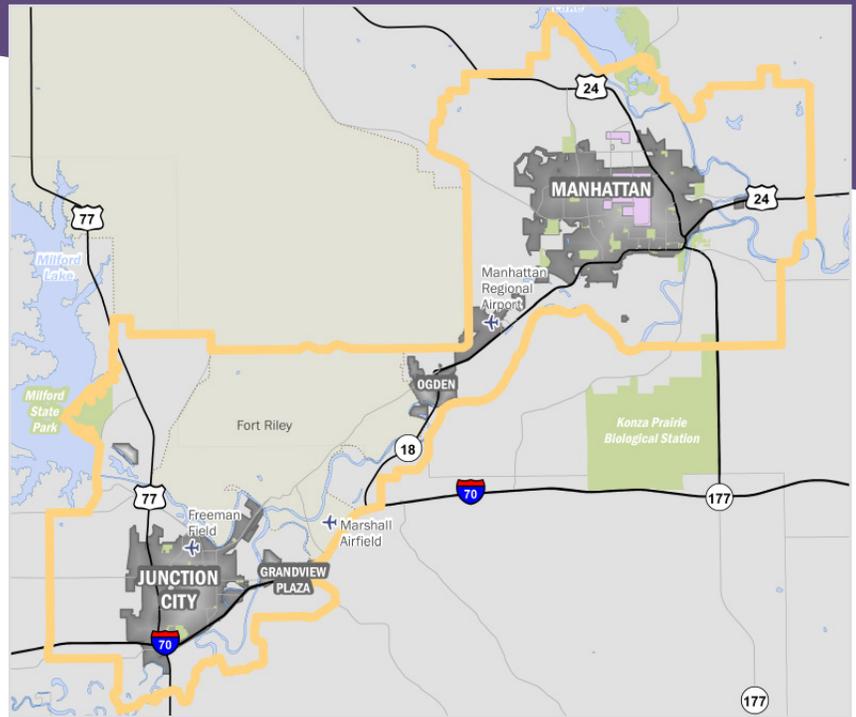


What is the Flint Hills Transportation Plan?

- The Flint Hills Transportation Plan (FHTP) is a long-range blueprint for the region's multimodal (vehicle, bicycle, pedestrian, and transit) transportation network and guides investments to support our transportation goals through the year 2040.
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Some interesting facts about the Flint Hills Transportation Plan:

- Our Plan includes \$131.8 million of transportation projects to address transportation needs in the Flint Hills metropolitan planning area.
- Available funding – what the region can afford – totals \$330.0 million, but we take \$150.4 million “off the top” for our ongoing commitments to operate, maintain, and preserve our existing transportation network.
- As a long-range planning document, the FHTP lays the foundation for programming future projects—identifying committed, available, or reasonably available funds to implement projects.
- KDOT uses the FHTP to guide future investment priorities in the Flint Hills region when developing its statewide transportation program.
- The FHTP will be updated every five years to assure that it remains relevant for our region, but can be amended at any time to reflect changes in priorities.

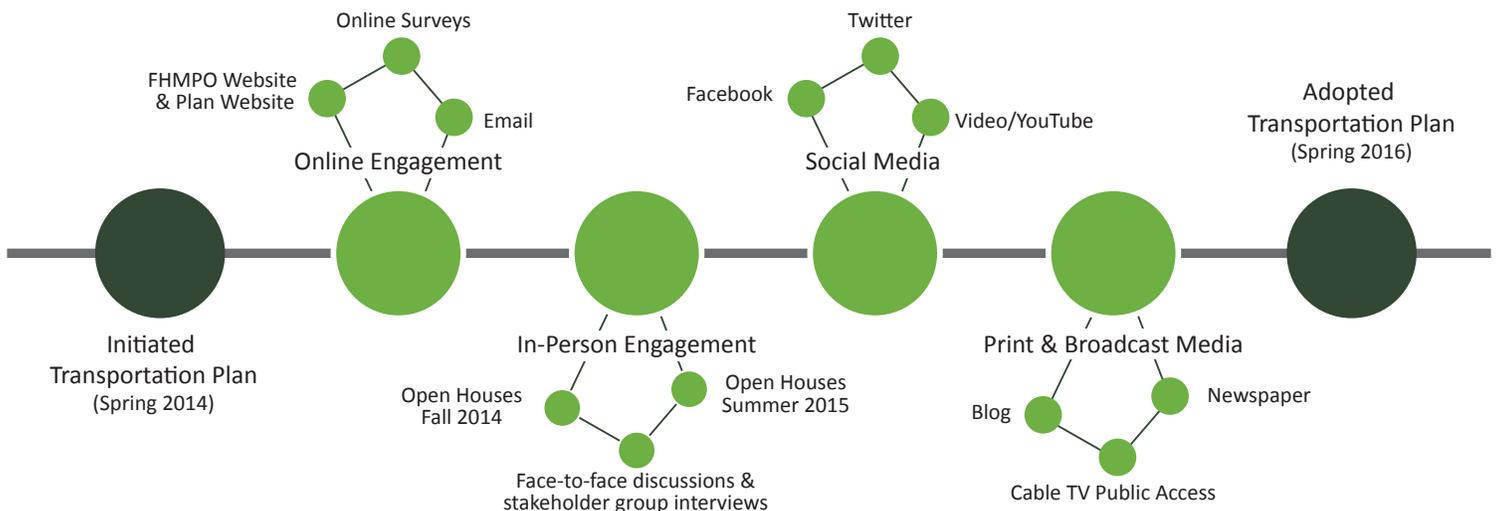


The FHTP is YOUR Plan

The FHTP reflects stakeholder and public input that we've received from the beginning of the process through Plan adoption. Throughout the development process we engaged:

- Policy-making elected/appointed officials;
- Federal, state, municipal, and agency staff; and
- Citizens and groups interested in transportation within the region.

The engagement methods applied were designed with these stakeholder groups in mind and provided multiple opportunities to share information and receive input, both throughout and at key milestones in the FHTP development process.



Goals for Transportation

Safety and Security

Provide a safe and secure multi-modal transportation system.

Mobility and Accessibility

Contribute to a high quality of life by providing comprehensive mobility and accessibility opportunities for all travelers.

Transportation System Integration

Foster intra- and inter-modal connectivity, including connectivity across inter-jurisdictional boundaries.

Multi-Modal Choice

Make available and promote the usage of alternative transportation options for area residents and workers.

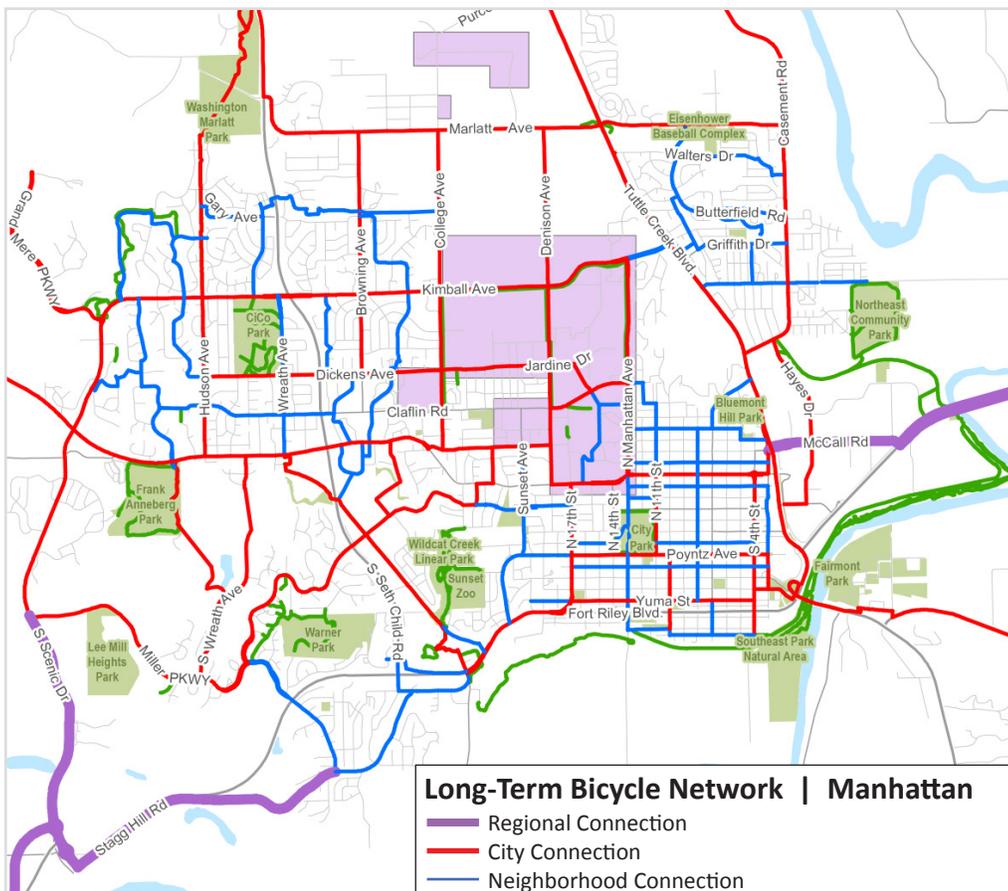
Asset and System Management

Preserve and maintain existing transportation assets and strategically manage roadway operations.

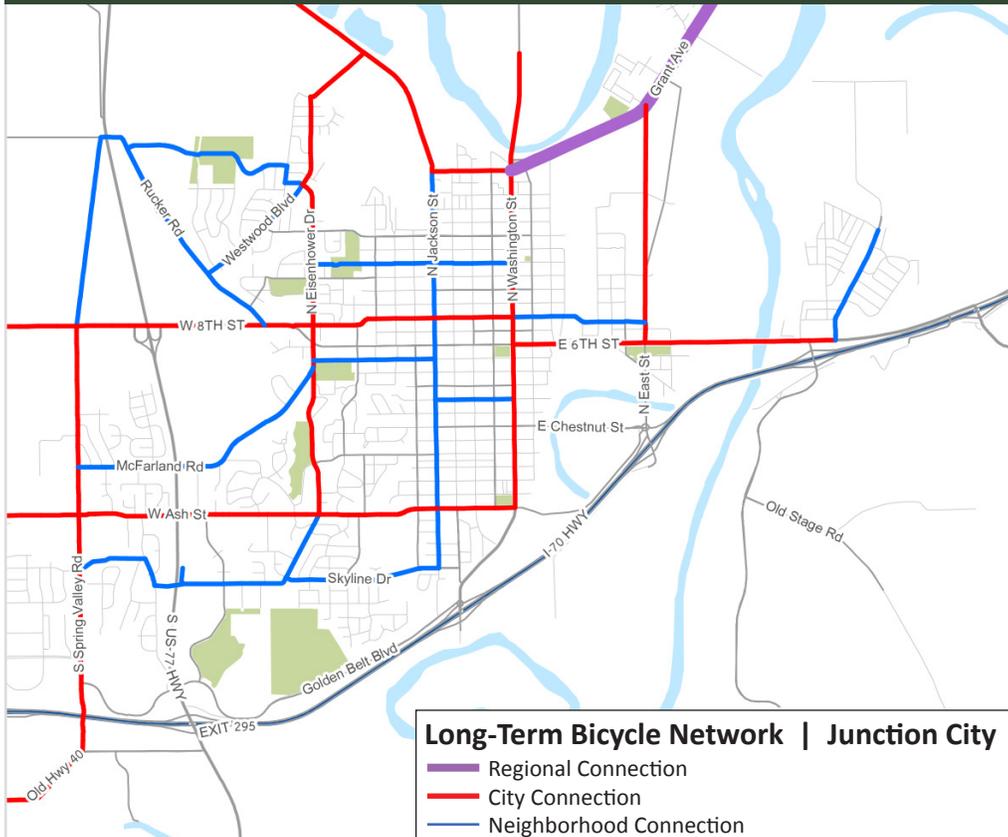
Economic Vitality

Support the economic health of the region through the provision of a reliable and accessible transportation system to move people and goods.

Multimodal Elements



Substantial growth in transit ridership, new and planned regional services, and significant changes on and around K-State's campus mean that the region will need to continuously evaluate and coordinate its transit routes and services.



Our Regional Priorities

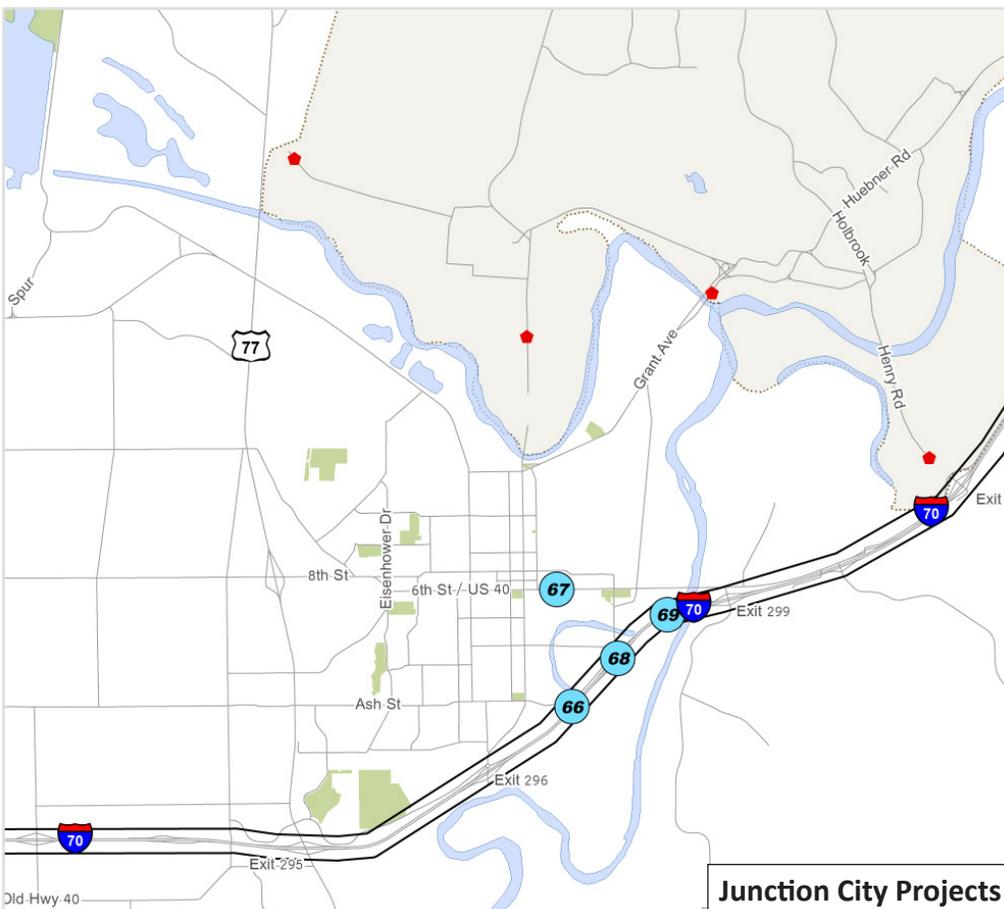
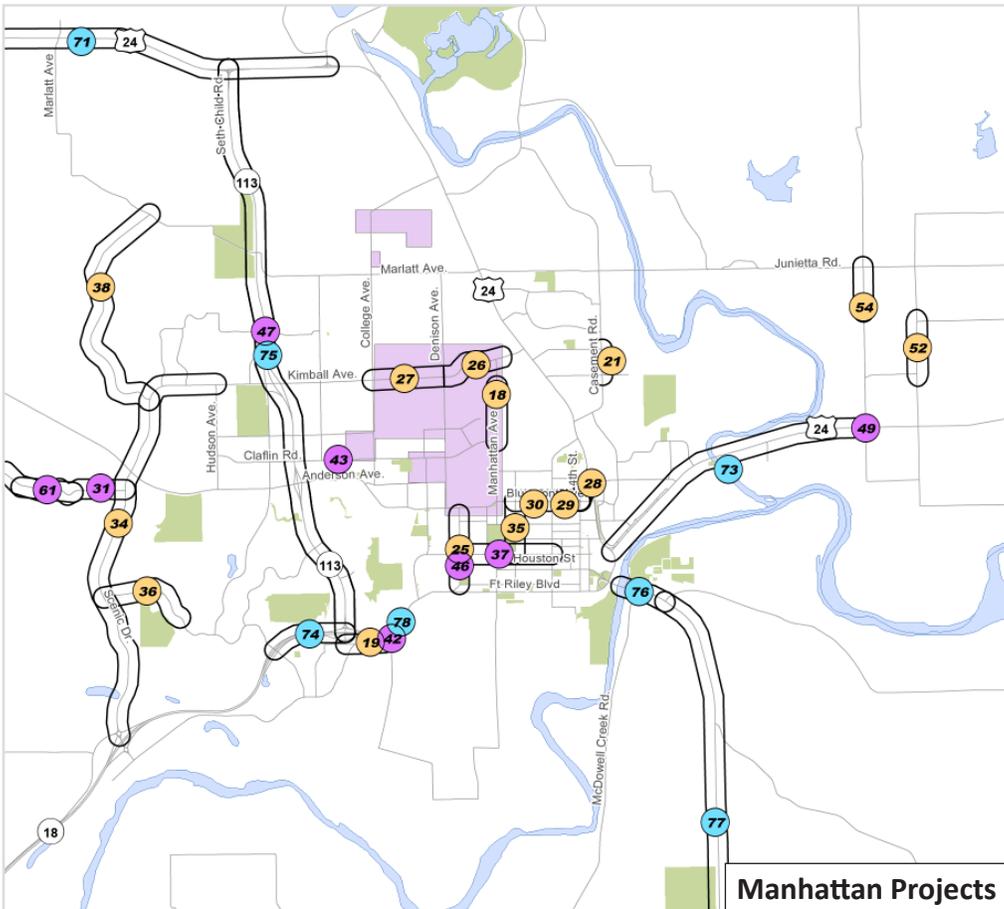
LEGEND

Project Types

- Expansion
- Preservation
- Modernization / Safety

Highlighted Projects

- 18 N. Manhattan Ave. widening
- 19 Stagg Hill Rd. widening
- 21 Casement Rd. (phase III) widening
- 25 17th St. (phase 1) widening
- 26 Kimball Ave. widening
- 27 Kimball Ave. widening
- 28 McCall Rd. (phase 1) extension/realignment
- 29 Bluemont Ave. widening
- 30 Bluemont Ave. widening
- 31 Wildcat Creek Rd. relocation
- 34 11th St. widening
- 35 US-24 widening with bridge and bike/ped
- 36 Miller Pkwy extension with bike lanes
- 37 Poyntz Ave lane reduction with bike lanes
- 38 Grand Mere Pkwy road ext.
- 42 Intersection safety improvements
- 43 Intersection center turn-lanes
- 46 Intersection widening
- 47 Intersection traffic signal
- 49 Intersection improvements and widening
- 52 Excel Rd. (phase 1) widening
- 54 Green Valley Rd. widening
- 61 Wildcat Creek Rd GI and safety improvements
- 66 I-70 asphalt resurface
- 67 US-40B viaduct replacement
- 68 US-40B bridge replacement
- 69 US-40B bridge replacement
- 71 US-24 heavy mill and overlay
- 73 US-24 heavy mill and overlay
- 74 K-18 heavy mill and overlay
- 75 K-113 - 1.5" mill and overlay
- 76 K-177 pavement replacement
- 77 K-177 2" mill and overlay
- 78 K-18 Wildcat Creek Bridge replacement
- 79 Rush Creek Bridge replacement

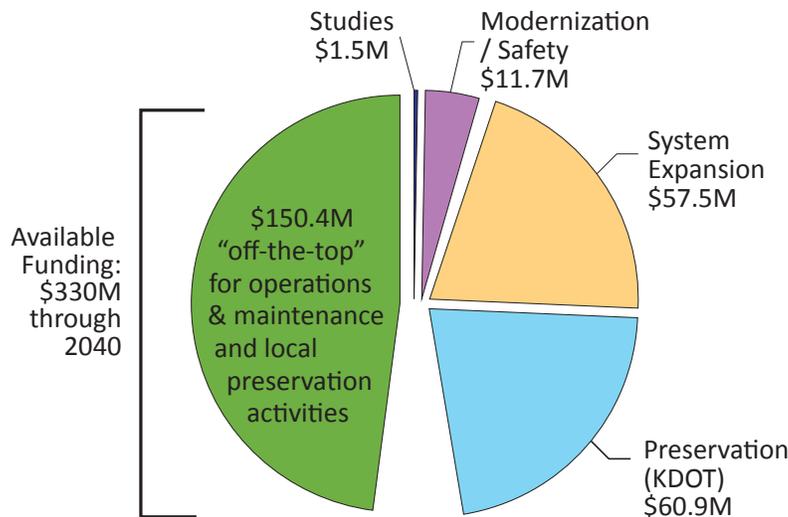
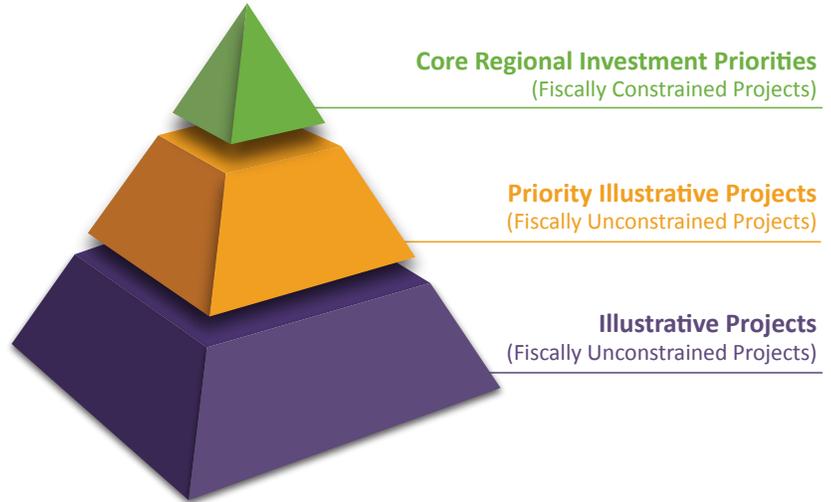


Our Catalogue of Regional Needs

We simply cannot address all of the transportation needs in our growing region – our needs exceed available resources. Given this reality, we strive to be realistic about our available funding through 2040 and apply a fiscal constraint process where expenditures do not exceed projected revenues. The FHTP also includes ‘illustrative’ projects that cannot be currently funded, but reflect unmet needs that would be addressed if additional funding becomes available.

We used a variety of tools to define and evaluate transportation needs and select our investment priorities, giving consideration to:

- Outputs from the travel demand model developed to forecast daily traffic volumes and test the potential impact of roadway projects.
- The Comprehensive Plans for Manhattan Urban Area and for Junction City/Geary County to understand complementary transportation improvements that support desired land use and development patterns in the region.
- Scoring results from the project evaluation criteria used to understand how each project ranked with respect to our transportation goals.
- Input and feedback from the public, stakeholders, and Advisory Committee to understand preferences for projects.



What’s Next?

Like any network, roads, bicycle facilities, and transit routes work together to move people – the more connections there are between modes, the more useful the network becomes. Building from the recommendations in the FHTP, we now turn to better integrate our multimodal transportation system and identify opportunities for where our road, bike, and transit networks intersect. Through the upcoming Multimodal Integration Plan, we will:

- Realign the Manhattan fixed-route transit system;
- Develop a Regional Bicycle and Pedestrian Master Plan from Wamego to Junction City; and
- Identify opportunities to integrate multiple modes of transportation.



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