



City of Leavenworth
100 N. 5th Street
Leavenworth, Kansas 66048

CITY COMMISSION STUDY SESSION
COMMISSION CHAMBERS
TUESDAY, NOVEMBER 18, 2025 6:00 P.M.

Welcome to your City Commission Study Session – Please turn off or silence all cell phones during the meeting
Meetings are available for viewing on YouTube

Study Session:

1. Presentation from University of Saint Mary (pg. 02)
2. K-5 Modernization Project Update (pg. 03)
3. Leavenworth Attainable Housing Abandoned Housing Project Presentation (pg. 22)
4. Golf Cart Use on Public Streets Presentation (pg. 23)
5. 6th and Walnut Storm Water Discussion (pg. 26)

**STUDY SESSION POLICY REPORT
PRESENTATION BY
UNIVERSITY OF SAINT MARY**

NOVEMBER 18, 2025

Sister Diane Steele, President of the University of Saint Mary will present to the City Commission.

**STUDY SESSION POLICY REPORT
K-5 MODERNIZATION PROJECT UPDATE**

NOVEMBER 18, 2025

KDOT Project Manager, Jeff McKerrow from Kimley-Horn and Associates, will present an update on the K-5 Modernization Project to the City Commission.



K-5 Modernization

KA-7376-01

Local Officials' Briefing

Agenda



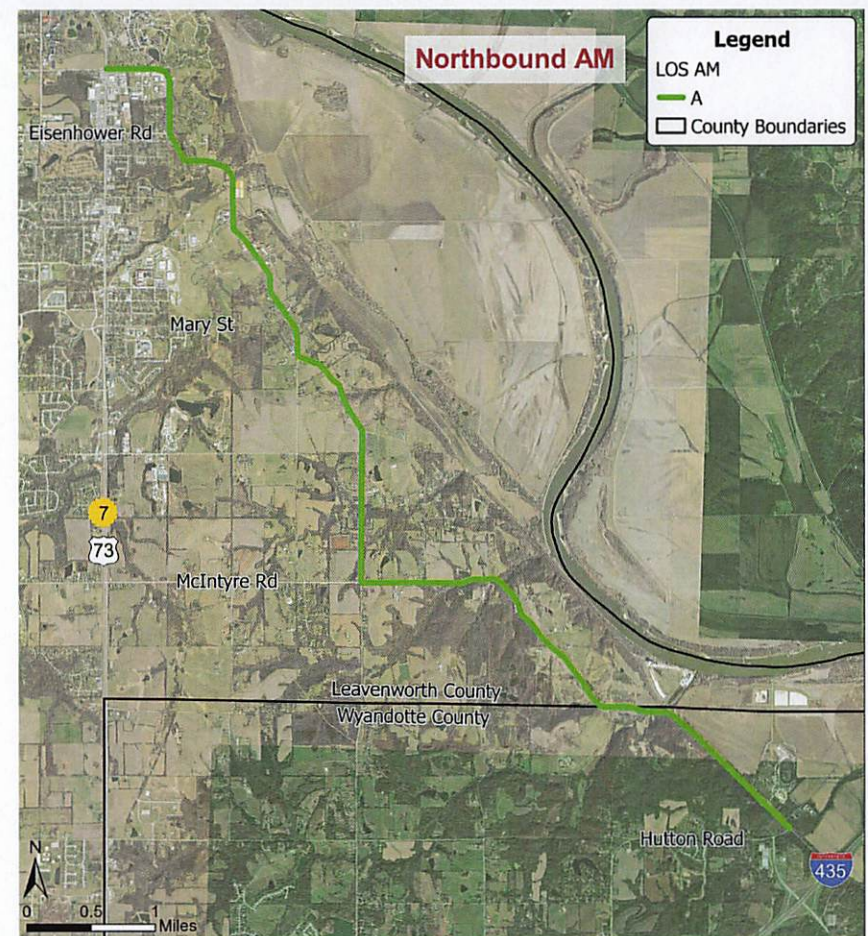
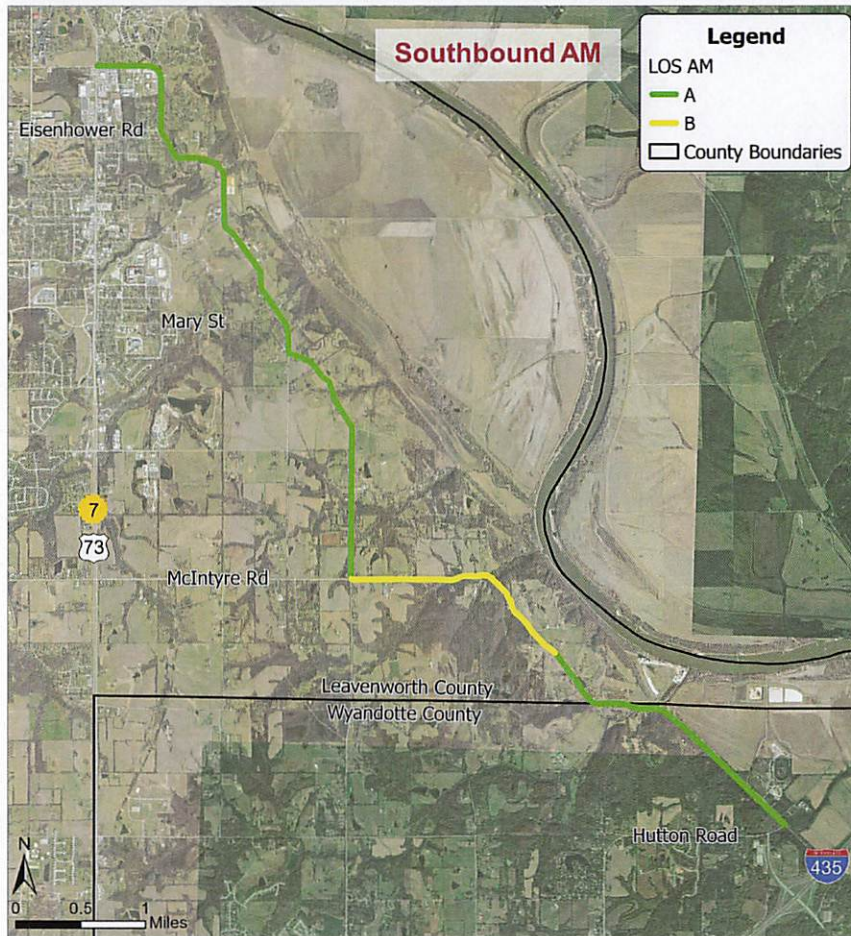
- Traffic Operations
 - Existing (Year 2025) Conditions
 - Future (Year 2050) No Build Conditions
- Review of Existing Conditions
- Draft Purpose and Need Statement
- Next Steps

Traffic Operations

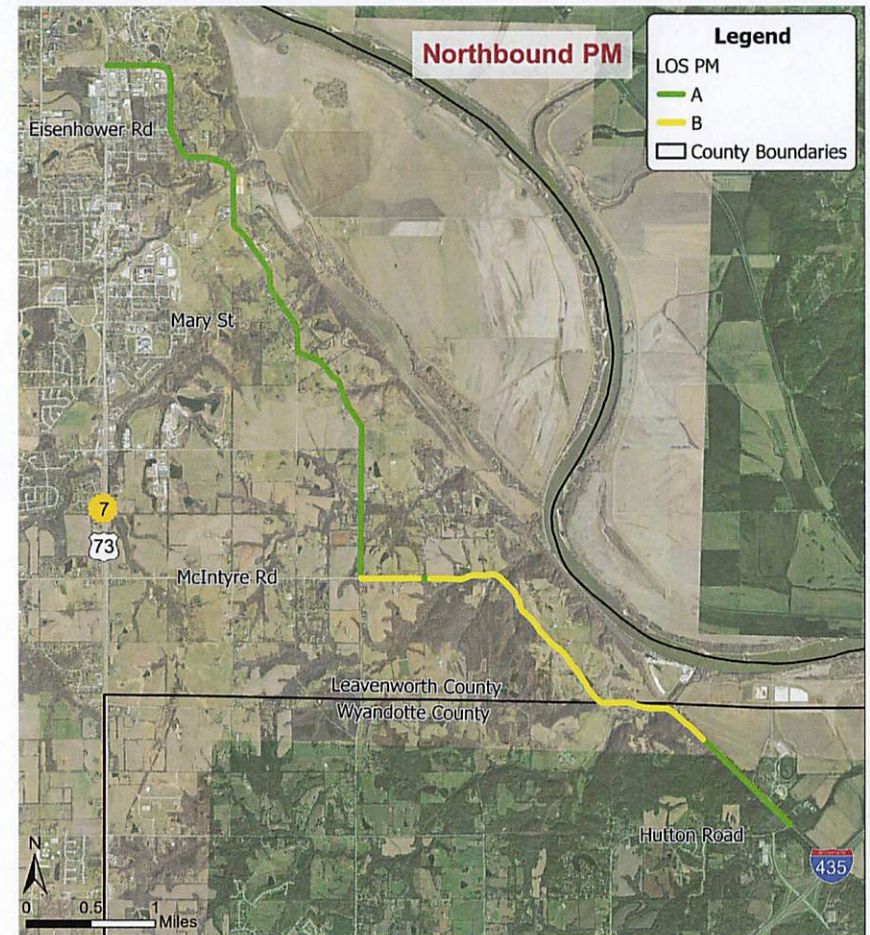
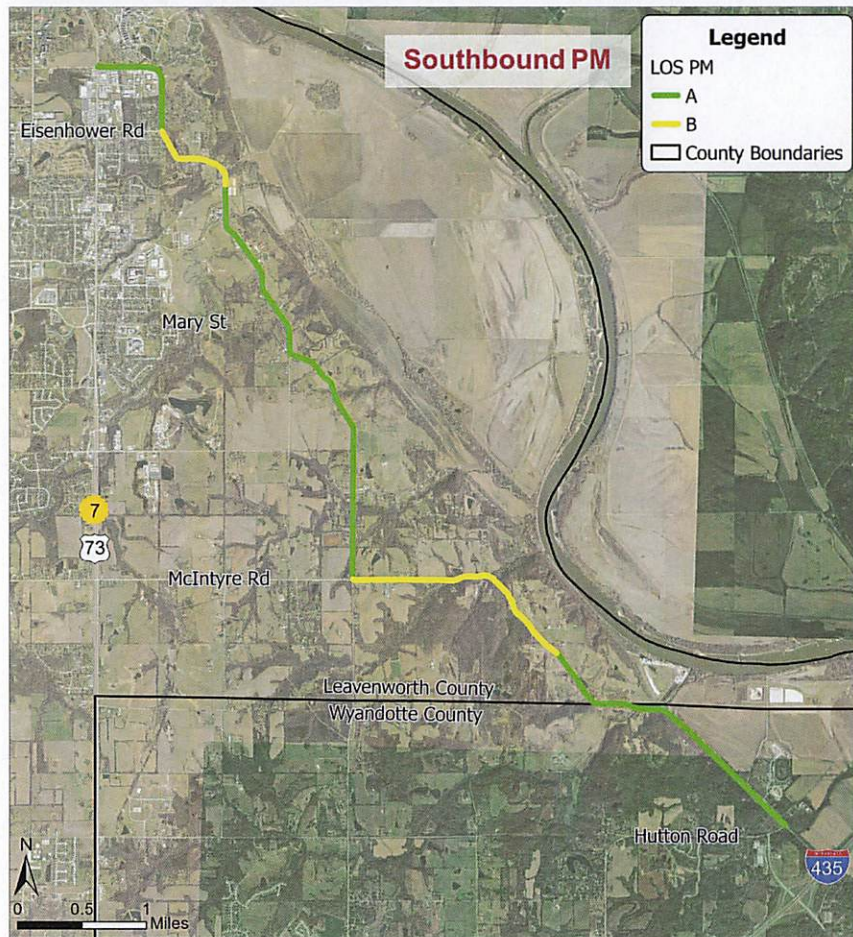


Existing Conditions
Future No Build Conditions

Segment LOS - AM Peak Hour



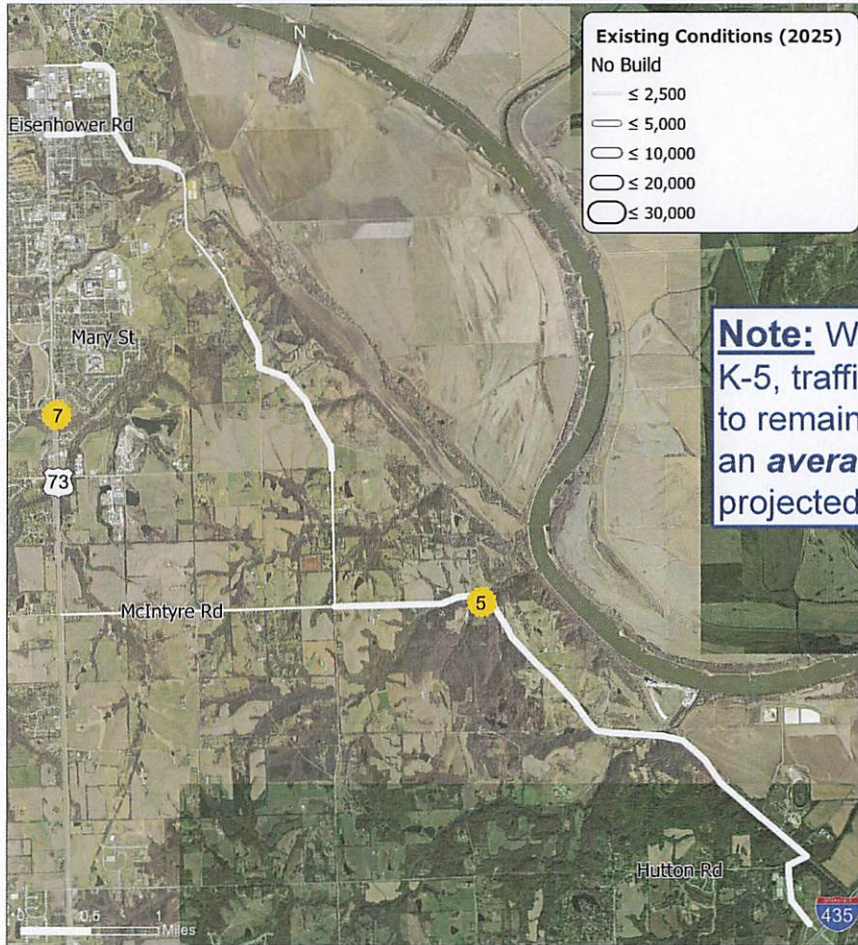
Segment LOS – PM Peak Hour



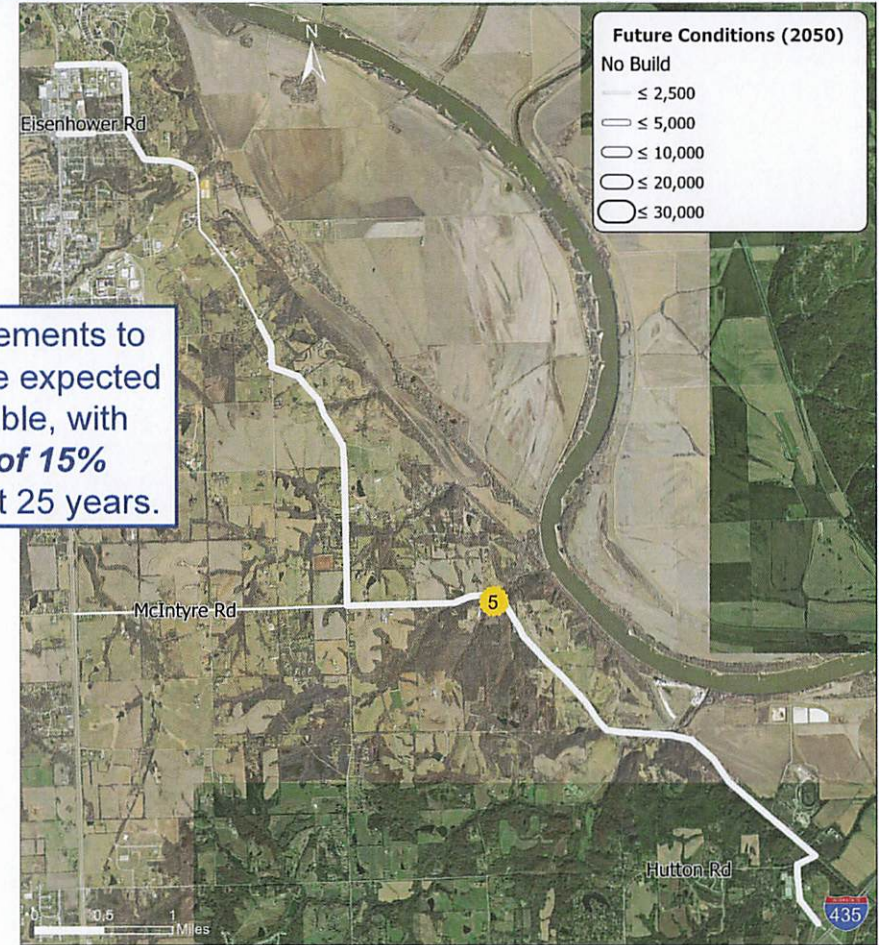
K-5 Modernization
KA-7376-01
 Leavenworth and
 Wyandotte Counties



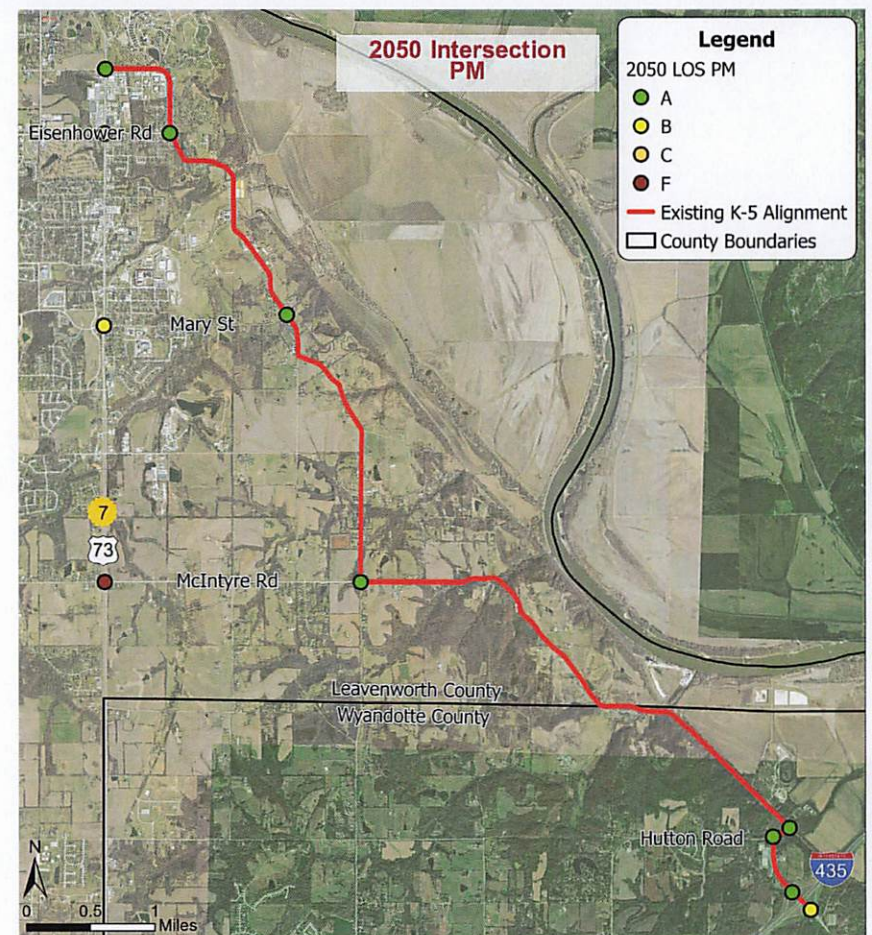
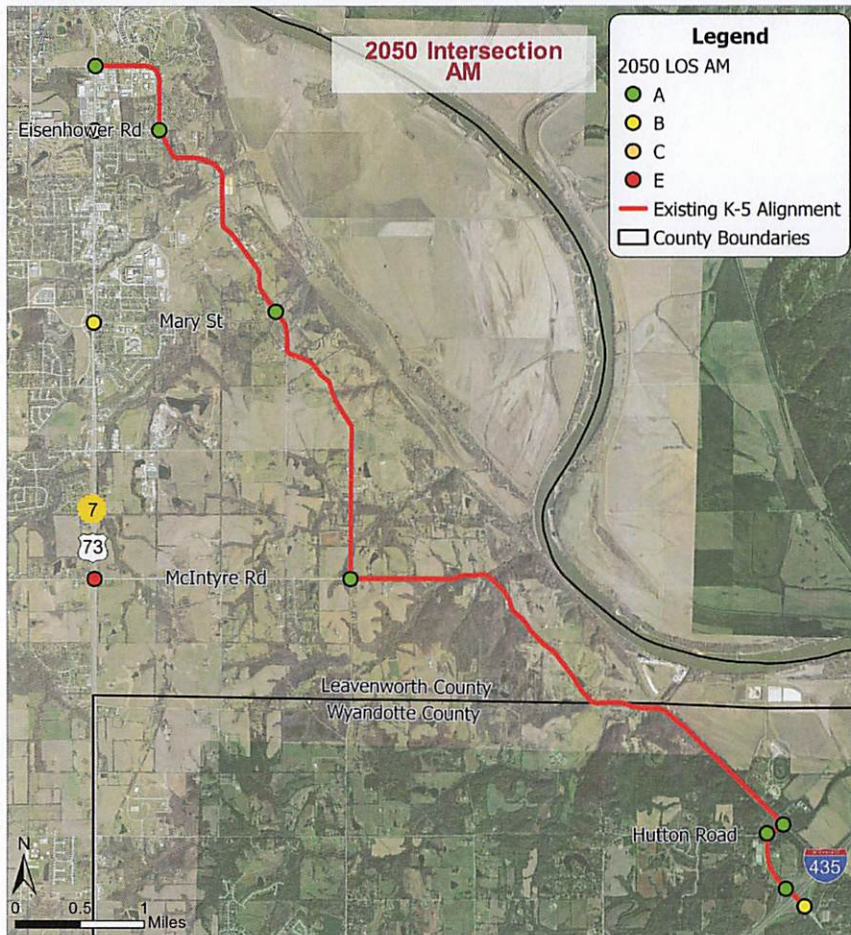
No Build Traffic Volume Projections



Note: Without improvements to K-5, traffic volumes are expected to remain relatively stable, with an **average increase of 15%** projected over the next 25 years.



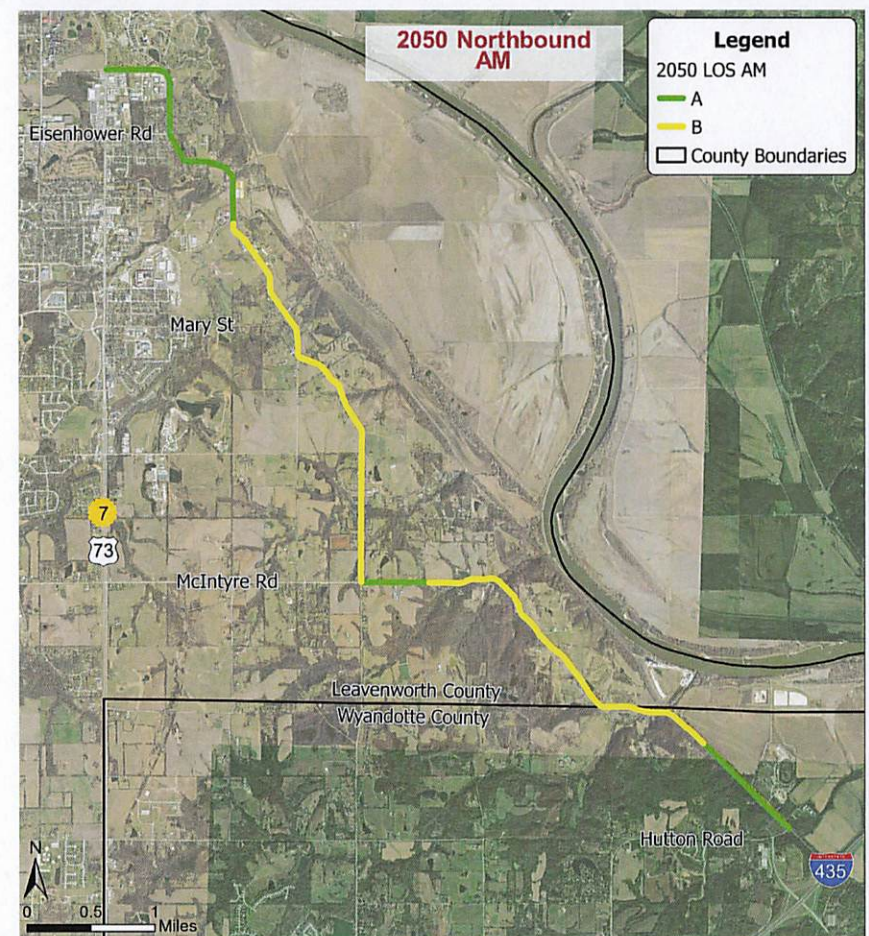
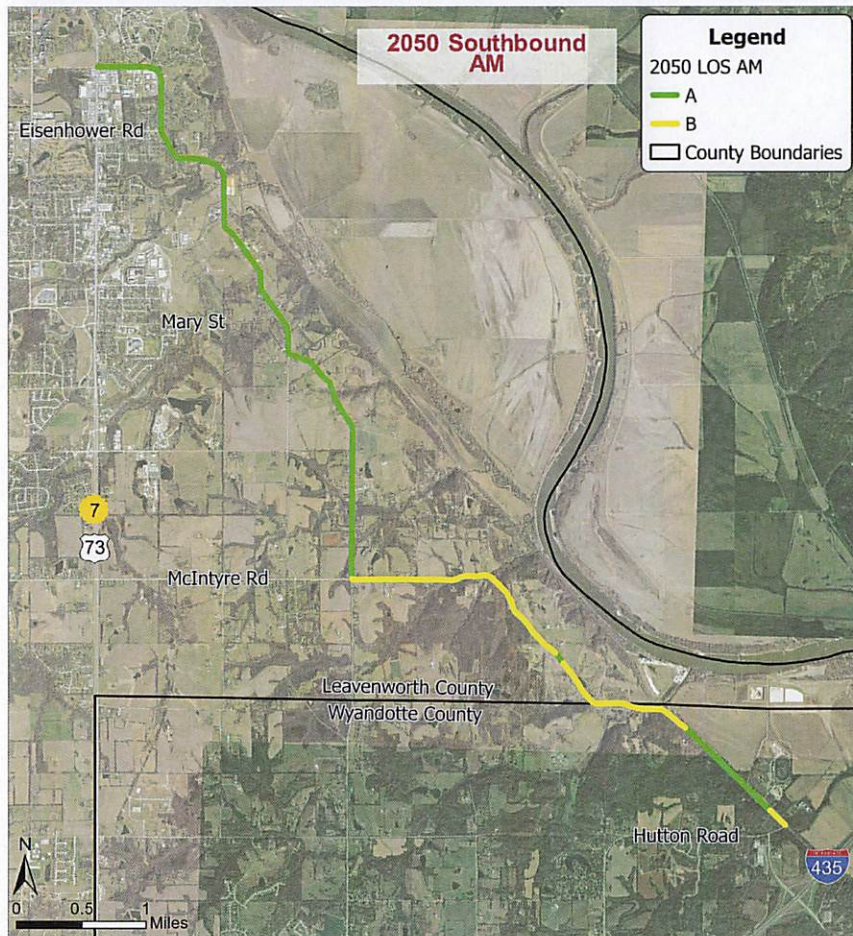
2050 Intersection LOS



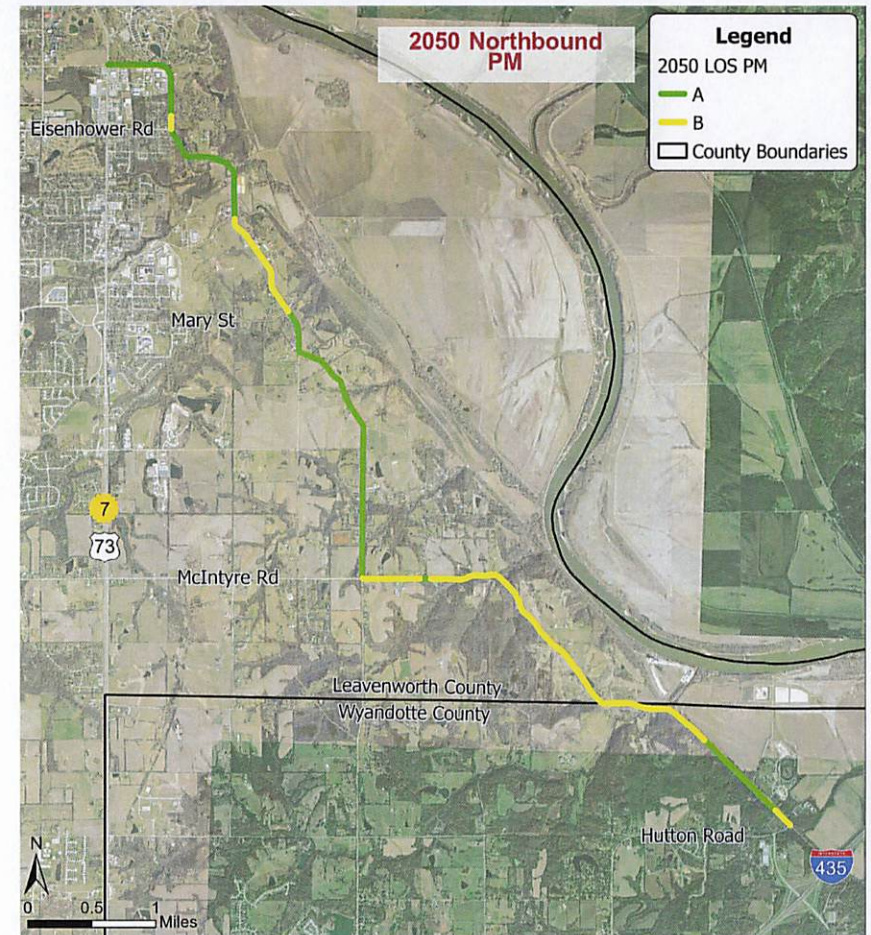
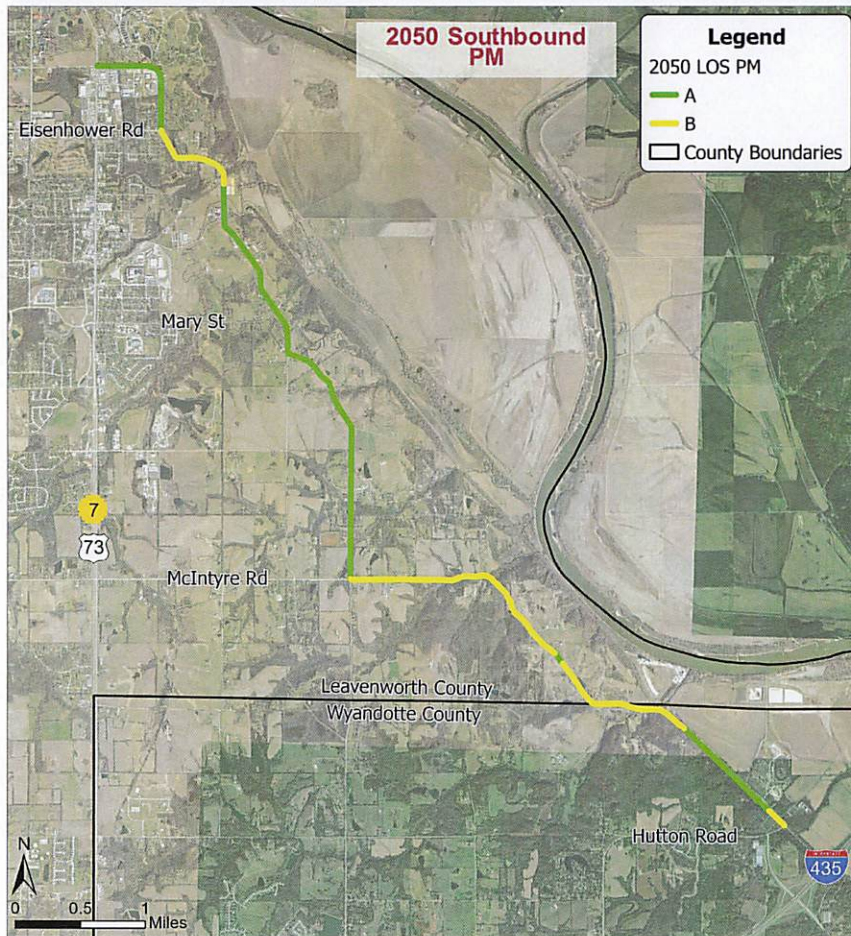
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2050 Segment LOS - AM Peak Hour



2050 Segment LOS - PM Peak Hour



K-5 Modernization
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*Leavenworth and
Wyandotte Counties*

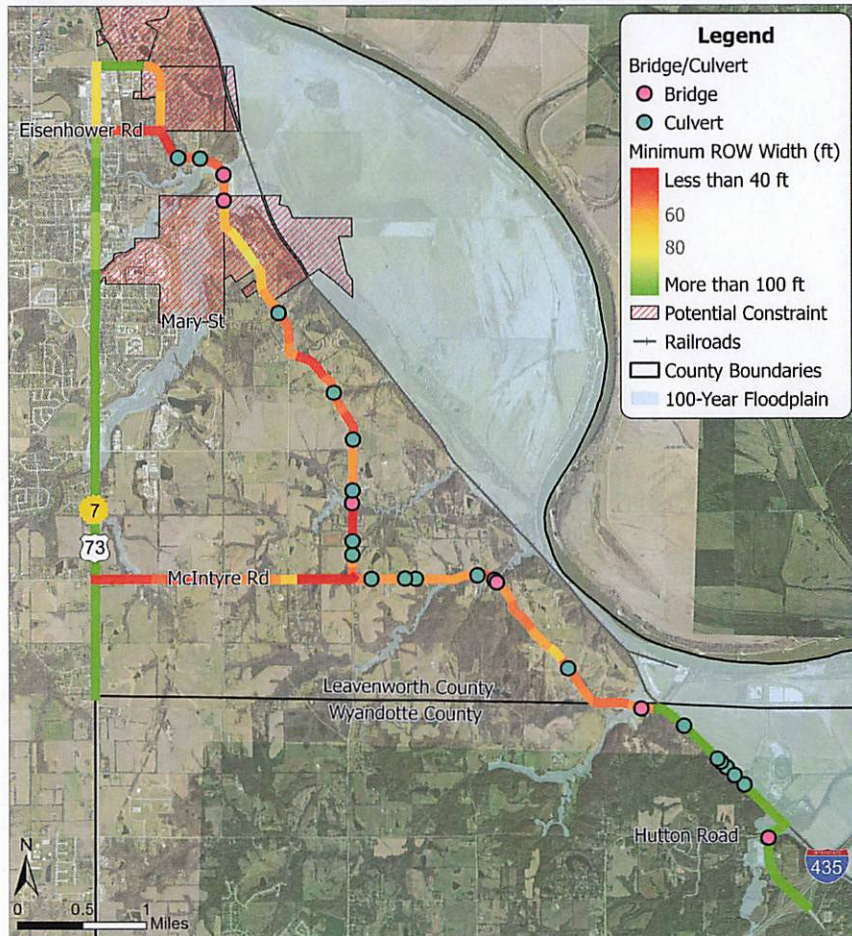


Review of Existing Conditions



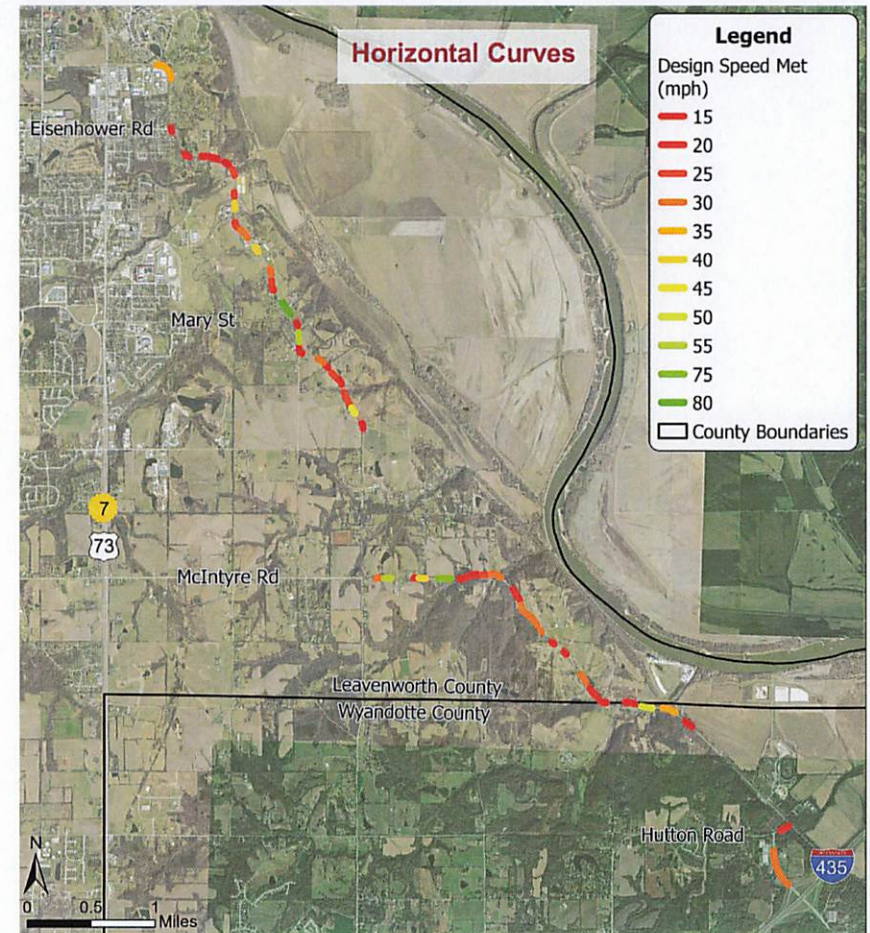
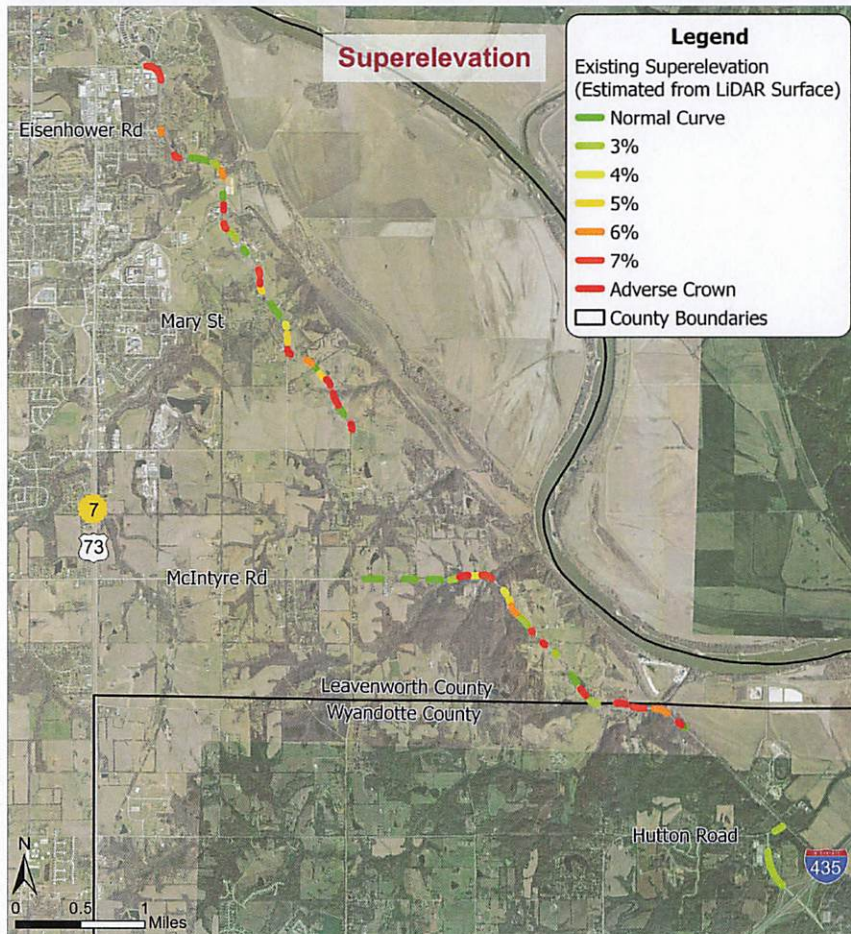
Constraints
Roadway Conditions
Crash Analysis

Potential Constraints



- Constrained Right-of-Way
 - 40 feet in locations
- Federal / State Property
 - Prisons
 - Cemeteries
- Railroads
- Floodplain

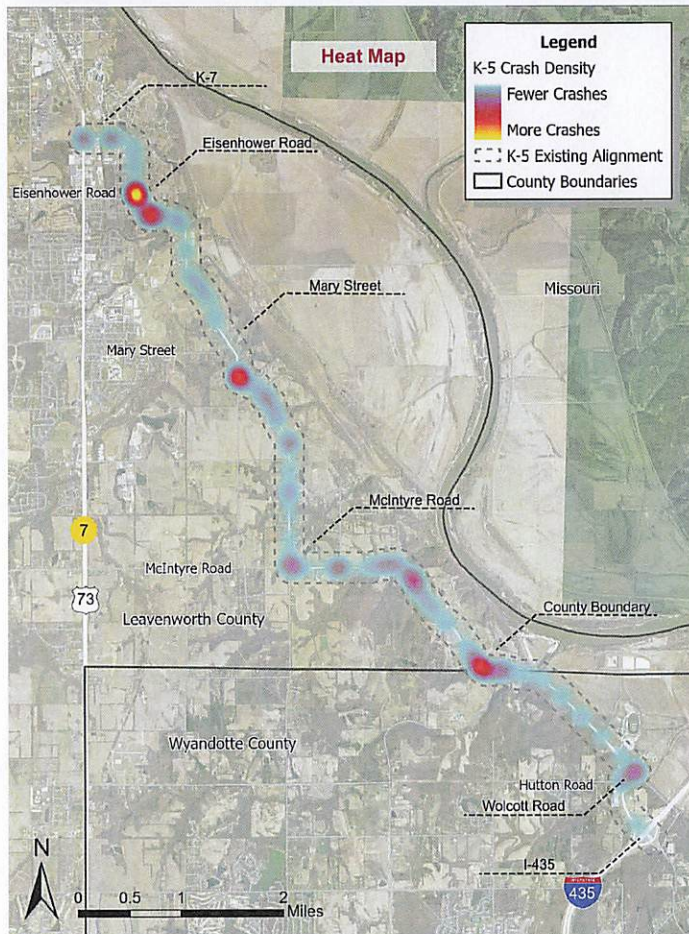
Superelevation & Horizontal Curves



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Crash Severity by Segment



K-5 Segment	Crash Severity						Fatal and Serious Injury Crash Rate (Crashes per HMVMT)	All Crashes Rate (Crashes per MVMT)
	Fatality	Serious Injury	Non-Incapacitating Injury	Possible Injury	Property Damage Only (PDO)	Total Crashes		
K-7 to Eisenhower Road	2	1	1	1	34	39	52.9	6.8
Eisenhower Road to Mary Street	0	4	13	11	60	88	31.1	5.3
Mary Street to McIntyre Road	0	4	14	10	58	86	24.7	4.7
McIntyre Road to County Boundary	1	7	18	5	72	103	36.2	2.7
County Boundary to Wolcott Road	0	1	5	6	35	47	5.7	2.6
Wolcott Road to I-435	0	1	2	2	15	20	12.9	1.8
Corridor-wide	3	18	53	35	274	383	25.6	4.7
Statewide Average (State Agency Highway)							2.3	1.3
Statewide Average (Rural Major Collector)							7.5	1.1

Purpose and Need Statement (Draft)



Purpose and Need Statement (Draft)



- **Safety** – Enhance roadway safety that reduces the number of severe crashes, particularly at substandard curves and intersections.
- **Connectivity** – Improve connectivity to key regional destinations for all communities along the corridor.
- **Modernization** – Modernize the roadway to support future growth of the region and bring it to current standards.

Next Steps



Next Steps



- **Initial Local Officials' Briefings**
 - Leavenworth Port Authority – 11/18 at noon
 - City of Leavenworth – 11/18 at 6pm
 - Leavenworth County – 11/19 at 10am
 - Wyandotte County / KCK – 11/20 at 7pm
 - City of Lansing – 12/4 at 7pm
- **Regroup with KDOT staff following briefings**
- **Stakeholder / Public Open House**
 - January/February 2026 (tentative)
- **Draft Locally Preferred Alternative**
 - March/April 2026
- **Update Local Officials / Public Meetings**
 - Late Spring 2026



Questions?

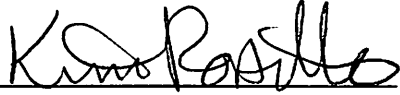


K-5 Modernization
KA-7376-01
*Leavenworth and
Wyandotte Counties*



**STUDY SESSION POLICY REPORT
LEAVENWORTH ATTAINABLE HOUSING ABANDONED HOUSING PROJECT**

NOVEMBER 18, 2025



Prepared By:
Kim Portillo
Director of Planning and
Community Development



Reviewed By:
Scott Peterson
City Manager

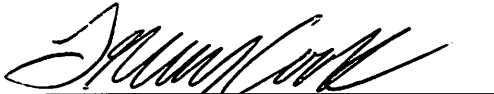
DISCUSSION:

In July of 2025 City Staff were contacted by Gregg Lombardi of Neighborhood Legal Support of Kansas City, Inc. regarding a program to convert blighted and abandoned housing with a history of Code Enforcement violations into affordable housing. Mr. Lombardi has done similar work in Kansas City, Missouri and now wishes to bring the program to Leavenworth.

Neighborhood Legal Support has partnered locally with The Sisters of Charity and Depaul Leavenworth Attainable Housing. Mr. Lombardi is present to provide an informational overview of their work and the program.

**STUDY SESSION POLICY REPORT
GOLF CARTS ON PUBLIC STREETS
PRESENTATION BY
TREVOR COOK,
ASSISTANT TO THE CITY MANAGER**

NOVEMBER 18, 2025


Trevor Cook
Assistant to the City Manager
Scott Peterson
City Manager

ISSUE:

Trevor Cook, Assistant to the City Manager, will present a policy-neutral overview of what would be required if the City Commission were to consider authorizing golf carts for use on certain public streets. The goal is to provide information and request Commission feedback on whether further exploration is desired. A background memo is attached for reference.



TO: MAYOR AND CITY COMMISSION
FROM: TREVOR COOK, ASSISTANT TO THE CITY MANAGER
SUBJECT: GOLF CART USE ON PUBLIC STREETS – CONSIDERATIONS & FEASIBILITY
DATE: NOVEMBER 18, 2025

INTRODUCTION & BACKGROUND

This memo intends to provide an option-neutral overview of what would be required if the City Commission chose to explore allowing golf carts on certain public streets. It summarizes current regulations, peer city practice, Leavenworth's street context, and permitting/enforcement considerations. The purpose is to support a feasibility discussion prior to committing staff time to ordinance development, with information based on current state statutes, City code, and reports/ordinances from other Kansas cities.

LEGAL & LOCAL BASELINE

Leavenworth adopts the **Standard Traffic Ordinance (STO)** annually by reference as the foundation for its traffic code. The City has **not adopted any local ordinance authorizing golf carts** for operation on public streets. As a result, golf carts are currently **prohibited** from use on City streets under Kansas law.

Kansas Statute **K.S.A. 8-15,108** authorizes cities to permit golf carts by local ordinance, provided operation is limited to **streets posted 30 mph or lower**, and restricted to **sunrise through sunset** unless the vehicle is equipped with appropriate lighting and a proper slow-moving vehicle (SMV) emblem. Separately, **low-speed vehicles (LSVs)** that meet federal standards may continue to operate on streets posted **40 mph or below** and are unaffected by this discussion.

PEER PRACTICE

Several cities across Kansas have authorized golf carts for limited use on public streets. While these ordinances are **most common in smaller communities**, a number of mid-sized cities (including Lenexa, Derby, and Garden City), have also adopted them. Cities with populations in the **25,000-60,000** range show a mix of approaches. Although generally smaller in scale and roadway complexity than Leavenworth, these communities offer consistent and practical frameworks that balance convenience, safety, and low administrative burden. Key provisions in cities that allow golf carts include

- **Street Limits:** ≤30 mph only; higher-speed roads may be crossed at intersections
- **Hours of Operation:** Sunrise–sunset only, unless properly lit
- **Drivers:** Valid driver's license required; all traffic laws apply
- **Equipment:** Headlights, taillights, SMV emblem, and mirrors commonly required
- **Insurance:** Liability coverage required in nearly all cities
- **Permitting:** Many cities require annual city permits with decals

- **Fees:** Typically \$25–\$100 annually; some include inspection
- **Enforcement:** Managed by Police under routine patrol

Cities often pair new ordinances with public education campaigns or FAQs to ensure compliance. No peer city was found to have implemented a formal pilot program with a sunset clause, but **most monitor results and adjust ordinances as needed.**

LEAVENWORTH STREET CONTEXT

Leavenworth’s roadway network includes a mix of local streets ($\leq 25/30$ mph), collectors (30–35 mph), and arterials or state routes (35–45+ mph). While many local and downtown streets are likely eligible under K.S.A. 8-15,108, speed limits may vary on collector and arterial corridors. Therefore, it is important to consider how these variations could affect overall connectivity, particularly in neighborhoods that rely on higher-speed roads.

ENFORCEMENT & PERMITTING CONSIDERATIONS

In cities where golf carts are permitted, police departments enforce golf cart rules as part of routine patrol. Serious enforcement actions are rare once education efforts are completed. Common enforcement priorities include:

- **Unlicensed drivers or underage operators**
- **Carts operating on prohibited streets or at night without proper lighting**
- **Lack of proof of insurance or required equipment**

The Leavenworth Police Department’s dedicated traffic unit would become responsible for golf cart enforcement in addition to their regular duties; however, careful consideration should be given to the size and capacity of the current unit as to not overwhelm operations. Many cities require an annual city-issued **permit and decal with fees ranging from \$25-100.** Carts are inspected for safety equipment, and proof of insurance is required. Renewals are often streamlined, and administration varies. In some cities, permits are handled by their police departments, in others, the city clerk’s office process paperwork while officers conduct inspections.

FEASIBILITY OUTLOOK

Although authorizing golf carts for street use in Leavenworth appears technically feasible, several important considerations may influence the approach to such an ordinance:

- **Enforcement Uncertainty:** Although peer cities generally report manageable enforcement burdens, the Leavenworth Police Department has limited traffic unit capacity in comparison. Input from local law enforcement should be considered to reflect any concerns about enforcement consistency, officer discretion, and added stops and or calls for service tied to unlicensed or improperly equipped vehicles.
- **Public Expectations and Compliance:** The general perception of golf carts as casual or recreational vehicles may result in lower awareness or traffic compliance. Cities have noted issues with unlicensed youth drivers and operation outside legal hours and routes. Local enforcement capacity and community education efforts would be critical to successful implementation.
- **Street Network Disruption:** While a great majority of the City’s roadway mileage falls within the allowable speed range, most of the key travel corridors are ineligible. This may limit the practical usefulness of golf carts in connecting certain destinations.
- **Policy Design:** Cities that require permits, inspections, and proof of insurance tend to experience higher compliance and lower confusion.

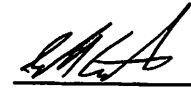
**STAFF REPORT
6th AND WALNUT STORM WATER DISCUSSION**

November 18, 2025

Prepared By:


Brian Faust, PE
Public Works Director

Reviewed By:


Scott Peterson,
City Manager

BACKGROUND:

The City's storm water conveyance system uses a variety of methods to capture and convey storm runoff. Methods to capture runoff include roadway curb/gutter, open ditches and enclosed systems. Enclosed systems may be stone and brick arches, reinforced concrete pipe, plastic pipe and corrugated metal piping.

Storm water runoff often contains various pollutants from yard chemicals, petroleum products from oils and fuels either spilled or used in construction along with road salts used to help melt snow and ice on our streets during the winter.

As the conveyance system ages, failures of the materials start to accelerate. The highest failure rates we are currently seeing are in corrugated metal piping (CMP). The bottoms of the pipe tend to rust creating holes where material used to backfill the pipe migrates into the pipe and then downstream. This loss of backfill material results in sinkholes developing – many times suddenly.

This evening's discussion will be about the conveyance system in and around the 6th Avenue and Walnut area.