

Build Kansas Fund | Fiscal Year 2026

Application Package | Memo



To: Representative Troy Waymaster, Chair, Build Kansas
Advisory Committee
Chardae Caine, Kansas Legislative Research Department
Shauna Wake, Office of the Kansas State Treasurer

From: Shawn Wesner, Executive Director, Kansas InfrastructureHub

RE: **2026-197-MARC Unified Government of Wyandotte County and Kansas City, Kansas**

Date: July 16, 2026

Attached, please find an application made to the Build Kansas Fund by the Unified Government of Wyandotte County and Kansas City, Kansas. The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 24 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-8. Page 9 provides the table of funding sources and zip codes served by the project.
- Attachments – Project narrative and attachments, pages 10-24.

Project Overview

The Unified Government of Wyandotte County and Kansas City, Kansas seeks funding from the U.S. Department of Transportation for funding available through the Safe Streets and Roads for All (SS4A) program for their Wyandotte County Catalyst Safety Projects which includes the implementation of roadway and multimodal safety improvements at high-risk corridors and intersections across Wyandotte County.

This opportunity is a discretionary IIJA program with a local match requirement of 20% of the total project cost. The entity is requesting \$3,747,311.00 from the Build Kansas Fund, and is providing a local cash match of \$197,226.89. This request has the potential to unlock \$15,778,151.55 in federal funds, for a total project cost of \$19,722,689.44.

The deadline was May 26, 2026, and this Build Kansas Fund application was received on May 6, 2026.

Previously Awarded BKF

Program/Fiscal Year	BKF Amount	Federal Award Status	BKF Status
N/A	N/A	N/A	N/A

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on July 8, 2026 following a successful completeness check. The Steering Committee **RECOMMENDS APPROVAL** of Build Kansas Funding to the Build Kansas Advisory Committee for final advice.

Build Kansas Fund | Fiscal Year 2026

Application Package | Coversheet



Build Kansas Fund Application Number	2026-197-MARC		
Applicant Name	Unified Government of Wyandotte County and Kansas City, Kansas		
Application Date Received	5/6/2026		
Project Name	Wyandotte County Catalyst Safety Projects		
Project Description	Implement targeted roadway and multimodal safety improvements at high-risk corridors and intersections across Wyandotte County to reduce fatal and serious injury crashes and improve safety for all roadway users.		
Entity Type	County Government		
Economic Development District (EDD)	MARC		
Infrastructure Sector(s)	Transportation		
IIJA Program	Safe Streets and Roads for All (SS4A)		
IIJA Program Type	Discretionary		
Application Type	Implementation		
IIJA Application Deadline	5/26/2026		
Build Kansas Fund Request	\$3,747,311.00		
Technical Assistance Received	General	Yes ☒	No ☐
	IIJA Application	Yes ☒	No ☐
	Build Kansas Fund Application	Yes ☒	No ☐
Application Notes	Build Kansas Fund contribution of \$3,747,311.00 will unlock \$15,778,151.55 in federal IIJA funding, with a local cash contribution of \$197,226.89, for a total project cost of \$19,722,689.44.		
Previously Awarded BKF Applications (If Applicable)	Program/FY	BKF Amount	Status
	N/A	N/A	N/A
Steering Committee Funding Recommendation	7/8/2026 Recommend ☒ Declined ☐		
Advisory Committee Funding Recommendation	7/16/2026 Recommend ☐ Declined ☐		

Title	Unified Government of Wyandotte County and Kansas City, Kansas	05/07/2026
	by Anthony Gallo in Build Kansas Fund Application	id. 54056509
	anthony.gallo@kimley-horn.com	

Original Submission	05/07/2026
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Score	n/a
Part 1: Applicant Information	
The name of the entity applying for the Build Kansas Fund:	Unified Government of Wyandotte County and Kansas City, Kansas
Project Name:	Wyandotte County Catalyst Safety Projects
Entity type:	County Government
Entity Population:	169245
Applicant Contact Name:	Anthony Gallo
Applicant Contact Position/Title:	Consultant
Applicant Contact Telephone Number:	+18162816429
Applicant Contact Email Address:	anthony.gallo@kimley-horn.com
Applicant Contact Address:	805 Pennsylvania Avenue
Applicant Contact Address Line 2 (optional):	Suite 150

Applicant Contact City: Kansas City

Applicant Contact State: Missouri

Applicant Contact Zip Code: 64105

Is the Project Contact the same as the Applicant Contact? No

Project Contact Name: Alyssa Marcy

Project Contact Position/Title: Long Range Community Planner

Project Contact Telephone Number: +19135735755

Project Contact Email Address: amarcy@wycokck.org

Project Contact Address: 701 N 7th Street

Project Contact Address Line 2 (optional):

Project Contact City: Kansas City

Project Contact State: Kansas

Project Contact Zip Code: 66101

Part 2: Build Kansas Fund - Eligibility Criteria

Certify that you are pursuing an Infrastructure Investment and Jobs Act (IIJA) funding opportunity for which your entity is eligible: Yes

Certify that the Infrastructure Investment and Jobs Act (IIJA) funding opportunity you are pursuing has a required non-federal match component:

Yes

What is the primary county that the project will occur in?

Wyandotte County

The Build Kansas Fund is intended to support Kansas-based infrastructure projects. Please provide a list of all the zip codes this project will be located in, along with an estimated percent [%] of the project located in that zip code. For example, if seeking funding for road infrastructure, provide a rough percent of the roads expected in each zip code:

[Zip Code Percentage.xlsx](#)

Part 3: Infrastructure Investment and Jobs Act (IIJA) - Grant Application Information Please Note: This information is related to the federal Infrastructure Investment and Jobs Act (IIJA) funding opportunity to which you will apply. This is NOT information for the Build Kansas Match Fund.

Please enter the Infrastructure Investment and Jobs Act (IIJA) funding opportunity title that the entity is applying for:

Safe Streets and Roads for All (SS4A) Implementation Grant 2026

What is the funding agency for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

U.S. Department of Transportation

What is the Assistance Listing Number (ALN) for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

20.939

What is the federal application due date for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

5/26/2026

Application Type: Implementation

What is the federal fiscal year for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

2026

Enter the amount of funding being applied for, from the Infrastructure Investment and Jobs Act (IIJA) funding opportunity:

\$15,778,151.55

Enter the total project cost:

\$19,722,689.44

Enter the required non-federal match percentage:

20%

Part 4: Build Kansas Fund - Match Application Information Beginning in July 2024 and moving forward, eligible applicants are expected to contribute a portion of the non-Federal match requirement. This contribution can be in the form of cash and/or in-kind contributions. The goal is to demonstrate the applicant's commitment to the project. The contribution should be significant enough relative to the Build Kansas Fund request. For a local public entity, 5% of the non-federal match is a good guideline, but not a requirement. See Build Kansas Fund Program Guidance for exceptions and more information.

Enter the non-federal cash match amount being requested from the Build Kansas Fund:

\$3,747,311.00

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable:

Enter the estimated value of the non-federal in-kind match amount being provided by the eligible applicant, if applicable:

Expected breakdown of funding sources to support the project: Enter the funding source and projected amount from each source to support this project:

[Kansas+DOT+table_V2.xlsx](#)

Part 5: Build Kansas Fund - Means Test and Eligible Applicant Match

What other available funding sources that are currently planned to go unused by your entity will be leveraged for this project?

Large development fund (from a single project source).

Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies be used for the non-federal match?

N/A

What other sources of in-kind match will be leveraged for this project? Please list and include the actual or estimated value of each.

N/A

What other funding sources (local, federal, or non-federal) will be used for this match?	Large development fund (from a single project source).
Describe your efforts to find other available funding sources for this project:	The Unified Government of Wyandotte County and Kansas City Kansas' (the UG's) justification is asking for an exception to the local contribution for Build Kansas Fund cost share expectation. The documentation for this request is included as an attachment below in Part 6; to summarize: • In alignment with Build Kansas Fund guidance, this application is a collaboration between the UG, the City of Bonner Springs, the City of Edwardsville, and the Kansas City, Kansas Police Department (KCKPD). Collaborative applications or regional projects may be considered for an exclusion on a case-by-case basis. • The transportation safety infrastructure projects noted in the application are located in low-income communities; the UG faces a significant structural deficit in its general fund that limits its ability to make necessary investments in transportation safety. • The projects noted in the application have been developed to maximize competitiveness for a federal award, with a focus on implementation readiness, institutional coordination, and public and stakeholder support. • The Mid-America Economic Development District, in which Wyandotte County is located, is one of the economic engines of the state and features a growing economy and population. Despite this, the region is one of several that has not yet reached BKF's stated \$10 million investment level for state match dollars.

Part 6: Additional Information

Please upload a draft or final version of the Infrastructure Investment and Jobs Act (IIJA) program grant application associated with this request OR an executive summary providing an overview of the project:

[UG_SS4A_Implementation_Grant_Executive_Summary.docx](#)

[UG_SS4A_Implementation_Grant_Local_Match_Exception_Justification.docx](#)

Provide any additional information about this project not covered in previous sections of this application (optional):

Part 7: Terms and Conditions

Understanding of Fund Release Requirements:	checked
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Understanding of Use checked
of Funds:

Understanding of checked
Reporting
Requirements:

Authority to Make checked
Grant Application:

Persons and Titles: Anthony
The following Gallo
persons are
responsible for
making this Build
Kansas Fund
application.

Position/Title: Consultant

Additional: Alyssa
 Marcy

Position/Title: Long Range Community Planner

Additional:

Position/Title:

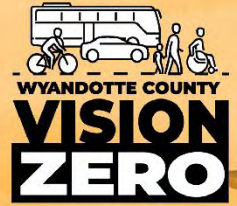
Additional:

Position/Title:

Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$3,747,311.00	19.00%
Eligible Applicant Cash Match	\$197,226.89	1.00%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
IIJA Federal Funds (applied for)	\$15,778,151.55	80.00%
Additional Project Contribution (if applicable)	\$0.00	0.00%
TOTAL PROJECT COST	\$19,722,689.44	100.00%

Project Match	Amount	% of Match
Build Kansas Funds	\$3,747,311.00	95.00%
Applicant Contribution	\$197,226.89	5.00%
TOTAL MATCH	\$3,944,537.89	100.00%

Zip Code	% of project in zip code
66118	20%
66103	20%
66102	20%
66111	20%
66012	20%
	100% In Kansas



WYANDOTTE COUNTY

Catalyst Safety Projects

Safe Streets and Roads for All Grants Program
Application - Implementation

May 26, 2026



Overview

The Unified Government of Wyandotte County and Kansas City, Kansas (the UG), on behalf of its partner cities of Bonner Springs and Edwardsville, as well as the Kansas City, Kansas Police Department (KCK PD), is pleased to submit this application for the Wyandotte County Catalyst Safety Projects (the Project) for \$15.8 million in funding through the Safe Streets and Roads for All (SS4A) Implementation Grant program. This Project will provide critical safety infrastructure improvements at five targeted high-crash and high-risk locations across the County, paired with targeted enforcement and technology enhancements.

Wyandotte County is a vibrant community in the Kansas City metropolitan area, with varying contexts: an urban core to the east, industrial land uses along the Missouri and Kansas Rivers, suburban neighborhoods in the center of the county, and rural areas in the western portion of the county. Between 2014 and 2023, 215 crashes were fatal and 802 resulted in serious injuries in Wyandotte County—more than 1,000 fatal or serious injury crashes over a decade and an average of over 100 per year. Transportation safety has emerged as a top priority for the County to reverse this trend. In 2022, the County adopted its first mobility strategy, goDotte, which emphasized that the County’s roadway network is overbuilt, leading to an unsafe environment conducive to speeding, among other issues. To begin addressing these issues, one of the highest priority recommendations of goDotte was to adopt a Vision Zero Action Plan (VZAP).

Wyandotte County adopted the VZAP in Spring 2026 following award of an SS4A Planning Grant in 2022. The VZAP, which was a county-wide effort, includes a comprehensive crash and safety analysis, culminating in the development of a High Injury Network (HIN) and High Risk Network (HRN); a robust public and stakeholder engagement process; policy analysis and recommendations; a toolbox of safety projects and data-driven strategies; and an implementation plan.

Based on the analysis completed as part of the VZAP, including identification of priority safety projects, the County has developed the Wyandotte County Catalyst Safety Projects. The Project will fund infrastructure improvements and enhanced enforcement in five locations throughout Wyandotte County, targeting locations on the HIN and HRN to reduce the greatest amount of fatal and serious injury (FSI) crashes. The selected treatments aim to address the top safety concerns identified in the VZAP, with a focus on implementing low-cost, high-impact interventions to best use resources.

Top safety concerns identified in the VZAP:

- Intersections: 44% of FSI crashes
- Roadway Departure: 42% of FSI crashes
- Speeding: 35% of FSI crashes
- Unrestrained Occupants: 35% of FSI crashes
- Young Drivers: 34% of FSI crashes
- Impairment: 21% of FSI crashes
- Vulnerable Road Users: 17% of FSI crashes

Project Location

Wyandotte County, Kansas, is within the Kansas City metropolitan area and has varying land use contexts. The eastern portion of the county is urban with industrial areas along the Missouri and

Kansas Rivers. In the center of the county are mostly suburban land uses with a concentration of new development around the Kansas Speedway and future home of the Kansas City Chiefs. To the west are less dense, rural land uses and recreational areas. Wyandotte County is largely comprised of Kansas City, Kansas (KCK), while the partner cities of Bonner Springs, Edwardsville, and Lake Quivira—supporting this grant application—are located in the southwestern portion of the county along the Kansas River.

These varying land use contexts result in a range of transportation challenges, requiring tailored solutions to best address each area’s unique issues. The project areas included are some of the most challenging roadways and intersections in Wyandotte County; all project areas are located on the HIN and/or HRN and four of the five project areas overlap with Areas of Persistent Poverty (APP). The projects are listed below and shown in Figure 1.

- **Southwest Blvd from Mission Rd to 31st St:** High activity corridor in KCK with several industrial and commercial destinations.
- **18th St from Pacific Ave to Central Ave:** Roadway in KCK that connects I-70 and US-69 to a busy commercial corridor through a residential neighborhood.
- **James St from 3rd St to Central Ave:** Roadway in an industrial area of KCK near the state line with known drag racing and speeding concerns.
- **Front St/Loring Ln from Kaw Dr to Stillwell Rd:** Rural-to-urban transition roadway that connects to downtown Bonner Springs.
- **Intersection of K-32 & 98th St:** Intersection in a transitional area between rural residential and industrial land uses located adjacent to an at-grade railroad crossing.

The Project includes the following characteristics that make it an ideal SS4A program investment:

- **Fatal and serious injury crash history:** The project areas were selected to address some of the most dangerous roadways and intersections in Wyandotte County. Combined, these projects saw five fatal and fourteen serious injury crashes between 2019 and 2023.
- **HIN and HRN coverage:** All project areas are located on the HIN, HRN, or both networks, reflecting the UG’s priority in addressing these problematic roadways. The projects will make improvements along approximately 2.5 miles of the HIN and 1 mile of the HRN, additionally addressing 5 HIN intersections and 5 HRN intersections.
- **Collaborative, countywide effort:** The selected project areas are located throughout Wyandotte County, reflecting the collaborative spirit of the Wyandotte County VZAP. The projects were identified with guidance from the VZAP Steering Committee, made up of community stakeholders. This application is supported by the UG’s partner cities of Bonner Springs, Edwardsville, and Lake Quivira.
- **Enhanced enforcement:** In addition to the roadway and intersection improvements, the project also aims to improve law enforcement efforts in the three project area locations in KCK by funding equipment and targeted operations activities. Funding for operations will only fund enforcement activities in the KCK project areas and will not be used to replace KCK PD general operating funds.

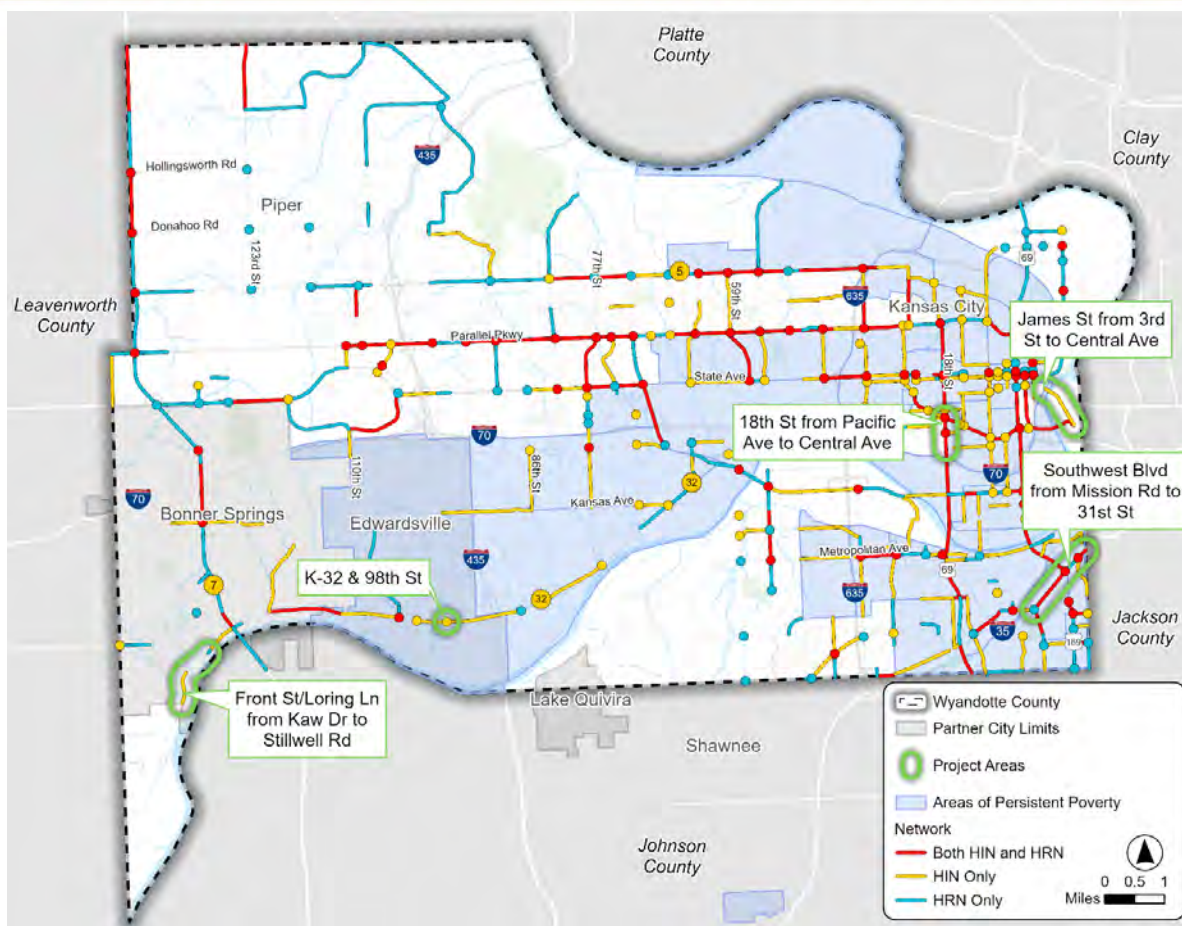


Figure 1: Project Areas, Areas of Persistent Poverty, and Wyandotte County HIN and HRN

Response to Merit Criteria

1. Safety Need

Between 2014 and 2023, there were 215 fatal crashes and another 802 resulting in serious injuries in Wyandotte County. FSI crashes have been on the rise in Wyandotte County since 2014, reaching a high of 110 in 2023. This concerning trend points to a need for interventions on the County's most dangerous roadways so that the County can meet its goal of eliminating deaths and serious injuries.

VZAP Process

Wyandotte County adopted its VZAP in Spring 2026, following a multi-year process of crash and safety data analysis, policy review, and public and stakeholder engagement. The data-driven VZAP identified seven safety focus areas that represent the factors that contribute the most to fatal and serious injuries (FSI) and otherwise dangerous roadways:

- Intersections: 44% of FSI crashes
- Roadway departure: 42% of FSI crashes
- Speeding: 35% of FSI crashes
- Unrestrained occupants: 35% of FSI crashes
- Young drivers: 34% of FSI crashes
- Impairment: 21% of FSI crashes
- Vulnerable road users: 17% of FSI crashes

In addition to the safety focus areas listed above, the VZAP identifies a High Injury Network (HIN), based on severe crash history, and a High Risk Network (HRN), based on roadway attributes that correlate with a greater risk of crashes. Combined, these networks represent the roadways and intersections that are the highest priority for the County. All project areas are located on one or both of these networks, as shown in Figure 1.

The VZAP included a prioritization effort that identified a list of locations throughout the County that are the highest priority to address. Using a data-driven approach, the prioritization framework evaluated presence on the HIN and HRN, fatal and serious injury crash history, VRU crash history, public comments, and potential coordination with other public works projects. From this list, the five project areas included in the Project were selected based on input from the VZAP Steering Committee and partner cities.

Project Areas

The safety needs and issues for each project area are described below. Project areas are depicted in Figure 1.

High Injury Network scoring was based on:

- Observed Crash Rate
- Critical Crash Rate
- Equivalent Property Damage Only (crash costs)
- VRU crash history

High Risk Network scoring was based on:

- Land use context
- Traffic volume
- Lane width
- Functional classification
- Speed limit
- Segment length
- Intersection control
- Number of intersection approaches

Southwest Boulevard from Mission Road to 31st Street (KCK)

This 1.3-mile segment is located in the Rosedale neighborhood of KCK in the southeasternmost area of the county. Southwest Boulevard is a four-lane roadway that carries nearly 12,000 vehicles daily and serves several commercial and industrial destinations, as well as connecting to downtown KCK, downtown Kansas City, Missouri, the University of Kansas Medical Center, and The University of Kansas Hospital.

Key safety issues in this project area include:

- 388 total crashes between 2014 and 2023, with four resulting in serious injuries.
- High concentration of crashes, particularly those involving people walking and biking, at the intersection between Southwest Boulevard and 7th Street/Rainbow Boulevard. This intersection has challenging geometry and sightlines due to the 7th Street Bridge and Rainbow Boulevard curve south of the intersection.
- Crashes at driveways and intersections due to poor access management combined with a high concentration of businesses and industries.
- Significant amount of non-intersection, rear-end crashes, signaling issues with driver inattention and speeding.
- Angle-side impact and rear end crashes dominate the segment between Rainbow Boulevard and Mission Road, again demonstrating concerns with access management.

18th Street from Pacific Avenue to Central Avenue (KCK)

18th Street serves as a major connection between I-70/US-69 and the Central Avenue corridor (just west of downtown KCK), which is a popular destination for dining, shopping, and

community events. The existing roadway is four lanes with a center turn lane and on-street parking for some stretches. This segment of 18th Street runs through a primarily residential area before reaching Central Avenue, though there is an Army National Guard Office located on the corridor.

Key safety issues in this project area include:

- 368 crashes between 2014 and 2023, with three resulting in serious injuries.
- Inconsistent lane widths and on-street parking can cause driver confusion, leading to collisions.
- Rear end and sideswipe crashes are the most common, suggesting issues with speeding and poor lane delineations.
- Roadway departure is prevalent on the corridor, likely due to high-speed travel as drivers exit I-70 and US-69 and transition from a highway to a neighborhood context.

James Street from 3rd St to Central Avenue (KCK)

This four-lane roadway is located in a largely industrial area of KCK near the confluence of the Kansas and Missouri Rivers. The segment included in the Project begins at the southern end of the James Street Bridge and extends south to Central Avenue.

Key safety issues in this project area include:

- 118 crashes between 2014 and 2023, with four resulting in a fatality.
- Law enforcement officers report frequent instances of speeding and illegal street racing along this roadway. Its width and low traffic volumes make it appealing for these dangerous activities.
- Complex roadway geometry with the curve approaching the bridge over the Kansas River, creating sightline challenges.
- Some truck traffic associated with adjacent industrial uses.

Front Street/Loring Lane from Kaw Drive to Stillwell Road (Bonner Springs)

This one-mile segment is located in Bonner Springs in the southwestern corner of the County. The four-lane roadway (which transitions to two lanes at the south end) connects industrial and rural residential areas to downtown Bonner Springs, a walkable mixed-use district.

Key safety issues in this project area include:

- 11 crashes between 2014 and 2023, with one resulting in a serious injury and one resulting in a fatality.
- Need for more pedestrian-friendly infrastructure in downtown Bonner Springs. This downtown sees a lot of activity but is not very safe or comfortable for pedestrians, as noted in the City's 2024 Downtown Master Plan.
- Roadway departure and speeding concerns along the southern portion of Front Street/Loring Lane. The roadway is wide with several curves, leading to drivers going faster than they should on the curves and running off the road.

K-32 & 98th Street (Edwardsville)

The intersection of K-32 and 98th Street in Edwardsville is located between a rural residential area and major industrial park. K-32 is a state route that carries over 14,000 vehicles per day

from the westernmost part of Wyandotte County east to downtown KCK. K-32 is a four-lane roadway with a center turn lane, and 98th Street is a two-lane roadway. There is an at-grade railroad crossing immediately south of the intersection.

Key safety issues in this project area include:

- 17 crashes between 2014 and 2023.
- Two-way stop-controlled, wide intersection with heavy traffic, leading to a high rate of angle-side impact crashes.
- Significant truck traffic and truck turning movements heading to the industrial park. These larger vehicles require more space to make their turns, but also can lead to conflicts with smaller vehicles that are less visible.
- Frequent closures of 98th Street associated with the Union Pacific Railroad immediately to the south. The latest FRA inventory identifies 42 trains per day at this dual-track crossing.

2. Safety Impact

The County developed a “countermeasure toolbox” as part of its VZAP that contains proven safety countermeasures targeted at reducing crashes related to the safety focus areas described previously. The Project includes a selection of these countermeasures, which were sourced from the FHWA Proven Safety Countermeasures, NHTSA Countermeasures That Work, Crash Modification Factor (CMF) Clearinghouse, Public Right-of-Way Accessibility Guidelines (PROWAG), and the National Association of City Transportation Officials (NACTO).

Effective Practices and Strategies

As mentioned, all project areas are located on the Wyandotte County High Injury Network, High Risk Network, or both. The specific strategies included in the Project are all proven to reduce crash risk, particularly for fatal and serious injury crashes. Most strategies deliver a high impact for a relatively low cost of implementation. The strategies included in the Project are presented below.

Strategy	Effectiveness
Access management¹	Up to 31% reduction in fatal and injury crashes along urban and suburban arterials
Accessible pedestrian signal²	Estimated 52% reduction in fatal and injury crashes
Advance warning signs²	Estimated 35% reduction in angle crashes
Centerline markings²	Estimated 100% reduction in injury crashes
Crosswalk visibility enhancements (curb extensions, reduced curb radii, and high visibility crosswalks)³	Up to 48% reduction in crashes
Dedicated left-turn lanes¹	Up to 36% reduction in fatal and injury crashes for a positive offset left-turn lane
Edgeline markings¹	Wider edgelines can reduce non-intersection, fatal and injury crashes on rural, two-lane roads by up to 37%
Enhanced delineation for horizontal curves¹	Chevron signs can reduce nighttime crashes by up to 25% and non-intersection fatal and injury crashes by up to 16%

Strategy	Effectiveness
<u>Leading pedestrian interval</u> ¹	Up to 13% reduction in pedestrian-vehicle crashes at intersections
<u>Lighting</u> ¹	Up to 38% reduction in nighttime crashes at rural and urban intersections
<u>Longitudinal rumble strips (shoulder)</u> ¹	Up to 51% reduction in single vehicle, run-off-road fatal and injury crashes on two-lane rural roads
<u>Medians and pedestrian refuge islands</u> ¹	Medians with marked crosswalks can lead to a 46% reduction in pedestrian crashes. Pedestrian refuge islands can lead to a 56% reduction in pedestrian crashes
<u>Narrowed lanes</u> ²	Narrowing lanes from 12 feet to 11 feet reduces crashes by an estimated 24%
<u>Raised median</u> ²	Estimated 71% reduction in crashes
<u>Roadway reconfiguration</u> ¹	A four-lane to three-lane roadway reconfiguration can reduce crashes by up to 47%
<u>Rectangular Rapid Flashing Beacon (RRFB)</u> ¹	Up to 47% reduction in pedestrian crashes
<u>Shared use path</u> ²	Estimated 25% reduction in vehicle/bicycle crashes
<u>Sidewalk</u> ¹	Up to 89% reduction in crashes involving pedestrians walking along roadways
<u>Systemic application of multiple low-cost countermeasures at stop-controlled intersections</u> ¹	Up to 10% reduction in fatal and injury crashes across all locations. Up to 27% reduction in fatal and injury crashes at rural intersections

¹ FHWA Proven Safety Countermeasures

² CMF Clearinghouse

³ FHWA STEP Guide

Proposed Safety Improvements

The safety issues identified under Safety Need are addressed through the following proposed improvements by project area, all of which are proven strategies for reducing crashes.

Project Area	Proposed Improvements
Southwest Blvd from Mission Rd to 31st St	• 12-foot shared-use path on south side of roadway • Curb extensions and narrowed curb radii at intersections • Roadway reconfiguration to reallocate space for other modes and calm traffic • Access management, including driveway consolidation • Three new/improved mid-block crossings with RRFBs and advance warning signs • Improved sidewalk on north side of roadway • High visibility crosswalks, accessible pedestrian signals, and leading pedestrian intervals • Retroreflective signal backplates • Improved street lighting
18th St from Pacific Ave to Central Ave	• Enhanced pavement markings for lane delineations • Curb extensions and narrowed curb radii at intersections • Narrowed roadway lanes

Project Area	Proposed Improvements
	• High visibility crosswalks, accessible pedestrian signals, and leading pedestrian intervals • Retroreflective signal backplates • Access management, including driveway consolidation
James St from 3rd St to Central Ave	• Roadway reconfiguration to reallocate space for other modes and calm traffic • 12-foot shared-use path on north side of roadway • Curb extensions and narrowed curb radii at intersections • New sidewalk on south side of the street • Enhanced signage on curve approach • Enhanced pavement markings (centerline, edgeline, and at intersections) • Access management, including reduction of driveway widths • High visibility crosswalks and accessible pedestrian signals • Retroreflective signal backplates • Improved street lighting
Front St/Loring Ln from Kaw Dr to Stillwell Rd	• Roadway reconfiguration to convert the roadway to a three-lane section from Kaw Dr to the creek bridge • 12-foot shared-use path on the north side of roadway from Kaw Dr to the creek bridge • Access management, including raised medians to create right-in-right-outs (RIROs) • Enhanced pavement markings (centerline, edgeline, and at intersections) • Longitudinal rumble strips and post delineators at the roadway curve • Reduced curb radii at intersections • High visibility crosswalks, accessible pedestrian signals, and leading pedestrian intervals • Retroreflective signal backplates
K-32 & 98th St	• Narrowed lane widths from 12 feet to 11 feet on the intersection approaches • Raised medians • Left-turn pockets • Access management, including driveway consolidation • Reduced curb radii that still accommodate truck traffic • Flashing advanced intersection warning signs on K-32 • Enhanced signage and pavement markings

In addition to the infrastructure improvements described above, the Project also includes targeted enforcement activities and equipment to be used in the three project areas in KCK:

- Funds for targeted enforcement

- Customized message sign
- Speed trailer
- Speed radars (handheld and fixed)
- Speed cameras and associated fiber infrastructure
- Stop sticks and grapplers

This equipment and additional funding will allow KCK PD to better conduct enforcement activities in the project areas, complementing the infrastructure improvements to improve safety from all angles. Grant funds are not being used to replace general operating funds.

3. Implementation Costs

The estimated total cost of the Project is \$19.7 million. Wyandotte County is requesting 80 percent of this amount (\$15.8 million) in SS4A funding, with the remaining 20 percent (\$3.9 million) to be funded through state and local sources. The local match will be covered by the Build Kansas Fund, which provides state matching funds for entities applying for infrastructure-related grant programs. The project budget includes construction costs; project development costs including final design and engineering, community engagement, and NEPA approval; enforcement equipment and activity funds; plus additional allowances for contingency and inflation. Estimated quantities were established for cost estimating purposes and may change as the project works through the engineering and installation phases.

Project Area	Total Cost (Rounded to nearest \$1,000)
Southwest Blvd from Mission Rd to 31 st St	\$4,470,000
18 th St from Pacific Ave to Central Ave	\$518,000
James St from 3 rd St to Central Ave	\$2,128,000
Front St/Loring Ln from Kaw Dr to Stillwell Rd	\$1,713,000
K-32 & 98 th St	\$123,000
Total Construction/Enforcement Activity Cost	\$8,952,000
Project Development, Inflation, & Contingency	\$10,770,000
Total Implementation Project Cost Estimate	\$19,723,000*

**Total does not add up due to rounding.*

4. Engagement and Collaboration

The Wyandotte County VZAP, which was developed throughout 2025 and 2026, included a robust public and stakeholder engagement process. Over 6,000 people were reached through in-person and virtual methods to inform the identification of safety issues and solutions. The VZAP team collaborated with a Steering Committee made up of key stakeholders throughout the plan development, including in the identification of the locations in the Project. County partners will continue to build on these strong engagement efforts as it implements the project.

Demographic Analysis

The VZAP planning effort utilized demographic data to ensure fair engagement and representation throughout Wyandotte County. Quantitative crash data was cross-referenced with demographic indicators to target engagement efforts and qualitative themes were drawn from public surveys, an interactive map, and focused conversations with stakeholders representing voices from throughout the community.

Reaching people who live, work, or travel through Areas of Persistent Poverty (APP) and other disadvantaged communities was an emphasis for the VZAP, including targeted in-person engagement activities, demonstrating an effort to engage communities that have historically not been as involved in planning efforts. Additionally, the VZAP Steering Committee included community organizations that represent marginalized communities (for example, The Whole Person, which represents the disabled community). Using a variety of in-person and virtual strategies allowed the VZAP to reach people through the channels they are most comfortable with, ensuring that as many voices as possible are heard.

Meaningful Public Engagement

Learning from and listening to the community about their transportation safety concerns was a priority when developing the VZAP. Engagement efforts focused on meeting people in their communities through pop-up events and presentations at community group events throughout Wyandotte County. Between March 2025 and March 2026, the VZAP team engaged over 6,000 people through in-person and virtual methods.

500+ interactive map comments
2,400+ community survey responses
13 pop-up events
10+ presentations to community groups
13 literature drops
8 presentations to UG committees
3 presentations to partner cities
5 Steering Committee meetings

Below is a summary of key themes the VZAP team heard from the community and how the Project aims to address them. The prioritization process used to select the project areas incorporated public comments as well by prioritizing areas that received more comments.

Concern	How the Project Will Address the Concern
Pedestrian safety	- Added shared-use path in three of the project areas with buffer space to separate modes - New and/or widened sidewalk - New mid-block crossings with RFBs - Intersection improvements focused on pedestrian safety, such as accessible pedestrian signals, leading pedestrian intervals, and high visibility crosswalks
Enforcement & driver behaviors	- Specific funding for enforcement activities in the three project areas in KCK that are known for issues such as speeding and impairment - New enforcement equipment for KCK PD, including grapplers, stop sticks, and speed radar guns
Speeding	- Narrowed lane widths to calm traffic across all project areas - Enhanced enforcement, including speed cameras, in areas with known speeding issues, particularly illegal street racing
Sightlines and visibility	Curb extensions at intersections to improve visibility for and of pedestrians
Intersection safety	Major improvements to several key intersections throughout the county, including minor geometric changes and signage and signal upgrades

Concern	How the Project Will Address the Concern
	Low-cost, systemic improvements to minor intersections, such as high visibility crosswalks, advance warning signs, and enhanced pavement markings
Bicycle facilities	Added shared-use path in three of the project areas with buffer space to separate modes
Truck traffic	Improvements to a roadway and intersection that are in industrial areas and are tailored to safer truck and freight operations
Infrastructure maintenance	Infrastructure improvements that will mitigate issues caused by faded pavement markings, outdated signage, and poor road conditions

In addition to feedback collected through the VZAP effort, public input has been collected in the project areas through the following:

- Downtown Bonner Springs Master Plan (2024): Desire for Front Street to have more pedestrian and bicycle infrastructure, particularly to connect areas to the south to downtown.
- K-32 Tri-City Multi-modal Redevelopment Plan (2016): Concerns about the intersection of K-32 and 98th Street, especially related to lighting and pedestrian safety.
- Reimagine Rainbow: Rainbow Boulevard Complete Streets and Traffic Management Plan (2024): Pedestrian safety concerns at the Southwest Blvd and Rainbow Blvd intersection, largely due to the wide crossing distances and lack of buffer space.

Stakeholder Engagement and Leveraging Partnerships

Stakeholder engagement was instrumental in developing the VZAP and the Project. The VZAP team established a Steering Committee to guide the development of the plan. Members of the Steering Committee included representatives from the UG such as the Health Department, KCK PD, and KCK Fire; school districts in KCK and partner cities; and several community organizations. This group met five times throughout the development of the plan and provided valuable direction and local perspective.

The Wyandotte County VZAP is a collaboration between the UG and its partner cities of Bonner Springs, Edwardsville, and Lake Quivira. The VZAP team met with representatives from the partner cities throughout the planning process to understand the specific needs of these communities and presented to their city councils on the plan's findings and recommendations. Each partner city adopted the plan in Spring 2026. Additionally, the VZAP team conducted a "safety tour" to view areas of safety concern and recent safety-focused projects. Several of the locations on the tours are included in the Project.

The Steering Committee and partner city representatives helped select the project areas following a quantitative prioritization exercise of roadways and intersections throughout the county. Stakeholders noted which locations were higher priorities to them and the VZAP team incorporated this feedback into the selection of the project areas. As the Project and VZAP implementation continues, the County intends to use the Steering Committee and engage the partner cities to support tracking of transportation safety and project implementation. The County also intends to continue to utilize the key stakeholders noted above as needed, particularly those focused on education and enforcement.

The County will continue to leverage its partnerships with the partner cities and KDOT as needed on project areas that touch city-owned and state facilities. Both the partner cities and KDOT have been important throughout the VZAP process, and the County will ensure that the most beneficial safety improvements are made regardless of roadway jurisdiction. The partnership with KCK PD, reflected by this grant application, will also be important as the project is implemented and enforcement activities in the project areas begin.

Please see the letters of support attached to this application from key stakeholders, policymakers, and organizations that will benefit from the project.

Project Readiness

The County has extensive experience managing federally, state, and regionally funded transportation projects. The Wyandotte County VZAP was funded and successfully completed on schedule through the SS4A Planning & Demonstration Grant program. Over the past decade, the UG has completed a variety of roadway, sanitary sewer, storm, and park infrastructure (trailhead) projects using a mix of local, state, and federal dollars to the tune of \$34 million in grants and \$91 million in total construction dollars. Example transportation safety projects include the [Turner Diagonal Logistics Corridor](#) and [Leavenworth Road Complete Streets](#) project. This experience ensures efficient management of SS4A funds, adherence to federal guidelines, and timely project delivery.

The proposed improvements included in the project were specifically selected with a five-year implementation timeline in mind. Treatments were selected largely from the countermeasure toolbox included in the VZAP and are familiar tools for the County, setting up a smooth implementation process. Improvements will be installed within the existing right-of-way to minimize the time required for the NEPA process (anticipated Categorical Exclusion). All permits and approvals from KDOT, Kansas Department of Wildlife and Parks, and utility companies (if applicable) will be obtained prior to the construction start date. The expected project schedule is shown below.

	2027	2028	2029	2030
Funding Agreement				
List in STIP				
Design Procurement				
Final Design and Engineering		X	X	
Complete plans and specifications				
Environmental and Historic Review				
Receive NEPA and Section 106 approval				
Permitting				
Secure environmental and utility permits				
Acquisition				
Secure temporary and permanent easements				
Utility relocation				
Procurement				
Construction			X	X
Enforcement Activities				
Closeout				

X = Public Engagement

The Unified Government of Wyandotte County and Kansas City, Kansas (UG), in partnership with the Cities of Bonner Springs and Edwardsville and the Kansas City, Kansas Police Department (KCKPD), is seeking funding through the U.S. Department of Transportation’s Safe Streets and Roads for All (SS4A) Implementation Grant Program to implement the **Wyandotte County Catalyst Safety Improvements**. The project targets five high-risk corridors and intersections across Wyandotte County with documented histories of fatal and serious injury crashes and is grounded in the County’s recently adopted Vision Zero Action Plan (VZAP).

Between 2014 and 2023, Wyandotte County experienced more than 1,000 fatal and serious injury crashes, reflecting a worsening safety trend that disproportionately impacts vulnerable road users and residents in lower-income communities. In response, the UG adopted its first countywide mobility plan, *goDotte* (2022), which identified roadway safety as the County’s highest transportation priority and called for a Vision Zero approach. Building on this work, the UG and its partner cities adopted the Wyandotte County Vision Zero Action Plan in Spring 2026 utilizing an SS4A Planning Grant. The VZAP includes a comprehensive data-driven safety analysis, establishment of a High Injury Network (HIN) and High Risk Network (HRN) of critical streets and intersections, robust public and stakeholder engagement, and a prioritized set of implementation strategies.

The proposed project advances implementation of the VZAP by funding low-cost, high-impact safety improvements and enhanced enforcement at five priority locations on the HIN and HRN:

- In Kansas City, Kansas, locations include **Southwest Boulevard from Mission Road to 31st Street**, a busy urban corridor adjacent to the state line with frequent rear-end and angle crashes near driveways and complex intersections, and **18th Street from Pacific Avenue to Central Avenue**, a residential and commercial connector with inconsistent lane widths, parking conflicts, and roadway departure crashes. A third KCK location **along James Street from 3rd Street to Central Avenue** addresses speeding, illegal street racing, heavy truck traffic, and challenging roadway geometry near river crossings in an industrial setting.
- In Bonner Springs, the targeted location is along **Front Street/Loring Drive from Kaw Drive to Stillwell Road**, a key connection between downtown and surrounding areas with documented speeding, roadway departure, and pedestrian safety concerns.
- In Edwardsville, **the K-32 and 98th Street intersection** is a wide, truck-oriented intersection near an at-grade railroad crossing with a history of severe angle crashes and limited pedestrian infrastructure.

Together, these project locations span urban, suburban, industrial, and rural contexts and include locations in all three cities in the county. Four of the five project areas overlap with Areas of Persistent Poverty, ensuring that investments are directed to communities with the greatest safety needs and limited access to alternative transportation options. Proposed improvements at each location are drawn from FHWA’s Proven Safety Countermeasures and other nationally recognized best practices and are

designed to address the County's most common crash types and contributing factors, including speeding, intersection conflicts, and roadway departure.

A defining feature of this application is its coordinated, countywide approach. The UG has partnered with KCKPD to integrate targeted traffic enforcement with engineering improvements, reinforcing a Safe System strategy that addresses both roadway conditions and risky behaviors. Collaboration with Bonner Springs and Edwardsville demonstrates cross-jurisdictional coordination and broad local commitment to reducing fatal and serious injuries across Wyandotte County. These partnerships strengthen implementation readiness and enhance the competitiveness of the application for federal funding.

The total estimated cost of the project is **\$19.7 million**, with the UG requesting **80 percent** of the funding through the SS4A Implementation Grant Program. The remaining **20 percent** local match is made up of a **1 percent** cash match provided by the UG, with the remaining **19 percent** requested to be provided through state sources. State participation in the local match is essential to leveraging federal funds and enabling timely delivery of these shovel-ready safety improvements. If awarded, the project will produce measurable reductions in fatal and serious injury crashes while advancing the UG's long-term goal of eliminating roadway deaths and serious injuries for all users.