

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 Infrastructure Hub

RE: **2026-198-NoEDD City of Rossville**

Date: July 16, 2026

Attached, please find an application made to the Build Kansas Fund by the City of Rossville. The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 23 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-7. Page 8 provides the table of funding sources and zip codes served by the project.
- Attachments – Project narrative and grant program application, pages 9-23.

Project Overview

The City of Rossville seeks funding from the U.S. Department of Transportation for funding available through the Safe Streets and Roads for All (SS4A) program for their City of Rossville Safe Routes to School Plan project which includes implementing Safe Routes to School improvements, including sidewalk, crossing, and pedestrian safety enhancements, to improve walking and biking safety for students and residents in Rossville.

This opportunity is a discretionary IIJA program with a local match requirement of 20% of the total project cost. The entity is requesting \$393,332.31 from the Build Kansas Fund, and is providing a local cash match of \$20,701.69. This request has the potential to unlock \$1,656,135.00 in federal funds, for a total project cost of \$2,070,169.00.

The deadline for this opportunity was May 26, 2026, and this Build Kansas Fund application was received on May 7, 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	2026-198-NoEDD		
Applicant Name	City of Rossville		
Application Date Received	5/7/2026		
Project Name	City of Rossville Safe Routes to School Plan		
Project Description	Implement Safe Routes to School improvements, including sidewalk, crossing, and pedestrian safety enhancements, to improve walking and biking safety for students and residents in Rossville.		
Entity Type	Local Government		
Economic Development District (EDD)	NO EDD/RPC		
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	\$393,332.31		
Technical Assistance Received	General	Yes ☒	No ☐
	IIJA Application	Yes ☒	No ☐
	Build Kansas Fund Application	Yes ☒	No ☐
Application Notes	Build Kansas Fund contribution of \$393,332.31 will unlock \$1,656,135.00 in federal IIJA funding, with a local cash contribution of \$20,701.69, for a total project cost of \$2,070,169.00.		
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	City of Rossville, Kansas	05/07/2026
	by Myron Leinwetter in Build Kansas Fund Application	id. 54059539
	15935 Northwest 70th Street PO Box 517 ROSSVILLE, Kansas 66533 KS United States 7856401128 MLJHAWK@HOTMAIL.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:	City of Rossville, Kansas
Project Name:	City of Rossville Safe Routes to School Plan
Entity type:	Local Government
Entity Population:	1,090
Applicant Contact Name:	Myron Leinwetter
Applicant Contact Position/Title:	Rossville Community Foundation Board Member (Trails Coordinator) and SRTS Team Lead
Applicant Contact Telephone Number:	+17856401128
Applicant Contact Email Address:	mljhawk@hotmail.com
Applicant Contact Address:	15935 NW 70th Street

Applicant Contact Address Line 2 (optional): Box 517

Applicant Contact City: Rossville

Applicant Contact State: Kansas

Applicant Contact Zip Code: 66533

Is the Project Contact the same as the Applicant Contact? Yes

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? Shawnee 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)

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: \$1,656,135.00

Enter the total project cost: \$2,070,169.00

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: \$393,332.31

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$20,701.69

Enter the estimated value of the non-federal in-kind match amount being provided by the eligible applicant, if applicable: 0

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? \$0

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

\$0

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

\$0

What other funding sources (local, federal, or non-federal) will be used for this match?

\$0

Describe your efforts to find other available funding sources for this project:

We aggressively pursued multiple funding sources before turning to this IIJA opportunity. State of Kansas programs through KDOT, Commerce, and KDHE were reviewed and ruled out due to ineligibility, timing, or misalignment with safety-driven infrastructure removal. Philanthropic programs such as AARP and Sunflower Foundation were explored, but are not designed for projects of this scale. After a comprehensive search, this IIJA program is the only funding source capable of addressing the urgent safety hazards this project must resolve.

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:

[City_of_Rossville_SRTS_Plan_Exec_Summary.pdf](#)

[Rossville_SRTS_Grade_School.pdf](#)

[Rossville_SRTS_JH-High_School.pdf](#)

[Railroad_Project_Management_and_Design_Review_Costs_Budget.pdf](#)

[Rossville_SS4A_Implementation_Narrative.pdf](#)

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

Understanding of Use of Funds: checked

Understanding of Reporting Requirements: checked

Authority to Make Grant Application: checked

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

Position/Title: Rossville City Clerk

Additional: Jim Meyer

Position/Title: Mayor of Rossville, Kansas

Additional: Myron Leinwetter

Position/Title: Rossville Community Foundation Board Member and Trails Coordinator

Additional:

Position/Title:

Project Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$393,332.31	19.00%
Eligible Applicant Cash Match	\$20,701.69	1.00%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
IJA Federal Funds (applied for)	\$1,656,135.00	80.00%
Additional Project Contribution (if applicable)	\$0.00	0.00%
TOTAL PROJECT COST	\$2,070,169.00	100.00%

Project Match	Amount	% of Match
Build Kansas Funds	\$393,332.31	95.00%
Applicant Contribution	\$20,701.69	5.00%
TOTAL MATCH	\$414,034.00	100.00%

Zip Code	% of project in zip code
66533	100%
	100% In Kansas

City of Rossville Safe Routes to School Plan

Executive Summary

The City of Rossville, Kansas seeks SS4A Implementation funding to address well-documented safety risks created by the community's unique rural context. Rossville is divided by a high-speed state highway (US-24) and an active rail line, creating dangerous barriers between neighborhoods, schools, and essential destinations. Community members consistently identified these crossings—along with missing sidewalks, faded or incomplete crossings, and inconsistent pedestrian infrastructure—as the most significant threats to safe travel for students and residents. Caregiver surveys show that most students are driven to school even when they live within walking distance, citing safety concerns related to traffic speeds, lack of sidewalks, and unsafe crossings. These conditions suppress walking and biking, increase vehicle congestion, and elevate risk for vulnerable road users.

Rossville completed a comprehensive Safe Routes to School (SRTS) Plan in 2024 through a structured process that included walk audits, site observations, caregiver surveys, student travel tallies, and public engagement. This plan serves as the City's locally adopted safety action plan and provides a clear, data-driven foundation for SS4A Implementation. The plan identifies priority infrastructure improvements that directly align with SS4A's emphasis on reducing fatal and serious injury risk for pedestrians and bicyclists. These include high-visibility crosswalk upgrades, ADA-compliant curb ramps, sidewalk infill, shared-use paths, school-zone speed management, and safer circulation at school driveways where students currently walk beside vehicles.

The proposed SS4A project focuses on the highest-risk locations and the most vulnerable users—children walking and biking to school. Improvements will directly address the hazardous US-24 and railroad crossings, strengthen school-area safety, and close critical gaps in the pedestrian network. These investments will reduce exposure to high-speed traffic, improve visibility, simplify crossings, and create dedicated space for walking and biking. The project also integrates non-infrastructure strategies such as education,

encouragement, and enforcement to support long-term behavior change and maximize safety outcomes.

Rossville's rural context heightens both the need and the impact of SS4A funding. The City has limited local resources, no full-time engineering staff, and a tax base that cannot support major safety infrastructure without federal assistance. At the same time, rural communities like Rossville rely heavily on schools as central community hubs, meaning safety improvements benefit not only students but the entire population. The SRTS Plan demonstrates strong community support, clear problem identification, and a well-defined set of implementable solutions.

With SS4A Implementation funding, Rossville is prepared to advance shovel-ready projects that will reduce serious injury risk, improve multimodal safety, and create a connected, accessible walking and biking network for all residents. The City has the partnerships, planning foundation, and community commitment necessary to deliver measurable safety outcomes and sustain them over time.

SAFE STREETS AND ROADS FOR ALL (SS4A)

FY 2026 Implementation Grant Application

City of Rossville, Kansas

Project:	Safe and Connected Transportation Network for Rossville, Kansas
Program:	U.S. Department of Transportation
Funding Opportunity:	Safe Streets and Roads for All (SS4A)
Application Type:	Implementation Grant
Submission Year:	2026



IMPLEMENTATION GRANT NARRATIVE

Prepared for Submission to the U.S. Department of Transportation

May 26, 2026

1. Overview

The “Safe and Connected Transportation Network for Rossville Kansas” (Safe and Connected Rossville) project will implement systemic countermeasures to prevent roadway fatalities and serious injuries that were identified through the [Rossville Safe Routes to School \(SRTS\) Plan](#) completed in 2024 and aligned with the [Shawnee County Comprehensive Safety Action Plan](#) completed in 2025. Safe and Connected Rossville focuses on improving safety for Vulnerable Road Users (VRUs), including schoolchildren, caregivers, and older adults, along the U.S. Highway 24 (US-24) corridor and at-grade railroad crossings that serve Rossville Grade School, Rossville Junior-Senior High School, downtown Rossville, community trails, parks, and other key community destinations.

Rossville is a rural community in Shawnee County, Kansas where US-24 and active railroad infrastructure create significant barriers between neighborhoods, schools, and community assets. As part of the SRTS planning process, community members, caregivers, students, and local officials identified crossing the highway and railroad as a serious transportation safety concern within the community. The Rossville SRTS planning process documented specific safety concerns such as high vehicle speeds, unsafe pedestrian crossings, incomplete sidewalk infrastructure, missing Americans with Disabilities Act (ADA) compliant facilities, and conflicts between vehicles and pedestrians at key crossing locations including Main Street and Anderson Street along US-24 and several at-grade crossings of an active United Pacific railway line.

Safe and Connected Rossville safety countermeasures are designed to reduce conflict points, improve visibility, lower pedestrian exposure to traffic, and create safer crossings for students and residents of all ages and abilities. Major project components include construction of new sidewalks and ADA-compliant curb ramps, pedestrian hybrid beacons (PHBs), rectangular rapid flashing beacons (RRFBs), school zone speed management improvements, curb extensions, lighting improvements, railroad crossing safety improvements, pedestrian channelization fencing, crosswalk enhancements, and related corridor safety infrastructure improvements.

Safe and Connected Rossville directly advances the Safe System Approach by anticipating human mistakes, reducing crossing complexity, improving pedestrian visibility, managing vehicle speeds, and directing pedestrians toward protected crossing locations. The improvements are intended to proactively address documented safety risks before serious injuries or fatalities occur while improving connectivity between schools, neighborhoods, downtown Rossville, trails, parks, and community facilities.

Safe and Connected Rossville countermeasures are based on recommendations developed through a Kansas Department of Transportation (KDOT)-supported planning effort that included caregiver surveys, student travel tallies, walk audits, field observations, stakeholder meetings, and a community open house attended by caregivers, students, local officials, and community stakeholders. The planning process identified strong community support for the proposed

infrastructure project and strategy that would improve pedestrian safety and create safer connections throughout Rossville.

The City of Rossville, Unified School District (USD) 321 Kaw Valley/Rossville Schools, the Rossville Community Foundation, local stakeholders, and project partners are committed to implementation of the project and continued coordination with KDOT and Union Pacific throughout final design and construction. Safe and Connected Rossville will be completed within five years of grant agreement execution, as conceptual design plans and cost estimates have been developed. It represents a rural safety investment focused on protecting VRUs within a community transportation network currently divided by state highway and railroad infrastructure.

2. Location

The City of Rossville is located in northern Shawnee County, Kansas, approximately 20 miles northwest of Topeka along the US-24 corridor. Rossville serves as a rural community center for surrounding agricultural areas and includes Rossville Grade School and Rossville Junior-Senior High School within the community's primary transportation network. Safe and Connected Rossville is concentrated around the US-24 corridor, Main Street, Anderson Street, school access routes, adjacent residential neighborhoods, and railroad crossings that connect students and residents to schools, downtown, parks, trails, and other community destinations.

The Rossville Safe Routes to School (SRTS) Plan identified US-24 and the adjacent railroad corridor as the community's primary pedestrian safety barriers and highest-risk pedestrian conflict areas. Community engagement, walk audits, field observations, caregiver surveys, and stakeholder meetings consistently identified the Main Street/US-24 crossing and the Anderson Street/US-24 crossing as locations of greatest concern due to vehicle speeds, railroad conflicts, crossing complexity, missing pedestrian infrastructure, and high concentrations of student pedestrian activity.

The City's equivalent high-injury network consists of the corridors and crossing locations where vulnerable road users are most exposed to conflicts with higher-speed vehicle traffic and railroad operations. These locations include:

- US-24 crossings at Main Street and Anderson Street,
- school access routes on Navarre, Main, Anderson, Pottawatomie, & Pearl Streets surrounding Rossville Junior-Senior High School and Rossville Grade School,
- railroad crossing approaches adjacent to the schools at Navarre, Main, & Anderson Streets,
- missing sidewalk segments along key walking routes on Navarre, Main, Anderson, Pottawatomie, & Pearl Streets, and
- intersections connecting neighborhoods with downtown Rossville, parks, trails, recreational facilities, and school facilities.

Safe and Connected Rossville focuses on the corridors and intersections identified through the SRTS Action Plan process as priority safety improvement areas. Planned improvements include

pedestrian hybrid beacons (PHBs), rectangular rapid flashing beacons (RRFBs), sidewalk infill, ADA-compliant curb ramps, lighting improvements, school zone treatments, railroad crossing improvements, pedestrian channelization fencing, curb extensions, pavement markings, and speed management improvements.

These locations were identified through a combination of field observations, walk audits, community input, caregiver survey responses, student travel tallies, and engineering review conducted during the KDOT-supported SRTS planning effort completed in 2024. The City will continue coordinating with KDOT, USD 321 Kaw Valley/Rossville Schools, Union Pacific Railroad, and local stakeholders during final design to refine project elements and ensure the selected improvements provide the greatest safety benefit for vulnerable road users throughout the project area.

3. Response to Merit Criteria

Merit Criterion 1: Safety Need

In the [State of Kansas Triennial Highway Safety Plan FFY 2024-2026](#), five (5) out of 105 counties account for more than half of all crashes in the state. The top three, Johnson, Sedgwick, and Shawnee Counties, account for nearly 40% of all crashes statewide. Sedgwick and Shawnee Counties accounted for 23% of fatal crashes statewide. Rossville is located northwest of the capital city of Topeka on US-24 in Shawnee County. While Rossville has not experienced fatal and serious crashes between 2019 and 2023, its roadway corridors are designated within the state's High Risk Network, per the [Kansas Department of Transportation \(KDOT\)'s 2023 Kansas Vulnerable Road User Safety Assessment \(VRUSA\)](#). Vulnerable Road Users (VRUs) are defined as anyone walking, biking, or rolling by non-motorized forms of transportation on public roads or on foot in work zones. Safety of VRUs is the focus of [Rossville's Safe Routes to School \(SRTS\) Plan](#) and the proposed "Safe and Connected Transportation Network for Rossville Kansas" (Safe and Connected Rossville) project.

Rossville roadway corridors are designated as Priority Level 3 on the High-Risk Network as the community's transportation network presents significant crash risk for VRUs. US-24 intersections at Main and Anderson Streets are designated moderate and higher, respectively, for risk of pedestrian and cyclist injury from crashes. Navarre and Orange Streets are also designated as moderate and higher risk, respectively.

Per KDOT, VRU crashes occur more frequently near schools. In Rossville, VRUs also face challenges to walking, biking, or rolling by non-motorized forms of transportation due to the need to cross an active railroad at three locations. According to Safe Kids Worldwide and Union Pacific's report titled "[Railroads: An Often Overlooked Danger to Children](#)," 24% of all rail-related incidents among children between 2011 and 2020 occurred between the hours of 3:00 and 6:00 p.m. - following school dismissal and during after school activities. Rossville's SRTS Plan's travel tallies show that, at the Grade and Junior-Senior High School, more students walk home in

the afternoon than walk to school in the mornings. Students heading to the library from Rossville Grade School after dismissal use Main Street. After dismissal from Rossville Junior-Senior High School, students exit at the school's driveway at US-24 and Anderson Street. At US-24, the pedestrian flashers take a long time to activate and sometimes malfunction. Students also cross US-24 and the railroad track away from marked crossings at Anderson or Main Streets. Orange Street and Navarre Street both serve as important neighborhood connections between residential areas and the Rossville school campuses, providing natural walking and bicycling routes for students traveling to and from school. The neighborhood served by Navarre Street contains a high concentration of elementary-aged children, and the school district currently operates a daily bus route in the area, further demonstrating the importance of safe multimodal access and neighborhood connectivity along these corridors.

In addition to a principal arterial (US-24), an active railroad (Union Pacific's KP line) divides Rossville from safe access to and from Rossville's Grade School and Junior-Senior High School, library, downtown businesses, trails, parks, and other key community destinations. The Rossville SRTS planning process identified the US-24 corridor and adjacent railroad crossings as major barriers for pedestrian and bicycle traffic and the highest-risk conflict locations for students and other pedestrians. Community members consistently identified concerns regarding unsafe highway crossings, railroad conflicts, missing sidewalks, excessive vehicle speeds, limited pedestrian visibility, and incomplete ADA-accessible infrastructure.

Rossville Grade School and Rossville Junior-Senior High School together enroll nearly 600 students and, in this rural community, are central to community life and activity. Field observations and walk audits identified several locations where pedestrians currently navigate unsafe conditions. Community members reported concerns regarding students crossing US-24 and railroad tracks at uncontrolled or difficult locations, particularly near Main Street and Anderson Street. Caregiver surveys and student travel tallies showed that students regularly walk within the community and that many families would prefer walking and bicycling if safer infrastructure existed. Over one-quarter of survey respondents indicated walking or bicycling would be their preferred travel mode if safer pedestrian infrastructure and crossings were available.

Safe and Connected Rossville addresses the highest-priority safety needs identified through the Rossville SRTS Action Plan process and focuses investment on the corridors and crossings where vulnerable road users currently face the greatest risk. This proactive safety strategy will prevent fatalities and serious injuries before they occur by addressing known conflict points and unsafe conditions identified through community engagement and engineering analysis.

Merit Criterion 2: Safety Impact

The "Safe and Connected Transportation Network for Rossville Kansas" (Safe and Connected Rossville) project will significantly improve safety for vulnerable road users in Rossville by

implementing multiple proven safety countermeasures along the US-24 corridor, adjacent railroad crossings, school access routes, and key pedestrian connections.

Safe and Connected Rossville projects and strategies align with and comprehensively address documented safety problems and provide significant, documented, and data-driven safety benefits through the following components:

1. Address high-risk roadway features correlated with severe crash types

According to the [Kansas' 2023 Traffic Crash Facts Book](#), the second- and third- highest locations for fatal crashes are intersection or intersection-related. While crashes involving railway trains occurred at the lowest rate (only once every 312.86 hours), 18.5% of these collisions resulted in one or more fatalities. The U.S. Department of Transportation's [Highway-Rail Crossing Handbook, 3rd Edition](#) states that "Although collisions between trains and pedestrians occur less often than collisions between trains and motor vehicles, they are more severe."

Safe and Connected Rossville addresses intersections and railroad crossings through the following countermeasures:

- [Crosswalk Visibility Enhancements](#) such as new curb bump-outs, high-visibility signage, and high-visibility continental-style crosswalk markings will be installed at three US-24 intersections at Navarre, Main, and Anderson Streets . According to the Federal Highway Administration (FHWA), high-visibility crosswalks can reduce pedestrian injury crashes up to 40% and intersection lighting can reduce pedestrian crashes up to 42%.
- [Pedestrian hybrid beacons \(PHBs\)](#) and [Rectangular rapid flashing beacons \(RRFBs\)](#) will be installed at three US-24 intersections at Navarre, Main, and Anderson Streets. Per the FHWA, PHBs can reduce pedestrian crashes by 55% and total crashes by 29% and result in a 15% reduction in serious injury and fatal crashes. RRFBs can reduce pedestrian crashes up to 47% and increase motorist yielding rates up to 98%.
- [Lighting improvements](#) will be installed at the intersection of Main and Anderson Streets. Per the FHWA, lighting can reduce crashes up to: 42% for nighttime injury pedestrian crashes at intersections, 33-38% for nighttime crashes at rural and urban intersections, and 28% for nighttime injury crashes on rural and urban highways.
- The project will install speed feedback signage at two locations along US-24 to help reduce speeding and improve driver awareness in areas with regular pedestrian activity and school-related traffic. These radar-based signs display a driver's current speed in real time, encouraging voluntary speed reduction without requiring direct enforcement action. This approach has been found to be especially effective in smaller communities and school travel corridors where excessive vehicle speeds create increased risks for pedestrians, bicyclists, and turning vehicles. The speed feedback signs will support the project's broader traffic calming strategy by increasing driver attention, improving compliance with posted speed limits, and helping create a safer environment for students and other vulnerable road users traveling to schools, parks, and nearby neighborhoods.

- Pedestrian channelization fencing will be installed near unsafe and informal railroad crossing locations to help direct pedestrians toward designated crossing points and discourage crossings at unmarked or unauthorized locations along the rail corridor. These areas are frequently used by students and residents traveling between neighborhoods, schools, parks, and other community destinations, despite lacking formal pedestrian protections or clear separation from rail operations. This will improve safety by reducing unpredictable pedestrian movements near active rail infrastructure and reinforcing the use of safer, designated crossing routes. The fencing will complement nearby sidewalk and crossing improvements by helping guide pedestrians to controlled access points with better visibility and reduced conflict potential. Together, these improvements will reduce the risk of pedestrian injuries and support safer daily travel for students and other vulnerable road users.
- Railroad crossing improvements at Navarre, Main, & Anderson Streets will reduce conflicts between pedestrians, bicyclists, vehicles, and active rail operations. These improvements will help formalize crossing movements, improve visibility, and discourage unsafe crossings at informal or unmarked locations that are currently used by students and residents traveling between neighborhoods, schools, parks, and community destinations. The benefits of the railroad crossing improvements include enhanced pedestrian guidance, improved driver and pedestrian awareness, reduced likelihood of trespassing across rail corridors, and safer access to designated crossing points.

2. Use low-cost, high-impact strategies and projects over a wide geographical area;

Safe and Connected Rossville applies the Safe System Approach by anticipating human mistakes, reducing conflict points, managing vehicle speeds, improving visibility, shortening crossing distances, and directing pedestrians toward protected crossing locations. We will improve safety across the system of roadways and walkways throughout Rossville rather than just at isolated locations.

This systemic approach to safety includes the following high-impact strategies and projects at locations identified through field observations, community input, and engineering analysis as the highest-risk pedestrian conflict areas within Rossville. Individual countermeasures have been shown to reduce pedestrian injury crashes by between 40% and 55%, as described in the previous section.

- Pedestrian hybrid beacons (PHBs) and Rectangular Rapid Flashing Beacons (RRFBs) at US-24 intersections with Navarre, Main, and Anderson Streets will improve driver awareness and yielding behavior at pedestrian crossings used by students and residents. These treatments are recognized by FHWA as cost-effective alternatives to full traffic signal installation while still providing significant pedestrian safety benefits.
- Sidewalk curb extensions and crosswalk visibility enhancements will shorten crossing distances and improve pedestrian visibility, reducing pedestrian exposure to moving traffic. These lower-cost geometric improvements provide measurable safety benefits without requiring major roadway reconstruction or widening.
- [Sidewalk infill/walkways](#) will be installed at identified gap locations to improve pedestrian connectivity and provide designated walking routes separated from vehicle traffic. Sidewalk

infill is considered a relatively low-cost systemic safety improvement that can significantly reduce pedestrian crash risk and improve accessibility.

- Lighting improvements at the intersection of Main and Anderson Streets will improve nighttime visibility for drivers and pedestrians. Targeted lighting upgrades represent a lower-cost safety strategy that enhances visibility and reduces nighttime crash potential without major infrastructure expansion.
- ADA-compliant curb ramps and sidewalk infill will improve accessibility and mobility throughout Rossville and create more continuous and accessible pedestrian routes between schools, neighborhoods, parks, trails, and downtown destinations. These improvements provide cost-effective mobility and safety benefits for children, older adults, individuals with disabilities, and residents who rely on walking as part of daily travel.
- School Zone speed management improvements will reduce vehicle speeds in areas with concentrated pedestrian activity near schools. These lower-cost traffic calming and operational measures can significantly improve driver behavior and reduce crash severity without requiring major roadway modifications.
- Speed feedback signage will provide real-time driver speed awareness along key corridors and school travel routes. These signs are widely recognized as a low-cost traffic calming measure that can reduce speeding and improve compliance with posted speed limits.
- Pedestrian channelization fencing along the railroad will reduce documented unsafe and uncontrolled crossing activity near school facilities and railroad crossings, guiding pedestrians toward protected crossings and reducing the likelihood of unsafe crossing behaviors across US-24 and the railroad. This fencing represents a lower-cost countermeasure compared to major grade separation projects while still improving pedestrian guidance and reducing conflict points.
- Railroad crossing improvements and coordination with Union Pacific Railroad will further improve safety at locations where students and residents currently cross active rail infrastructure as part of daily travel patterns. These targeted crossing enhancements provide a practical and lower-cost approach to improving rail corridor safety without requiring costly bridge or tunnel construction.

These systemic safety investments at multiple pedestrian routes and roadway/highway/railroad crossings throughout Rossville will work together cohesively to create a safer and more connected transportation network for Vulnerable Road Users. Implementing multiple complementary countermeasures throughout the project area will significantly reduce pedestrian exposure to higher-speed traffic and railroad conflicts, improve overall safety performance along the US-24 corridor, and achieve the long-term community connectivity, accessibility, and transportation safety goals identified through the Rossville SRTS Action Plan process.

3. Use evidence-based, FHWA Proven Safety Countermeasures and/or NHTSA's Countermeasures that Work, and/or other documented highly effective safety countermeasures to significantly improve existing roadways;

Safe and Connected Rossville uses the following Federal Highway Administration Proven Safety Countermeasures:

- [Crosswalk Visibility Enhancements](#) such as new curb bump-outs, high-visibility signage, and high-visibility continental-style crosswalk markings will be installed at three US-24 intersections at Navarre, Main, and Anderson Streets .
- [Pedestrian hybrid beacons \(PHBs\)](#) and [Rectangular rapid flashing beacons \(RRFBs\)](#) will be installed at three US-24 intersections at Navarre, Main, and Anderson Streets.
- [Walkways/sidewalk infill](#) will be installed along Navarre, Main, Pearl, and Pottawatomic Streets.

Safe and Connected Rossville uses the following Federal Railway Administration Grade Crossing Toolkit: Pedestrian channelization proven safety countermeasure:

- [Pedestrian channelization fencing](#) will be installed near unsafe and informal railroad crossing locations to help direct pedestrians toward designated crossing points and discourage crossings at unmarked or unauthorized locations along the rail corridor.

4. Measure safety through models, studies, reports, proven noteworthy practices, or Crash Modification Factors (CMF);

The City will continue community outreach and coordination efforts initiated through the Rossville SRTS planning process to help measure and validate project safety needs and outcomes. Existing project recommendations were informed through field observations, stakeholder input, school coordination, traffic and pedestrian activity reviews, and identification of documented pedestrian conflict areas and infrastructure gaps. The City anticipates continued follow-up coordination with school officials, residents, and project partners during implementation to evaluate ongoing safety concerns and monitor effectiveness of the proposed countermeasures.

5. Will have safety benefits that persist over time;

Based on standard FHWA transportation asset management practices and typical municipal engineering design standards, the proposed improvements generally have an expected design life of 10 to 25 years, depending on the specific countermeasure. Permanent concrete improvements such as sidewalk infill, curb ramps, curb extensions, and pedestrian refuge features typically have a design life of 20 to 25 years or more with routine maintenance. Railroad crossing surface and approach improvements are commonly expected to provide 15 to 25 years of service, depending on rail coordination, materials, drainage, and traffic loading. Electrical and operational safety devices such as RRFBs, speed feedback signs, lighting, and related controllers generally have a shorter useful life of approximately 10 to 15 years, with batteries, solar panels, LEDs, and electronic components replaced as needed. Pavement markings, signage, and high-visibility crosswalk treatments have the shortest renewal cycle and are typically refreshed every 3 to 7 years as part of normal maintenance. Overall, the project represents a durable safety investment, with the core civil improvements expected to serve Rossville for multiple decades and the lower-cost operational elements maintained or replaced through routine asset management.

6. Incorporate technologies that promote safety.

The project incorporates multiple proven safety technologies, including pedestrian hybrid beacons (PHBs), Rectangular Rapid Flashing Beacons (RRFBs), speed feedback signage, and enhanced school zone treatments designed to improve driver awareness and reduce vehicle speeds near areas with concentrated pedestrian activity. These technology-based countermeasures provide real-time visual alerts to drivers, improve pedestrian visibility at crossings, and support safer travel routes for students and other vulnerable road users.

Merit Criterion 3: Implementation Costs

The “Safe and Connected Transportation Network for Rossville Kansas” (Safe and Connected Rossville) represents a reasonable rural safety investment that will implement multiple proven safety countermeasures throughout Rossville for a total project cost of \$2,070,169. The City of Rossville is requesting \$1,656,135 in SS4A funding and will provide the required local match. The budget is based on completed conceptual planning work, preliminary engineering evaluation, and itemized cost estimates prepared for the proposed infrastructure improvements.

The project maximizes the value of Federal investment by implementing multiple coordinated safety improvements across several high-priority pedestrian corridors and crossing locations identified through the Rossville SRTS Action Plan. Rather than focusing on a single isolated location, the project improves safety at multiple crossings, school access routes, and pedestrian connections that collectively serve schools, downtown Rossville, parks, trails, and residential neighborhoods throughout the community.

Safe and Connected Rossville focuses on proven, implementable safety countermeasures with demonstrated effectiveness in reducing pedestrian conflicts and improving driver awareness. Proposed improvements including PHBs, RRFBs, curb extensions, lighting, ADA-compliant sidewalks and ramps, speed management infrastructure, and pedestrian channelization treatments are widely recognized safety strategies that can be implemented efficiently while producing meaningful safety benefits for vulnerable road users.

The City has already completed the planning and corridor identification work necessary to advance implementation, reducing project development uncertainty and improving overall cost efficiency. The Rossville SRTS planning effort included field observations, walk audits, stakeholder engagement, community surveys, and engineering review that identified the priority safety improvements and corridors proposed for implementation through this application.

The proposed budget also includes railroad project management and design review costs associated with improvements occurring within Union Pacific Railroad right-of-way. Including these costs within the project budget demonstrates the City’s understanding of implementation requirements and ensures the project budget reflects realistic construction and coordination needs.

For a relatively modest Federal investment, the project will improve safety and accessibility across multiple pedestrian corridors and conflict points within Rossville. The project's coordinated approach to corridor safety, school access, railroad crossings, ADA accessibility, and speed management will produce broad community safety benefits while leveraging existing planning work and local partnerships to support efficient implementation.

Merit Criterion 4: Engagement and Collaboration

This proposed project is the result of a collaborative community-driven planning effort involving the City of Rossville, USD 321 Kaw Valley/Rossville Schools, the Rossville Community Foundation, community stakeholders, caregivers, students, local officials, and transportation partners. The Rossville SRTS Plan was developed through a KDOT-supported planning process specifically focused on identifying transportation safety challenges and developing implementable solutions for vulnerable road users throughout the community.

The SRTS planning process included caregiver surveys, student travel tallies, site visits, walk audits, public engagement activities, open house meetings, and advisory committee coordination. The community open house held during the planning process included participation from caregivers, students, city council representatives, the mayor, and other community stakeholders who identified crossing US-24 and the railroad corridor as major community safety concerns.

Community engagement efforts demonstrated strong local support for improving pedestrian safety, school access, sidewalk connectivity, and crossings throughout Rossville. Feedback from caregivers and residents helped identify specific barriers discouraging walking and bicycling, including incomplete sidewalks, unsafe crossings, limited pedestrian visibility, and concerns regarding traffic speeds near schools and major crossings.

The Rossville Community Foundation played a key leadership role in the planning effort and has supported broader community trail and pedestrian connectivity initiatives throughout Rossville. The SRTS planning process also incorporated coordination with local schools and community organizations to ensure the proposed improvements align with student travel patterns, community destinations, and broader local mobility goals.

Implementation of the proposed project will continue to involve coordination among the City of Rossville, Unified School District 321 Kaw Valley/Rossville schools, the Rossville Community Foundation, KDOT, Union Pacific Railroad, local law enforcement, and community stakeholders. Coordination with Union Pacific Railroad is particularly important because portions of the project involve improvements near railroad crossings and railroad right-of-way. The project budget includes anticipated railroad coordination and review costs to support efficient project delivery and implementation.

The proposed project reflects strong local consensus regarding the need to improve safety for vulnerable road users and create safer pedestrian connections throughout Rossville. The City and Safe and Connected Rossville partners remain committed to ongoing collaboration during final

design, project development, and implementation to ensure the proposed improvements successfully address the safety concerns identified through the SRTS Action Plan process.

4. Project Readiness

The City of Rossville is prepared to complete the Safe and Connected Rossville project within five years of grant agreement execution and has developed a detailed implementation schedule identifying all major project milestones through final construction completion. The project benefits from planning and conceptual development work through the Rossville Safe Routes to School (SRTS) Plan completed in 2024 with support from the Kansas Department of Transportation (KDOT). The planning process included engineering review, field observations, walk audits, community engagement, conceptual corridor identification, and development of preliminary cost estimates for the proposed improvements.

Pedestrian safety and accessibility improvements within existing public right-of-way and along existing transportation corridors include sidewalks, ADA-compliant curb ramps, pedestrian hybrid beacons (PHBs), rectangular rapid flashing beacons (RRFBs), lighting improvements, curb extensions, school zone safety infrastructure, railroad crossing safety improvements, pedestrian channelization fencing, and related corridor safety enhancements.

The City anticipates the project will qualify for an uncomplicated environmental review because the improvements are primarily limited to safety enhancements within existing transportation corridors and previously disturbed areas. The project does not involve construction of new roadway capacity or major expansion of the existing transportation network. The City will coordinate with KDOT, FHWA, and all applicable agencies to complete required NEPA review, environmental documentation, and permitting requirements. Environmental review activities are anticipated to include evaluation of roadway modifications, railroad coordination, drainage considerations, temporary construction impacts, and utility coordination activities.

Based on conceptual design, the City does not anticipate significant right-of-way acquisition will be required because the proposed improvements are expected to occur primarily within existing public right-of-way, school property, and established transportation corridors. If limited easements or minor right-of-way adjustments become necessary during final design, the City will complete those activities in accordance with applicable Federal requirements and acquisition procedures.

Limited utility relocation activities may be necessary during construction of pedestrian safety infrastructure, lighting improvements, and crossing upgrades. Utility coordination activities are incorporated into the project development schedule and will occur during final design to identify and resolve conflicts prior to construction.

Safe and Connected Rossville also includes coordination with Union Pacific Railroad for improvements adjacent to or within railroad right-of-way. The City has already identified anticipated railroad review and coordination requirements and incorporated railroad project

management and design review costs into the project budget. Railroad coordination activities are included in the project schedule and will occur throughout preliminary engineering and final design.

The City does not anticipate requesting permission to use roadway design standards different from those generally applied by the State of Kansas. Improvements will be designed in coordination with KDOT and in accordance with applicable Federal, State, ADA, MUTCD, and railroad safety standards.

Public engagement has already occurred through the Rossville SRTS planning process, including caregiver surveys, student travel tallies, site visits, walk audits, stakeholder coordination, and community open house meetings. Additional public involvement activities will continue throughout final design and implementation to provide construction coordination information and maintain community engagement during project delivery.

The City's detailed implementation schedule demonstrates the project can be successfully completed within the allowable grant performance period. Project activities and milestones include:

- SS4A Award Announcement – October 2026
- NEPA Process Starts – October 2026
- Union Pacific Railroad Coordination and Preliminary Engineering Agreement Activities – October 2026 through September 2027
- NEPA Process Ends – May 2027 (+/- 6 months)
- Consultant Procurement – November 2026 through February 2027
- Consultant Contract Execution – February 2027 through April 2027
- Survey Activities – September 2027 through November 2027
- 25-30% Design Plans – October 2027 through February 2028
- Field Check (60- 75%) Plans – February 2028 through July 2028
- Field Check Completion – July 2028 through October 2028
- U.P. Railroad Right-of-Way and Utility Coordination – July 2028 to June 2029
- Office/Final Check (95%) Plans and Estimate – Oct. 2028 through January 2029
- Office/Final Check Completion – January 2029 through February 2029
- PS&E (100%) Plans – March 2029 through May 2029
- Advertisement for Bids – September 2029 through October 2029
- Bid Letting – October 2029
- Construction – November 2029 through December 2030
- Construction Completion and Final Closeout – January 2031

The City of Rossville, USD 321 Kaw Valley/Rossville Schools, the Rossville Community Foundation, KDOT, Union Pacific Railroad, and project partners are committed to advancing the project in accordance with the proposed schedule. The project's completed planning work, defined project scope, preliminary engineering estimates, identified coordination requirements, and established implementation schedule position the project for successful completion within the required timeframe.