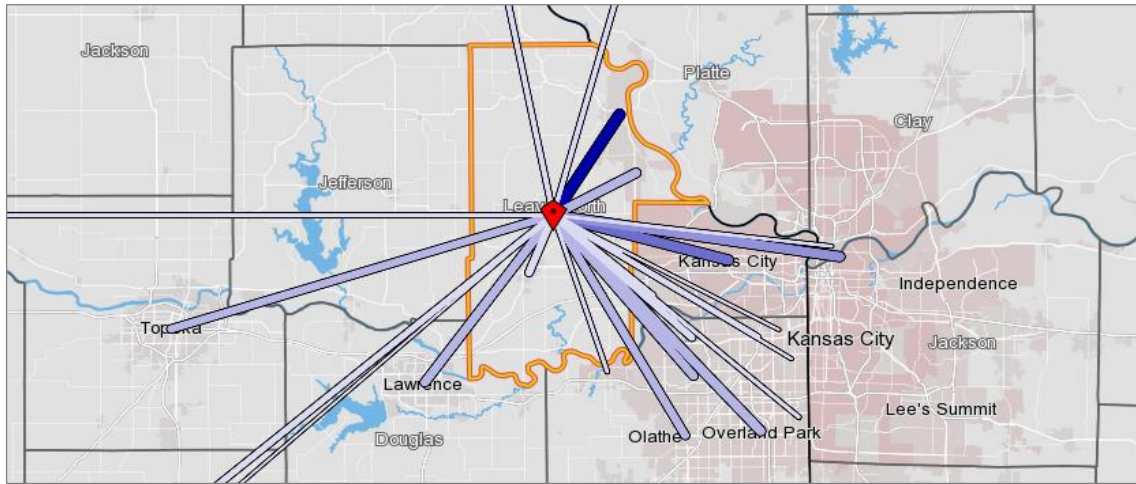


## Veterans





# Employment Profile



# Today's Discussion

## ■ Large Group Discussion

- Vision
- Transit Experience
- Service Needs
- Ridership

## ■ Small Group Activity

- Service Areas
- Service Times
- Service Types
- Convenience













## NOTES FROM STAKEHOLDER ADVISORY COMMITTEE MEETING NO. 1

### Leavenworth County and Southwest Johnson County Transit Plans

Wednesday, October 4, 2017

#### Overview

The first of three Stakeholder Advisory Committee Meetings were held for the Leavenworth County and Southwest Johnson County Transit Plans. The meeting was held on October 4, 2017 as follows:

- 9 to 11 a.m. at Edgerton City Hall to discuss the Johnson County plan
- 1 to 3 p.m. at the Leavenworth Public Library to discuss the Leavenworth County plan.

During the meeting, the project team presented an overview of existing conditions and demographics. Then they asked specific questions from meeting participants who were organized first as a single large and later as multiple small groups. A combination of flip charts, maps, and big comment forms were used to record responses. Eighteen (18) people attended the southwest Johnson County meeting; 25 attended the Leavenworth County meeting. Notes from each meeting are included below and on the pages that follow. Comments related to:

- The vision for transit service
- Transit experiences
- The need for transit in each County
- Potential riders
- Ideas for service types, times, and areas
- Factors that help make transit convenient
- Other

#### Notes

Southwest Johnson County	Leavenworth County
<b>Vision:</b> In the next 20 years or so what <u>ONE WORD OR PHRASE</u> would you like to be able to use to describe transit service?	
<input type="checkbox"/> Connected <input type="checkbox"/> Convenient <input type="checkbox"/> Affordable <input type="checkbox"/> Flexible <input type="checkbox"/> Rapid	<input type="checkbox"/> Connected <input type="checkbox"/> Accessible mobility <input type="checkbox"/> Economical <input type="checkbox"/> Consistent <input type="checkbox"/> Convenient



<ul style="list-style-type: none"> <li><input type="checkbox"/> Efficient</li> <li><input type="checkbox"/> Transit to connect to growth</li> <li><input type="checkbox"/> Accessibility</li> <li><input type="checkbox"/> Reliable</li> <li><input type="checkbox"/> Dependable</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Affordable</li> <li><input type="checkbox"/> Robust</li> <li><input type="checkbox"/> Sustainable</li> <li><input type="checkbox"/> Safe</li> </ul>
<p><b>Experience:</b> Transit service is non-existent or very limited in the community, but if you've experienced transit elsewhere, what's <u>ONE THING</u> from your experiences that should be included in the vision for improved public transit?</p>	
<ul style="list-style-type: none"> <li><input type="checkbox"/> Comfort</li> <li><input type="checkbox"/> Stress free</li> <li><input type="checkbox"/> Convenient</li> <li><input type="checkbox"/> Timely</li> <li><input type="checkbox"/> Consistent</li> <li><input type="checkbox"/> Safe</li> <li><input type="checkbox"/> Reduced transfers</li> <li><input type="checkbox"/> WiFi</li> <li><input type="checkbox"/> Track location of vehicle</li> <li><input type="checkbox"/> Shared financing</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Easy</li> <li><input type="checkbox"/> Convenient</li> <li><input type="checkbox"/> Economical</li> <li><input type="checkbox"/> Accessible</li> <li><input type="checkbox"/> Reliable</li> <li><input type="checkbox"/> Clean</li> <li><input type="checkbox"/> Safe</li> <li><input type="checkbox"/> Affordable - Money to ride</li> <li><input type="checkbox"/> Choice</li> <li><input type="checkbox"/> Economical Operations</li> <li><input type="checkbox"/> Evening service</li> <li><input type="checkbox"/> Availability 24 hours/day</li> <li><input type="checkbox"/> Shift work</li> <li><input type="checkbox"/> Family friendly</li> <li><input type="checkbox"/> ADA friendly</li> <li><input type="checkbox"/> Technology</li> <li><input type="checkbox"/> Real-time information</li> </ul>
<p><b>Need:</b> On a scale of 1 (LOWEST) to 10 (GREATEST), how great is the need for transit service</p>	
<ul style="list-style-type: none"> <li><input type="checkbox"/> 10</li> <li><input type="checkbox"/> Hub - Work center with amenities</li> <li><input type="checkbox"/> Accessibility of hubs beyond Johnson County - Employers are located outside the region</li> <li><input type="checkbox"/> Not feel stuck</li> <li><input type="checkbox"/> First mile/last mile</li> <li><input type="checkbox"/> Employees need to desire a job to take transit Urban core focus</li> <li><input type="checkbox"/> Outside of the box, adjustable plan for the future needs, hub and spoke</li> <li><input type="checkbox"/> Cultural shift of wanting to ride transit Short term immediate needs</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Consistent "10"</li> </ul>
<p><b>Benefits:</b> How would public transportation <u>BENEFIT</u> the community?</p>	
<ul style="list-style-type: none"> <li><input type="checkbox"/> Multi-prong benefit</li> <li><input type="checkbox"/> Reliable employment base</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Benefit community</li> <li><input type="checkbox"/> Job availability / access</li> </ul>

<ul style="list-style-type: none"> <li><input type="checkbox"/> Infrastructure</li> <li><input type="checkbox"/> Reduce congestion</li> <li><input type="checkbox"/> Economic development</li> <li><input type="checkbox"/> Down to one car household</li> <li><input type="checkbox"/> Affordability</li> <li><input type="checkbox"/> Low-environmental impact- transit vehicles</li> <li><input type="checkbox"/> Transportation for older population</li> <li><input type="checkbox"/> Attract people who don't want cars - Dense development - Mix housing opportunity with job opportunities and transit options</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Access to healthcare in Leavenworth and Kansas City</li> <li><input type="checkbox"/> Grocery shopping</li> <li><input type="checkbox"/> Retail access to social services</li> <li><input type="checkbox"/> Access to recreation</li> <li><input type="checkbox"/> Access to transportation (KCI, Amtrak)</li> <li><input type="checkbox"/> Be included in Metro/RideKC</li> <li><input type="checkbox"/> Job reliability</li> <li><input type="checkbox"/> Access to education</li> <li><input type="checkbox"/> Atchison access for primary and secondary standards</li> <li><input type="checkbox"/> Veteran access between Leavenworth and Kansas City</li> </ul>
<p><b>Riders:</b> <u>WHO</u> would it serve, e.g. everyone, those who need it the most, or a mix of transit dependent and choice riders (commuters, others)?</p>	
<ul style="list-style-type: none"> <li><input type="checkbox"/> Seniors</li> <li><input type="checkbox"/> Young people who don't want cars</li> <li><input type="checkbox"/> One car households</li> <li><input type="checkbox"/> Persons with disabilities</li> <li><input type="checkbox"/> People who want to use it</li> <li><input type="checkbox"/> Connection between housing/jobs in the region (G&amp;E) to attract people who want that connectivity</li> <li><input type="checkbox"/> Connecting retail and housing</li> <li><input type="checkbox"/> Sensitive to needs of different riders</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Low income</li> <li><input type="checkbox"/> Older adults</li> <li><input type="checkbox"/> Workers</li> <li><input type="checkbox"/> Students</li> <li><input type="checkbox"/> Veterans</li> <li><input type="checkbox"/> Active military</li> <li><input type="checkbox"/> Shoppers</li> <li><input type="checkbox"/> Persons with disabilities</li> <li><input type="checkbox"/> Tourists</li> <li><input type="checkbox"/> Families</li> <li><input type="checkbox"/> General population</li> </ul>
<p><b>Priority Riders:</b> How would you <u>PRIORITIZE</u> public transit for the different population market segments?</p>	
<ul style="list-style-type: none"> <li><input type="checkbox"/> Employees -Understanding where they originate</li> <li><input type="checkbox"/> Seniors</li> <li><input type="checkbox"/> Persons with disabilities</li> <li><input type="checkbox"/> People who already use it</li> <li><input type="checkbox"/> Understand wage in relation to use/need</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Workers</li> <li><input type="checkbox"/> Low income</li> <li><input type="checkbox"/> Students</li> <li><input type="checkbox"/> Persons with disabilities</li> </ul>
<p><b>Service Areas:</b> Circle the <u>LOCATIONS OR AREAS</u> that should be given priority for service in the future. For example, employment areas, shopping/entertainment destinations, hospitals, schools, or other locations?</p>	
<ul style="list-style-type: none"> <li><input type="checkbox"/> See the maps</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> See the maps</li> </ul>

<p><b>Service Times:</b> Service areas, different vehicles, schedules, and hours of operation are important for developing the plan for future transit. What <u>TIMES DURING THE DAY</u> do you think public transit is needed most? Evenings? Saturdays? Sundays?</p>	
<ul style="list-style-type: none"> <li><input type="checkbox"/> 7am - 5:30pm (Amazon and Jet)</li> <li><input type="checkbox"/> 4:30pm - 9:30pm (UPS)</li> <li><input type="checkbox"/> 9:30am - 3pm (UPS)</li> <li><input type="checkbox"/> 3am-9am (UPS)</li> <li><input type="checkbox"/> 6am -2:30pm (Demdaco &amp; Flex Steel)</li> <li><input type="checkbox"/> LPKC (varied shifts based on efficiency)</li> <li><input type="checkbox"/> 5:30-8am, 2:30-5:30pm (8-12 hr shifts, 2x/3x shifts a day) see Beth's data</li> <li><input type="checkbox"/> Evenings are variable, Sat/Sun variable</li> <li><input type="checkbox"/> 6, 6:30, 7, 7:30, 8am (6-7 days/week)</li> <li><input type="checkbox"/> 6:30, 7, 7:30, 8, 8:30, 9 pm (6-7 days/week)</li> <li><input type="checkbox"/> 11, 11:30, 12, 12:30, 1 pm for lunch/mid-day end (6-7days/week)</li> <li><input type="checkbox"/> 3, 3:30, 4, 4:30, 5, 5:30, 6 pm for afternoon hours (6-7 days/week)</li> <li><input type="checkbox"/> Fluctuates according to seasons</li> <li><input type="checkbox"/> Any late night times?</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> 7 days a week</li> <li><input type="checkbox"/> M-F shift work/early am-midnight</li> <li><input type="checkbox"/> Weekends, consistent, less frequent, shorter hours</li> <li><input type="checkbox"/> Accommodate connections to Legends and Airport- would expand job opportunities</li> <li><input type="checkbox"/> Social services, primarily M-F</li> <li><input type="checkbox"/> Retail could be 7 days</li> <li><input type="checkbox"/> 6am and 6pm shifts, 24 hr operation</li> <li><input type="checkbox"/> Express/peak hour service- include KCMO, federal</li> <li><input type="checkbox"/> Shift work services</li> <li><input type="checkbox"/> More frequent during shift change/less frequent other times 24/7</li> <li><input type="checkbox"/> 6am, 6pm (even on holidays)</li> <li><input type="checkbox"/> Holiday peak for retail- Legends- more service time</li> <li><input type="checkbox"/> Community college- six days/week</li> <li><input type="checkbox"/> Shift work- weekdays (7:30-4pm, 3:30-midnight, 11:30 pm-8am)</li> <li><input type="checkbox"/> Cereal Ingredients?</li> <li><input type="checkbox"/> Fast food/restaurant worker - all hours?</li> <li><input type="checkbox"/> Also need for flexible times</li> </ul>
<p><b>Service Types:</b> What <u>TYPES OF SERVICE</u> would you like to see? For, example, carpool/vanpool, Call-a-Ride, flexible routes, express?</p>	
<ul style="list-style-type: none"> <li><input type="checkbox"/> Highway express bus with spoke system</li> <li><input type="checkbox"/> Call-a-ride residential population - Elderly doctor appointments</li> <li><input type="checkbox"/> Van pools</li> <li><input type="checkbox"/> Carpool</li> <li><input type="checkbox"/> Shared car services</li> <li><input type="checkbox"/> Bike sharing</li> <li><input type="checkbox"/> Express routes</li> <li><input type="checkbox"/> Immediate need, small, flexible, service focused on employee needs</li> <li><input type="checkbox"/> Collection point pick-up (hub concept)</li> <li><input type="checkbox"/> Car-share services or bike rental for quick short trips</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Express route to Legends/Airport</li> <li><input type="checkbox"/> Van pooling - for outlying areas, employers</li> <li><input type="checkbox"/> Consistent routes (fixed-route service)</li> <li><input type="checkbox"/> Some call and ride would be helpful</li> <li><input type="checkbox"/> Vanpooling at Fort</li> <li><input type="checkbox"/> Fixed route - Lower wage population job access</li> <li><input type="checkbox"/> Paratransit - Agency on Aging</li> <li><input type="checkbox"/> Express/peak hour</li> <li><input type="checkbox"/> Council on Aging needs more capacity - had to limit eligible people</li> <li><input type="checkbox"/> Ride-share</li> </ul>

<ul style="list-style-type: none"> <li><input type="checkbox"/> Could a rental car company co-locate and offer short-term, low cost rental for errands and such like they are doing on college campuses</li> <li><input type="checkbox"/> Long-term, hi-speed rail along I-35</li> <li><input type="checkbox"/> Connecting with Lawrence and rural counties with some type of service</li> <li><input type="checkbox"/> Long distance express- park-and-rides</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Weekends -Cutaways, vanpool</li> <li><input type="checkbox"/> KCI-vanpool</li> <li><input type="checkbox"/> Express bus service - Legends, Downtown, Ft. Leavenworth, Walmart, Industrial Park</li> <li><input type="checkbox"/> Long term - light rail</li> <li><input type="checkbox"/> V.A.- how many services</li> <li><input type="checkbox"/> East-West : North-South</li> <li><input type="checkbox"/> Circle around 4<sup>th</sup>/Eisenhower through Lansing to Metro, back through 10<sup>th</sup> for schools</li> <li><input type="checkbox"/> Call-a-ride</li> <li><input type="checkbox"/> Vanpool</li> <li><input type="checkbox"/> Flexible routes</li> </ul>
<p><b>Convenience:</b> The experience of convenient transit service often involves shorter wait times, special amenities for transit riders, bicyclists, and pedestrians, and other items. What do you think are <u>PRIORITY ELEMENTS</u> that make transit convenient for residents? For example, real-time bus information, WIFI on buses, direct routes to destinations, bus shelters for waiting, etc?</p>	
<ul style="list-style-type: none"> <li><input type="checkbox"/> High speed internet</li> <li><input type="checkbox"/> Ability to eat and drink on the bus</li> <li><input type="checkbox"/> Higher frequency</li> <li><input type="checkbox"/> More routes</li> <li><input type="checkbox"/> Kick-butt community hub work station</li> <li><input type="checkbox"/> Coffee</li> <li><input type="checkbox"/> Gym</li> <li><input type="checkbox"/> Lockers</li> <li><input type="checkbox"/> Follow-up connection</li> <li><input type="checkbox"/> Locate a transit hub/offer multiple services, co-locate with hub to meet variety of needs</li> <li><input type="checkbox"/> Wi-Fi</li> <li><input type="checkbox"/> Food/convenience store</li> <li><input type="checkbox"/> Other services- maybe medical clinic, etc.</li> <li><input type="checkbox"/> Short wait times, every 30 min?</li> <li><input type="checkbox"/> Have access to meet emergency needs</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Access times and routes on mobile device</li> <li><input type="checkbox"/> Set schedule- well published &amp; easy to understand</li> <li><input type="checkbox"/> Schedule posted multiple places</li> <li><input type="checkbox"/> Ability to purchase bus pass on the bus, grocery store, CVS, city</li> <li><input type="checkbox"/> Bus stops with shelter, well-lighted in key locations, SAFE</li> <li><input type="checkbox"/> Timing, on-time</li> <li><input type="checkbox"/> Reliability- schedule, on time</li> <li><input type="checkbox"/> Access to grocery/pharmacy, etc, short wait times</li> <li><input type="checkbox"/> Accessible bus stops, heaters, real-time signs</li> <li><input type="checkbox"/> Wi-Fi for express, less need for local routes</li> <li><input type="checkbox"/> Shelters for wind/rain</li> <li><input type="checkbox"/> Wi-Fi</li> <li><input type="checkbox"/> On-time</li> <li><input type="checkbox"/> More comfort for longer trips</li> <li><input type="checkbox"/> ADA accessible</li> <li><input type="checkbox"/> Shorter headways (wait between rides), 30 minutes between trips</li> <li><input type="checkbox"/> Shorter wait times</li> <li><input type="checkbox"/> Scheduled, consistent, reliable times</li> <li><input type="checkbox"/> Affordable</li> <li><input type="checkbox"/> ADA accessibility</li> </ul>

	<input type="checkbox"/> "Bus will be here" technology sign up/app for workers
<b>Other Comments:</b> What <u>OTHER TRANSIT-RELATED IDEAS</u> or comments would you like to share?	
<input type="checkbox"/> Connectivity to other modes of transportation throughout system <input type="checkbox"/> "The final mile" <input type="checkbox"/> Employer participation <input type="checkbox"/> Airport connection <input type="checkbox"/> Clusters of affordable housing, services, employment, housing diversity	<input type="checkbox"/> Very great need <input type="checkbox"/> Economic sustainability for individuals and communities <input type="checkbox"/> Need data - Ridership demand, difficult to assess need <input type="checkbox"/> Unified Government requests, VA, University of Saint Mary <input type="checkbox"/> Need more multifamily housing <input type="checkbox"/> Foundations to help find transit services <input type="checkbox"/> Grant writing <input type="checkbox"/> Connections at Kemper Arena <input type="checkbox"/> Need to engage school districts, the Woodland Village, and 4 <sup>th</sup> St kids

**KC-Sarah Frost**

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**From:** Leavenworth County Transit Plan c/o Vireo <lindsay@bevireo.ccsend.com> on behalf of Leavenworth County Transit Plan c/o Vireo <triveece@bevireo.com>  
**Sent:** Tuesday, October 03, 2017 9:07 AM  
**To:** KC-Sarah Frost  
**Subject:** Tomorrow: First Stakeholder Advisory Committee Meeting for Leavenworth County Transit Plan

**You're Invited!**  
**Stakeholder Advisory Committee**  
**for the Leavenworth County Transit Plan**  
**October 4, 2017**



On behalf of [RideKC](#), in coordination with Leavenworth County communities and the [Mid-America Regional Council \(MARC\)](#), we are pleased to invite you to participate in the first



of three Stakeholder Advisory Committee (SAC) meetings for the *Leavenworth County Transit Plan*.

## Stakeholder Advisory Committee

Wednesday, October 4, 2017

1 to 3 p.m.

Leavenworth Public Library  
Jahn Room  
417 Spruce Street  
Leavenworth, KS 66048

RSVP: [triveece@bevireo.com](mailto:triveece@bevireo.com) or 816-777-3038.

[RSVP Here](#)

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### About the Plan

Transit planning is essential for improving connections to jobs, shopping, healthcare, and other services in the City of Leavenworth and the surrounding areas of Leavenworth County. Specifically how opportunities and challenges are leveraged for transit improvements will be discovered as we work together with SAC members like you, planning staff, and many others through the end of 2017.

The *Leavenworth County Transit Plan* is funded through MARC's Sustainable Places Program. The planning effort will analyze the needs within the City of Leavenworth and connections to activity centers, not only within the City and County, but also to other nearby areas, such as western Wyandotte County and the Kansas City International Airport. The final plan will describe transit improvement options, services, and funding possibilities that will help realistically address community needs. Your participation is vital to the success of the planning process, please join us October 4.

The planning team will hold SAC meetings to gather similar information for the *Southwest Johnson County Transit Plan* during the same period. If you have questions or need further information about either transit plan, please contact Shawn Strate, RideKC Planning Manager, at [sstrate@kcata.org](mailto:sstrate@kcata.org) or 816-346-0349. A consultant team led by TranSystems with support from Vireo is assisting RideKC with the development of both plans.

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### For More Information

Contact: Shawn Strate, RideKC Planning Manager  
816-346-0349 | [sstrate@kcata.org](mailto:sstrate@kcata.org)

**STAKEHOLDER ADVISORY COMMITTEE MEETING #2**



## AGENDA

### Leavenworth County Transit Plan

Stakeholder Advisory Committee Meeting No. 2

Riverfront Community Center | November 20, 2017 | 1 to 3 PM

**Welcome & Introductions.....Shawn Strate (RideKC)**

**Plan Overview.....Sarah Frost (TranSystems)**

**What We've Heard..... Frost (TranSystems)**

**Group Discussion.....Mark Swope (Transituity)**

- Primary service types
- Secondary service types
- Span of service
- Frequency
- Specific access points

**Adjourn.....Strate**

# Leavenworth County Transit Plan

Transit planning is essential for improving connections to jobs, shopping, healthcare, and other services in the City of Leavenworth and the surrounding areas of Leavenworth County.

The Leavenworth County Transit Plan is funded through MARC's Sustainable Places Program. The planning effort will analyze the needs within the City of Leavenworth and connections to activity centers, not only within the City and County, but also to other nearby areas, such as western Wyandotte County and the Kansas City International Airport. The final plan will describe transit improvement options, services, and funding possibilities that will help realistically address community needs.



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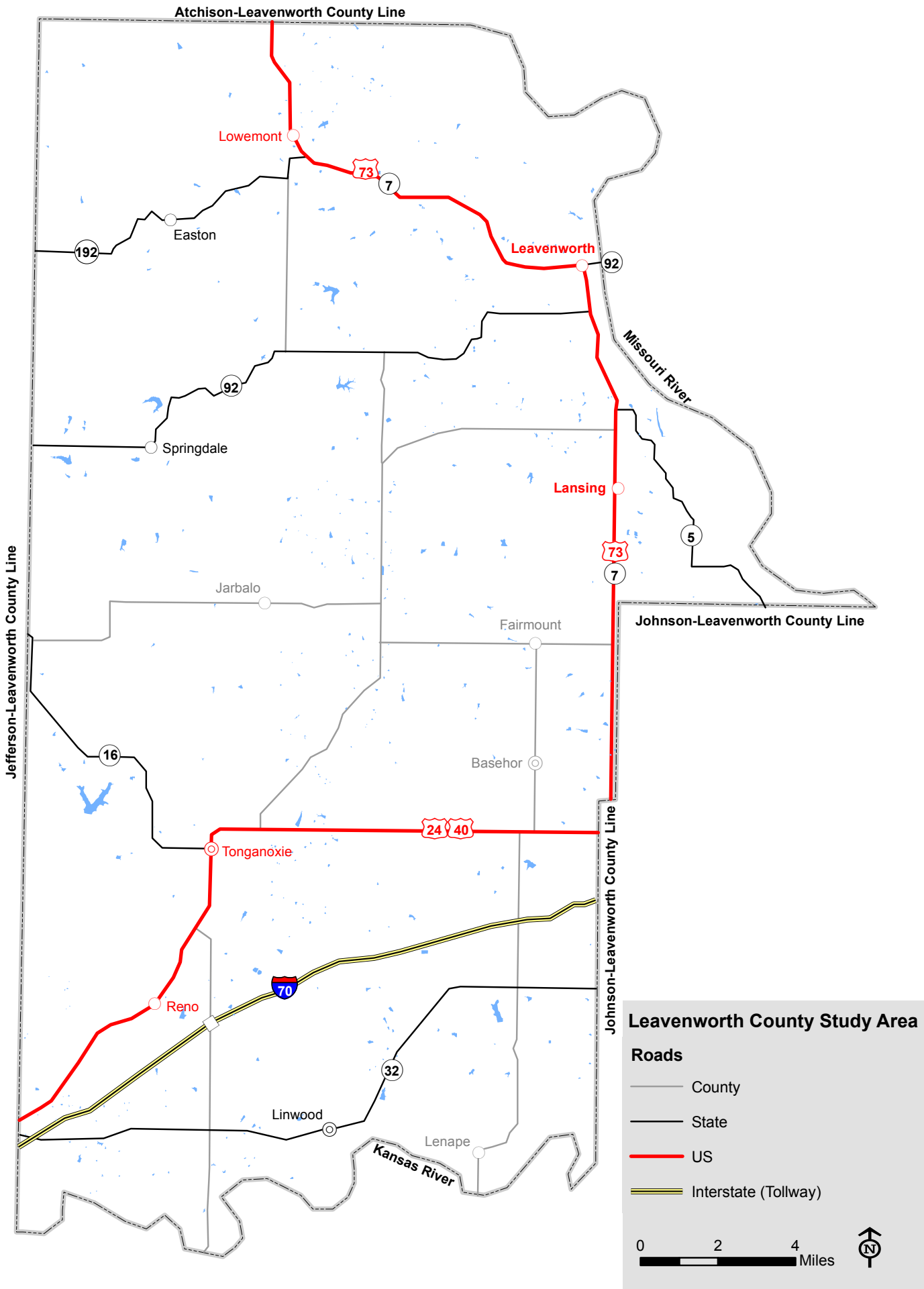
Comment online at:  
[leavenworthtransit.digicate.com](http://leavenworthtransit.digicate.com)



RideKC

**For More Information**

Shawn Strate, RideKC Planning Manager  
816-346-0349 | [sstrate@kcata.org](mailto:sstrate@kcata.org)





# Leavenworth County Transit Plan

## Opinion Survey

leavenworthtransit.digicate.com

Transit planning is essential for improving connections to jobs, shopping, healthcare, and other services in the City of Leavenworth and the surrounding areas of Leavenworth County, including Wyandotte County and the Kansas City International Airport. Use this survey to share your thoughts on future transit services in Leavenworth County, Kansas.



● **Vision:** In the next 20 years or so, what one word or phrase would you like to be able to use to describe transit service in Leavenworth County?

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● **Need:** On a scale of 1 (lowest) to 10 (greatest), how great is the need for transit service in Leavenworth County?

1 2 3 4 5 6 7 8 9 10

● **Benefit:** How would public transportation benefit Leavenworth County?

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● **Riders:** Who would transit serve? (Select up to 6 responses)



Persons with disabilities



Older adults



Workers



Students



Those with limited incomes



Others

● **Priority Service Areas:** Which locations or areas should be given priority for service? (Select up to 3 responses)



Employment areas



Shopping



Medical



Schools



Entertainment destinations



Others

● **Service Times:** What times during the day do you think public transit is needed most? (Select up to 6 responses)

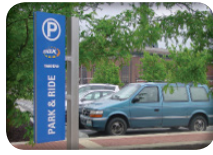
6 to 9AM 9AM to Noon Noon to 3PM 3 to 6PM 6 to 9PM 9PM to Midnight



● **Service Types:** What types of transit service would you like to see? (Select up to 6 responses)



Buses that travel on local streets



Buses that travel on highways between cities



Carpooling and/or vanpooling



Monday-Friday service



Weekend service



Call-a-Ride service

● **Convenience:** What do you think are priority elements that would make transit convenient for residents in Leavenworth County? For example, real-time bus information, WIFI on buses, direct routes to destinations, bus shelters for waiting, etc?

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(Fold)

● **Other Comments:** What other transit-related ideas or comments would you like to share?

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● **Self-descriptions:** How would you describe yourself? (Select up to 6 responses)



Resident



Employee



Government staff or official



Advocate



Student



Other stakeholder

● **Work Zip Code:** \_\_\_\_\_

● **Home Zip Code:** \_\_\_\_\_

(Fold)

Leavenworth County Transit Plan  
c/o Vireo  
929 Walnut, Suite 700  
Kansas City, Missouri 64106

Place  
Postage  
Here

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# Leavenworth County Transit Plan

Stakeholder Advisory  
Committee Meeting #2

November 20, 2017

**MARC**  
MID-AMERICA REGIONAL COUNCIL

**RideKC**

# Meeting Outline

- Team Introduction

- Sarah Frost, *TranSystems*
- Mark Swope, *Transitivity*
- Triveece Penelton, *Vireo*
- Shawn Strate, *RideKC*

Thank you to our community stakeholders for attending. Please introduce yourself and your organization.

- Plan Overview

- What We've Learned

- Group Activity

- Primary Service Types
- Secondary Service Types
- Span of Service
- Frequency
- Specific Access Points



# Plan Purpose

- Connect areas with limited existing transit service but a growing need for access to jobs and activity centers
  - To determine if there is a need for transit service and identify the types of services to best serve the City of Leavenworth and Leavenworth County



# Process and Schedule

Project Tasks	Aug	Sep	Oct	Nov	Dec
<b>Task 1:</b> Existing Conditions and Data Collection	■	■			
<b>Task 2:</b> Needs Assessment		■			
<b>Task 3:</b> Public and Stakeholder Engagement	■	■	■	■	■
<b>Task 4:</b> Development and Analysis of Alternatives		■	■		
<b>Task 5:</b> Recommendations and Implementation Steps			■	■	
<b>Task 6:</b> Final Service Concept Plan				■	■
Public Engagement	Aug	Sep	Oct	Nov	Dec
Stakeholder Advisory Committee Meetings			1	2	3
Pop-Up Meetings			1	2	3
Digital Engagement and Communications		■	■	■	■
Social Media	■	■	■	■	■



# Stakeholder Advisory Committee

## ■ Committee Meetings

- Meeting #1: Needs Discussion
- Meeting #2: Presentation of Alternatives Discussion
- Meeting #3: Presentation of Final Plan

## ■ Your Role

- Share input and feedback with the project team
- Attend three Stakeholder Advisory Committee meetings
- Advocate for transit improvements in your community





# Analysis To Date

- Existing Transit Service
- Demographics
- Employment
- Commute Patterns
- Current Initiatives
- Stakeholder Input
- Public Input
- Previous Recommendations



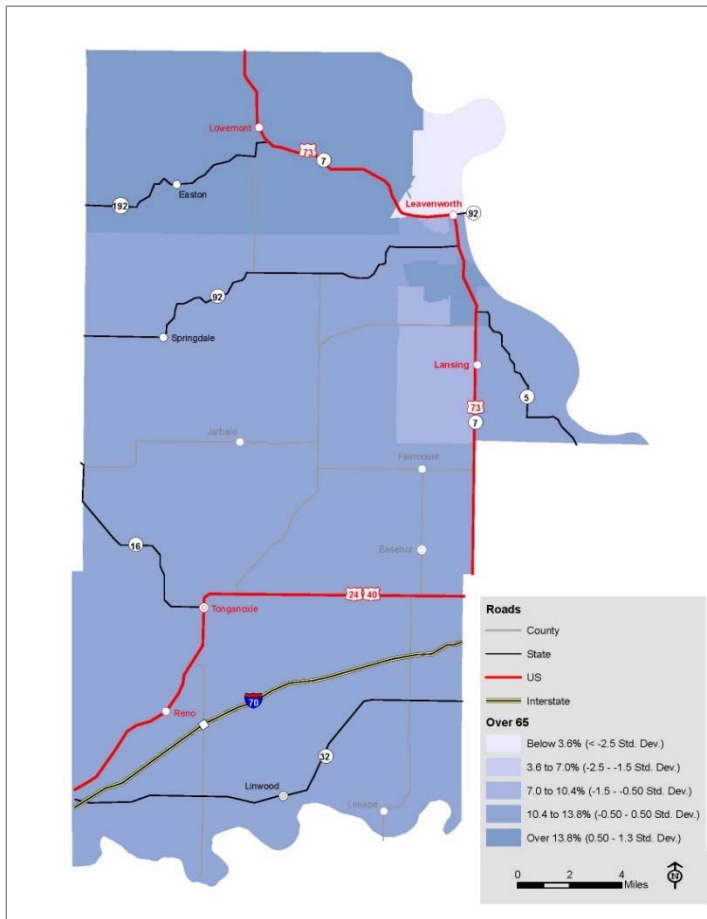
# Existing Transit Services

- No existing service to Leavenworth area
- Route 113 (Leavenworth Road) travels between State Avenue park-and-ride and Village West with connections to Route 116 (West Parallel) and Route 101(State Avenue)
- Route 129 (Boardwalk-KCI) extends to airport

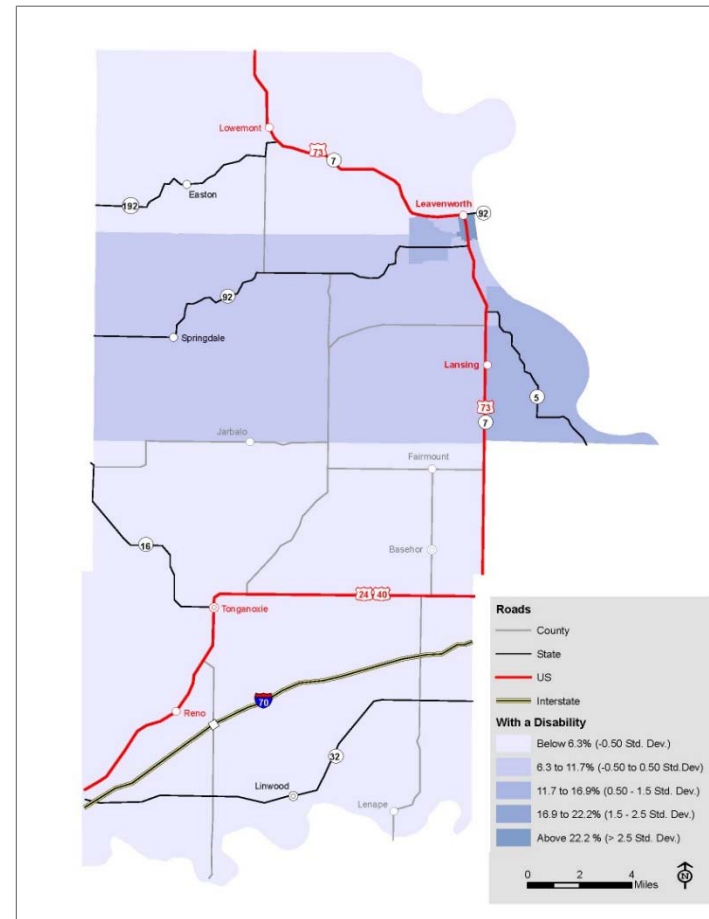


# Community Profile

## Older Adults

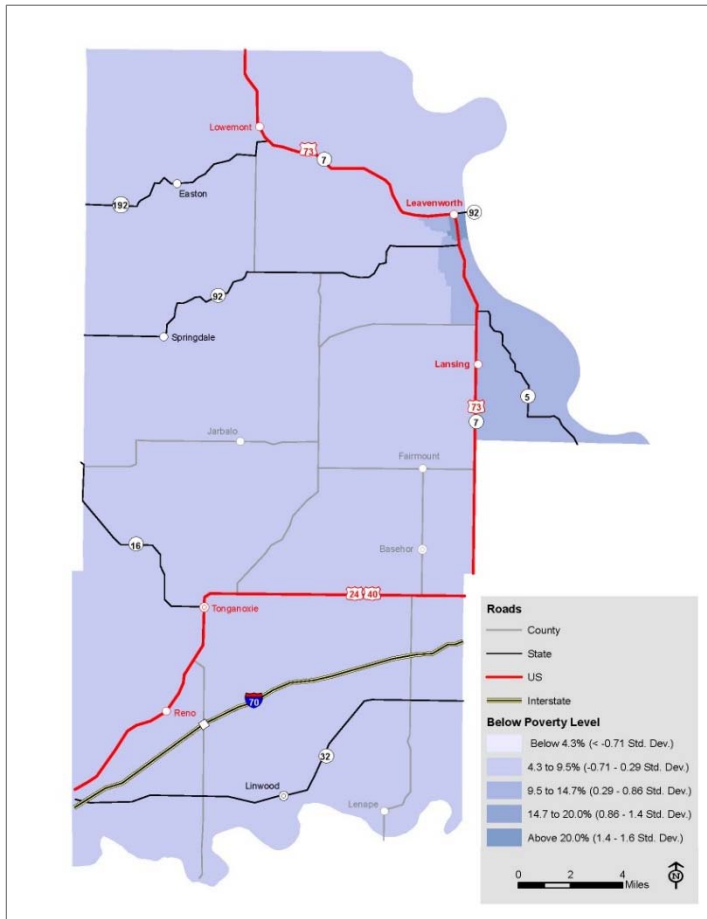


## Persons with a Disability

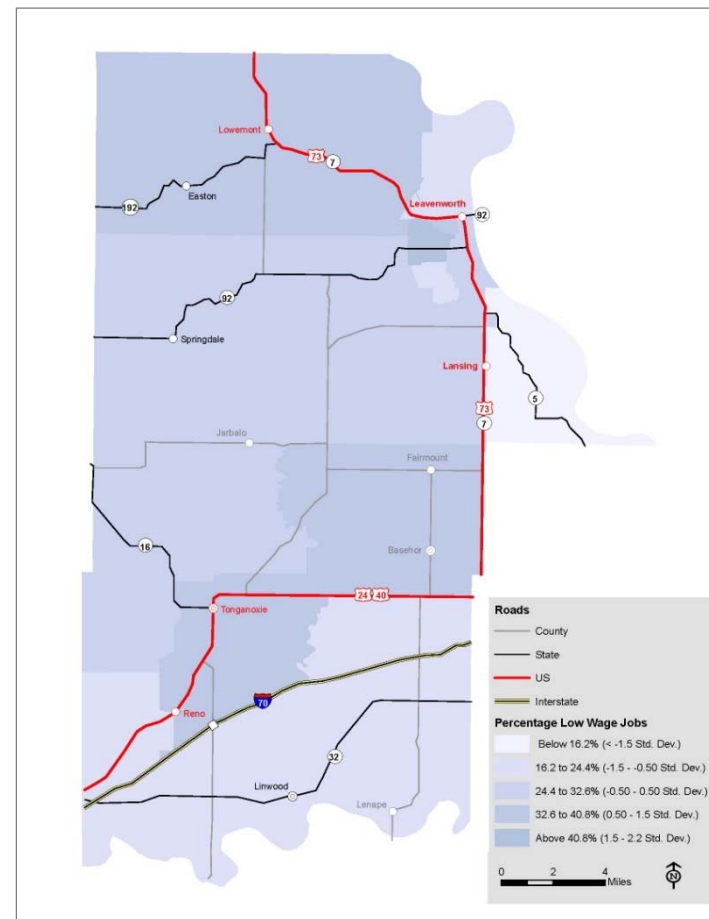


# Community Profile

## Low-Income Households

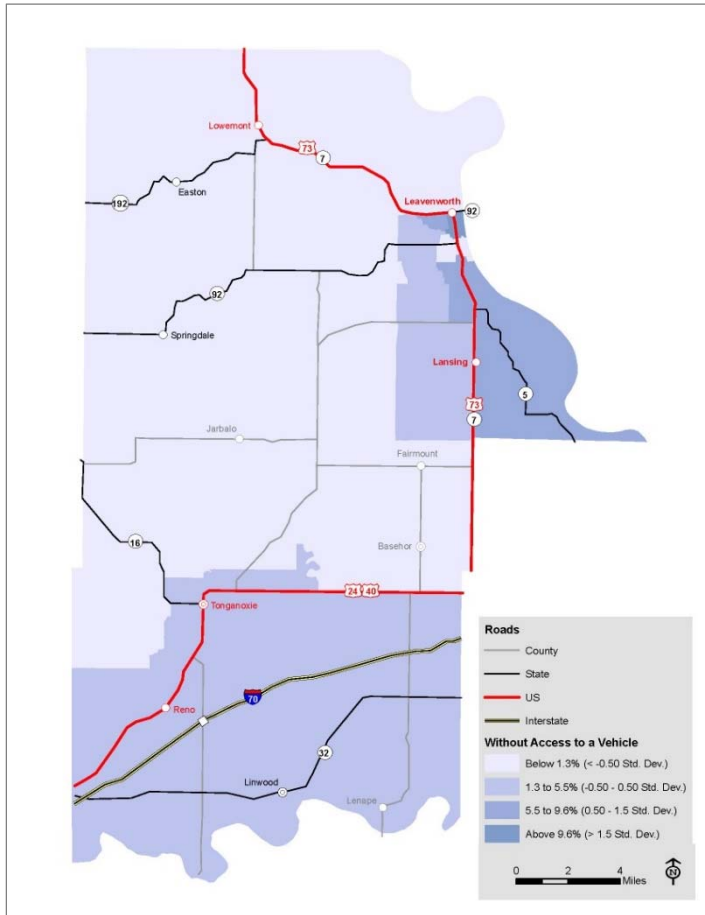


## Low-Wage Jobs

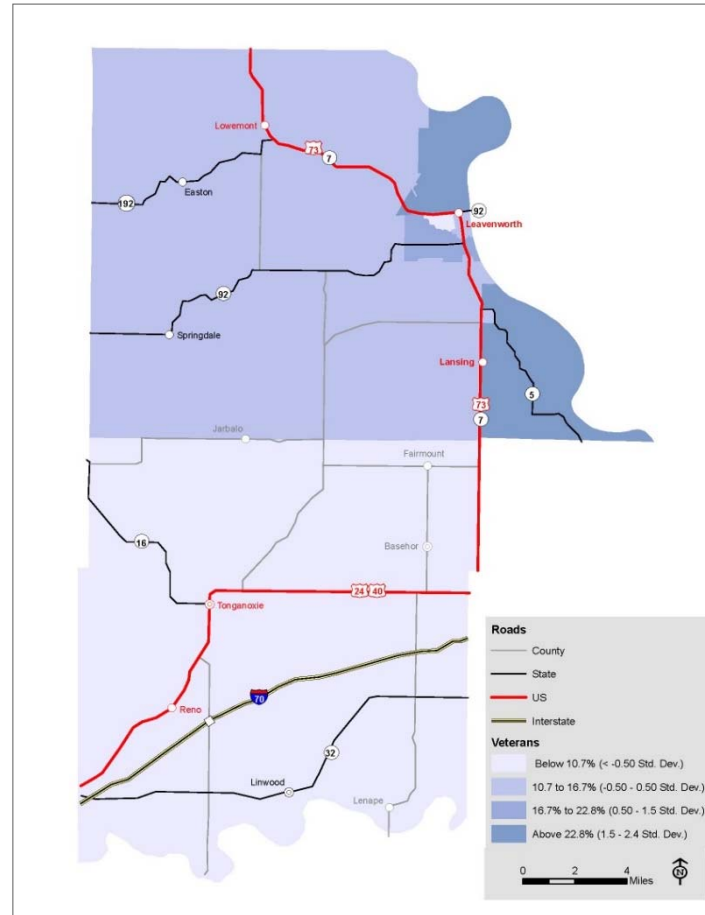


# Community Profile

## Zero Vehicle Households

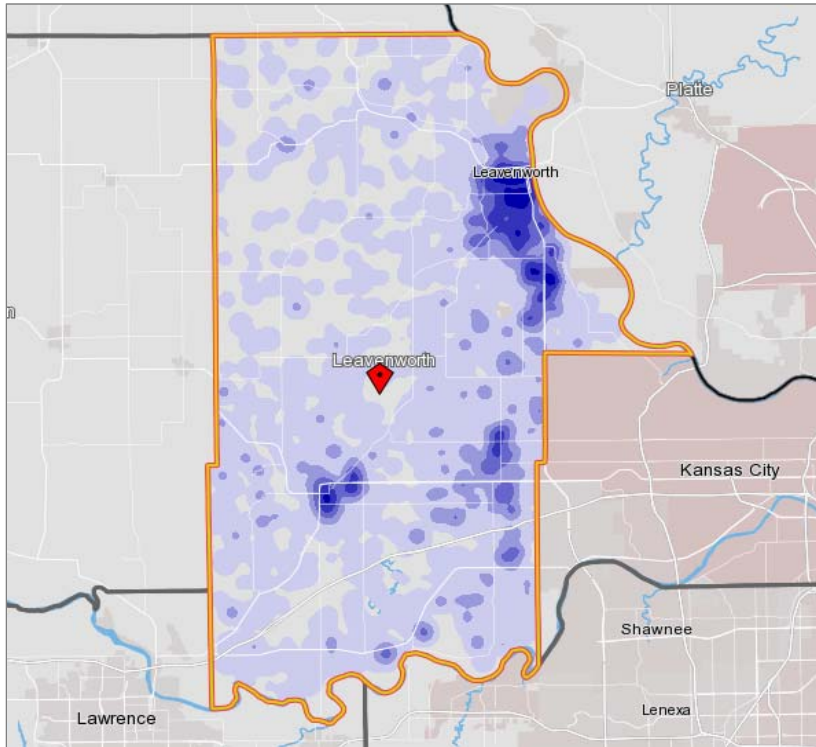


## Veterans



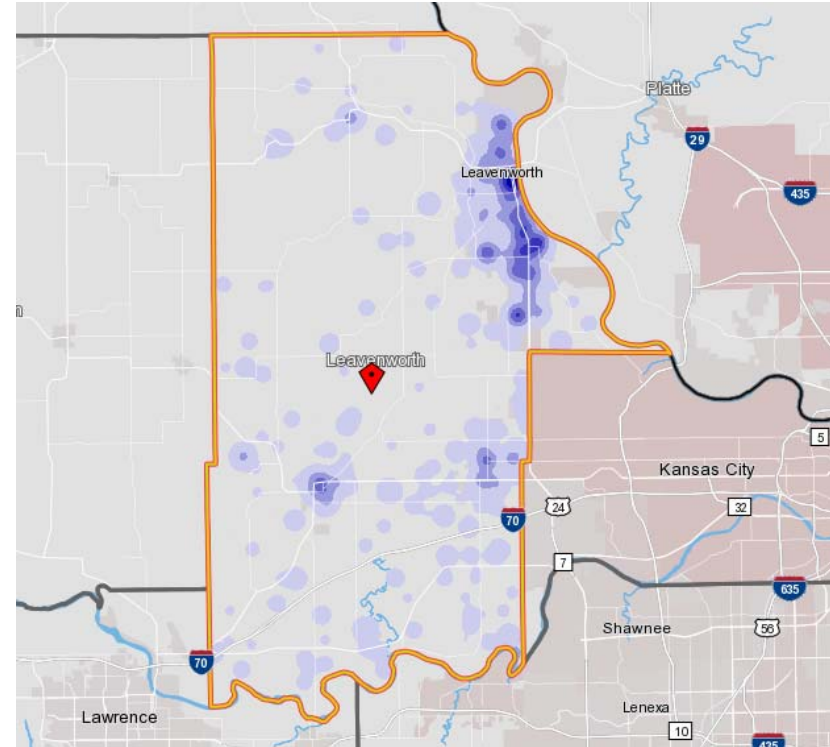


# Employment Profile



## Area Profile - Home

- Where residents live within Leavenworth County



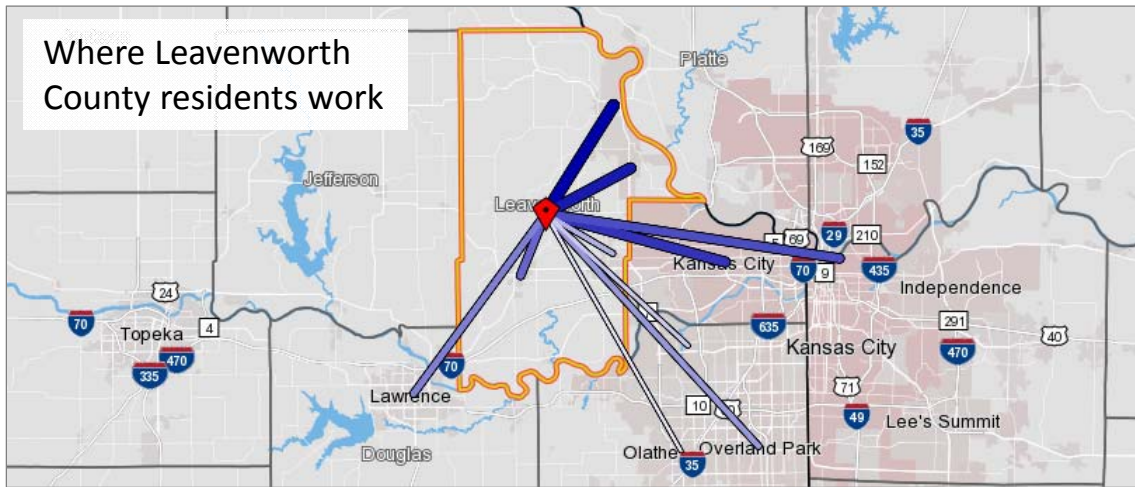
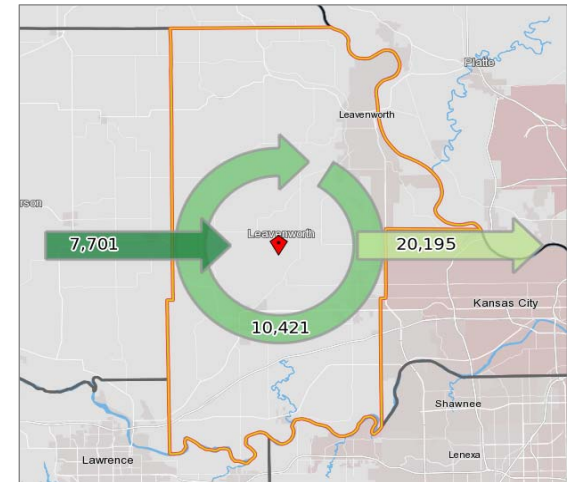
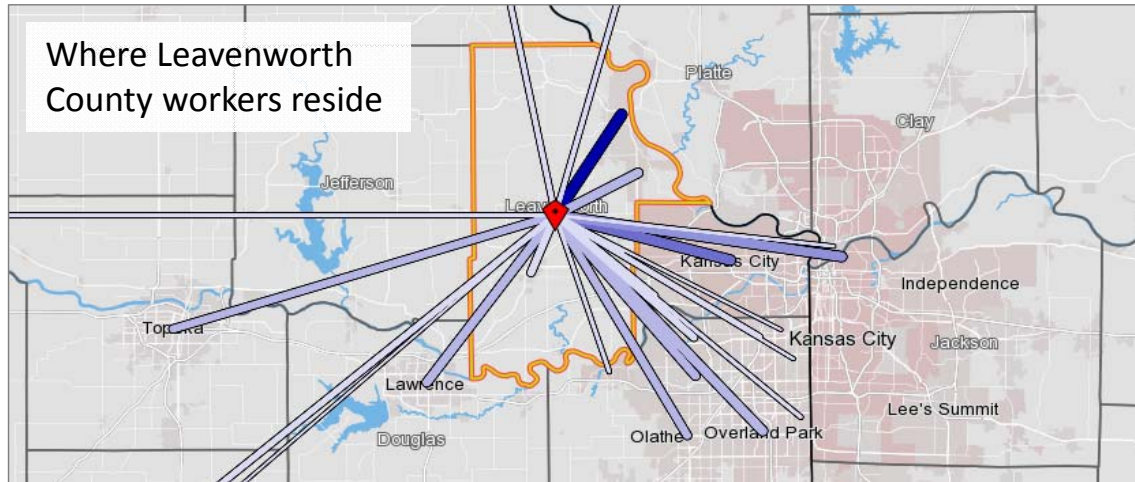
## Area Profile - Work

- Where employees work within Leavenworth County





# Commute Patterns



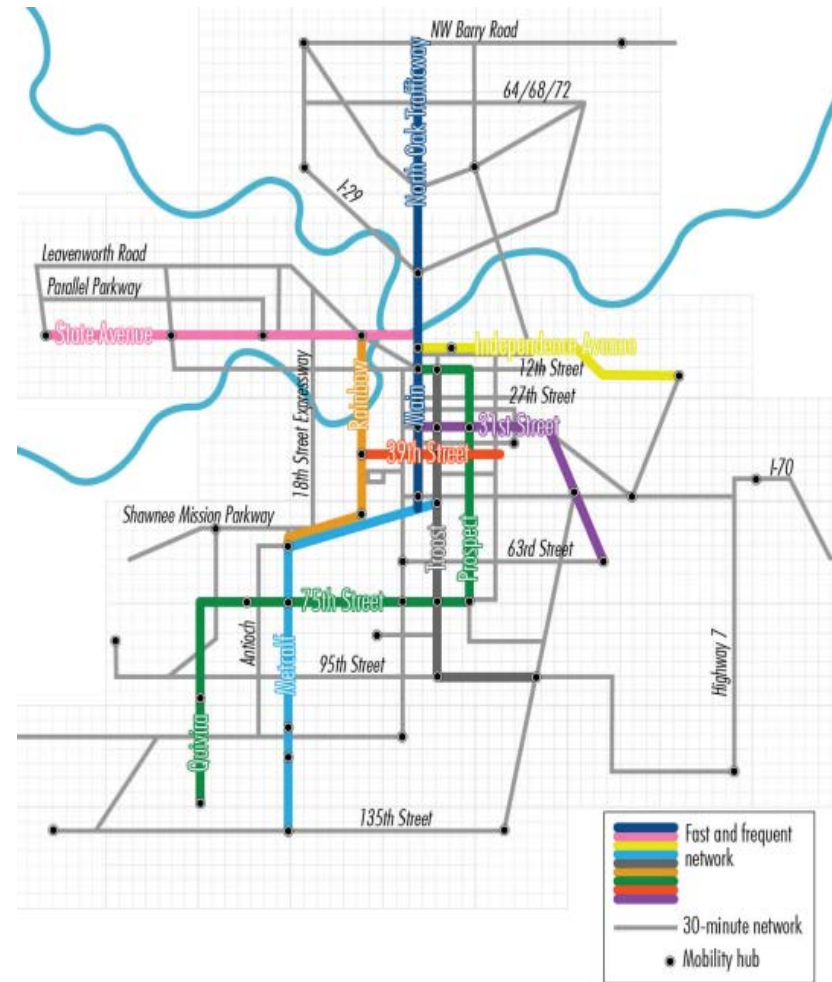
## Inflow-Outflow Analysis

- 10,400 residents also work within Leavenworth County
- 20,200 residents work outside of Leavenworth County
- 7,700 non-residents work within Leavenworth County



# Current Initiatives

- SmartMoves 3.0
  - Update to the region’s long-range transit plan
  - Specific focus on access to employment
  - Coordinate investment along key transit corridors and at mobility hubs
- SmartMoves discusses future potential **mobility hubs** in Leavenworth and Johnson County



# Stakeholder Input

- Vision for Transit

- Connected
- Accessible
- Economical
- Convenient
- Affordable

- Need for Transit (1 to 10)

- 10

- Potential Riders

- Workers
- Low Income
- Students
- Persons with Disabilities

- Ideas for Service Types

- Express Service to “Legends”
- Vanpool for outlying areas
- Demand Response (Older Adults, Persons with Disabilities)

- Other

- “Very Great Need”
- Supports Economic Sustainability
- Need to assess level of demand



# Public Survey Results to Date

## ■ Vision for Transit

- Accessible/Available
- Convenient
- Reliable
- Effective/Efficient
- Excellent/Great

## ■ Need for Transit (1 to 10)

- 10

## ■ Priority Service Areas

- Employment Sites
- Medical Facilities/Services
- Shopping
- Schools

## ■ Potential Riders

- Disabled
- Low Income
- Older Adults
- Workers

## ■ Ideas for Service Types

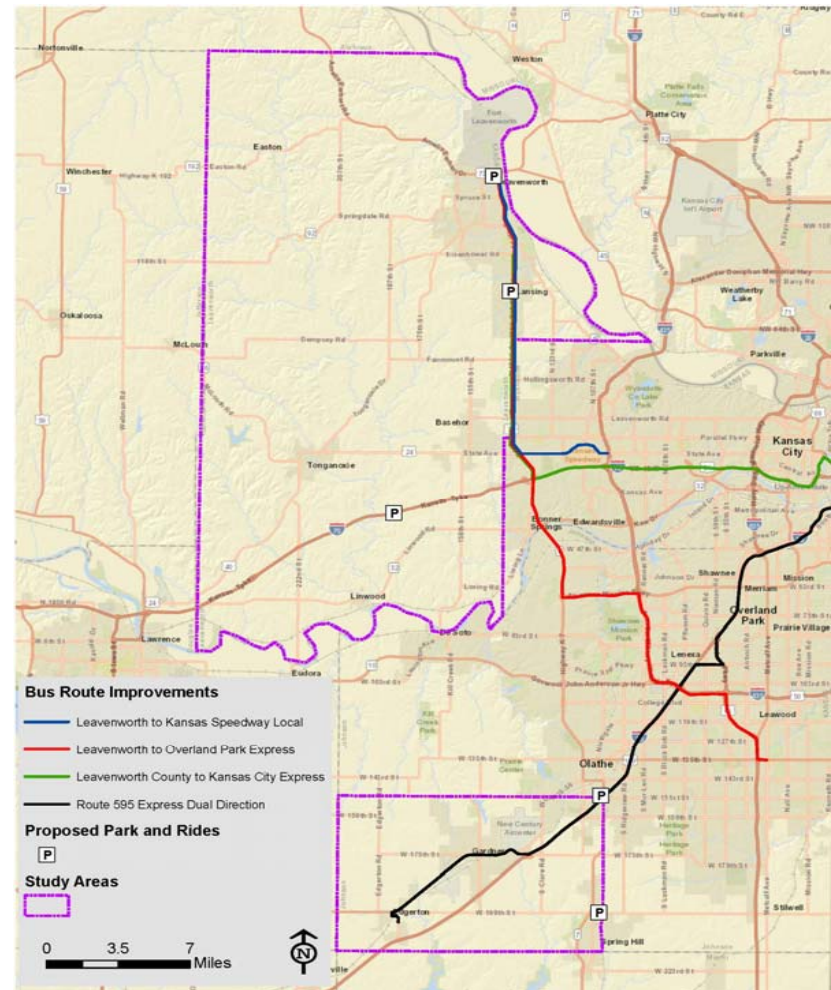
- Local Bus Service
- Express Bus Service
- Vanpool
- Demand Response (Older Adults, Persons with Disabilities)





# Previous Recommendations

- Express route from Leavenworth to **downtown Kansas City, Missouri (MARC)**
- Route from Leavenworth to **Village West park-and-ride (KDOT)**
- Express route from Leavenworth to **Overland Park area (KDOT)**
- Express route from Leavenworth to **KCI Airport**
- Local Service in **Leavenworth**



# Proposed General Service Concept (Primary)

- Bi-directional Transit Service Between Leavenworth and Western Wyandotte Co. (“Legends”)
- Access Points Along Route
- On-demand transit/paratransit/micro-transit service targeted to low income/elderly/disabled transportation needs within the City of Leavenworth

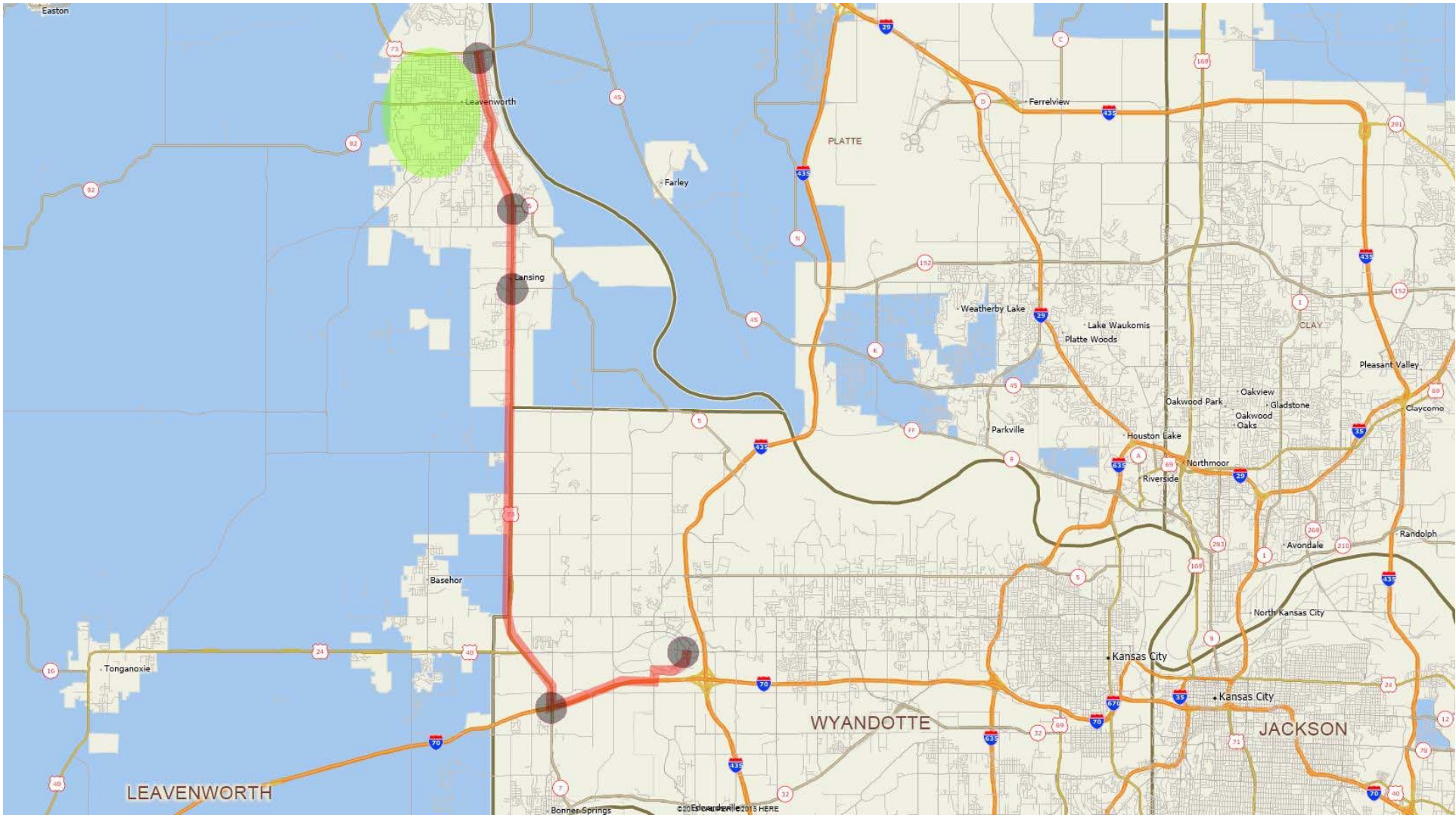




# Proposed General Service Concept (Ancillary)

- Vanpools/carpools serving employment trips into Leavenworth not served by the connector bus service
- Micro-transit (based on demand) providing service to and from KCI





Leavenworth County  
Transit Plan













**From:** Leavenworth County Transit Plan c/o Vireo <lindsay@bevireo.ccsend.com> on behalf of Leavenworth County Transit Plan c/o Vireo <triveece@bevireo.com>  
**Sent:** Friday, November 17, 2017 9:03 AM  
**To:** KC-Sarah Frost  
**Subject:** Monday: Second Stakeholder Advisory Committee Meeting for Leavenworth County Transit Plan

**Stakeholder Advisory Committee  
Meeting No. 2  
for the Leavenworth County Transit Plan  
November 20, 2017**



On behalf of [RideKC](#), in coordination with Leavenworth County communities and the [Mid-America Regional Council \(MARC\)](#), we are pleased to invite you to participate in the second of three Stakeholder Advisory Committee (SAC) meetings for the **Leavenworth County Transit Plan**. During the meeting, we'll discuss the transit improvement alternatives the planning team developed by blending SAC and community feedback with transit expertise and other information. We're looking forward to hearing from you!

**Stakeholder Advisory Committee No. 2**  
**Monday, November 20, 2017**  
**1 to 3 p.m.**

Riverfront Community Center  
Women's Waiting Room  
123 Esplanade Street  
Leavenworth, KS 66048

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**About the Plan**

Transit planning is essential for improving connections to jobs, shopping, healthcare, and other services in the City of Leavenworth and the surrounding areas of Leavenworth County. Specifically how opportunities and challenges are leveraged for transit improvements will be discovered as we work together with SAC members like you, planning staff, and many others through the end of 2017.



The **Leavenworth County Transit Plan** is funded through MARC's Sustainable Places Program. The planning effort will analyze the needs within the City of Leavenworth and connections to activity centers, not only within the City and County, but also to other nearby areas, such as western Wyandotte County and the Kansas City International Airport. The final plan will describe transit improvement options, services, and funding possibilities that will help realistically address community needs. Your participation is vital to the success of the planning process, please join us November 20.

The planning team will hold SAC meetings to gather similar information for the **Southwest Johnson County Transit Plan** during the same period. If you have questions or need further information about either transit plan, please contact Shawn Strate, RideKC Planning Manager, at [sstrate@kcata.org](mailto:sstrate@kcata.org) or 816-346-0349. A consultant team led by TranSystems with support from Vireo is assisting RideKC with the development of both plans.

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### For More Information

**Contact:** Shawn Strate, RideKC Planning Manager  
816-346-0349 | [sstrate@kcata.org](mailto:sstrate@kcata.org)

Vireo, 929 Walnut, Suite 700, Kansas City, MO 64106

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**STAKEHOLDER ADVISORY COMMITTEE MEETING #3**



RideKC



## AGENDA

### Leavenworth County Transit Plan

Stakeholder Advisory Committee Meeting No. 3

Riverfront Community Center | December 13, 2017 | 1 to 3 PM

**Welcome & Introductions.....Shawn Strate (RideKC)**

**Plan Overview.....Sarah Frost (TranSystems)**

**What We've Learned..... Frost (TranSystems)**

**Recommendations.....Mark Swope (Transitivity)**

**Adjourn.....Strate**



# Leavenworth County Transit Plan

Stakeholder Advisory  
Committee Meeting #3

December 13, 2017

**MARC**  
MID-AMERICA REGIONAL COUNCIL

**RideKC**



# Meeting Outline

- Team Introduction

- Sarah Frost, *TranSystems*
- Mark Swope, *Transitivity*
- Triveece Penelton, *Vireo*
- Shawn Strate, *RideKC*

- Plan Overview

- What We've Learned
- Discuss Recommendations and Potential Routes

Thank you to our community stakeholders for attending. Please introduce yourself and your organization.



# Plan Purpose

- Connect areas with limited existing transit service but a growing need for access to jobs and activity centers
  - To determine if there is a need for transit service and identify the types of services to best serve the City of Leavenworth and Leavenworth County



# Process and Schedule

Project Tasks	Aug	Sep	Oct	Nov	Dec
<b>Task 1:</b> Existing Conditions and Data Collection	■	■			
<b>Task 2:</b> Needs Assessment		■			
<b>Task 3:</b> Public and Stakeholder Engagement	■	■	■	■	■
<b>Task 4:</b> Development and Analysis of Alternatives		■	■		
<b>Task 5:</b> Recommendations and Implementation Steps			■	■	
<b>Task 6:</b> Final Service Concept Plan				■	■
Public Engagement	Aug	Sep	Oct	Nov	Dec
Stakeholder Advisory Committee Meetings			1	2	3
Pop-Up Meetings			1	2	3
Digital Engagement and Communications		■	■	■	■
Social Media	■	■	■	■	■



# Stakeholder Advisory Committee

## ■ Committee Meetings

- Meeting #1: Needs Discussion
- Meeting #2: Presentation of Alternatives Discussion
- Meeting #3: Presentation of Final Plan

## ■ Your Role

- Share input and feedback with the project team
- Attend three Stakeholder Advisory Committee meetings
- Advocate for transit improvements in your community





# Analysis To Date

- Existing Transit Service
- Demographics
- Employment
- Commute Patterns
- Current Initiatives
- Stakeholder Input
- Public Input
- Previous Recommendations



# Public Engagement Activities

- October 21, 2017: Leavenworth Price Chopper
  - Engaged 92 People
- November 16, 2017: St. Joseph's Catholic Church Community Meal
  - Engaged 85 People
- October 21, 2017: University of Saint Mary
  - Engaged 75 People
- Online Survey: 470 Respondents, 9241 Responses
- Social Media Reach: 5,500 People



# Stakeholder Input

## ■ Vision for Transit

- Connected
- Accessible
- Economical
- Convenient
- Affordable

## ■ Need for Transit (1 to 10)

- 10

## ■ Potential Riders

- Workers
- Low Income
- Students
- Persons with Disabilities

## ■ Ideas for Service Types

- Local Service
- Express Service to “Legends”
- Vanpool for outlying areas
- Demand Response (Older Adults, Persons with Disabilities)

## ■ Other

- “Very Great Need”
- Supports Economic Sustainability
- Need to assess level of demand



# Need, Vision and Benefits

- High need for service
- Future service should be accessible/available, convenient, and reliable
- Some concern that the service would be very limited
- Potential benefits are wide ranging
  - Reduced traffic
  - Better and easier connections to destinations - cities in the County (and the greater KC Metro area, specifically KCK)
  - Jobs, medical, and shopping for older adults, those with disabilities, workers and job seekers, and others





# Need, Vision, Benefits

- Top 3 Potential Riders
  - Persons with disabilities
  - Older adults
  - Limited Incomes
- Top 3 areas to serve
  - Medical
  - Employment areas
  - Shopping
- Top 3 types of survey respondents
  - Resident
  - Employee
  - Advocate

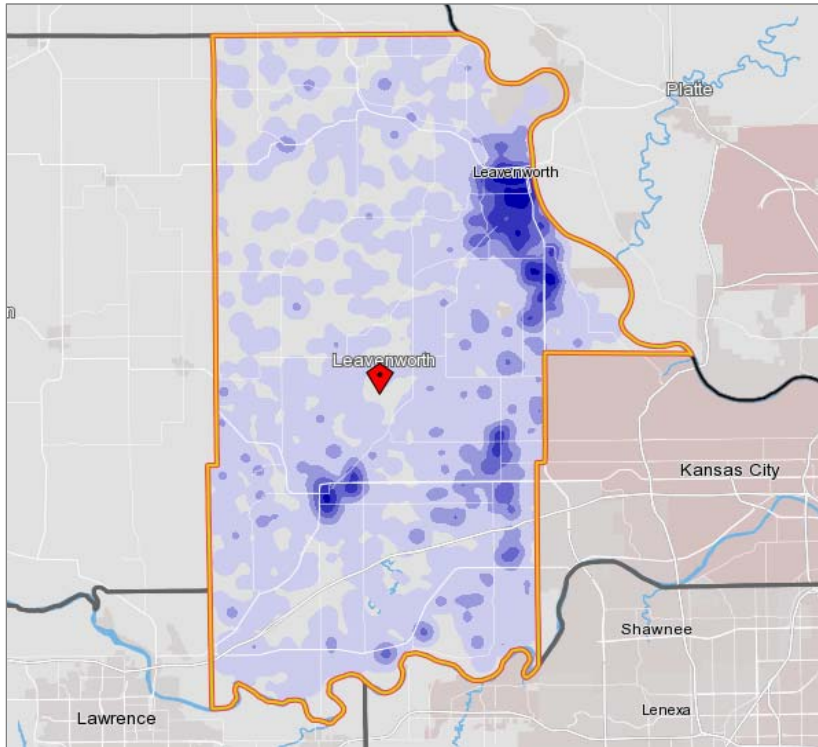


# Need, Vision, Benefits

- Service times
  - Survey responses suggest a 6AM to 6PM span with interest in evening service (6-9PM)
- Top 3 service types
  - Buses on local streets
  - Monday-Friday
  - Buses that travel between cities
- Convenient Service
  - Defined, direct routes
  - Specific schedules
  - No restrictions on who can ride
  - Bus shelters with bus information
  - Real-time information
  - WIFI

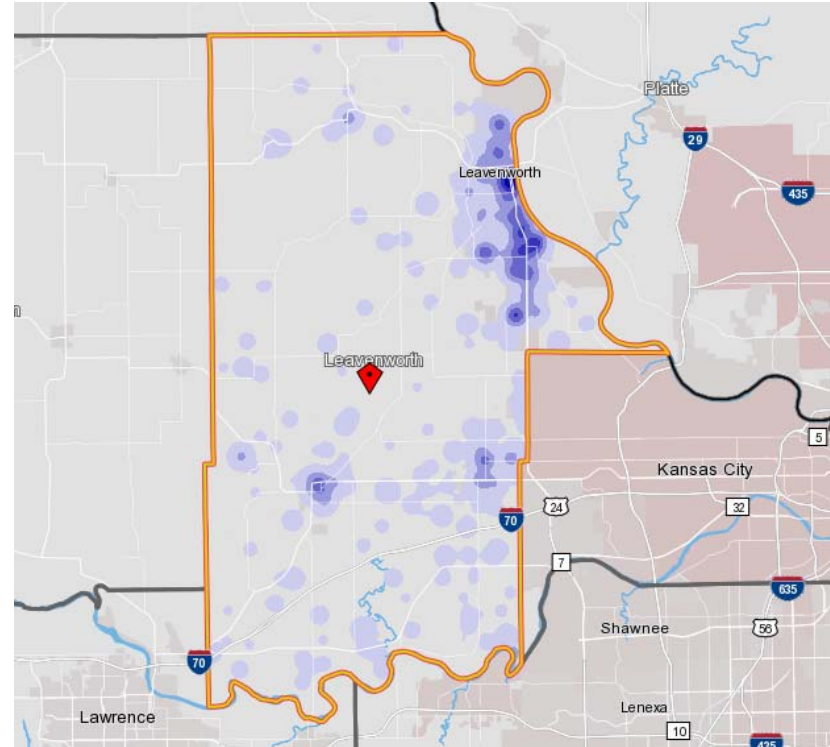


# Employment Profile



## Area Profile - Home

- Where residents live within Leavenworth County

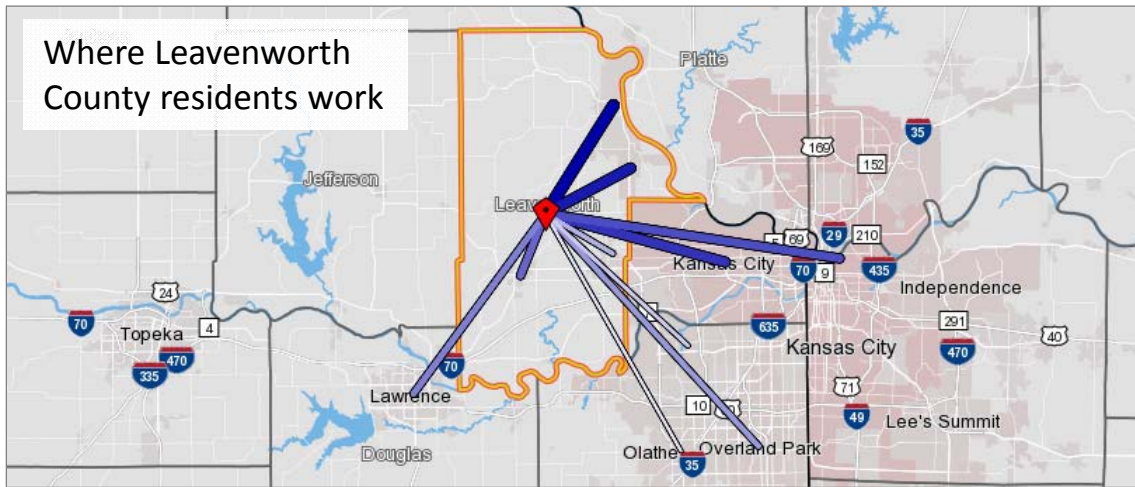
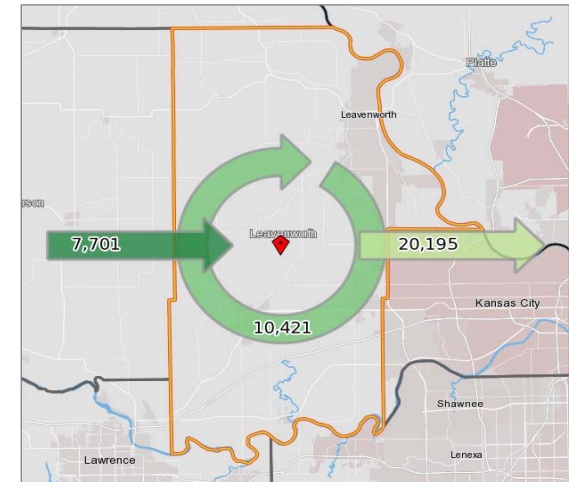
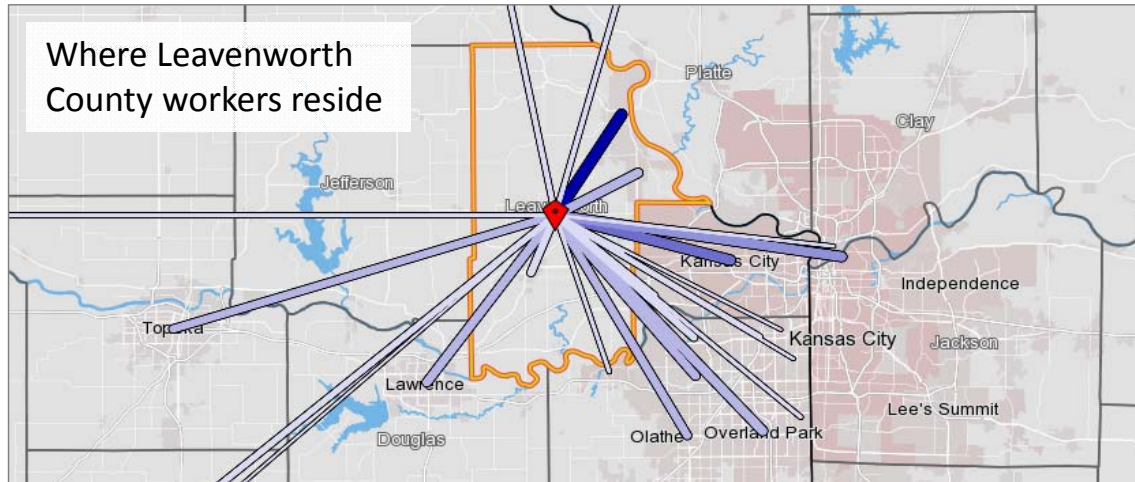


## Area Profile - Work

- Where employees work within Leavenworth County



# Commute Patterns



## Inflow-Outflow Analysis

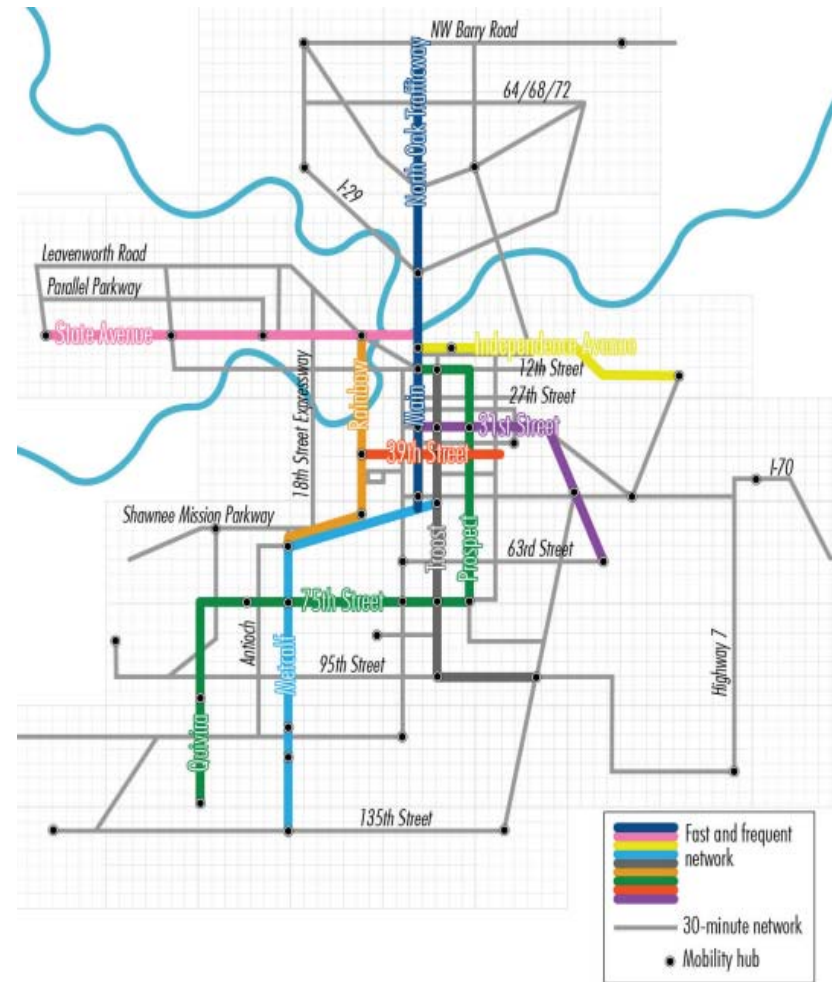
- 10,400 residents also work within Leavenworth County
- 20,200 residents work outside of Leavenworth County
- 7,700 non-residents work within Leavenworth County





# Current Initiatives

- SmartMoves 3.0
  - Update to the region’s long-range transit plan
  - Specific focus on access to employment
  - Coordinate investment along key transit corridors and at mobility hubs
- SmartMoves discusses future potential **mobility hubs** in Leavenworth and Johnson County



# Leavenworth Intra-Community Circulation

## Service Area

- 10 Square miles
- Encompasses major activity centers, i.e. medical facilities, employment sites, educational facilities, retail shopping areas

## Service Type

- On-demand
- Two vehicles (12 to 15 passenger)
- M-F, 12 hrs/day



# Leavenworth Inter-Community Connector Route

## Advantages

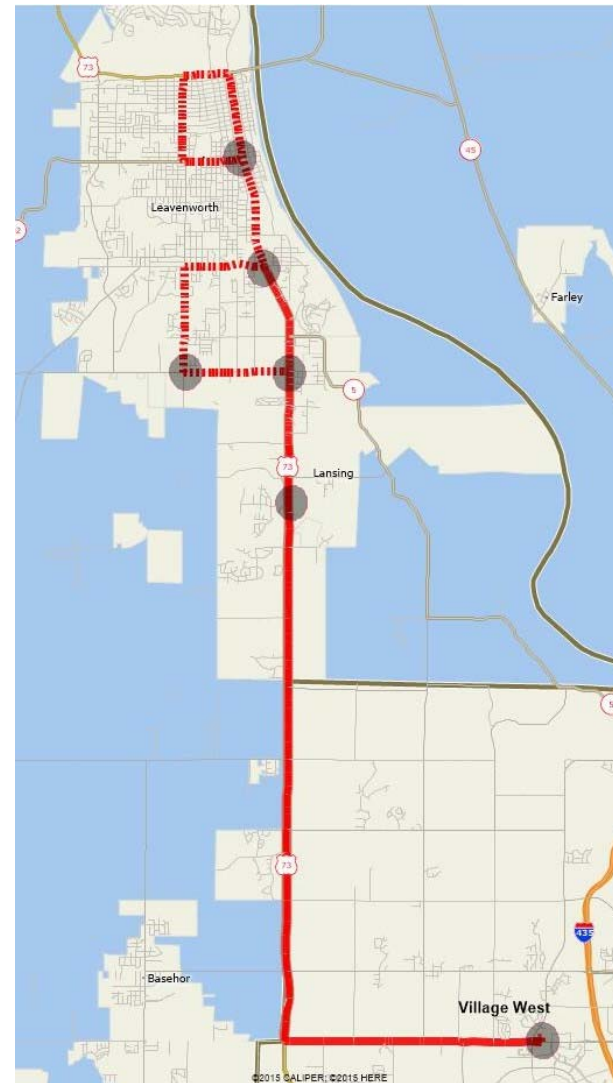
- Provides regional connectivity
- Is easy to understand and market

## Disadvantages

- Would require multiple transfers to connect locations outside of Wyandotte County

## Service Type

- Fixed route
- One bus (12 to 25 passenger)
- M-F, 12hrs/day



# Leavenworth Service Estimated Annual Operating Cost

## Estimated Annual Operating Cost (Monday – Friday)

- Connector Route (60-minute Service) - \$225,000
- Connector Route (30-minute Service) - \$450,000
- Circulator Flex Service (two vehicles) - \$400,000





# Connector Route Service Schedule Example

## 60-Minute Service

Inbound			Outbound		
10th & Metropolitan	4th & Eisenhower	Village West	Village West	4th & Eisenhower	10th & Metropolitan
7:00	7:08	7:30	6:30	6:52	7:00
8:00	8:08	8:30	7:30	7:52	8:00
9:00	9:08	9:30	8:30	8:52	9:00
10:00	10:08	10:30	9:30	9:52	10:00
11:00	11:08	11:30	10:30	10:52	11:00
12:00	12:08	12:30	11:30	11:52	12:00
1:00	1:08	1:30	12:30	12:52	1:00
2:00	2:08	2:30	1:30	1:52	2:00
3:00	3:08	3:30	2:30	2:52	3:00
4:00	4:08	4:30	3:30	3:52	4:00
5:00	5:08	5:30	4:30	4:52	5:00
6:00	6:08	6:30	5:30	5:52	6:00
7:00	7:08	7:30	6:30	6:52	7:00

## 30-Minute Service

Inbound			Outbound		
10th & Metropolitan	4th & Eisenhower	Village West	Village West	4th & Eisenhower	10th & Metropolitan
7:00	7:08	7:30	6:30	6:52	7:00
7:30	7:38	8:00	7:00	7:22	7:30
8:00	8:08	8:30	7:30	7:52	8:00
8:30	8:38	9:00	8:00	8:22	8:30
9:00	9:08	9:30	8:30	8:52	9:00
9:30	9:38	10:00	9:00	9:22	9:30
10:00	10:08	10:30	9:30	9:52	10:00
10:30	10:38	11:00	10:00	10:22	10:30
11:00	11:08	11:30	10:30	10:52	11:00
11:30	11:38	12:00	11:00	11:22	11:30
12:00	12:08	12:30	11:30	11:52	12:00
12:30	12:38	1:00	12:00	12:22	12:30
1:00	1:08	1:30	12:30	12:52	1:00
1:30	1:38	2:00	1:00	1:22	1:30
2:00	2:08	2:30	1:30	1:52	2:00
2:30	2:38	3:00	2:00	2:22	2:30
3:00	3:08	3:30	2:30	2:52	3:00
3:30	3:38	4:00	3:00	3:22	3:30
4:00	4:08	4:30	3:30	3:52	4:00
4:30	4:38	5:00	4:00	4:22	4:30
5:00	5:08	5:30	4:30	4:52	5:00
5:30	5:38	6:00	5:00	5:22	5:30
6:00	6:08	6:30	5:30	5:52	6:00
6:30	6:38	7:00	6:00	6:22	6:30
7:00	7:08	7:30	6:30	6:52	7:00



# Additional Recommendations

- VA Connectivity – Between Platte and Leavenworth Counties: Vanpool
- Service to and from KCI: Vanpool
- Rural Connectivity: On-Demand Service



# Potential Funding Sources

- Federal Funding
  - Congestion Mitigation/Air Quality Grant
- State Funding
  - Section 5310 (Elderly & Disabled Transportation)
  - Section 5311 (General Public Transportation)
  - Commuter Discretionary Program
- Local Funding
  - County
  - City
- User Fees



# Approximate Annual Service Cost by Type

Service Type	Peak M-F	12hr M-F	20hr M-F	Peak M-Sun	12hr M-Sun	20hr M-Sun
Demand Response	\$ 120,000	\$ 240,000	\$ 400,000	\$ 168,000	\$ 336,000	\$ 560,000
Circulator	\$ 210,000	\$ 420,000	\$ 700,000	\$ 295,000	\$ 590,000	\$ 985,000
Connector	\$ 500,000	\$ 1,000,000	\$ 1,667,000	\$ 700,000	\$ 1,400,000	\$ 2,333,000





















## NOTES FROM STAKEHOLDER ADVISORY COMMITTEE MEETING NO. 3

### Leavenworth County Transit Plan

Thursday, December 13, 2017

#### Overview

The third Stakeholder Advisory Committee Meeting was held December 13, 2017 for the Leavenworth County Transit Plan as follows:

- 1 to 3 p.m. at the Riverfront Community Center to discuss the Leavenworth County plan.

During the meetings, the project team provided an overview of the plan purpose, summarized analysis and input collected to date, and presented a draft recommendation for transit improvement service. Fifteen stakeholders attended the Southwest Johnson County meeting; 17 Leavenworth. Chart notes taken during each of the meetings are below.

#### Leavenworth County Transit Plan

The draft recommendation for near-term transit service involved on-demand Leavenworth intra-community circulation within a 10 square-mile area, encompassing major activity centers, such as medical facilities, employment sites, educational facilities, and retail shopping areas. The longer-term recommendation was for a fixed route, inter-community connector route that provides regional connectivity, is easily understood, and easy to market. Both the near- and long-term recommendations included 12-hour, Monday through Friday service.

Comments included:

- **On-demand services**
  - Lots of activity (north) due to the Veterans Administration medical, employment, and others but carrying capacity is limited.
  - Does on-demand service work well and meet the needs of clients getting to and from work?
  - No connections across county lines?
    - Workers have jobs beyond Leavenworth County and have early shifts – Consider this idea.
- **Paratransit**
  - Is paratransit going away? *No.*

- Changes could negatively affect paratransit.
- Thought new services would integrate with paratransit.
- Meeting held in 2017 to better utilize paratransit resources – Coordination? *Yes, via Kansas Department of Transportation paratransit districts.*
- **Funding and Costs**
  - Multiple sponsors for funding opportunities?
  - Extending funding and using transportation funds beyond city boundaries?
  - Do costs include scheduling software, especially with recommended on-demand service?
  - Funding available from the Veterans Administration (if veterans ride free)?
  - Who's funding "veterans ride free" in cities beyond Leavenworth County?
    - Veterans have been left out. Note: No existing KCATA service in Leavenworth County for them to ride.
  - Does the 5311 funding have a sunset? *No.*
  - Commuter discretionary program is a future funding opportunity
    - Current deadline for application is too soon (January 2018)
  - Other funding options? *Student fees are an example.*
- **Implementation**
  - Leavenworth connector service is preferred strategy moving forward rather than Kansas City, Kansas connection.
  - Better to have independence transportation authority? *KCATA is that organization now – Advantage over rural communities that don't have an authority.*
- **Other**
  - Are there age limits for service access or minors riding?
    - What have other communities done?
  - Costs for weekend service?
  - Survey response numbers are twice what we usually get.

**KC-Sarah Frost**

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**From:** Leavenworth County Transit Plan c/o Vireo <lindsay@bevireo.ccsend.com> on behalf of Leavenworth County Transit Plan c/o Vireo <triveece@bevireo.com>  
**Sent:** Tuesday, December 05, 2017 9:07 AM  
**To:** KC-Sarah Frost  
**Subject:** December 13: Final Stakeholder Advisory Committee Meeting for Leavenworth County Transit Plan

**Stakeholder Advisory Committee  
Meeting No. 3**  
for the Leavenworth County Transit Plan  
Wednesday, December 13, 2017



On behalf of [RideKC](#), in coordination with Leavenworth County communities and the [Mid-America Regional Council \(MARC\)](#), we are pleased to invite you to participate in the final Stakeholder Advisory Committee (SAC) meetings for the **Leavenworth County Transit**

**Plan.** During the meeting, we'll discuss the preferred transit improvement alternative. Please join us!

## Stakeholder Advisory Committee No. 3

Wednesday, December 13, 2017

1 to 3 p.m.

Riverfront Community Center  
Women's Waiting Room  
123 Esplanade Street  
Leavenworth, KS 66048

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### About the Plan

Transit planning is essential for improving connections to jobs, shopping, healthcare, and other services in the City of Leavenworth and the surrounding areas of Leavenworth County. Specifically how opportunities and challenges are leveraged for transit improvements will be discovered as we work together with SAC members like you, planning staff, and many others through the end of 2017.

The **Leavenworth County Transit Plan** is funded through MARC's Sustainable Places Program. The planning effort will analyze the needs within the City of Leavenworth and connections to activity centers, not only within the City and County, but also to other nearby areas, such as western Wyandotte County and the Kansas City International Airport. The final plan will describe transit improvement options, services, and funding possibilities that will help realistically address community needs. Your participation is vital to the success of the planning process, please join us November 20.

The planning team will hold SAC meetings to gather similar information for the **Southwest Johnson County Transit Plan** during the same period. If you have questions or need further information about either transit plan, please contact Shawn Strate, RideKC Planning Manager, at [sstrate@kcata.org](mailto:sstrate@kcata.org) or 816-346-0349. A consultant team led by TranSystems with support from Vireo is assisting RideKC with the development of both plans.

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### For More Information

**Contact:** Shawn Strate, RideKC Planning Manager  
816-346-0349 | [sstrate@kcata.org](mailto:sstrate@kcata.org)

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# POP-UP MEETINGS

# INSERT GOVERNMENT/AGENCY LETTERHEAD

FOR IMMEDIATE RELEASE

**News contact:** Shawn Strate, RideKC Planning Manager, 816-346-0349, [sstrate@kcata.org](mailto:sstrate@kcata.org)

## **PUBLIC COMMENT WANTED FOR LEAVENWORTH COUNTY TRANSIT PLAN**

**“POP-UP” MEETINGS SCHEDULED & ONLINE OPINION SURVEY AVAILABLE**

**#LeavenworthTransit**

There is currently no transit service in Leavenworth County. If transit service were developed over the next 20 years or more, what areas would it serve? How might Leavenworth County communities benefit from it? *RideKC*, in coordination with Leavenworth County communities and the Mid-America Regional Council (MARC), is developing the *Leavenworth County Transit Plan* to uncover answers to these questions and others. We encourage the public to get involved by attending any of the scheduled “pop-up” meetings below to share ideas and comments related to Leavenworth’s transit future. Online commenting is available at [leavenworthtransit.digicate.com](http://leavenworthtransit.digicate.com) through November 30, 2017.

### **“POP-UP” MEETING SCHEDULE**

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**Price Chopper**

**Saturday, October 21, 2017**

**11 a.m. to 1 p.m.**

2107 S 4th Street

Leavenworth, Kansas 66048

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**Leavenworth Community Meal**

**Thursday, November 16, 2017**

**4 to 6 p.m.**

St. Joseph’s Catholic Church

306 N. Broadway Street

During the “pop-up” meetings, community members will be able to review detailed maps of the study area and provide feedback. Staff from *RideKC* and the consultant team will be positioned at information tables to listen to comments and answer questions. No formal presentations will be given. *RideKC* and consultants will share the same information at each meeting.

### **Background**

Transit planning is essential for improving connections to jobs, shopping, healthcare, and other services in the City of Leavenworth and the surrounding areas of Leavenworth County. Specifically how opportunities and challenges are leveraged for transit improvements will be discovered as we work together with a Stakeholder Advisory Committee, community members, planning staff, and many others through the end of 2017. The *Leavenworth County Transit Plan* is funded through MARC's Sustainable Places Program. The planning effort will analyze the needs within the City of Leavenworth and connections to activity centers, not only within the City and County, but also to other nearby areas, such as western Wyandotte County and the Kansas City International Airport. The final plan will describe transit improvement options, services, and funding possibilities that will help realistically address community needs.

### **Additional Information**

For more information about the *Leavenworth County Transit Plan*, contact Shawn Strate, *RideKC* Planning Manager, at [sstrate@kcata.org](mailto:sstrate@kcata.org) or 816-346-0349. The public may comment online at [leavenworthtransit.digicate.com](http://leavenworthtransit.digicate.com). Follow the project on Facebook at [Leavenworth County Transit Plan](#) and use our #LeavenworthTransit hashtag.

###



1200 E. 18<sup>th</sup> St, Kansas City, Mo. 64108  
Phone: (816) 346-0200 Fax: (816) 346-0263

**Contact:** Cindy Baker, Chief Public Affairs Officer  
(816) 346-0209 - (816) 510-2874

## **PUBLIC COMMENT WANTED FOR LEAVENWORTH COUNTY TRANSIT PLAN**

### **FINAL "POP-UP" MEETING SCHEDULED & ONLINE OPINION SURVEY AVAILABLE**

There is currently no transit service in Leavenworth County. If transit service were developed over the next 20 years or more, what areas would it serve? How might Leavenworth County communities benefit from it? Kansas City Area Transportation Authority (KCATA), in coordination with Leavenworth County communities and the Mid-America Regional Council (MARC), is developing the **Leavenworth County Transit Plan** to uncover answers to these questions and others. We encourage the public to get involved by attending the last scheduled "pop-up" meeting for the project to share ideas and comments related to Leavenworth's transit future. Online commenting is available at [leavenworthtransit.digicate.com](http://leavenworthtransit.digicate.com) through Nov. 30, 2017.

### **FINAL "POP-UP" MEETING**

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**University of Saint Mary**  
**Thursday, Nov. 30, 2017**  
**11:30 a.m. to 1:30 p.m.**

Mead Hall  
4100 S. 4<sup>th</sup> Street  
Leavenworth, KS 66048

During the "pop-up" meeting, community members will be able to review detailed maps of the study area and provide feedback. Staff from KCATA and the consultant team will be positioned at information tables to listen to comments and answer questions. No formal presentations will be given. Community members are encouraged to share their ideas and comments about Leavenworth County's transit future.



## **Background**

Transit planning is essential for improving connections to jobs, shopping, healthcare, and other services in the City of Leavenworth and the surrounding areas of Leavenworth County. Specifically, how opportunities and challenges are leveraged for transit improvements will be discovered as we work together with a Stakeholder Advisory Committee, community members, planning staff, and many others through the end of 2017. The Leavenworth County Transit Plan is funded through MARC's Sustainable Places Program. The planning effort will analyze the needs within the City of Leavenworth and connections to activity centers, not only within the City and County, but also to other nearby areas, such as western Wyandotte County and the Kansas City International Airport. The final plan will describe transit improvement options, services, and funding possibilities that will help realistically address community needs.

## **Additional Information**

For more information about the Leavenworth County Transit Plan, the public may contact Shawn Strate at [sstrate@kcata.org](mailto:sstrate@kcata.org) or 816-346-0349. The public may comment online at [leavenworthtransit.digicate.com](http://leavenworthtransit.digicate.com). Follow the project on Facebook at [Leavenworth County Transit Plan](#) and use our #LeavenworthTransit hashtag.

###

# Leavenworth County Transit Plan

Opinion Survey  
leavenworthtransit.digicate.com

Transit planning is essential for improving connections to jobs, shopping, healthcare, and other services in the City of Leavenworth and the surrounding areas of Leavenworth County, including Wyandotte County and the Kansas City International Airport. Use this survey to share your thoughts on future transit services in Leavenworth County, Kansas.



RideKC



● **Vision:** In the next 20 years or so, what one word or phase would you like to be able to use to describe transit service in Leavenworth County?

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● **Need:** On a scale of 1 (lowest) to 10 (greatest), how great is the need for transit service in Leavenworth County?

1 2 3 4 5 6 7 8 9 10

● **Benefit:** How would public transportation benefit Leavenworth County?

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● **Riders:** Who would transit serve? (Select up to 6 responses)



Persons with disabilities



Older adults



Workers



Students



Those with limited incomes



Others

● **Priority Service Areas:** Which locations or areas should be given priority for service? (Select up to 3 responses)



Employment areas



Shopping



Medical



Schools



Entertainment destinations



Others

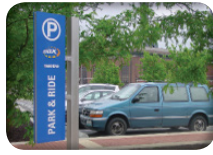
● **Service Times:** What times during the day do you think public transit is needed most? (Select up to 6 responses)

6 to 9AM 9AM to Noon Noon to 3PM 3 to 6PM 6 to 9PM 9PM to Midnight

● **Service Types:** What types of transit service would you like to see? (Select up to 6 responses)



Buses that travel on local streets



Buses that travel on highways between cities



Carpooling and/or vanpooling



Monday-Friday service



Weekend service



Call-a-Ride service

● **Convenience:** What do you think are priority elements that would make transit convenient for residents in Leavenworth County? For example, real-time bus information, WIFI on buses, direct routes to destinations, bus shelters for waiting, etc?

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(Fold)

● **Other Comments:** What other transit-related ideas or comments would you like to share?

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● **Self-descriptions:** How would you describe yourself? (Select up to 6 responses)



Resident



Employee



Government staff or official



Advocate



Student



Other stakeholder

● **Work Zip Code:** \_\_\_\_\_

● **Home Zip Code:** \_\_\_\_\_

(Fold)

Leavenworth County Transit Plan  
c/o Vireo  
929 Walnut, Suite 700  
Kansas City, Missouri 64106

Place  
Postage  
Here

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# Leavenworth County Transit Plan

Transit planning is essential for improving connections to jobs, shopping, healthcare, and other services in the City of Leavenworth and the surrounding areas of Leavenworth County.

The Leavenworth County Transit Plan is funded through MARC's Sustainable Places Program. The planning effort will analyze the needs within the City of Leavenworth and connections to activity centers, not only within the City and County, but also to other nearby areas, such as western Wyandotte County and the Kansas City International Airport. The final plan will describe transit improvement options, services, and funding possibilities that will help realistically address community needs.



Follow us on Facebook



Comment online at:  
[leavenworthtransit.digicate.com](http://leavenworthtransit.digicate.com)

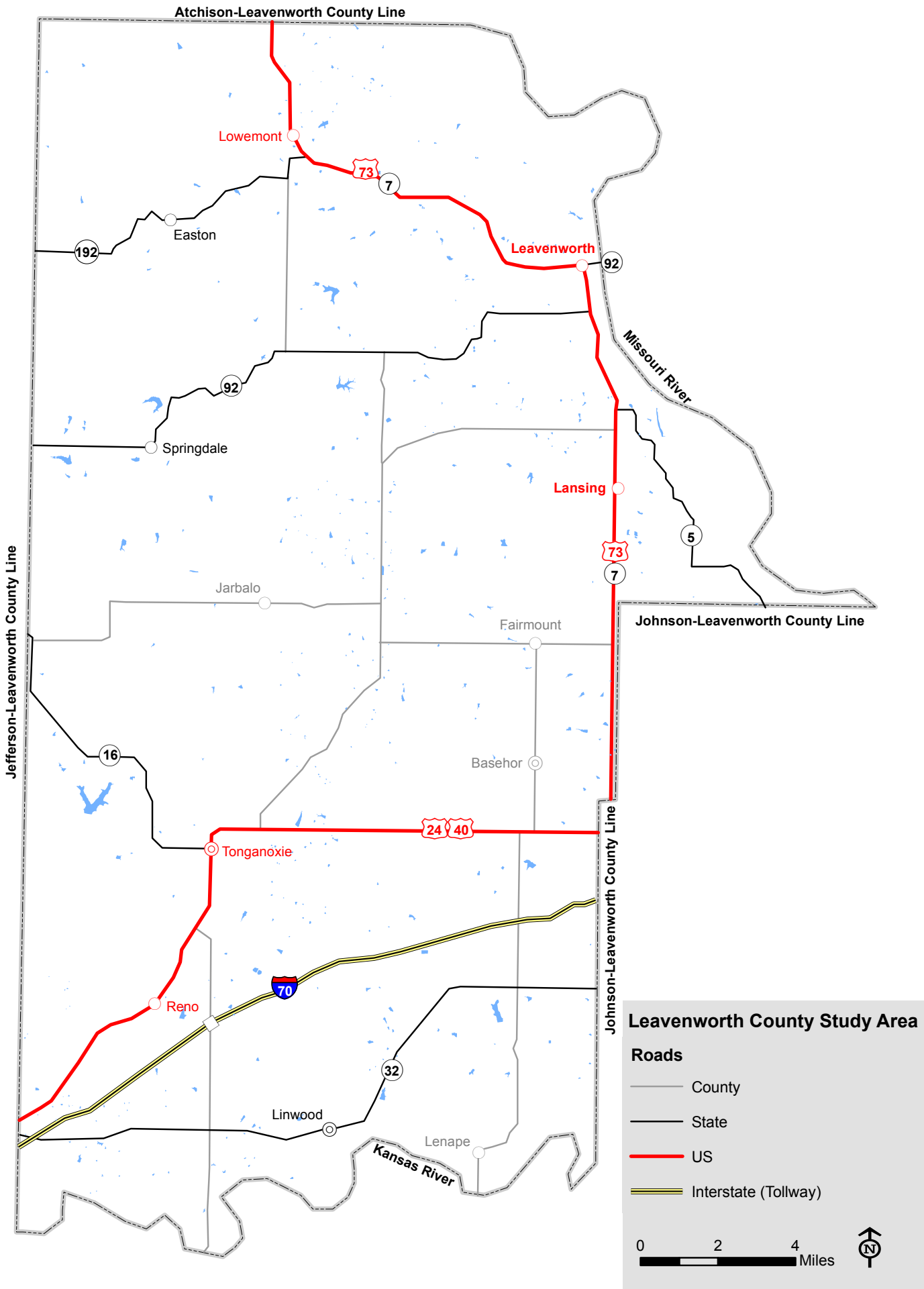


RideKC

**For More Information**

Shawn Strate, RideKC Planning Manager  
816-346-0349 | [sstrate@kcata.org](mailto:sstrate@kcata.org)





Atchison-Leavenworth County Line

Lowmont

73  
7

Easton

192

Leavenworth

92

92

Springdale

Missouri River

Lansing

73  
7

5

Johnson-Leavenworth County Line

Jarbalo

Fairmount

Jefferson-Leavenworth County Line

16

Basehor

Johnson-Leavenworth County Line

24  
40

Tonganoxie

70

Reno

32

Linwood

Lenape

Kansas River

**APPENDIX C | SOCIAL MEDIA COMMENTS**

## Facebook Comments & Reactions

### Leavenworth County Transit Plan

October 2017 – January 2018

#### Overview

The planning team developed a basic facebook page for the Leavenworth County Transit Plan. They primarily used it as a tool for gathering responses to the project's online survey. The page was available from October 2017 through January 2018. Verbatim comments and reactions to page posts included:

**Leavenworth County Transit Plan**  
October 12, 2017 · 🌐

What are your thoughts about future transit service in Leavenworth County? Share your ideas now through November 30, 2017 at [leavenworthtransit.digicate.com](http://leavenworthtransit.digicate.com). #LeavenworthTransit

**Leavenworth County Transit Study**  
On behalf of RideKC, in coordination with Leavenworth County communities and the Mid-America Regional Council (MARC), we are pleased to invite you to participate in an opinion survey for the Leavenworth County Transit Plan. The plan is funded...  
[LEAVENWORTHTRANSIT.DIGICATE.COM](http://LEAVENWORTHTRANSIT.DIGICATE.COM) [Learn More](#)

👤 5,493 people reached [Boost Post](#)

👍 Like    💬 Comment    ➦ Share

Jerry King Sr., Phyllis Haganey and 7 others Chronological ▾

3 Shares

**Doelle Peters** I think it's a great idea.  
Like · Reply · Message · October 27, 2017 at 9:29am

**Mike Kerstin Enloe** We need more transit everywhere,if I had a good transit System I would use it  
Like · Reply · Message · October 27, 2017 at 10:37am

**Phil Chiles** I would like to see the roads upgraded that have already been promised! I can do my own "Transiting".  
Like · Reply · Message · 2 · October 28, 2017 at 3:24pm

**Mindy McCabe Danberry** Wonder if this means ALL OF LEAVENWORTH COUNTY, or just the northern half?  
Like · Reply · Message · October 30, 2017 at 6:38am

**Leavenworth County Transit Plan** The study area includes the entire county.  
Like · Reply · November 10, 2017 at 10:01am

**Mindy McCabe Danberry** Yeah!  
Like · Reply · Message · November 10, 2017 at 12:38pm

Write a reply...

**Eileen Parks** I don't want to pay for it  
Like · Reply · Message · October 30, 2017 at 8:59pm

**Ben Stephens** But you don't even know the cost.  
Like · Reply · Message · November 10, 2017 at 12:23pm

**Eileen Parks** i don't care  
Like · Reply · Message · November 10, 2017 at 7:02pm

Write a reply...

**Phyllis Haganey** I dont need it but so many others do if only to buy groceries. Years ago they use to have a bus similar to greyhound people. Could flag down and stop to go into kansas city.  
Like · Reply · Message · 1 · November 10, 2017 at 6:25pm

Write a comment...

Press Enter to post.



**APPENDIX D | FUNDING PROGRAMS**

## **Federal Funding Programs:**

### Section 5307 Urbanized Area Formula Grant

As the designated recipient of Federal Transit Administration funding, the Kansas City Area Transportation Authority (KCATA), whose jurisdiction includes Leavenworth County, is awarded an annual formula grant allocation from the Federal Transit Administration to support transit related activities within Cass, Clay, Jackson and Platte Counties in Missouri, and Johnson, Leavenworth and Wyandotte Counties in Kansas. This funding is targeted to capital expenditures and is not generally available for use as operating assistance. It can, however, be used to cover certain preventive maintenance expenses associated with the operation of the transit vehicle fleet. As a result, under certain circumstances this funding could, in effect, be used to reduce the operating expenses associated with the operation of transit service in Leavenworth County. Under ideal circumstances this funding, if available to support service operations in Leavenworth, would likely cover less than 20% of the net operating expense after passenger fare revenues are applied. The next step to potentially acquire this funding would require negotiation with the KCATA to determine if funds would be available to the City of Leavenworth.

### Section 5311 Rural Area Formula Grant

The Kansas Department of Transportation (KDOT) is awarded an annual formula grant from the Federal Transit Administration to support its Statewide Rural Transit Program. In addition, State funding supplements the total available program funding. Funding is awarded to local transit programs through a competitive application process. Leavenworth County, any City within the County or any agency such as the KCATA acting on behalf of the County or the city would be eligible to apply for funding through this program. The Federal funds that are available can be used to cover 50% of the net operating expenses after passenger fare revenues are applied and KDOT will provide funding to cover an additional 20% of the total net operating expense, meaning that 70% of net operating expenses could be covered through this program. The probability of a successful application for funding is high, making this a very attractive option for supporting transit service within Leavenworth County. The next step for this funding opportunity would be to explore submitting an application with KDOT to confirm the city's eligibility for the 5311 program. The process would include the submission of an application for funding to KDOT in the Autumn of 2018 with an award expected in early 2019. The City would also need to determine if they would need to engage KCATA as the sponsoring agency for this application.

### Congestion Mitigation/Air Quality Program

The Mid-America Regional Council (MARC) administers the regions Congestion Mitigation/Air Quality Program, which is supported by a funding allocation from the Federal Highway Administration. This funding is available to help offset the operating expenses associated with transit services that can demonstrate a benefit to the regions air quality and/or traffic congestion management. The transit service alternatives described in this report would be eligible to receive operating assistance through this program. Program funding is awarded through a competitive application process administered by MARC. Funding can be used to cover up to 50% of net operating expenses, but the use of these funds is limited to three years. The probability of a successful application is moderate at best as requests for funding typically exceed the funding available. This next step would be to coordinate with MARC to understand the timing of the next funding cycle and determine if submitting an application would be an opportunity for the City.

## **Local Funding:**

Once a Federal funding program is determined to fit the City of Leavenworth, the local funding match could vary by program. For example if using Section 5311 Rural Area Formula Grant funding, a local match of 30% would be required. Options for local match sources are outlined below.

### City/County Funding

The most common source of local funding support for transit programs is from local government. City/County funding can come from a variety of sources within the local government financial structure. These typically include, but are not limited to, the following:

- General Revenues
- Dedicated Sales Taxes
- Dedicated Property Taxes
- Special Assessments
  - Improvement Districts

### Private Funding

Local funding support can also come from private sources. Examples include the following:

- Business Participation
  - Direct Contribution
  - Employer Fare Subsidies
- Educational Institutions
  - Student Fee Assessments

## **Fare Revenue (User Fees):**

Revenue derived from fares, or user fees, charged for the use of the service offset a portion of the operating expenses associated with the service. User fees derived from the types of services described in this report will not be sufficient to cover the entire operating expense, thus the need for funding subsidies as described above. The percentage of operating expense covered by passenger fares (user fees) is obviously a function of the number of users and the established fare price. Fare price would be determined based on maximizing cost recovery. Fares would likely fall within the \$1.50 to \$2.00 range and could be expected to generate revenue sufficient to offset 8% to 15% of the operating expense.

**APPENDIX E | PUBLIC CORRESPONDENCE**



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FW: Leavenworth Transit Plan

From: Chris Shove <chris.shove@the27committee.com<mailto:chris.shove@the27committee.com>>  
Date: November 20, 2017 at 10:42:27 AM CST  
To: "sstrate@kcata.org<mailto:sstrate@kcata.org>" <sstrate@kcata.org<mailto:sstrate@kcata.org>>  
Cc: "Dagmar.Wood@co.platte.mo.us<mailto:Dagmar.Wood@co.platte.mo.us>"  
<Dagmar.Wood@co.platte.mo.us<mailto:Dagmar.Wood@co.platte.mo.us>>, "'Mark Loughry'"  
<mloughry@leavenworthcounty.org<mailto:mloughry@leavenworthcounty.org>>, Paul Kramer  
<pkramer@firstcity.org<mailto:pkramer@firstcity.org>>, Scott Wagner  
<Scott.Wagner@kcmo.org<mailto:Scott.Wagner@kcmo.org>>, "rudy.klopfer@va.gov<mailto:rudy.klopfer@va.gov>"  
<rudy.klopfer@va.gov<mailto:rudy.klopfer@va.gov>>, Dewayne Knott  
<louisa3@earthlink.net<mailto:louisa3@earthlink.net>>, "Sen. Steve Fitzgerald"  
<fitz\_steve@hotmail.com<mailto:fitz\_steve@hotmail.com>>,  
"Ken.Wilson@house.mo.gov<mailto:Ken.Wilson@house.mo.gov>"  
<Ken.Wilson@house.mo.gov<mailto:Ken.Wilson@house.mo.gov>>, "BURKS, JOSEPH L."  
<JOSEPH.BURKS@va.gov<mailto:JOSEPH.BURKS@va.gov>>, Perry Wiggins  
<wiggins.perry.l@gmail.com<mailto:wiggins.perry.l@gmail.com>>, "Driskill, Joe"  
<joe.driskill@ded.mo.gov<mailto:joe.driskill@ded.mo.gov>>  
Subject: Leavenworth Transit Plan

Shawn,

I am a disabled Veteran living in the Northland and work in Leavenworth currently in a wheelchair. Due to the lack of public transportation in the Northland - Leavenworth I am unable to make it to the transit needs meeting Nov 20 at 1pm at the Riverfront Community Center in Leavenworth.

I am also the US Veterans Affairs appointed volunteer co-chair of the Kansas & Missouri Community Veterans Engagement Board as well as Executive Director of the 27 Committee that works closely with leadership of Fort Leavenworth. I submit to you the lack of public transportation between the two major nodes of commuting by Veterans and military personnel (Leavenworth & Platte Counties) is a serious obstacle that can cause medical and economic problems for Platte and Leavenworth County residents.

A significant percent of 10,000 soldiers working at Fort Leavenworth live in Platte County. Furthermore, the US Veterans Affairs Medical Center in Leavenworth is responsible for the medical care of Veterans in Leavenworth & Platte Counties. The Commanding General of the Army National Guard 35th Infantry Division Headquarters in Leavenworth now deployed in the Middle East said he may have to move their exercises to Texas to compensate for the lack of regular public transportation between Platte & Leavenworth counties. That represents hundreds of soldiers using Platte County hotel rooms, restaurants and stores. Also, the American Legion posts in both the Northland and Leavenworth are concerned about this obstacle to Veterans health care.

Sincerely,

Dr. Chris Shove

Executive Director

The 27 Committee Inc.

518 Shawnee St.

Leavenworth, KS

1-816-379-8638