

# U.S. 83 Communities Roadway Safety Plan

## Public Involvement Report



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## Summary of Outreach Efforts

Public involvement for the U.S. 83 Communities Roadway Safety Plan held both in-person and virtual meetings. The communities were invited to whole corridor meetings as well as individual community meetings. Summaries of each engagement opportunity are provided in this report as well as the results of surveys conducted.

## U.S. 83 Task Force Meetings

Over the span of several months, two task force meetings were held. The Task Force included local, county, and state agency staff.

Table 1 - U.S. 83 Task Force Members

<b>Name</b>	<b>Agency</b>
Ingrid Vandervort	KDOT – Bureau of Transportation Safety
Mackenzie Phillips	Finney County
Robert Reece	Finney County
Shane Burns	Garden City Schools
Robin Lujan	Holcomb
Matt Allen	Garden City
Adam Schart	Garden City / Wilson & Company
Mike Muirhead	Garden City
Tyler Patterson	Garden City
Lisa Mussman	KDOT – Public Affairs
David Sporn	Oberlin – City Administrator
Brock Sloan	Oakley – City Administrator
Bradley Pendergast	Scott City – City Administrator
Katie Eisenhour	Scott County Development Committee
Gary Bennett	KDOT
C.W. Harper	Finney County, Haskell County, Seward County
Rusty Varnado	Liberal

## U.S. 83 Task Force Meeting #1 – May 1, 2024

### Meeting Purpose

To gather input and perspectives from the Task Force about roadway safety concerns and issues along the US-83 corridor.

## Attendees

### Staffing

- Ashley Winchell, AICP – Wilson & Company, Moderator
- Michael Kramer, PE – Wilson & Company, Moderator
- Rachel Thomas – Wilson & Company, Moderator
- Ryan Deeken – Wilson & Company, Notetaker
- Kristen Manthei – Wilson & Company, Notetaker
- Natalie Walls – Wilson & Company, Notetaker
- Anthony Gallo, PE – Kimley Horn, Support
- Riley Mitts – Kimley Horn, Support
- Emma Habosky – TranSystems
- Clyde Prem – TranSystems

### Participants

Table 2 - Task Force Meeting #1 Attendees

<b>Name</b>	<b>Agency</b>
<i>Ingrid Vandervort</i>	KDOT – Bureau of Transportation Safety
<i>Mackenzie Phillips</i>	Finney County
<i>Robert Reece</i>	Finney County
<i>Shane Burns</i>	Garden City Schools
<i>Robin Lujan</i>	Holcomb
<i>Matt Allen</i>	Garden City
<i>Adam Schart</i>	Garden City / Wilson & Company
<i>Mike Muirhead</i>	Garden City
<i>Tyler Patterson</i>	Garden City & Holcomb
<i>Lisa Mussman</i>	KDOT District 3 – Public Affairs
<i>David Sporn</i>	Oberlin – City Administrator
<i>Brock Sloan</i>	Oakley – City Administrator
<i>Bradley Pendergast</i>	Scott City
<i>Katie Eisenhour</i>	Scott City – Economic Development
<i>Gary Bennett</i>	KDOT
<i>C.W. Harper</i>	Finney County, Haskell County, Seward County Engineer
<i>Rusty Varnado</i>	Liberal

## What we heard

A moderator led participants through a series of questions over roadway safety in the communities along the US-83 corridor. Highlights from participant responses are summarized below.

### Notice on Crash data

All crash data information that was and will be provided is subject to United States Code, Use Restricted 23 USC 407. [23 USC 407: Discovery and admission as evidence of certain reports and surveys \(house.gov\)](https://www.house.gov/legislation/record/23usc407.htm)

### Describe the biggest roadway safety concerns in your community.

Participants in each geography mentioned freight truck traffic as economically positive but also a safety, congestion, and noise concern. Behavioral education in multiple methods and languages was identified as a potential way to improve safety and reach multiple groups of roadway users. Individual comments included:

- Increasing amounts of freight truck traffic has positive and negative impacts.
  - Throughout the whole corridor, not just a lone municipality issue.
  - Amount of freight can cause noise pollution wherever US-83 cuts through a municipality.
  - Helps with economic development.
- Oversized loads sometimes have difficulty maneuvering under or around signals that are too low.
- School age children and teens are walking to and from schools. There have been at least two fatal crashes involving school age children and teens along the corridor.
- Speeding, especially exceeding 100 miles per hour, has been increasing. Tickets and enforcement have increased.
- Sight distance can be blocked by retaining walls and vegetation.
- Overhead lighting is not consistent, and the lack of lighting discourages students from walking to school.
- Congestion around bypasses in Garden City has resulted in at least 2 fatal crashes. One involving a bicyclist and the other was a head on crash.
- Pedestrian crossings along the corridor are lacking.
- Transitions from city to county infrastructure can cause roadway user confusion and congestion.
- Roadway geometry is a concern at a few locations where 5 or 6 streets meet at one intersection. Areas around these intersections are fully developed.

**Tell us about areas in your community that experience higher safety issues. This could be a specific intersection, neighborhood, stretch of roadway, business location, etc.**

Many of the identified areas involved intersections or interchanges. A few neighborhoods or developments were identified in the municipalities, as well as railroad crossings. Specific safety issue areas by municipality are below:

- Garden City
  - East Garden Village
  - “5 Point”
  - Kansas Ave/Campus Drive
  - Schulman Ave
  - McCoy Drive
  - Larue Rd/K-156
  - Mary St/Campus Drive
  - Mary St/3<sup>rd</sup> St
  - Mary St/Main St
  - Southwind Development
  - Burnside Drive
  - BUS-83/US-83
  - Sagebrush/Wilderness (Bruno Crossing)
  - Mary St/Anderson Rd/Jones Ave
  - Acraway Rd
  - Solar Ave
  - VFW Rd
- Holcomb
  - Jones Ave/Old US-50/Main St
  - Henderson St/Jones Ave
  - Jones Ave/N Big Lowe Rd
  - Jones Ave/High School-Middle School intersection
  - Tyson Plant to the west
- Oakley

- US-83/Union Pacific Railroad
- US-83/US-40
- Center Ave/E Front St
- Oberlin
  - US-83/US-36
  - Feed lot north of town on US-83
  - Commercial St/US-83
  - Pedestrian crossing locations and schools
- Scott City
  - US-83/E Road 30 by Poky Feeders
  - US-83/9<sup>th</sup> St – Near high school
  - US-83/K-4
  - US-83/K-95
- Haskell County
  - US-83/US-56
  - County Road 50/US-83
- Liberal
  - “6 Point” intersection by US-83/US-54
  - Union Pacific Railroad/US-83

**Tell us about what kind of roadway safety problems or strategies your community is using or has promoted in the past?**

Flashing signage with speeds have been used in Scott City along K-96. This effort has made a difference with speeds along the roadway.

**How can we best reach your community about upcoming online engagement?**

There are multiple ways that the participants identified as being useful methods of communication with the communities. Scott City is currently updating their comprehensive plan and stated that those engagement events could be a productive way to reach the community. The following are the methods that were mentioned:

- Chamber Newsletters
- City and County Websites

- School districts
- Elected officials
- Major employers

### **What do you hope to gain for your community out of this plan?**

The improvement of safety and helping to ensure that everyone returns home at the end of the day is important to each municipality and community. Potential interchanges and alternate pathways for congestion reduction have been identified. Individual comments included:

- A potential interchange at US-56/US-83
- Alternating passing lanes from Kansas/Oklahoma border to I-70
  - KDOT is planning to develop alternating passing lanes between Garden City and Scott City

### **A Vision Zero Policy adopted by city or county leadership is a requirement of the grant funding. What tools or information does your community need to adopt a Vision Zero Policy?**

Overall, keeping the city and county council members engaged and informed of the project and the process, so they are kept up to date. KDOT will also be an important partner for communities to engage with and be able to take the necessary steps.

### **Questions from Task Force participants**

Some questions from the participants includes the following:

- “With distracted driving, behavior modification is a big goal, but how do we do it?”
- “How do we efficiently spend money to target seemingly random fatal crashes? Focus should be on behavioral strategies.”

### **Poll Results**

The participants were asked two questions as polls and one open ended question during the meeting. The following section reveals the results of the poll and question responses:

### **Why is roadway safety important to your community?**

- “Reduce fatalities/injuries to road users.”
- “Everyone making it home.”
- “We strengthen communities, businesses and families by reducing transportation fatalities and serious injuries.”
- “The extent to which a road is safe for vehicle occupants, pedestrians and cyclists is an indicator of economic and health equity.”
- “To ensure safe roads for all drivers and quality of life.”

- “Better quality of life, safe routes for transportation and pedestrians.”
- “To ensure the safe transportation for all that travel.”
- “Liberal is the gateway into Kansas for our region. It is essential that our roads remain safe and maintained to ensure civilian passage as well as enhancing the freight corridor in our area.”

**Have you heard of Vision Zero before?**

The majority (64%) of participants have heard of Vision Zero before. Those who have not were informed of the concept and why it is key to this project.

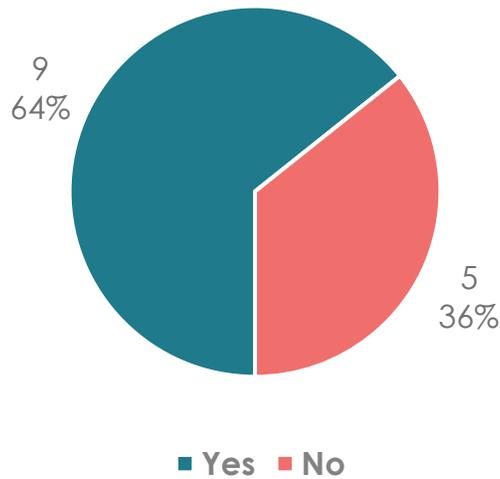


Figure 1 - Task Force Knowledge of Vision Zero

**Of the following emphasis areas, which is most important to you and your community to invest in?**

The top three emphasis areas that were identified were Intersections, Distracted Drivers, and Speed. Participants did not identify the Motorcycle or Work Zone emphasis areas as areas of importance.

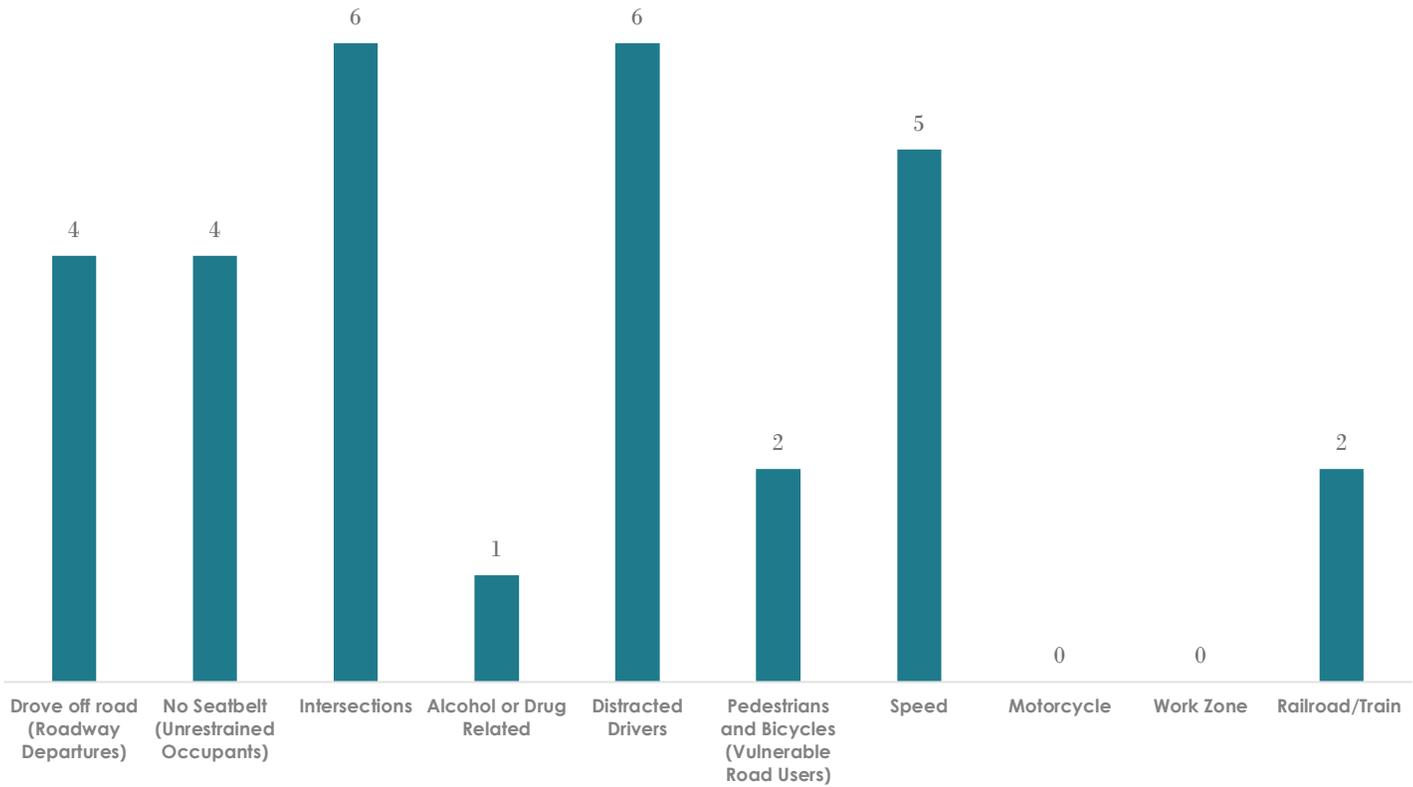


Figure 2 - Task Force Identified Emphasis Areas

# U.S. 83 Task Force Meeting #2 – August 7, 2024

## Meeting Purpose

To identify preferred countermeasures for each community's top emphasis areas.

## Attendees

### Staffing

- Ashley Winchell, AICP – Wilson & Company, Moderator
- Michael Kramer, PE – Wilson & Company, Moderator
- Kristen Manthei – Wilson & Company, Notetaker
- Ryan Deeken – Wilson & Company, Notetaker
- Nahaji Kebe – Wilson & Company, Notetaker
- Anthony Gallo – Kimley Horn, Support
- Riley Mitts – Kimley Horn, Support
- John Pileggi – Kimley Horn, Support
- Emma Habosky – Transystems, Moderator

### Participants

Table 3 - Task Force Meeting #2 Attendees

<b>Name</b>	<b>Agency</b>
<i>Ingrid Vandervort</i>	KDOT – Bureau of Transportation Safety
<i>Shane Burns</i>	Garden City Schools
<i>Lisa Mussman</i>	KDOT District 3 – Public Affairs
<i>Katie Eisenhour</i>	Scott County Development Committee
<i>C.W. Harper</i>	Finney County, Haskell County, Seward County Engineer
<i>Tyler Patterson</i>	Garden City Public Works & Holcomb Council Member
<i>April Warden</i>	County Administrator, Seward County
<i>Mike Muirhead</i>	Director of Public Works, Garden City, KS
<i>Gerald Bennett</i>	KDOT – District 6
<i>Rusty Varnado</i>	City Manager, Liberal, KS
<i>Matt Allen</i>	City Manager, Garden City, KS
<i>Larry Brungardt</i>	Finney County
<i>Greg</i>	
<i>Robin Lujan</i>	City Manager, Holcomb, KS

## Discussion Notes

### Mid-Sized Communities

- Q: Are there issues or concerns with our data compared to what you have noticed?  
Are there additional safety Issues?
  - **Lane departure** on the highway
  - **Failure to follow traffic control** at intersections
    - Issues with traffic laws, **four-way stop control** in particular
  - Volume of traffic based on the size and capacity on the roadway
  - **Concerns for pedestrians**
    - Navigating five lanes or more without protection
    - At midblock, intersections, two-lane roads, and collector roadways
  - Safety concerns with the bypass (Specifically Liberal)
    - Significant truck traffic
    - Access management
      - More **interested in reducing access points** if it will increase safety
    - **Gaps in pedestrian network**
    - **Decent transit riding population**
      - First mile, last mile
- Q: Any issues at intersections?
  - Roundabouts have been considered
    - **Unfeasible due to political resistance**
  - Signage is evaluated and updated as needed during chip seal implementation (Garden City)
    - All signs on Kansas Ave are maintained by Garden City

Table 4 - Countermeasure preference at Intersections

Countermeasure	Prefer			Secondary			Tertiary		
	Small	Mid	County	Small	Mid	County	Small	Mid	County
<b>Retroreflective Backplates</b>	X	X							
<b>Low-Cost Countermeasures</b>	X	X	X						
<b>Roundabout</b>									X
<b>Dedicated Left and Right Turn</b>		X		X		X			
<b>Yellow Change Intervals</b>				X	X				
<b>Corridor Access Management</b>		X					X		
<b>Reduced Left-Turn Conflict Intersections</b>							X		

- Challenges
  - Small Communities
    - Roundabout at 9<sup>th</sup> & 83, it keeps trucks moving
      - Lots of **trucks are stopping late** on 9<sup>th</sup> St.
    - Access management could be difficult on west side of road (road not stated)
      - No room for access road
    - Removing parking along 83 could be a struggle
      - **Businesses are very tied to the parking**, have increased angle of parking previously
    - Long trucks must go elsewhere
    - Potential need for **bypass, but can it be avoided or pushed further into the future?**
  - Mid-Size Communities
    - Older signal units have less programmability
      - Signals on mast arms with appropriate signage to identify cross traffic
      - **KDOT controls some signals**, may be difficult to update timings
    - More complaints on Mary compared to other streets in terms of traffic
    - **Not open to roundabouts** within political realm
  - County Level
    - No signalized intersections
    - Seems like folks in Seward County are **not open to roundabouts**
- Opportunities
  - Small Communities
    - **Retroreflective backplates could be useful** at highway intersections in Scott City
    - Yellow interval in Scott City
    - Roundabouts at park near 12<sup>th</sup> & Main
      - Need to strategically place in Scott City
    - Potential **3-lane US-83 with a center turn lane**
    - Could K96 still have truck parking?
  - Mid-Size Communities
    - **Signage could use visibility updates**
    - Increased wayfinding signage
  - County Level
    - Liked reflective signpost markers
    - KDOT was studying roundabout at US-83 & US-54
      - [U.S. 54 Expansion in Seward County - July 19, 2023 - English / Bilingual Meeting / Reunión en Inglés / Bilingüe - KDOT IKE Program \(ksdot.gov\)](#)

- [U.S. 54 Expansion in Seward County and Other Regional Projects - KDOT IKE Program \(ksdot.gov\)](#)
- Dodge City: [RoundaboutJuly29.pdf \(ksdot.gov\)](#)
- Potential for **lighting at key intersections**

Table 5 - Countermeasure Preference with Roadway Departure

Countermeasure	Prefer			Secondary			Tertiary		
	Small	Mid	County	Small	Mid	County	Small	Mid	County
Safety Edge						X			
Wider Edge Lines			X						
Enhanced Delineation for Horizontal Curves			X						
Rumble Strips						X			
Roadside Design Improvements at Curves									X
Median Barriers									N/A*

\*No divided roads at county level

- Challenges
  - County Level
    - Lots of roads don't have shoulders or paved shoulders
    - Seward County has equipment issues for addressing inclement weather
    - Rumble strip maintenance is an issue, also at intersections
    - Clear zone issues
      - Farmers plant and farm up to edge of roadway
      - Difficult conversations have occurred with no changes
- Opportunities
  - County Level
    - County ROW includes 60, 80, or 100 feet depending on functional class
    - Using millings for shoulders is an option
    - Maintenance of edge lines is important
    - Enhanced delineation should include clear signage with flashing lights and retroreflective tape
    - Guardrails are utilized in Seward Co in areas with large drop offs

Table 6 - Countermeasure Preference with VRUs

Countermeasure	Prefer			Secondary			Tertiary		
	Small	Mid	County	Small	Mid	County	Small	Mid	County
Low-Cost Countermeasures	X		N/A			N/A			N/A
Crosswalk Visibility Enhancements	X		N/A			N/A			N/A
Bicycle Lanes			N/A		X	N/A	X		N/A
Walkways			N/A			N/A			N/A
Road Diet			N/A		X	N/A			N/A
Pedestrian Hybrid Beacons			N/A			N/A			N/A
Pedestrian Refuge Island			N/A			N/A			N/A

\*No VRU crashes at County Level

- Challenges
  - *Small Communities*
    - No signals or lighting at 12<sup>th</sup> & US-83
  - Opportunities
    - *Small Communities*
      - Walkways would be helpful to pedestrians
      - 12<sup>th</sup> & US-83
        - Kids Park/Playground (Patton Park)
        - Nursing home
        - Bikes
        - No traffic signals or active crosswalks
    - Mid-Size Communities
      - Some hesitancy within community with bike lanes and road diets
        - Newest implementation is working well so far however in Garden City
    - *What are the issues you've seen?*
      - Teens are distracted driving
      - Poor driving habits
      - Scared drivers
      - Seat positions
        - Leaning far back
        - Sleeping passengers
    - *What are some potential solutions?*
      - Drivers' education in high schools during the school year as well as the summer

- Education through law enforcement agencies
  - Seatbelt usage
  - Alcohol (Impairment)
- Using social media for educational campaigns
- *What have you tried before?*
  - SAFE Program in Kansas (unlisted communities are below)
    - Scott County
    - Decatur County
- *Additional comments:*
  - Kids are buckling up immediately (small communities)
  - Emergency management may have more insight into seatbelts
  - Seatbelt comfort

# U.S. 83 Summit

## Meeting Purpose

The U.S. 83 Summit was this project's first in-person meeting, held on June 12<sup>th</sup>, 2024. This allowed the communities to sit in the same space and brainstorm on what they envision as a future for their communities in the next 20 years. Participants included Task Force members as well as staff from Kansas Department of Transportation, Federal Highway Administration, and several communities' economic development teams.

To gather input and perspectives from the Task Force and additional stakeholders about roadway safety concerns and issues along the US-83 corridor.

## Notice on Crash data

All crash data information that was and will be provided is subject to United States Code, Use Restricted 23 USC 407. [23 USC 407: Discovery and admission as evidence of certain reports and surveys \(house.gov\)](https://www.house.gov/legislation/ucfr/407.htm)

## Attendees

### Staffing

- Ashley Winchell, AICP – Wilson & Company, Moderator
- Michael Kramer, PE – Wilson & Company, Moderator
- Rachel Thomas – Wilson & Company, Notetaker
- Kristen Manthei – Wilson & Company, Notetaker
- Max Rusch – Wilson & Company, Support
- Riley Mitts – Kimley Horn, Notetaker
- Slade Engstrom – TranSystems, Facilitator
- Tom Hein – TranSystems, Notetaker

### Participants

Table 7 - U.S. 83 Summit Attendees

Name	Agency
Ingrid Vandervort	KDOT – Bureau of Transportation Safety
Mackenzie Phillips	Finney County
Shane Burns	Garden City Schools
Adam Schart	Garden City Engineer / Wilson & Company
Lisa Mussman	KDOT District 3 – Public Affairs
Brock Sloan	Oakley – City Administrator
Bradley Pendergast	Scott City – City Administrator

<b>Name</b>	<b>Agency</b>
<i>Katie Eisenhour</i>	Scott County Development Committee
<i>Gary Bennett</i>	KDOT
<i>C.W. Harper</i>	Finney County, Haskell County, Seward County Engineer
<i>Danielle Burke</i>	Garden City – Assistant City Manager
<i>David LaRoche</i>	FHWA
<i>Jeffrey Pounds</i>	Scott County Sheriff
<i>Tyler Patterson</i>	Garden City Public Works & Holcomb Council Member
<i>Shannon Dick</i>	Finney County EDC
<i>Scott Carr</i>	Seward County Commissioner
<i>Kenneth (Kenny) Jones</i>	Finney County

## Regional Breakouts

Meeting participants were divided into breakout groups by regional geography. Breakout groups are as follows:

- North: Scott City, Oakley, Oberlin, Scott County, Logan County, Thomas County, Sheridan County, Decatur County
- Central: Garden City, Holcomb, Finney County
- South: Liberal, Seward County, Haskell County

### *What we heard*

A moderator led participants through a visioning exercise. This involved developing a news headline for 20-40 years in the future along US-83. Highlights from participant responses are summarized below.

Think 20 years into the future – the local paper is running a story about US-83. What is the headline? What is US-83 like in 2044? 2064?

Participants in each geography declared a statement along the lines of “Four-Lane US-83 Completed” as potential headlines. These varied in distance but held the four-lane aspect throughout. Individual comments included:

- North Region Top Headline: “Past Highway Improvements Have Made US-83 the Safest Highway in Kansas”
  - Truck Bypass Route for Scott City, landowner pushback

- Oversize loads are disruptive to predictability and safety
- Parking along US-83 in Scott City needs to be modified
- Scott City wants downtown revitalization
- Oakley needs improvements at the US-83/US-40 intersection
- Oakley residents want the city to stay the same, with no desired growth
- Central Region Main Headlines: “Groundbreaking for US-50 Bypass” and “Four-Lane Divided Highway from the Oklahoma Border”
  - Traffic perception is relative, congestion is relative
  - Seasonality with harvest and manufacturing shift changes
  - Garden City is pro-development right now
    - Sports complex in development east of US-83
    - 4,000 new housing units by 2030, looking at annexing these new areas
  - Garden City Trauma Care can be overwhelmed easily, small capacity, unrated facilities
    - Life flight to Wichita is a major positive
  - Holcomb is looking to grow in population
    - Developments just outside of city limits do not utilize city development codes, as in within 1 mile of the city limits (same with Garden City)
- South Region Top Headline: “Divided US-83 Unites Western Kansas” Subheading: “Diversified Industries Supported by Safer Corridor”
  - SW KS is often overlooked; funding opportunities pit communities against each other
  - Diversify Land Use
  - Manufacturing and Ag drives the economy
    - Support and provide more opportunities to grow
    - Not everybody has CDLs
  - 2+1 (continuous passing lanes)

- Prevent people from making unsafe decisions while driving
- Desire to future proof facilities, prepare for autonomous vehicles
- Liberal's population is slowly decreasing based on the Census
  - Not the full story
    - Significant portion of the population are wary of the Census (Immigration)
    - Nearest Immigration office is Wichita and is too far for some
- Finney/Seward Counties are both growing rapidly in population

How does US-83 impact your community?

Many of the identified impacts were focused on challenges and opportunities. Some of the challenges are speeds, bypass lanes, intersections, and bypasses are causing downtown cores to close early and businesses to close.

Specific impacts by region are below:

- North Region
  - Expectations of service
  - Commerce driven inconvenience
  - How do we sustain safety culture?
- Central Region
  - Passing/intersection improvements from Garden City to Scott City as per KDOT
  - Bypass lanes cause issues
  - Speed differentials
    - Ag traffic pulls put onto US-83 and does not match speed of existing traffic
  - Shoulders not available for passing or vehicle use besides emergencies
    - Adding shoulders may offer benefits
  - Rail can help alleviate traffic
    - Finney County EDC has more info on this

- Major issues getting development south of Garden City due to rail spur, US-83, and other physical boundaries
- South Region
  - Positive
    - Connects Liberal to I-70 and connects to Amarillo
      - Major north-south route in Kansas
    - Speed limits in Scott City are heavily enforced
    - Liberal is not divided by US-83, the bypass is still a bypass
  - Negatives
    - Not a bypass anymore in Garden City
    - Connecting schools to students who walk
    - US-54 divides schools in Liberal
    - Bypass in Liberal prevents people from spending money in Liberal
    - Garden City's downtown is declining, city is livelier around the bypass

#### Safety Concerns?

- North Region
  - Pedestrian safety in Scott City
    - Peds and bikes cross the highway to access the park and swimming pool
  - Speeding is significant along the corridor in Scott City when it transfers to four-lanes
    - Speed limit in Scott City is 20mph and it is highly enforced
  - Signal timing needs to be updated around school drop-off and pick-up; traffic backs up into residential areas
- Central Region
  - Ped crossing at Schulman and Spruce
    - Due to retail, lots of ped traffic
  - Want to connect east of town to rest of Garden City

- Significant increase in traffic anticipated from Sports Complex
- Upgrade signals at Schulman and Spruce
  - KDOT is examining
- The trail system is developing eastward, need crossing assistance (ped overpass?)
- Grade separate US-83?
- VFW is used as an east bypass for trucks
  - US-83 to US-50
- South Region
  - Bicyclists avoid the corridor
  - Peds avoid the corridor
  - Speed variances (100-140 mph)
  - Drivers making poor decisions, especially in large platoons
  - Not enough law enforcement staffing between towns
  - Grain lots do not adhere to load limits
    - Increased wear and tear on roads and equipment
    - Slower acceleration for these overloaded trucks
    - Texas has laws on overloaded trucks that may be something to look into
  - KDOT and other agencies are not aware of what the actual truck percentages/oversized loads impact and look like on a day-to-day basis
  - Many short truck trips (under a mile) going uncounted
    - Cannot get fully up to speed
    - Isolated in specific locations and dependent on what is being harvested

What else should we know?

- North Region
  - Let the public/residents decide on short-term options

- Oakley wants to stay small
- Central Region
  - Near misses?
    - Hard braking data from K-State?
    - Bull haulers pass where they should not
      - No regard to other traffic
      - Pull out into the wrong lane
      - Know that people move for them, so they do not fix their behaviors
    - Windmill blades
      - Escort vehicles
      - Passing on SB US-83, sometimes have to pull out onto the shoulder to avoid being hit
    - Distracted driving
      - Center rumble strips save lives (multiple attested to this)
      - Rumbles do not help when you are driving a semi distracted
    - Most fatalities in Garden City were at night
      - Schulman – bicyclist
      - Wet cake ethanol drivers are a concern
    - Believe champions are project specific
  - Garden City School District buses travel from county line to county line
    - Bus accident at Jones/VFW week of 6/3-6/7, car pushed another car into the side of a bus
      - No injuries
- South Region
  - Conflict points
    - US-83 & Spruce/Schulman
    - Annie Scheer & Plymell Rd

- US-56 & US-83 in Haskell
    - Has train blockages (Grain silos)
    - ~30 people killed in 50 years at this location
- Issues stopping improvements from happening?
  - Funding
  - Large projects
    - Smaller, faster, more immediate projects should take the lead if they will save lives
    - Infrastructure projects are slow
    - Land acquisition is difficult
  - Western Kansas has been abused compared to central and eastern Kansas
    - Not enough representation in Topeka
  - AADT is not constant along corridor
- Three schools near the bypass
  - Safety concerns for children
- Immigrant populations walk
- Liberal is growing in population
- Haskell County is the fastest growing county/community in SW KS
- Garden City has 900 acres of windmill parts that come through the city by rail, but trucks must distribute the parts
  - 500-acre distribution radius
- Do not forget about the in-between locations

### Interactive Participation

For an interactive moment, Mentimeter was utilized to poll the participants and anonymously, in real-time display their thoughts for others to see. 16 out of 17 participants responded to the poll question. Participants were asked the following question after the first informative portion of the presentation:

## **“What do you hope to accomplish through the US-83 Corridor Safety Plan?”**

Overall, the top three accomplishments were improved safety, better traffic flow, and planning for the future.

Individual responses were as follows.

- Safer driving conditions
- Better traffic flow
- Improved safety along US-83
- Improved safety
- A safer environment for drivers
- Improved safety and better traffic flow
- Less large truck through cities
- Safety and mobility for all
- Improved traffic flow
- Better signage
- Develop a long-range vision that encourages growth while creating safer highways.
- How to accommodate more truck traffic safely.
- Safer driving fewer fatalities
- Reducing crashes and fatalities
- Gain a unified voice for 83, from Liberal to Oberlin
- Plan for the future
- Collaboration & long-range planning between communities
- Are trucks really accounted for in KDOT analyses?

# Community Engagement

Meetings with the public were held on a regional or community level basis.

## Dates

- September 21, 2024 – Pop-up Event
  - Garden City's Fall Fest 2024

### September 21, 2024 - Pop-up Event

At the Pop-up Event that occurred during Fall Fest 2024 in Garden City, approximately 140 participants voiced their experiences regarding safety within Garden City before the wind and rain came in.



Figure 3 - Garden City Fall Fest

Participants voted on areas where transportation safety improvements should be prioritized. The rankings were:

- Near schools, parks, and other community assets
- Major intersections
- Roads with the most vehicles or highest speeds
- Roads with the most crashes
- Along highways, roads with heavy truck traffic, and business districts and commercial areas (tied)

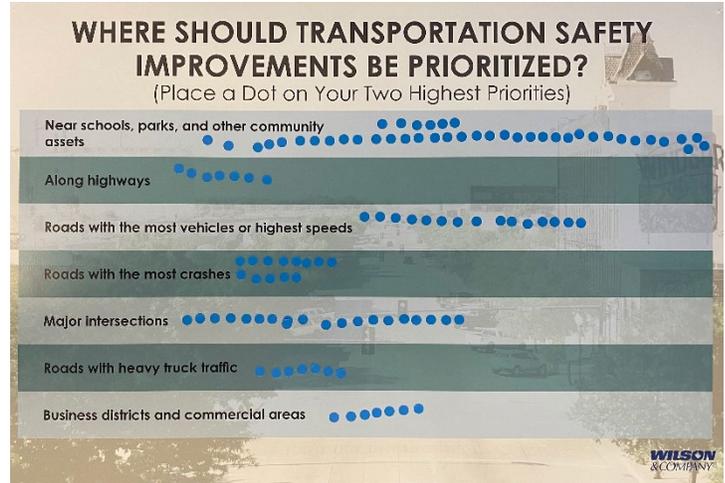


Figure 4 - Public Ranked Transportation Safety Prioritization

Participants identified several intersections as needing improvement:

- Mary & Buffalo
- Fleming & Spruce
- 10<sup>th</sup> & Buffalo
- Campus & Schulman
- Jennie Barker & Schulman
- U.S. 83 Bypass & Schulman
- U.S. 83 Bypass & Spruce
- Campus & Fulton
- 5-points
- 3<sup>rd</sup> & Main

Some specific needs were listed by the community:

- Pedestrian and bicyclist improvements, such as pedestrian push buttons and crossings
  - Spruce & Bypass
  - Crossing for the bypass
  - McDonald's (Taylor Ave & Kansas Ave & Buffalo Jones Ave)
  - Time Out Sports Bar (Olive St & Taylor Ave)
  - J-Mart Truck Stop (Buffalo Jones Ave & Kathryn Dr)
- U.S. 83 passing lanes (southbound) have very narrow shoulders
  - New curves on southbound U.S. 83 reduce passing locations
- Speeding issues
  - St. John Street
  - SB on Taylor Ave
- Running traffic signals or stop signs

- U.S. 83 Bypass at Schulman
- Jennie Barker Rd & Schulman
- There are no stop/traffic control signs in the neighborhood bounded by Fulton, Spruce, Anderson, and 1<sup>st</sup> St.
- Traffic patterns at Mary & Buffalo can catch people off guard
- Maintenance/ "Dip in Road" signage needed at Henderson & The Dome
- Intersection of Buffalo Jones Ave & 10<sup>th</sup> St
  - Hard to see when it is dark
  - Senior Center is here
- U.S. 50 & U.S. 83 at the south interchange has a confusing "Do Not Enter" sign
- Issues with school drop-off and pick-up
- Bump in pavement on Fulton at Campus, pushes you into the right lane
- New signal at K-156 & Jennie Barker Road had several positive comments
- Maintenance issues with Finney County roads

## Advertisements and Publications

Many forms of advertisements were utilized for this project to generate excitement and receive as much input as possible from the public. The methods utilized are outlined below.

### Press Release

- KWCH 12 – Sent on May 8<sup>th</sup>, 2024
- KSNB-TV – Sent on May 8<sup>th</sup>, 2024
- Western Kansas News – Sent on May 8<sup>th</sup>, 2024; Released May 8<sup>th</sup>, 2024
  - [US-83 Communities Roadway Safety Plan Announces Website Launch – Western Kansas News](#)
- High Plains Public Radio – Sent on May 8<sup>th</sup>, 2024
- KAAS-LD 31-Garden City – Sent on May 8<sup>th</sup>, 2024
- Kansas Press Association – Sent on May 8<sup>th</sup>, 2024
- The Garden City Telegram – Sent on May 8<sup>th</sup>, 2024
- Liberal First – Sent on May 8<sup>th</sup>, 2024
- KSCB News – Sent on May 8<sup>th</sup>, 2024

Nine news agencies received a press release for the launch of the project website, one agency posted the announcement on their website. That page had 1,128 views as of June 25<sup>th</sup>, 2024.

### Facebook Advertisement (May 23, 2024 – June 23, 2024)

- Pinged residents and visitors that passed through or appeared near the corridor study area
  - Comments and reactions to the advertisement varied.

- 76 overall comments
- Post reach – 13,468
- Post engagement – 2,074
- 721 link clicks

The Facebook Advertisement received 76 comments, most of which started conversations in the comments between post viewers. The advertisement stated:

*“We want to hear from you! Visit the US-83 Communities Roadway Safety Plan website to help improve roadway safety in your community! Learn more about the project and share your experience using the interactive map and taking the survey. Visit [www.us83-communitites-safety-plan.com](http://www.us83-communitites-safety-plan.com)”*

Respondents in the comments provided their thoughts as well. The top two comments were asking for four-lanes and for passing lanes.

*Table 8 - Comments received on Facebook*

**Facebook Advertisement Comments**

Western Kansas really needs at least one 4 lane highway to safely accommodate truck & auto/cycle traffic.
Just make it 4 lanes all through KS to I-70.
Passing lanes are definitely needed if you want to improve safety.
I would like to see a pedestrian bridge over 83 going from east to west so that people could get over to the new mall area on by Menards
We NEED passing lanes!
I would like to see money spent on a true bypass rather than putting millions into an obsolete bypass that brings more and more truck right through town. We have two schools, rapidly growing neighborhoods, and shopping areas outside our so called bypass.
Keep windmill parts off 2 lane highways
Put in some passing lanes like 83 has in Texas. Helps traffic flow much better.
Bring back the passing lane project from Liberal to Oakley that got cancelled because of Brownback's court loss to schools
Oakley's 83/40 junctions have proven repeatedly with accidents they are not safe!!
So full of semi's. No way to pass. Too many towns to drive through.
Rumble strips gather sand. Turbulence behind trucks break windshields. Very few vehicles without tracks.
Passing lanes are a must! The center rumble strips I like, but not the ones on the sides. They gather sand and constant windshield breaks. Brand new car and 2 breaks in the first 3 months. 83 between Garden and Scott.

## Facebook Advertisement Comments

JUST DO SOMETHING! Anything would be better than the situation we have now. The truck traffic is awful!! And the state keeps putting those counting trips out, but so what?? Keep counting the hundreds of trucks that go on this road in a half of a day...

Passing lanes

We need to have US-83 a four lane hi-way. You back east don't know what our traffic is like. You have four lines why can't we have one in Western Kansas. US-83 goes from Canada to Mexico.

This survey has nothing to do with Hwy 83. Just the towns that are on the route of 83. When it asked what city you live in it asks about travel within the town, neighborhoods, walking and so on. They're trying to get a 15 minute radius by walking or bike.

Who is doing this study?

You really need a meeting to find out what the obvious is that needs done???

50 was supposed to be a 4 lane from the state line clear across Kansas by now, that has yet to happen. What makes you think it's going to be any different for 83.

It was proposed years ago to 4 lane across Nebraska from South Dakota to Kansas. But they keep voting for useless Smith which only cares about the panhandle. I-80 needs 3 west and 3 east bound lanes across Nebraska but all the money goes to Lincoln and...

The damn thing needs to be four lanes from state line to state line... What's the big mystery? If it were closer to Topeka it already would be!

Give us at least passing lanes if not 4 lanes! Shame on the DOT and Gov. Kelly for allowing the wide and long loads on our 83.

If you'd research 83 hwy from a retired state worker, he told me when he went to work for the state in the early 60s he saw plans to make 83 four lane interstate but hwy 81 won out because it carries more traffic as he explains that's why 83 makes the jog over I 70 they layed the highway for the south bound lane and put in the north bound overpass

They have been building a new road between Sublette and Garden City but as soon as they got finished they tore the old one up. If they would have left it there they had a four lane highway in place. Would have been cheaper too because they would not have...

Just don't get the construction company doing the highway between Cimarron and Dodge, it will never get completed.

It should be illegal for semi trucks to travel on two lane highways when they are snowpacked and icy!

Hwy 83 does not have enough traffic to justify 4 lanes. Here in Nebraska they are turning it into a super two highway so far between McCook and North Platte. Periodically they install passing lanes on uphill stretches. We have 3 so far and they are...

## Facebook Advertisement Comments

Four lanes would be greatly appreciated. Head on collision claimed my mother's life on US 83 in Finney County.

US-83 needs to be 4 lane divided highway in order to make safer for all drivers

Going south on 83 in Oklahoma and Texas there are passing lanes every few miles. It's really nice. Don't think it needs to be 4 lanes the whole distance.

We DO NOT need safe corridors, We need four lanes!! On Us 83!!

## Online Engagement

The project website, [us83-communities-safety-plan.com](https://us83-communities-safety-plan.com), was set-up and displays project information, an interactive mapping exercise, and two surveys in both English and Spanish. This site went live on May 8<sup>th</sup>, 2024.

For the interactive mapping, there were several different icons for participants to utilize and display their experiences along the corridor. The point comment that was the most common was for Driver Concern or Opportunity. Near Crash was the second most common. Participants left comments on their points, allowing for more information to be presented.

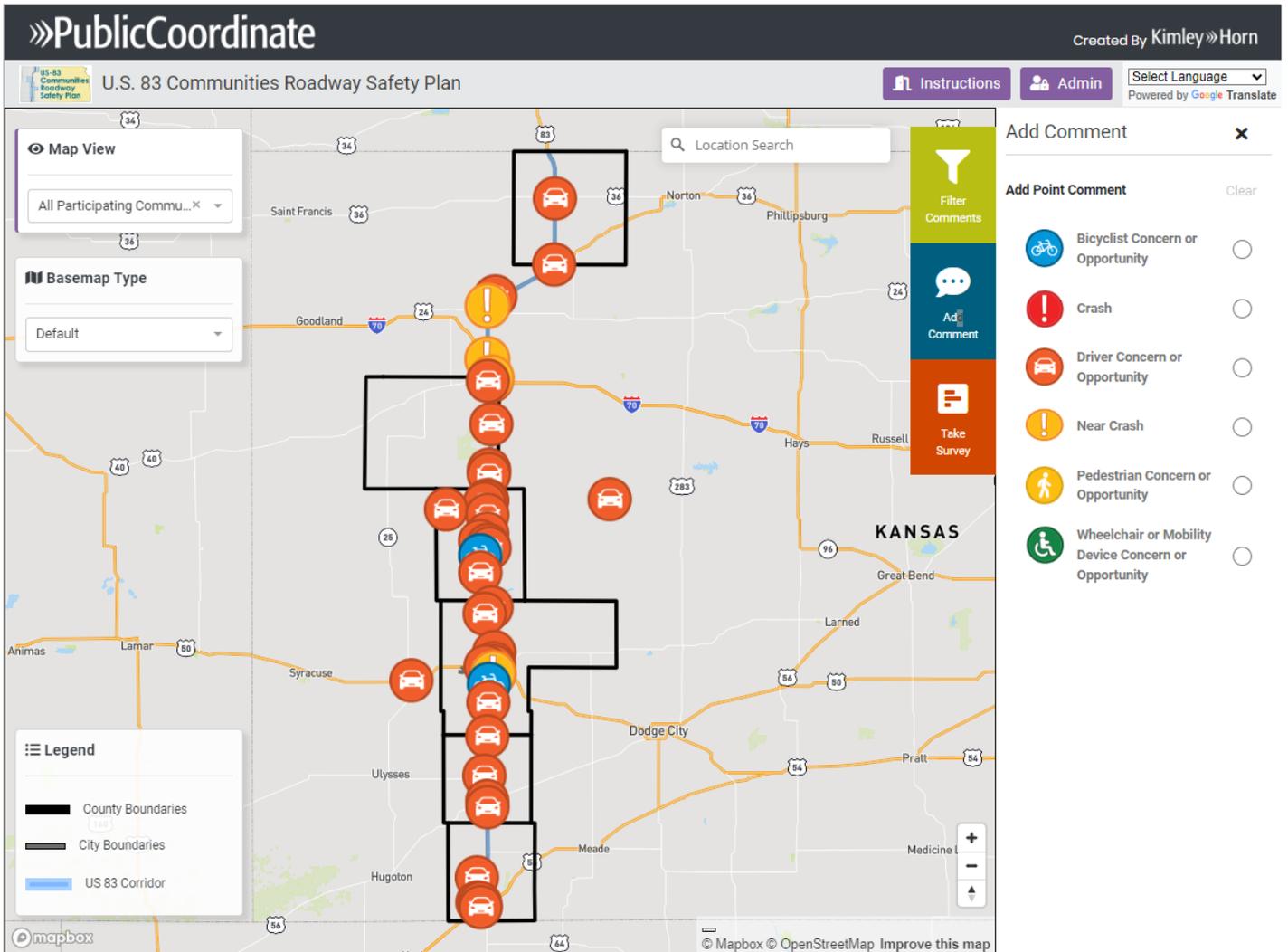


Figure 5 - Interactive Mapping Tool

### Online Survey # 1

As part of the engagement process for the U.S. 83 Communities Roadway Safety Plan, an online survey was conducted for a period of two months from May to July 2024. The survey aimed to understand residents' transportation habits and street safety concerns within their communities. The survey sought to gather insights on how people travel, their perceptions of the street network, and their experiences with traffic incidents in the communities where they live and/or work. The survey also looked to identify the factors that individuals consider the most important for enhancing street safety.

To maximize engagement, the survey was advertised through city and county websites, Facebook, and other community social media platforms. This approach ensured broad participation and diverse perspectives that helped guide the development of the U.S. 83 Communities Roadway Safety Plan.

### Survey Demographics

The following data reflects the demographics of the 284 individuals who participated in the survey from across the U.S. 83 Communities Roadway Safety Plan project area (Garden City, Holcomb, Liberal, Oakley, Oberlin, Scott City, Decatur County, Finney County, Haskell County, Logan County, Scott County, and Seward County).

Of the communities in the project area, 95 participants (30% of 284) reported that they live in Garden City. The second most represented community was Oakley, with 54 participants (19% of 284). Seward County and Holcomb were the least represented communities, with two and four reported participants, respectively.

**Survey Participants by Community**

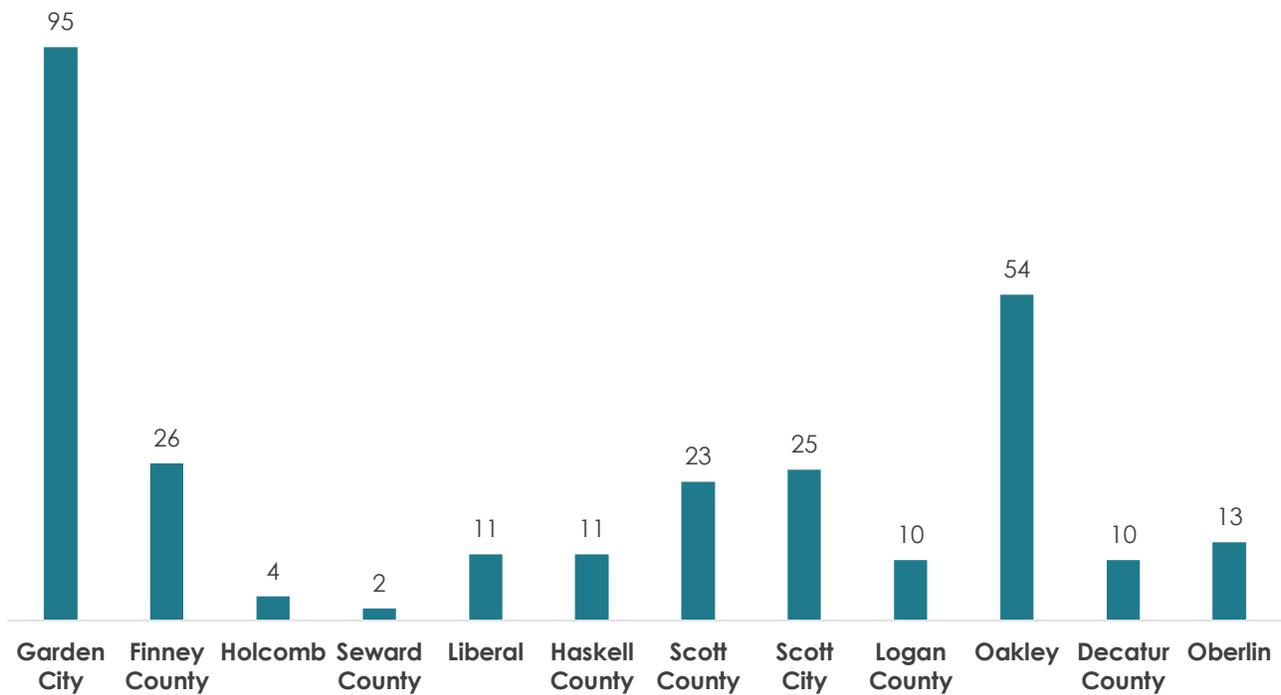


Figure 6 - Survey responses to "Which community do you live in?"

Based on the survey, communities within the project area have an overwhelming majority of the population that have lived in their community for over five years. This population may have a more holistic view of the assets and issues within their community. The more recent populations offer a new insight into the community with fresh eyes. Each of these communities are vital to the success of their city.

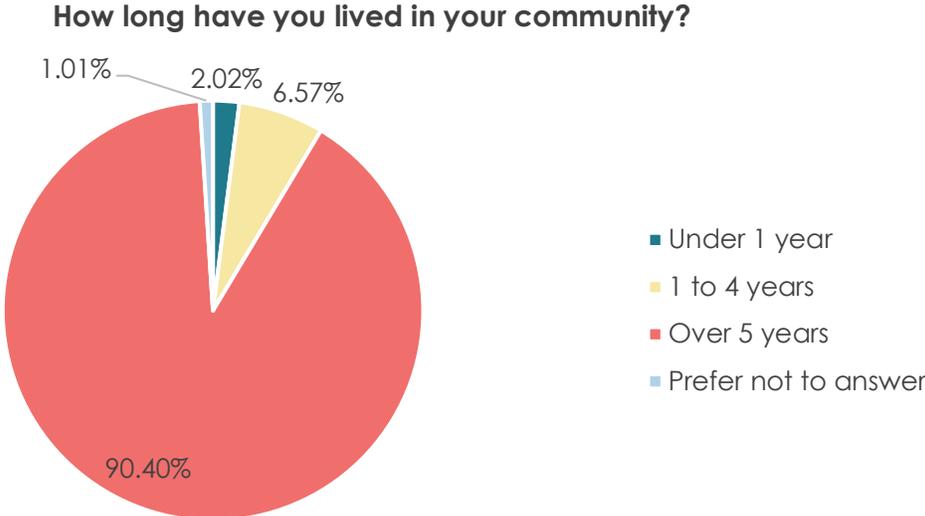


Figure 7 - Survey responses to "How long have you lived in your community?"

Around 75% of the survey participants were between the ages of 25 and 64.

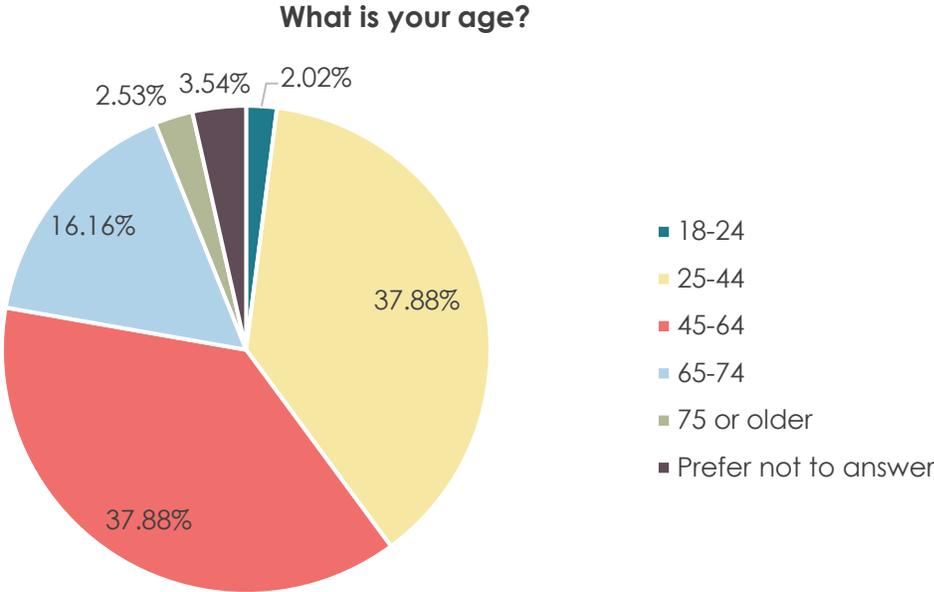


Figure 8 - Survey responses to "What is your age?"

About 30% of survey respondents identified household income of more than \$100,000, closely followed by 22% selecting between \$75,001 and \$100,000. A large share of respondents chose not to respond to this question.

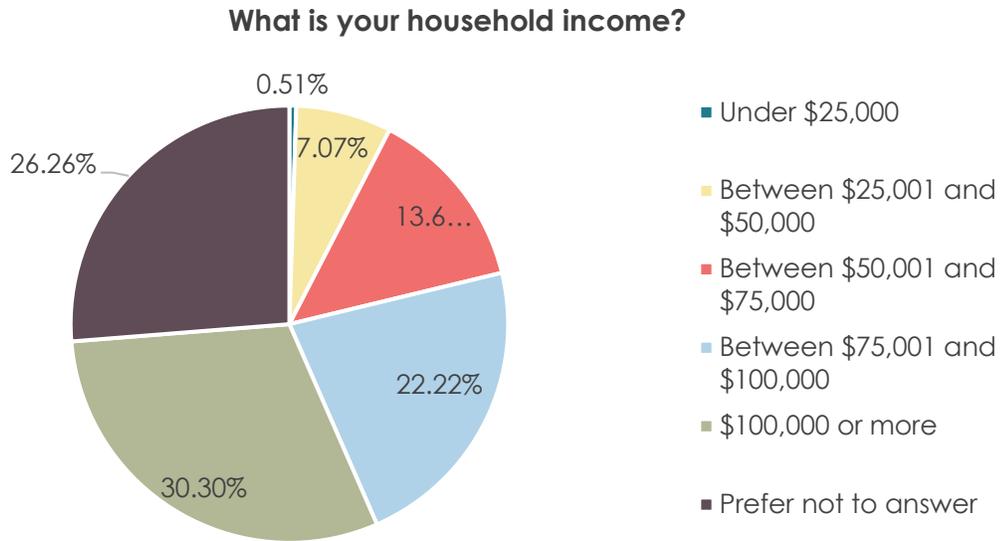


Figure 9 - Survey responses to "What is your household income?"

Almost 83% of survey participants identified as White. The second highest population, not including those who preferred to not answer, was at 5% for people who identified as Hispanic, Latino, or Spanish.

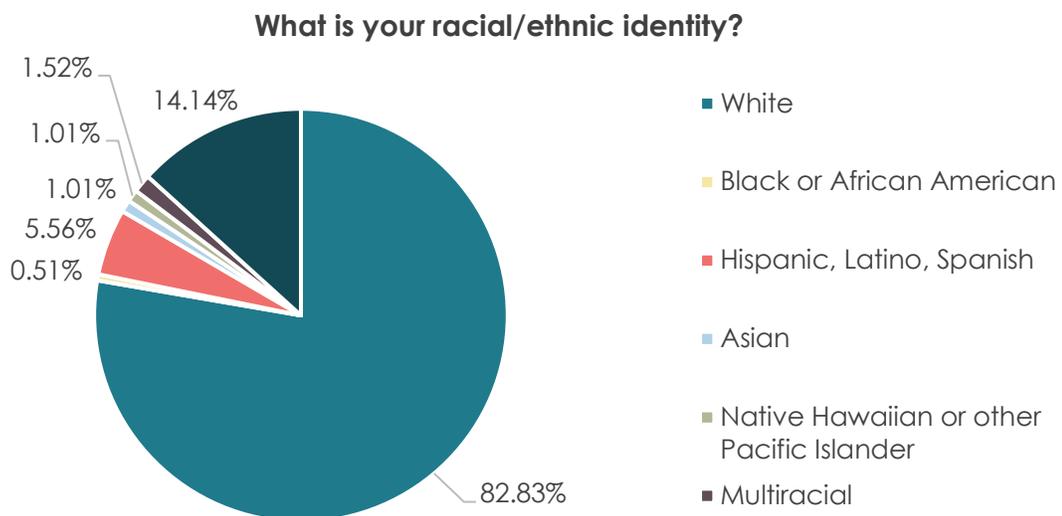


Figure 10 - Survey responses to "What is your racial/ethnic identity?"

The majority of survey participants (59%) indicated they had 3 or more vehicles in their household, highlighting the significant dependence on personal vehicles in the region.

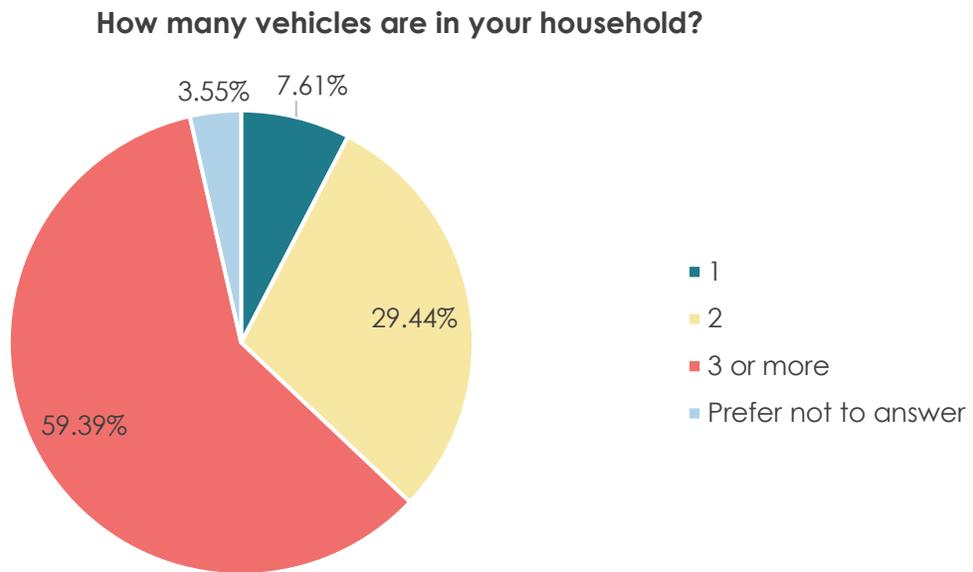


Figure 11 - Survey responses to "How many vehicles are in your household?"

Of survey participants, 72% identified as being full-time employees. The second highest occupation category was at 17% and included those who are retired, homemakers, unemployed, or unable to work.

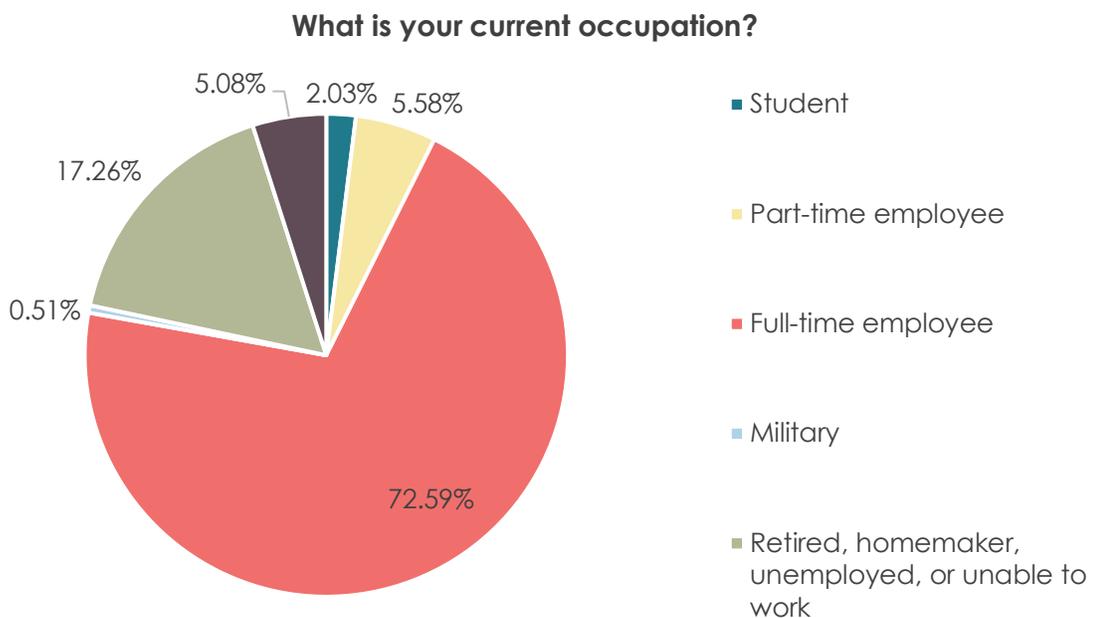


Figure 12 - Survey responses to "What is your current occupation?"

## Community Specific Survey Results

The survey results were split per community to evaluate the community's outlook on transportation and road safety within their community. All questions asked throughout this portion of the survey were optional.

### Finney County

The following data and statements came from participants that identified as being in Finney County. Participants informed the team that they would prefer to learn about safe roadway practices via social media (50%) or a website (23%).

Overall, participants were almost evenly split on whether streets in Finney County are safe or not.

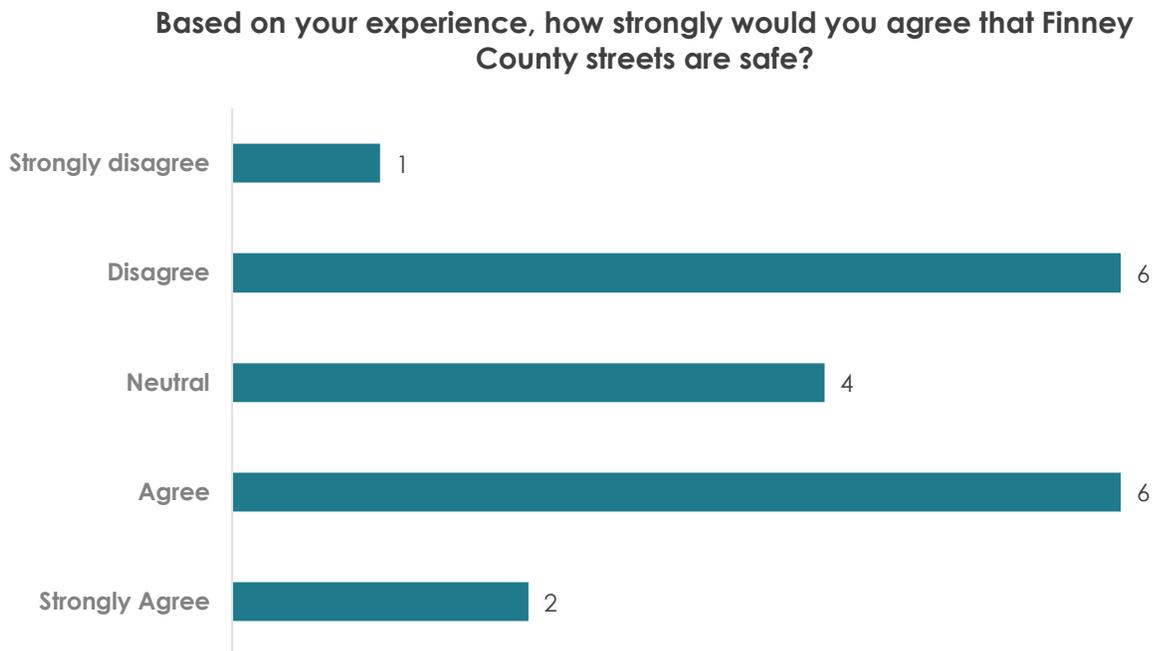


Figure 13 - Survey responses to "How strongly would you agree that Finney County streets are safe?"

This close to 50/50 split contrasts with the percentage of participants who detailed whether they had been in a crash or near-miss crash in Finney County, with 68% saying they have almost or have been in a crash. Table 9 provides information from those who said they have been or have almost been in a crash.

Table 9 - Finney County Crash Experience Comments

Daily- too much traffic on most of the busy roads
On multiple occasions, I have been nearly hit by other vehicles while driving my vehicle. Luckily, I have always been able to avoid the crash in some form or another.
Too much semi traffic between garden and Southwind
3 within 2 years...

The truck traffic turning at Parallel Road is very bus and there are no passing lanes for those turning
People did not stop at a stop sign.
Got rear ended in GC
Deer crash.
Almost every day, mainly people driving carelessly and without regard to other traffic.

The top three priorities that were identified to address improving street safety were Reckless/Careless Driving and Heavy/Large Vehicles which each had 13 votes, while the second closest was Intersections with 11.

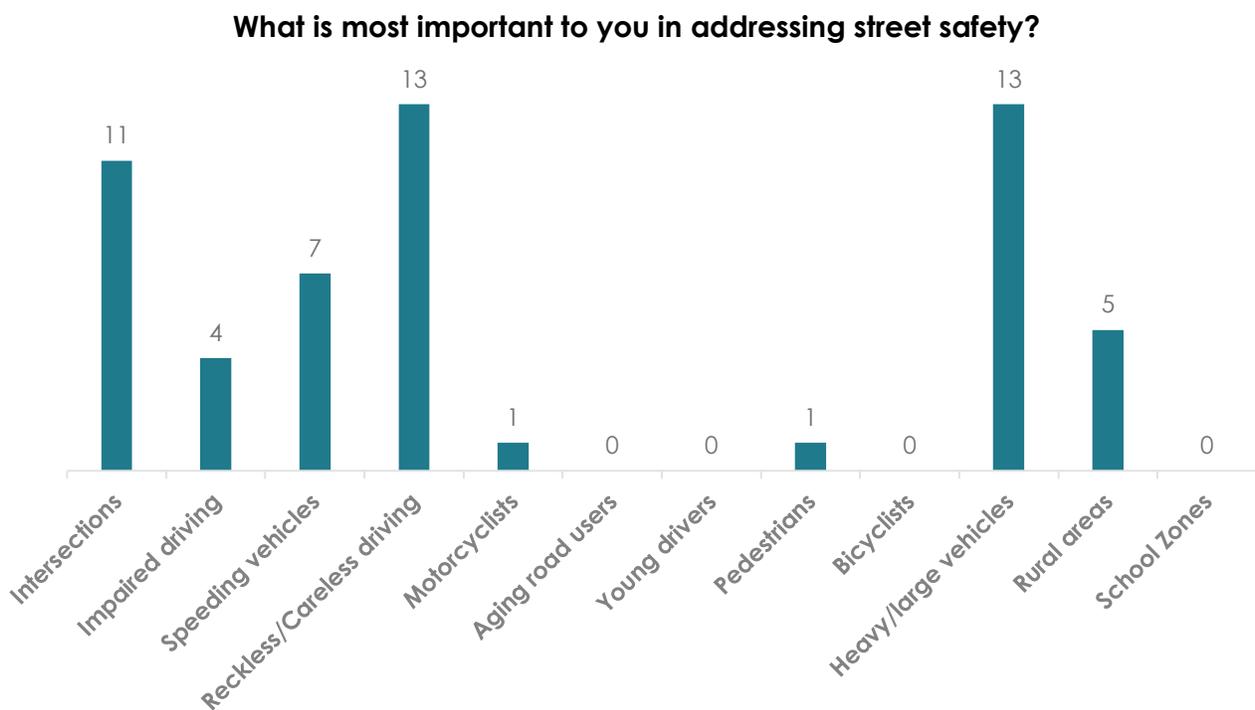


Figure 14 - Finney County responses to "What is most important to you in addressing street safety?"

Table 10 includes written comments regarding additional aspects of road safety within Finney County.

Table 10 - Finney County Road Safety Comments

4 lane 83- TP&L truck traffic is a nightmare right outside of GC and they take multiple rotations of lights to move and act like they own the whole road.
Certain intersections (U.S. 83 & 6 Mile; U.S. 50 & Spruce/Schulman) are so dangerous. Could extended lanes for heavy vehicles to have a way around slower moving vehicles to avoid crashes.

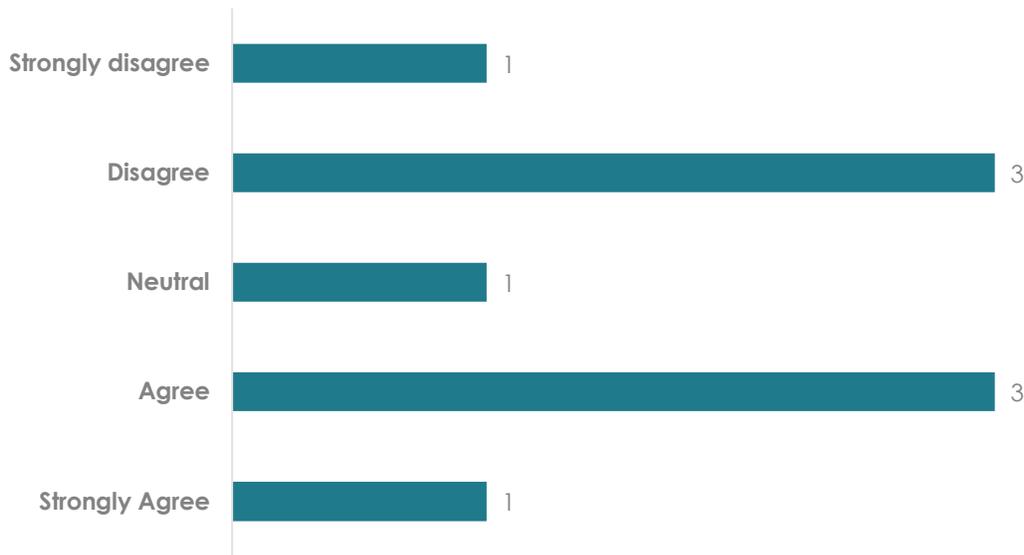
<p>Not enough proactive enforcement. And no driving around doesn't count. Need to see red and blues flashing... I can spot a traffic violation any trip. never see any cops stopping vehicles.</p>
<p>Live in garden, work takes me as far as Plymell Road, it's so busy, the truck traffic is the biggest concern. Pulling onto the Hwy is difficult most times</p>
<p>Need 4 lanes between Garden City and I-70</p>
<p>We have a lot of big trucks; cars pile up behind them and then try to get around them. They get impatient and that when close calls are made.</p>
<p>increased heavy truck traffic on US 83, both north and south of Garden City. I counted over 60 commercial semi-trucks one day between GC and Scott City; and that's pretty normal.</p>
<p>Highway 83 from Scott city to Sublette needs passing lanes. There are too many opportunities for head-on crashes due to impatient drivers passing in questionable circumstances.</p>
<p>Hi way 83 from Garden City to Liberal needs to be 4 lanes and have turn lanes at intersections. Heavy truck traffic. While driving south on 83 from GC, with heavy truck traffic, if you pull to the shoulder to get out of the way so you can turn without getting hit, the KHP will give you a ticket. Outrageous</p>
<p>I understand this survey is road safety, but our problem is that you are operating and building off a 2007-2009 highway study. Putting in turn lanes and spending millions of dollars to do so is outdated compared to today's traffic and heavy loads traffic. I travel Haskell to Finney, to Scott daily. Truck traffic and heavy loads create the biggest traffic danger. Yet the state does not enforce regulations against out of state companies that restrict movement on our 2 lane state roads. It's dangerous passing trucks, wind tower parts, that have 2-3 pilot cars protecting their movement at below the speed limit. They also seem to have unrestricted abilities to take pilot cars and stop traffic at intersections and on highways.</p>

*Decatur County*

The following data and statements came from participants that identified as being in Decatur County. Participants informed the team that they would prefer to learn about safe roadway practices via social media (46%), while a radio station and the newspaper were tied for second (20%).

Overall, participants were evenly split on whether streets in their communities are safe.

**Based on your experience, how strong would you agree that Decatur County streets are safe?**



*Figure 15 - Survey responses to "How strongly would you agree that Decatur County streets are safe?"*

Of Decatur County participants, 44% say they have almost or have been in a crash within Decatur County. Table 11 provides information from those who said they have been or have almost been in a crash.

*Table 11 - Decatur County Crash Experience Comments*

Someone trying to pass a wind turbine came into my lane.
The intersection in Oberlin between 83 and 36 and the intersection of 83 and 383 near Selden are both incredibly dangerous. A semi ran the stop sign near Selden and missed hitting me by inches and my brother was driving our vehicle in Oberlin at the highway intersection and was hit by someone who failed to yield to the stop sign.
Junction of 36 and 83, semis always seem to blow through the stop signs, also the curve south on 83 in town is too narrow.

The top three priorities that were identified to address improving street safety were Heavy/Large Vehicles which had eight votes, Intersections with six votes, and Speeding Vehicles as well as Reckless/Careless Driving both had two votes.

**What is most important to you in addressing street safety?**

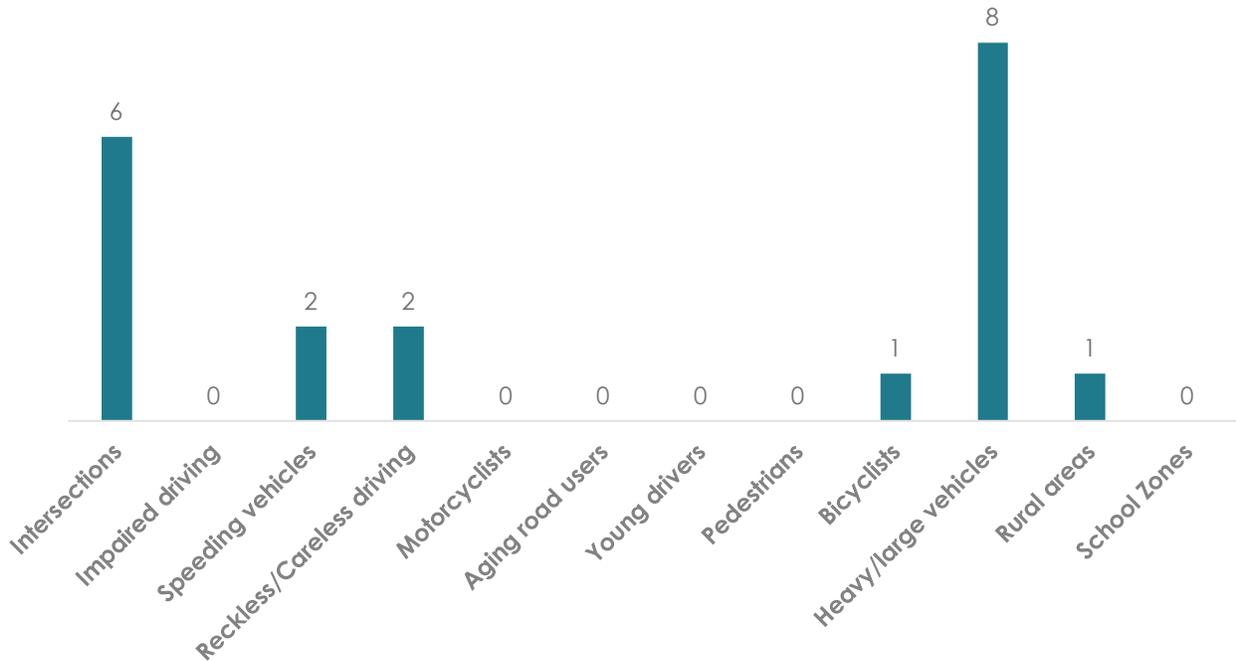


Figure 16 - Decatur County responses to "What is most important to you in addressing street safety?"

Table 12 includes written comments regarding additional aspects of road safety within Decatur County.

Table 12 - Decatur County Road Safety Comments

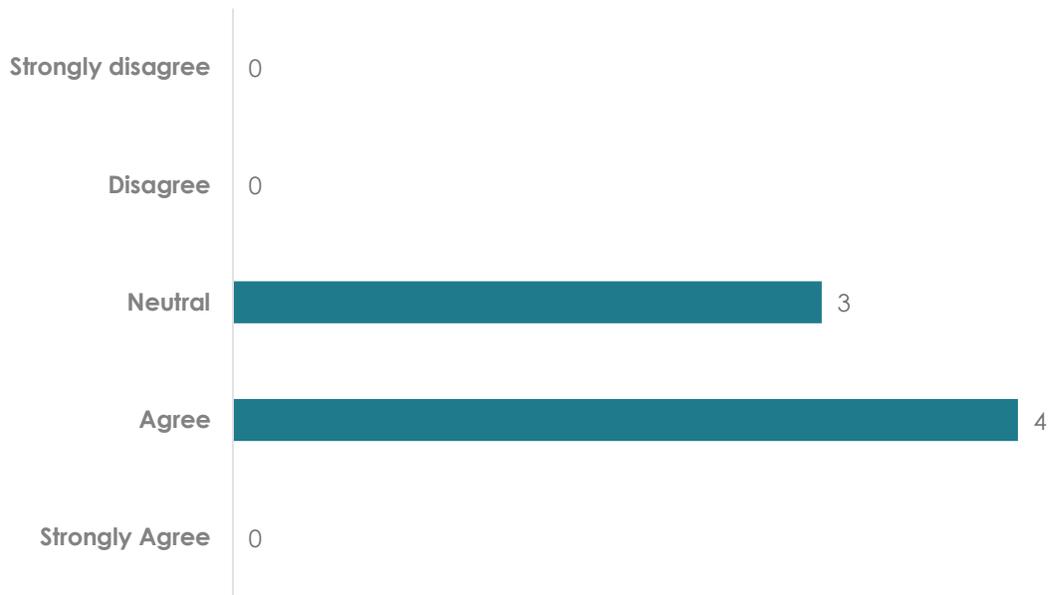
So many semis hauling cattle, grains and wind turbines. The only way I can see making the roads safer are building four lanes on Hwy 83.
This entire highway is a hazard. It really needs to be 4 lanes. Especially between Oakley and Garden City. The speeding trucks make it a scary drive.
Narrow roads, & roads in bad condition/need replaced.

*Haskell County*

The following data and statements came from participants that identified as being in Haskell County. Participants informed the team that they would prefer to learn about safe roadway practices via social media (35%), while television, radio, and websites were all tied (18%).

Overall, participants varied from neutral to agreement that streets in their community are safe.

**Based on your experience, how strongly would you agree that Haskell County streets are safe?**



*Figure 17 - Survey responses to "How strongly would you agree that Haskell County streets are safe?"*

Of Haskell County participants, 57% say they have almost or have been in a crash within Haskell County. Table 13 provides information from those who said they have been or have almost been in a crash.

*Table 13 - Haskell County Crash Experience Comments*

U.S. 83-56 intersection
The four way stop at the 83 and 56 intersection. I frequently see people not stop or improperly fails to yield the right of way, occasionally there are accidents.
I have almost been run over by trucks on 83 and forced to take the Dutch or shoulder many times.
Many times, been almost rear-ended turning off highway. People also use turning lane as passing lane.

The top three priorities that were identified to address improving street safety were Reckless/Careless Driving which had seven votes, Heavy/Large Vehicles with six votes, and Speeding Vehicles with four votes.

**What is most important to you in addressing street safety?**

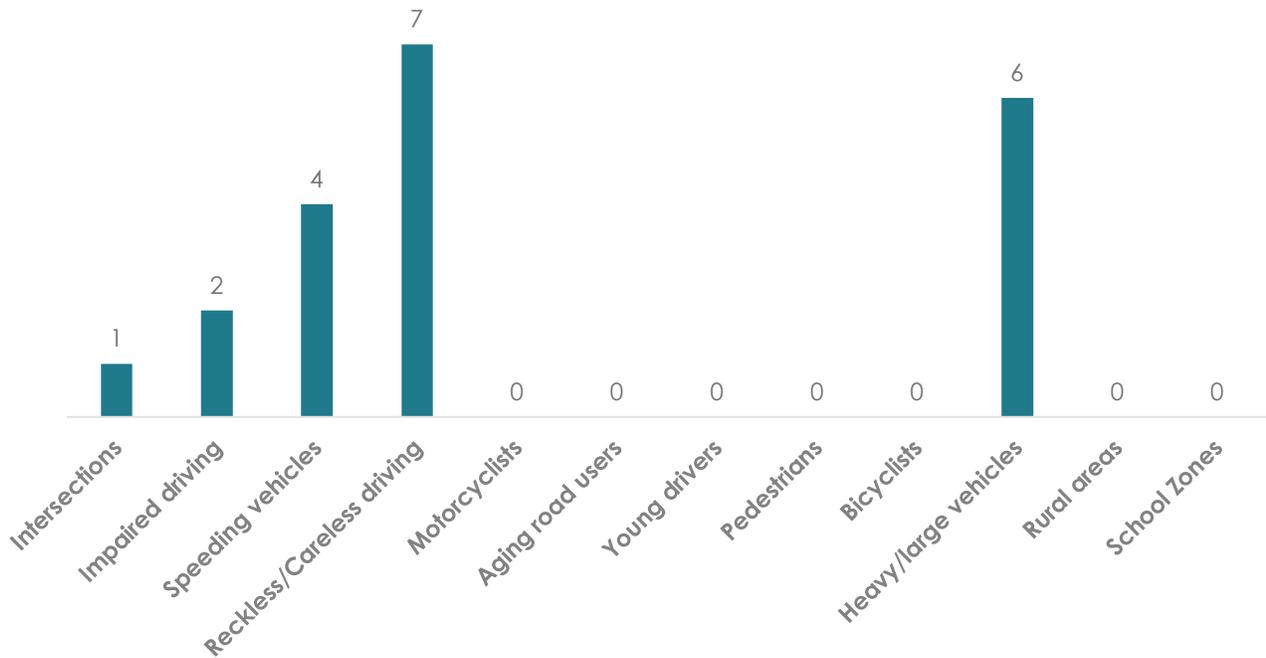


Figure 18 - Haskell County responses to "What is most important to you in addressing street safety?"

Table 14 includes written comments regarding additional aspects of road safety within Haskell County.

Table 14 - Haskell County Road Safety Comments

U.S. 83 needs four lanes!!!!!!!!!!!!!!!!!!!!!!
I commute to Garden City and drive to Nebraska to visit family. There is a large amount of traffic on US 83 between Scott City and Liberal. There are tons of commercial trucks and farm equipment. The passing lanes between Sublette and Garden City seem to have done little to help traffic. Vehicles speed up in these zones to get around traffic and then slow back down once it is two lanes again. It is difficult to pass in any stretch of the highway due to traffic and that makes for unsafe practices. Today I met a semi head on in my lane and had to slow and take the shoulder to avoid a crash.
Passing lanes help unsafe passing
I commute to work in Garden City nearly every day and I have had several close calls with semi-truck vehicles, specifically cattle carriers. They speed and drive too closely to transit vehicles. I once had a semi cross into the other lane to pass me while I was passing another vehicle in the right lane. It was a 4-lane passing lane. I am

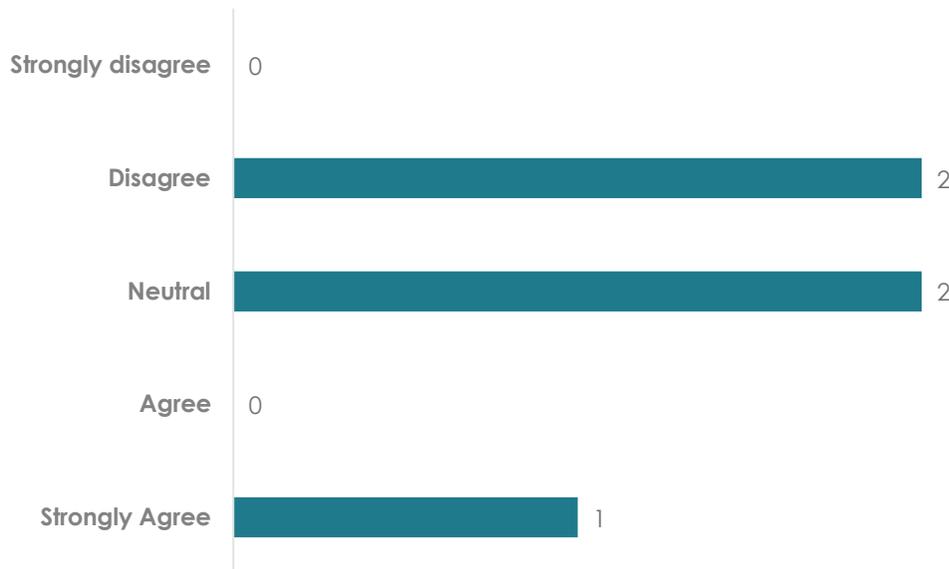
concerned that reckless and unsafe semi-truck driving will harm transit vehicles. More patrolling of these vehicles is needed.
83 should be four lanes

*Logan County*

The following data and statements came from participants that identified as being in Logan County. Participants informed the team that they would prefer to learn about safe roadway practices via social media (35%), while television, radio, and websites were all tied (18%).

Overall, participants varied from neutral to disagreeing that streets in their community are safe.

**Based on your experience, how strongly would you agree that Logan County streets are safe?**



*Figure 19 - Survey responses to "How strongly would you agree that Logan County streets are safe?"*

Of Logan County participants, 60% said they have almost or have been in a crash in Logan County. Table 15 provides information from those who said they have been or have almost been in a crash.

*Table 15 - Logan County Crash Experience Comments*

Problems at Hwy 83/I70 Junction
Large trucks crossing over I70 near Oakley.
83 and 40 junctions by golf course

The top three priorities that were identified to address improving street safety were Heavy/Large Vehicles with four votes, while Intersections and Reckless/Careless Driving each had two votes.

**What is most important to you in addressing street safety?**

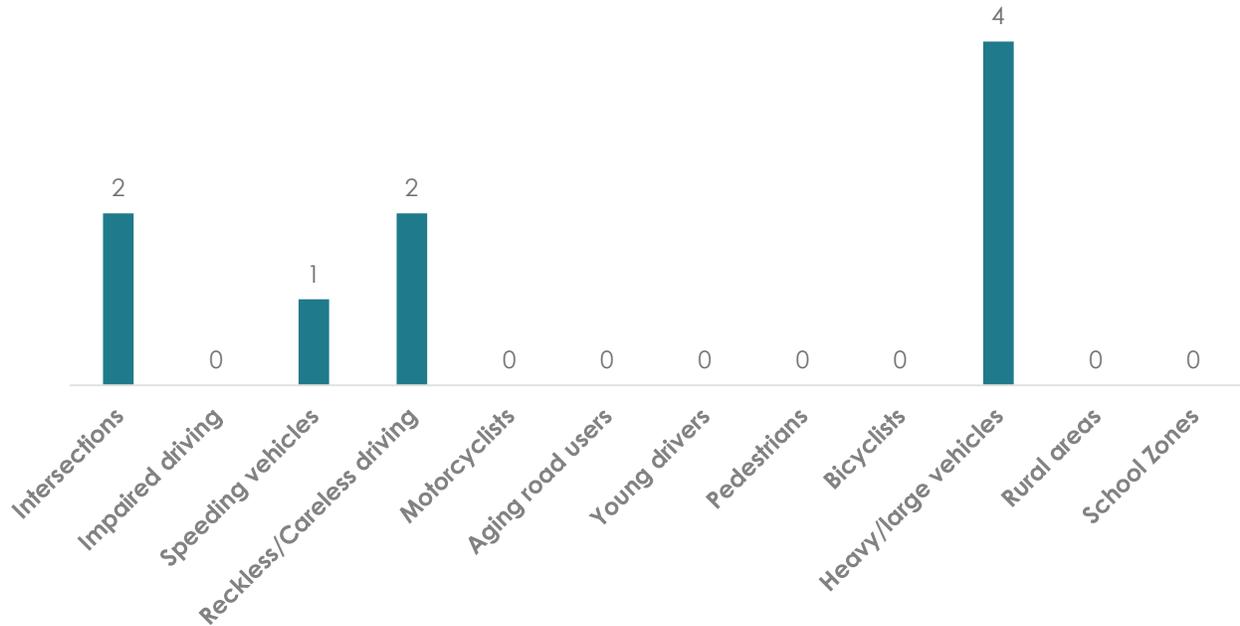


Figure 20 - Logan County responses to "What is most important to you in addressing street safety?"

Table 16 includes written comments regarding additional aspects of road safety within Logan County.

Table 16 - Logan County Road Safety Comments

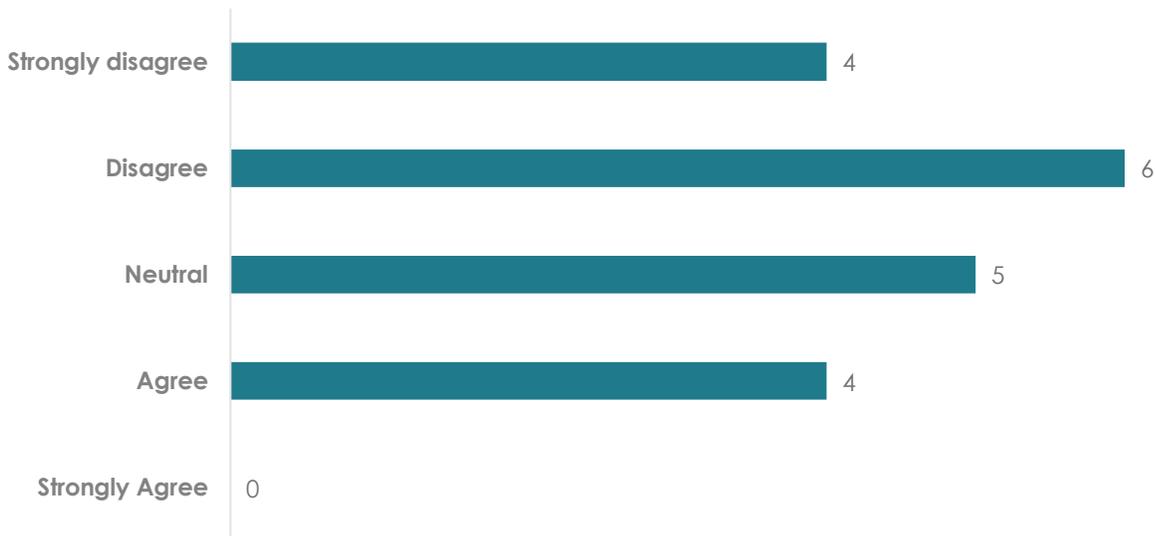
Add Thomas and Sheridan County to this. The traffic doesn't just skip those two.
Need a passing lane between Oakley and Garden City
We have a lot of semis and heavy equipment trucks on our roads

*Scott County*

The following data and statements came from participants that identified as being in Scott County. Participants informed the team that they would prefer to learn about safe roadway practices via social media (52%), a website (21%), or from a newspaper (17%).

Overall, participants disagreed with the statement of streets in their community are safe.

**Based on your experience, how strongly would you agree that Scott County streets are safe?**



*Figure 21 - Survey responses to "How strongly would you agree that Scott County streets are safe?"*

Of Scott County participants, an overwhelming 83% said they have almost or have been in a crash in Scott County. Table 17 provides information from those who said they have been or have almost been in a crash.

*Table 17 - Scott County Crash Experience Comments*

We live at Scott Lake and the turn at both entrances to 95 can be treacherous. Also, many slow-moving machinery, over-sized loads and significant semi traffic make it dangerous. We have had multiple close calls.
Daily semi-trucks are unsafe on the road especially turning off highway 83 and they are behind you
Semis trying to pass cars on 83
Lots of near misses on 83 with trucks passing and wide loads
Passing vehicles is dangerous on HWY 83. The combination of many semi-trucks, wind turbines and other large loads and farm equipment cause long lines of traffic with no passing lanes.

Was rear-ended by another vehicle in front of the high school
Was rear ended by a semi
I commute from Northern Scott County to Finney County daily and there are always trucks passing in no passing zones, running people like me off the road.
At the Poky feeder road, Beef belt/ Vulgamore farms road
Have been run off the road several times by semi's passing other semis.

The top three priorities that were identified to address improving street safety were Heavy/Large Vehicles with 17 votes, while Speeding Vehicles had 11 votes, and Reckless/Careless Driving had 9 votes.

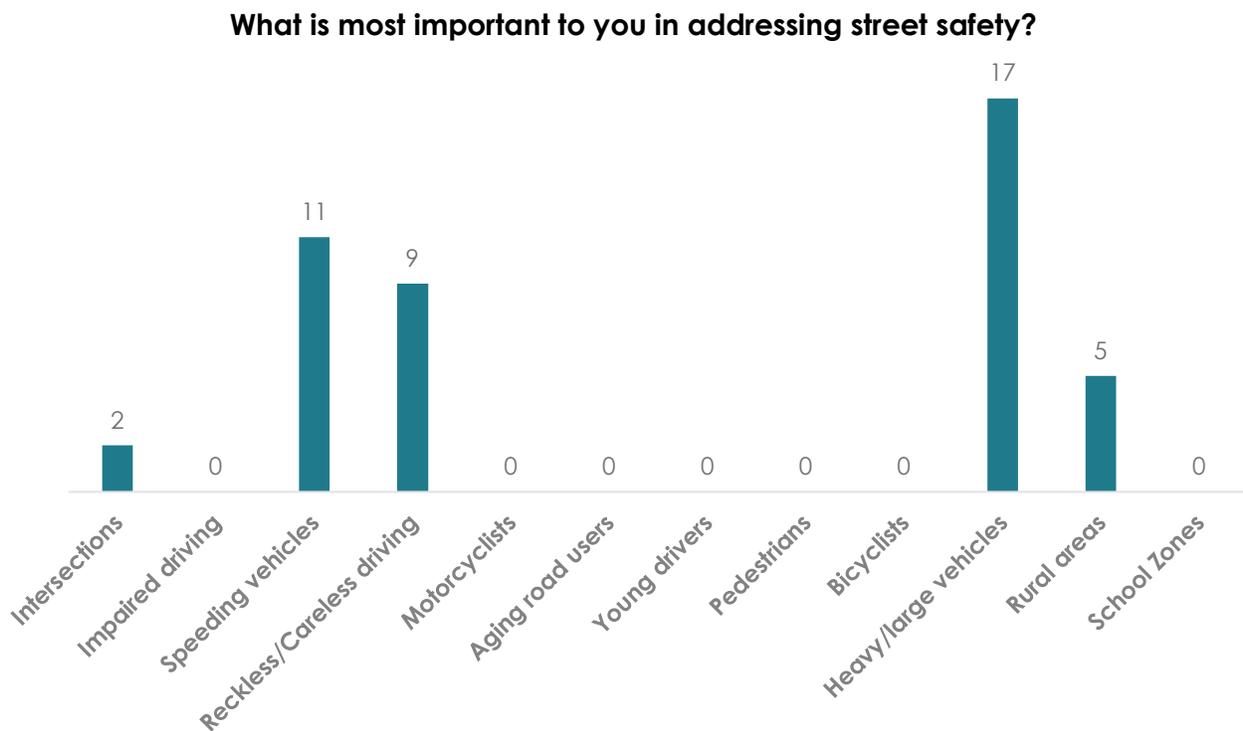


Figure 22 - Scott County responses to "What is most important to you in addressing street safety?"

Table 18 includes written comments regarding additional aspects of road safety within Scott County.

Table 18 - Scott County Road Safety Comments

Lots of semis that cause safety to be a concern
My husband is a funeral director and embalmer in this are for over 30 years. He has picked up many fatalities on Hwy 83 in Scott and Finney counties.
Hwy 83 is constantly congested and people being impatient on the roads is high risk.
We need passing lanes on highway 83
Roads need passing zones

Get the police out and stop these criminals

I drive to Garden City every day. The road between Scott City and Garden City is full of semis, oversized loads. There have been at least 2 fatality accidents on the past 4 years. Several near misses of people passing when they shouldn't, semis traffic is insane as the oversized load traffic. The drive is difficult with all the traffic.

All drivers on 83 highway should be informed that there will be large vehicles like semis & farm equipment entering & leaving the highway. We have been so close to being rear-ended because other drivers do not realize we were turning off the highway. Distracted driving is so dangerous. Locals are accustomed to traffic entering & leaving the highway - people passing thru often do not pay attention!

More passing lanes are needed.

Need attention at the entrance of Shallow Water

### *Seward County*

The following data and statements came from participants that identified as being in Seward County. Participants informed the team that they would prefer to learn about safe roadway practices via social media (100%).

Overall, participants were split evenly on if they agreed that streets in Seward County are safe.

100% of respondents reported that they have been or have almost been in a crash within Seward County. One respondent stated they were rear ended at a stop light and several near misses when people pull out at intersections.

The top three priorities that were identified to address improving street safety were Heavy/Large Vehicles and Intersections with 2 votes, while Young Drivers, Reckless/Careless Driving, and Rural Areas each had 1 vote.

No additional comments were provided on roadway safety in Seward County.

### Garden City

The following data and statements came from participants that identified as being in Garden City. Participants informed the team that they would prefer to learn about safe roadway practices via social media (48%), a website (24%), or from television (9%).

Overall, participants agreed or were neutral when asked if they agree that streets in their community are safe.

**Based on your experience, how strongly would you agree that Garden City streets are safe?**

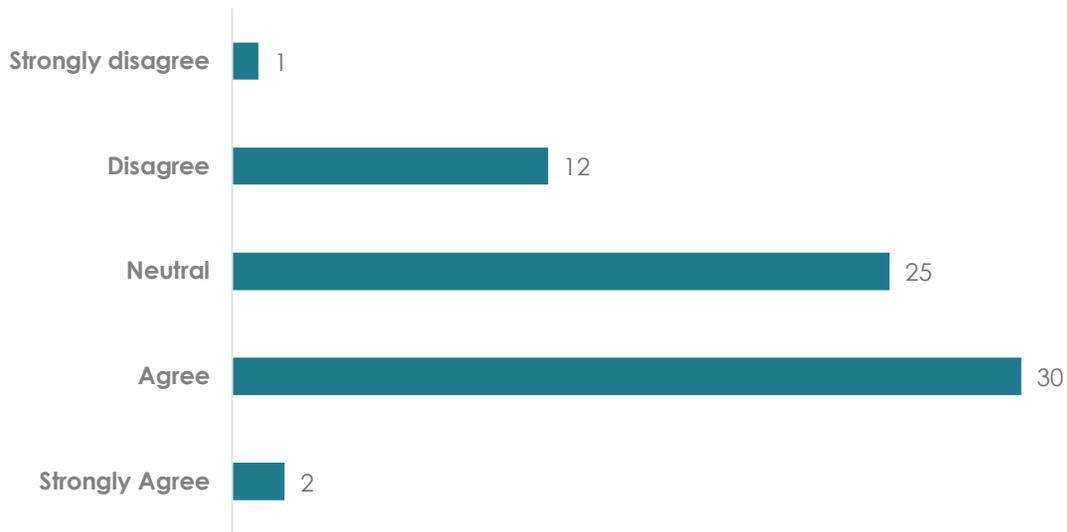


Figure 23 - Survey responses to "How strongly would you agree that Garden City streets are safe?"

Of Garden City participants, 75% said they have almost or have been in a crash in Garden City. Table 19 provides information from those who said they have been or have almost been in a crash.

Table 19 – Garden City Crash Experience Comments

At the Mary off ramp, car ran a stoplight
A minor crash on ice. No injuries or fault
Highway 83 and Spruce, semis blow through red lights multiple times a day
Many, many times. Usually by people swerving between lanes while texting
People barreling down my street (Belmont Place off Kansas Ave)
Rear-ended by a large truck at a stop light on US-50.
Many times, Spruce and Fleming is bad
An out of state truck sideswiped us and pushed us off the road due to them not paying attention to the road
By distracted drivers on cell phones

Almost in a crash with a vehicle turning in front of me
Several intersections have some type of obstruction that limits my ability to see cars coming when attempting to make turns (example: bushes at the intersection of North Third Street and Long Boulevard)
I've been rear ended along Kansas Ave waiting behind someone that was making a left turn
Many times, I've had close encounters due to negligence on others (running stop signs at 4 ways, on phone, etc.)
3 <sup>rd</sup> Street and Labrador, I do not walk there or drive by. Detour around because people fly out with their eyes closed
Nearly hit at an intersection due to another driver running a stop sign
Hit by people running stop lights
Multiple times, too much traffic and too many distracted drivers
Almost hit a few times by racers and high school traffic on Mary Street
Almost hit multiple times by people not paying attention, attempting to change lanes or turning into oncoming traffic
1 wreck, lots of close calls due to distracted drivers
Multiple close calls on my motorcycle
Traffic doesn't yield coming on to US-83 from the on ramps
Lots of people blow through red lights causing accidents
People don't traffic laws and cause accidents
Many people jump stop lights and the speeds on major intersecting roads are too fast
Lots of close calls with people running stop signs
Hit twice in intersections
Hit by a driver running a red light
Three crashes in three years. Don't ever see red and blues.
Rear ended twice on Mary Street

The top three priorities that were identified to address improving street safety were Reckless/Careless Driving with 53 votes, while Intersections had 40 votes, and Speeding Vehicles had 36 votes.

**What is most important to you in addressing street safety?**

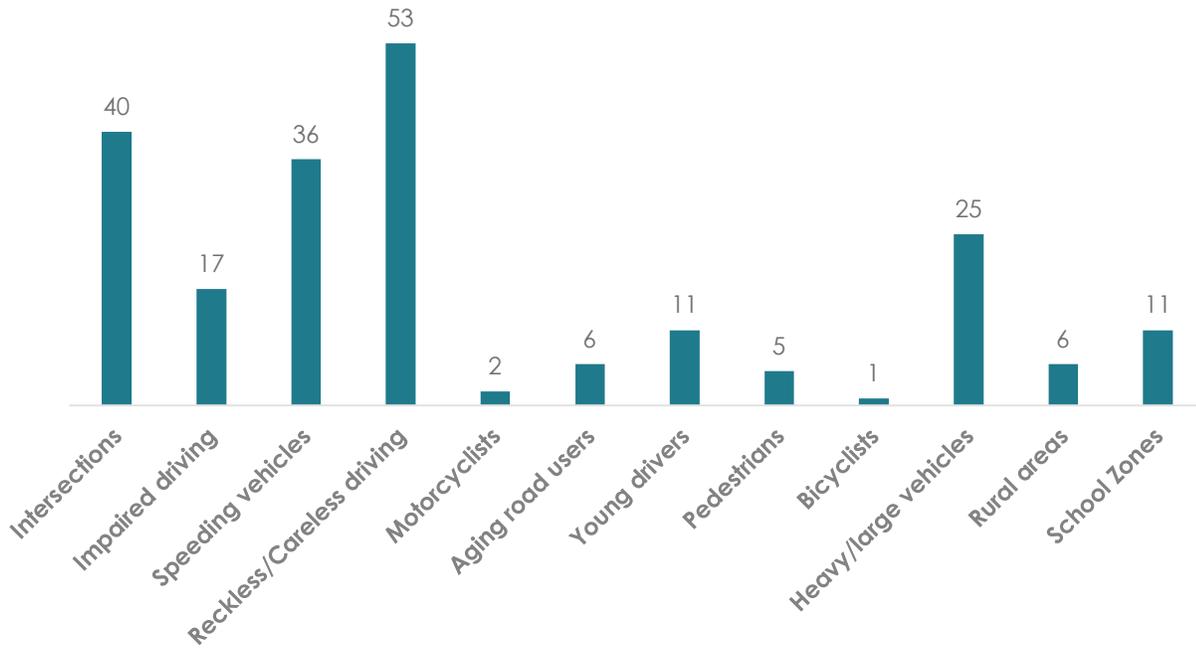


Figure 24 - Garden City responses to "What is most important to you in addressing street safety?"

Table 20 includes written comments regarding additional aspects of road safety within Garden City.

Table 20 - Garden City Road Safety Comments

Pedestrians should wear lights or reflective clothing when walking at night
Law enforcement needs to enforce existing ordinances and traffic violations
Don't be idiots and tear down one bridge and make the only other bridge on 83 a one way. Super idiotic and the planner should be fired.
People do not know what a stop sign is, everyone just rolls through. I've seen people do it in front of the police and they just sit there
So many large trucks, very dangerous school zones, scary intersections
4 lanes on US-83 would be very helpful
I'm curious if the Somalian population has driver's licenses or if any effort is made to help them read and understand traffic laws. I drive in an area daily where they live and see a lot of people who don't seem to understand the road signs and cause near crashes.

With the community college located near shopping and eating establishments, I believe it's important to have walking and bike trails for the college students and other residents of Garden City to use
It seems people are so in tune with their phones and not their driving. I see a lot of that, especially at 4 ways stops, school zones, and the bypass
As US-83 goes through Garden City, there are many side streets that are difficult to turn onto. I think roundabouts at intersections between Mary Street and Kansas Ave/Buffalo Jones Ave would alleviate some of the risk-taking one must do trying to enter US-83/Taylor Street
We really need four lanes as there are so many semi-trucks and people don't like to follow them and will pass them when the road is not clear
Wish they would do driver's license checks and enforce safety in school zones
With the diverse population, we often have drivers who are uninsured
People need to learn how to drive properly to make our roads safer
Address all the racers and exhibitionists on Mary Street, especially between Fleming and Center St
US-83, north of Garden City is dangerous. Too much traffic and not enough time to pass. Why hasn't this been changed to a 4 lane?
Highway 83 is very dangerous and needs to be made 4 lane or have more passing lanes
83 is in desperate need of reconfiguration. Traffic backs up in front of controlled intersections at Spruce and Schulman
Traffic has increased dramatically; 4 lane roads are needed to accommodate the varied users of our highways
I drive about 3 miles out of my way to avoid school traffic on Mary
We need more sidewalks that are set off the road and are larger
The conditions of our roads in and out of Garden City limits are in horrible condition
Many people should not be driving as they clearly do not understand basic traffic laws
The bypass doesn't have a safe well marked cross walk and speed limit is 55, only one place to cross safely is under the bridge on K-156. Slow the speed down and add safe crosswalks.

### *Holcomb*

The following data and statements came from participants that identified as being in Liberal. Participants informed the team that they would prefer to learn about safe roadway practices via social media tied with a website (33%), the radio (17%), or from the television (17%).

Overall, participants were split evenly if they agreed that streets in Holcomb are safe.

50% of respondents reported that they have been or have almost been in a crash within Seward County.

Five priorities were identified as equally important to address improving street safety. These were Heavy/Large Vehicles, Young Drivers, Reckless/Careless Driving, Speeding Vehicles, and School Zones.

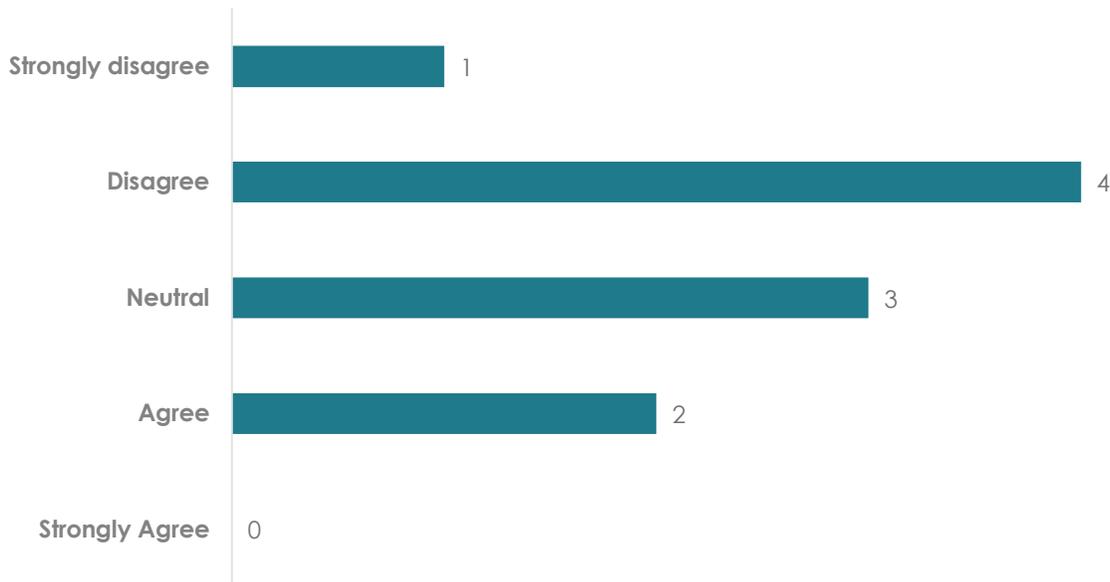
No additional comments were provided on roadway safety in Holcomb.

*Liberal*

The following data and statements came from participants that identified as being in Liberal. Participants informed the team that they would prefer to learn about safe roadway practices via social media (33%), the radio (23%), or from a website (19%).

A majority of participants disagreed or were neutral when asked if they agree that streets in their community are safe.

**Based on your experience, how strongly would you agree that Liberal streets are safe?**



*Figure 25 - Survey responses to "How strongly would you agree that Liberal streets are safe?"*

Of Liberal participants, 80% said they have almost or have been in a crash in Liberal. Table 21 provides information from those who said they have been or have almost been in a crash.

*Table 21 - Liberal Crash Experience Comments*

By national beef cattle entrance
Stupid people not following rules

The top three priorities that were identified to address improving street safety were Speeding Vehicles as well as Intersections each with six votes, and Heavy/Large Vehicles with five votes.

### What is most important to you in addressing street safety?

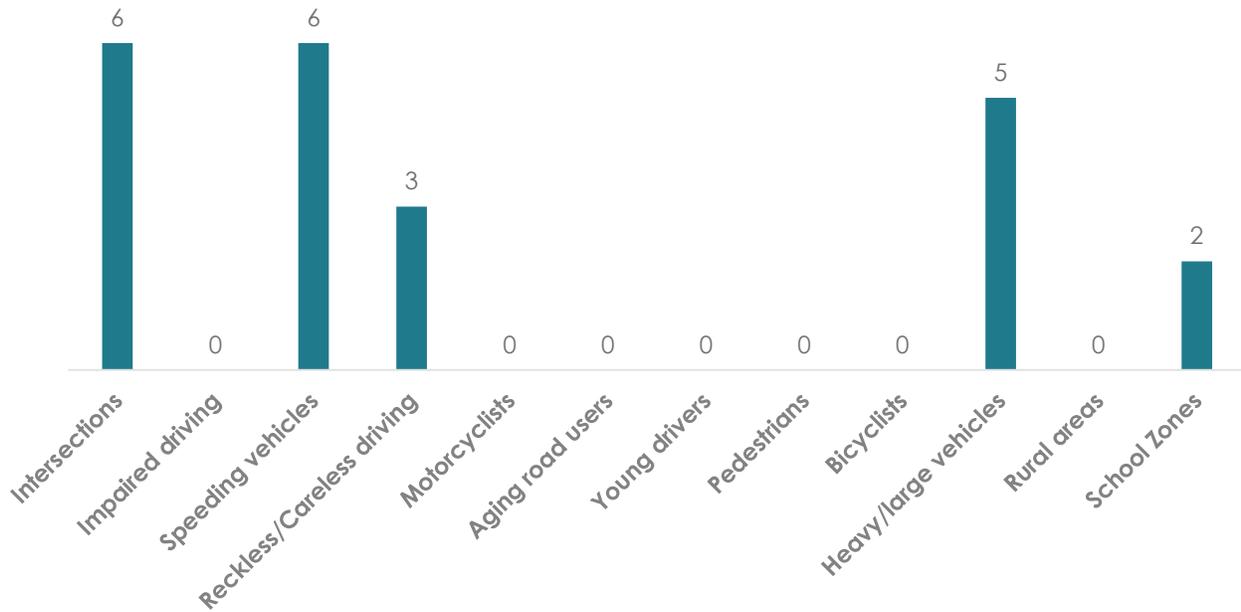


Figure 26 - Liberal responses to "What is most important to you in addressing street safety?"

Table 22 includes written comments regarding additional aspects of road safety within Liberal.

Table 22 - Liberal Road Safety Comments

Need to start at Oklahoma line for expressway
Semi-trucks run thru lights all the time. Almost never see them pulled over for it
Advertising
Too much truck traffic coming through liberal on both U.S. 83 & 54
What does this have to do with highway 83? Nothing. But it's about the city! Liberal and Dems fail
Focus needs to be on US HWY 54, not HWY 83.

## Oakley

The following data and statements came from participants that identified as being in Oakley. Participants informed the team that they would prefer to learn about safe roadway practices via social media (46%), a newspaper (16%), or from a website or the radio (13%).

A majority of participants agreed or were neutral when asked if they agree that streets in their community are safe.

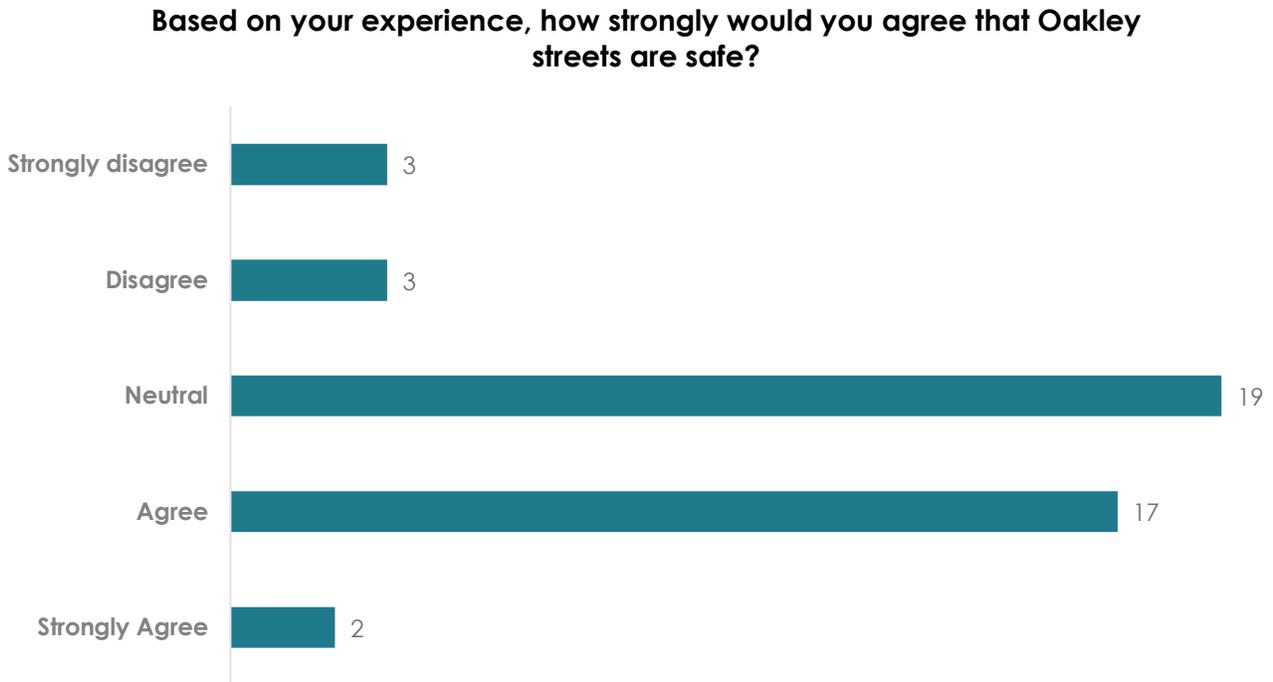


Figure 27 - Survey responses to "How strongly would you agree that Oakley streets are safe?"

Of Oakley participants, 65% said they have almost or have been in a crash in Oakley. Table 23 provides information from those who said they have been or have almost been in a crash.

Table 23 – Oakley Crash Experience Comments

Highway 40 and 83 junction. Highway 40 and Freeman Street junction. Both are very dangerous
South of the elementary school. I believe that 6th street and Converse Ave would be best served as a 3 way stop for protection of students due to the amount of hurry parents use to pick up and drop off their school children. This action could also serve better protection to students as they get on the bus
The lanes need marked by the state building at the 83 intersection. People that are in the right lane should only turn right and decide to go straight and have almost

caused numerous wrecks. The lanes in front of Casey's gas station need marked. Almost numerous wrecks there as well.
Semis turning off 83 onto 40 and cars stopping on 40 at the 83-intersection thinking it's a 4-way stop.
Sun
Drunk driver ran a stop sign
40-83 junction going into Oakley on the south side is extremely dangerous. There is a hill to the west that makes it nearly impossible to see oncoming traffic.
At the intersection of 83 south and 40 and at the intersection of 40 and 83 north because people don't read road signs
Not all crossing streets have a stop sign, 40/83 intersections are so dangerous
Intersection of 83/40 almost daily
Both. Us 40 interchanges people not slowing down or coming to a complete stop
Intersections of highway 83 and 40 (both)
The City of Oakley streets are wonderful. The intersection at highway 40 and highway 83 by KDOT needs some additional planning and preventative measures due to the increase of traffic.
I was nearly t-boned by a semi ignoring a stop sign and illegally entering highway 83 at speed from 2nd Street in Oakley. I was going South on 83.
Intersections of 83 and 40 needs a stop light.
US 83 and US 40 intersections
There are some intersections that have no stop signs and not every street has sidewalks to walk with young children. Lots of cattle trucks are driving on streets by lots of houses.
Passing vehicles/semis on 83 in Oakley (Logan & Thomas County). Vehicles/semis not properly slowing down when speed limit is lowered over by the I70 overpass.
40/83 junction a car turned left in front of me.
The US 83 and 40 junction... many semis blow through there...witnessed 4 wrecks 2 fatalities
US83/US 40 East junction
Hwy 83/40 intersection almost hit often
At an intersection someone blew a stop sign

The top three priorities that were identified to address improving street safety were Intersections with 34 votes, Heavy/Large Vehicles with 25 votes, and Speeding Vehicles with 19 votes.

**What is most important to you in addressing street safety?**

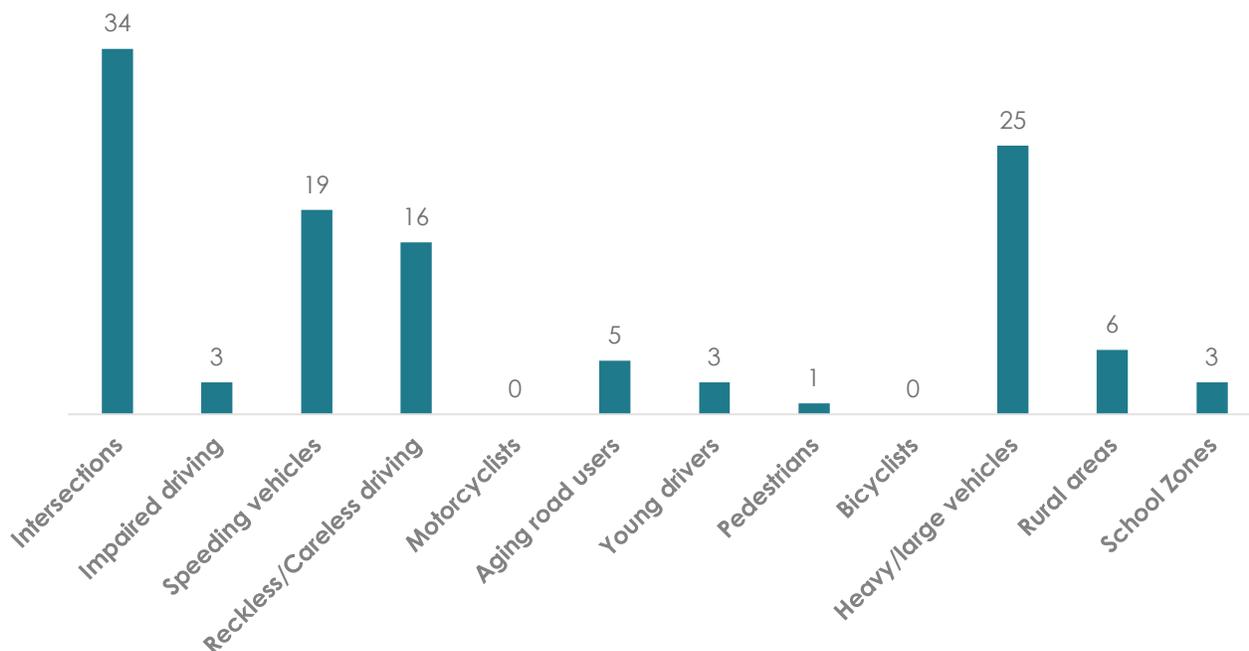


Figure 28 - Oakley responses to "What is most important to you in addressing street safety?"

Table 24 includes written comments regarding additional aspects of road safety within Oakley.

Table 24 - Oakley Road Safety Comments

Highways 40 and 83 are the problem. 83 needs to be 4 lanes. There needs to be traffic control lights at the 83 40 junction and 40 Freeman junction
I know that this project has ideas to help traffic flow on us83 as well and I'd love to see added passing lanes for safety in passing as it's hard to see around the curves and hills. This road way gives me anxiety. The turn to the road I use to get to the farm is at the base of a slight hill. It just worries me, and I am always looking extra to make sure I don't catch a car in the passenger side.
There are too many truck drivers that think they are more important on 83 and pass unsafely or just drive way too fast. I travel weekly through Garden City and through to Norton for work and every time I'm on the road there is someone unsafe. Passing in no passing zones, passing too close with oncoming traffic, not using signals, etc.
You can't fix it but most of my issues end up involving the sun. Driving on 7th street in the morning you can't see a darn thing and hope you are on the road and not about to hit something.

Roads in Oakley are good as far as safety however highway 83 is not safe and highway 40 is getting there. The traffic is horrible on both roads
US 40 needs to be widened with the amount traffic is having at the present time
Speeding down freeman avenue, especially from the catholic church to about 3rd street. There are a lot of children playing and people are speeding down this street like if it was a freeway. Also, there are no precautions taken on the corner of 5th street and freeman. Children are racing around that corner with their bikes, racing going to the park, they are putting themselves in danger because there are no signs of caution children are playing and that alley, right by the park on 5th and freeman, is a bit hidden so they cannot see if a child is there. If parents would also educate their children not to share yards with people, they do not know just to get to the park that would be great as well.
83 intersections are dangerous
The wind turbines are a major pain and make me late to work multiple days in a row quite often
The oversized loads are extremely dangerous. Also, the hundreds of grain haulers that come up from Garden City.
Passing lanes on hwy83 south to garden city from Oakley would be nice in some places due to high truck traffic
83 highway needs to have passing lanes. There needs to be a stop light at the 83/40 intersection.
A passing lane on 83 is so needed between Oakley and Garden City. Much needed!!!
Oakley KDOT does a stellar job with that they have to work with.
At least passing lanes on 83 would be a great benefit so dangerous with the increase of big rigs.
Something needs to be done about safety of all intersections between US 83 and US 40. They are very dangerous!
We need a nature trail and more sidewalks and to big trucks not to drive in town.
83 highway needs to be widened due to all the traffic on it!
Oakley's (Thomas County) I-70 Overpass is extremely dangerous. Lowering speed limit thru that area should be checked into. And also have the speed limit start further back. Semis and regular vehicles speed thru there without a worry. Too much traffic in and out of the gas station, restaurants and residential houses for that.
Well, we travel a lot to Garden City and would love to see at least passing lanes as there is so much traffic with the wind towers transports and cattle trucks...it's nerve wracking all the way there and back
The heavy haulers are dangerous and should be heavily permitted. They are ruining our roads.
I think some crosswalks would be very helpful and promote safety for pedestrians in several well-traveled areas.
Almost everyone is turning at 83/40 junction and the majority are left turns

The intersection at 83 and 40 by the golf course is extremely dangerous, especially at night.

**Oberlin**

The following data and statements came from participants that identified as being in Oberlin. Participants informed the team that they would prefer to learn about safe roadway practices via social media (44%), a newspaper (27%), or from television (16%).

Overall, participants were almost evenly split on whether streets in Oberlin are safe or not.

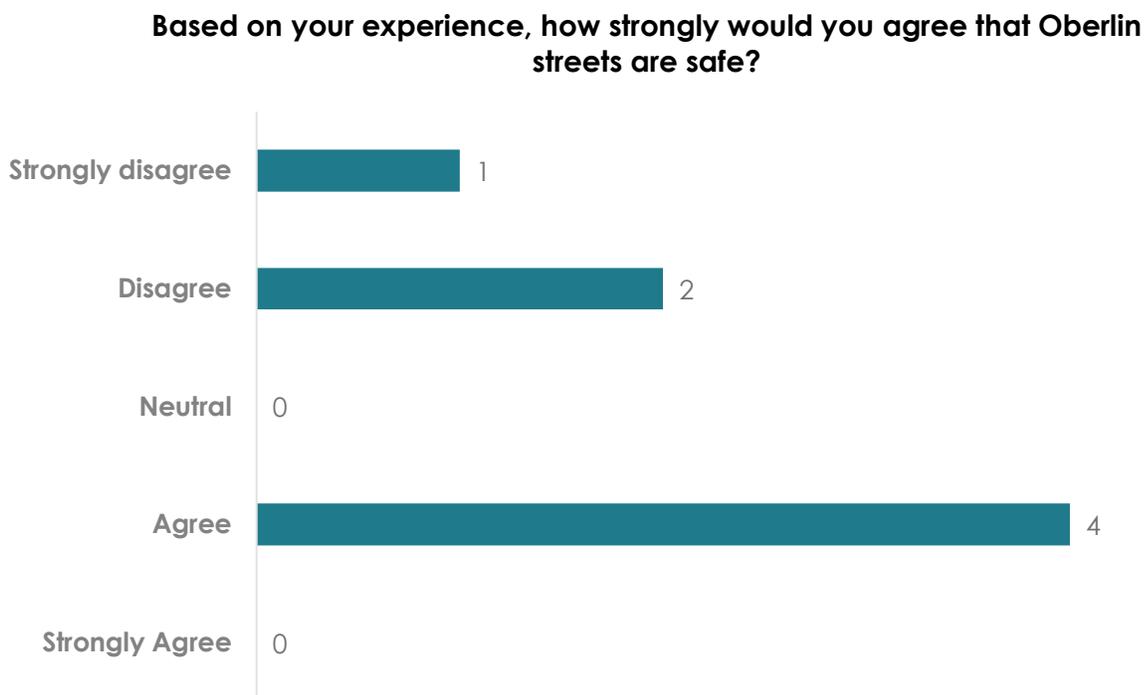


Figure 29 - Survey responses to "How strongly would you agree that Oberlin streets are safe?"

Of Oberlin participants, 75% said they have almost or have been in a crash in Oberlin. Table 25 provides information from those who said they have been or have almost been in a crash.

Table 25 - Oberlin Crash Experience Comments

36/83 intersection people not watching/seeing there is cross traffic
At the intersection of 83/36
Junction of Hwy 36 and 83

The top three priorities that were identified to address improving street safety were Intersections with seven votes, Heavy/Large Vehicles with six votes, and School Zones with three votes.

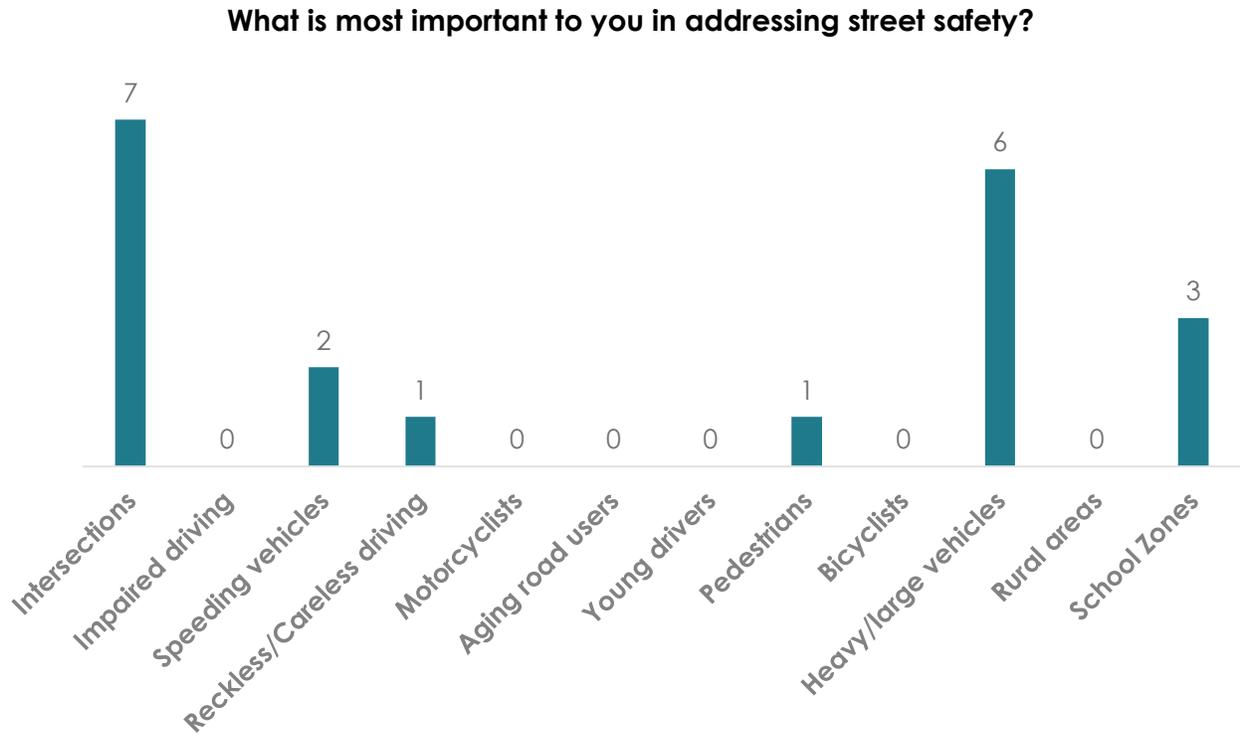


Figure 30 - Oberlin responses to "What is most important to you in addressing street safety?"

Table 26 includes written comments regarding additional aspects of road safety within Oberlin.

Table 26 - Oberlin Road Safety Comments

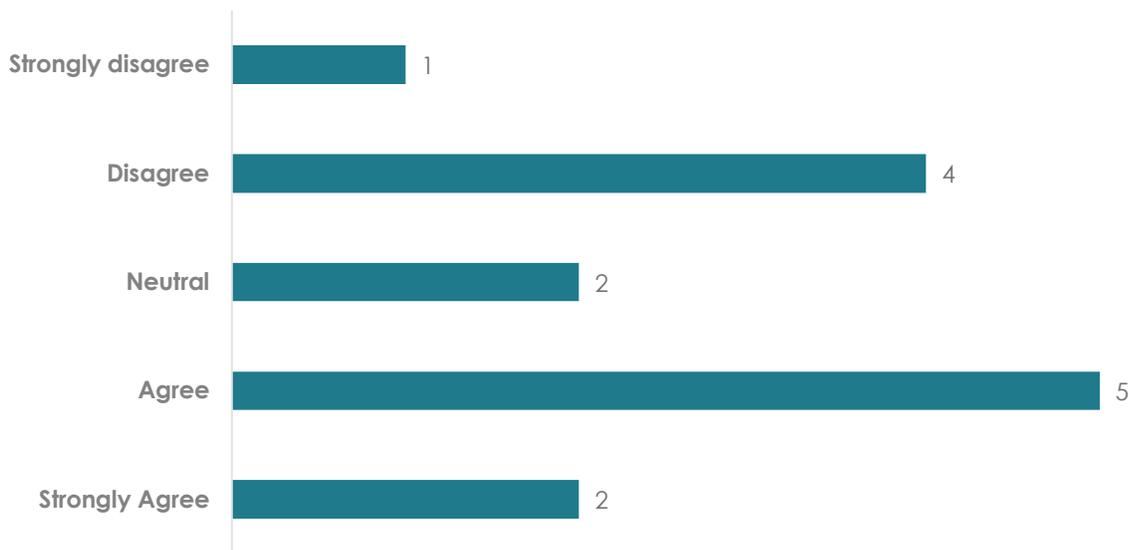
The school zones don't have ANY safe sidewalks for children which is my biggest concern, especially along 83.
The speed limit on US 36 through town is 40, dangerously high
Intersection of highway 83 & highway 36 needs a four way stop light.
With the big trucks pulling the wind turbines arms the intersection on 83/36 needs some attention. Also need a stop light going north/south at that intersection, to avoid collisions.
Highways need widened or to be made 2 lane highways as we have TONS of oversize semis that drive on all highways north, east, south, and west of Oberlin- The oversized trucks have taken over the highways
Main highways curbs are broken, and cement is laying on the road

*Scott City*

The following data and statements came from participants that identified as being in Scott City. Participants informed the team that they would prefer to learn about safe roadway practices via social media (44%), a newspaper (27%), or from television (16%).

A slight majority of participants agreed that streets in Scott City are safe.

**Based on your experience, how strongly would you agree that Scott City streets are safe?**



*Figure 31 - Survey responses to "How strongly would you agree that Scott City streets are safe?"*

Of Scott City participants, 50% said they have almost or have been in a crash in Scott City. Table 27 provides information from those who said they have been or have almost been in a crash.

*Table 27 – Scott City Crash Experience Comments*

My crash was not on Hwy 83, but I have had many close calls. Especially south of Hwy 96.
The out of county trucks can start accelerating through town at elevated speeds while still within slower speed zones.
US 83 Highway is Main Street in Scott City. The traffic, especially truck traffic is dangerous and nonstop.
Damn trucks flying through town
South end of town is a hazard to turn onto and turn off. Especially the traffic turning into Love's almost stops and traffic behind coming from the South coming up the hill almost rear end them, then turning into the hospital traffic is trying to get around for cars stopped to turn to Pharmacy and hospital. The worst spot is traffic from North

speeding up to get around slow moving vehicles and trying to get over in the right lane when someone is trying to leave Hwy 83 into Bank, gas station, or side street. Had to take a different turn so not to get rear ended. The traffic flow at the Love's turn off is congested and have seen road rage from people at that area.

The top three priorities that were identified to address improving street safety were Heavy/Large Vehicles with ten votes, Speeding Vehicles with nine votes, and Intersections tied with Reckless/Careless Driving each with five votes.

**What is most important to you in addressing street safety?**

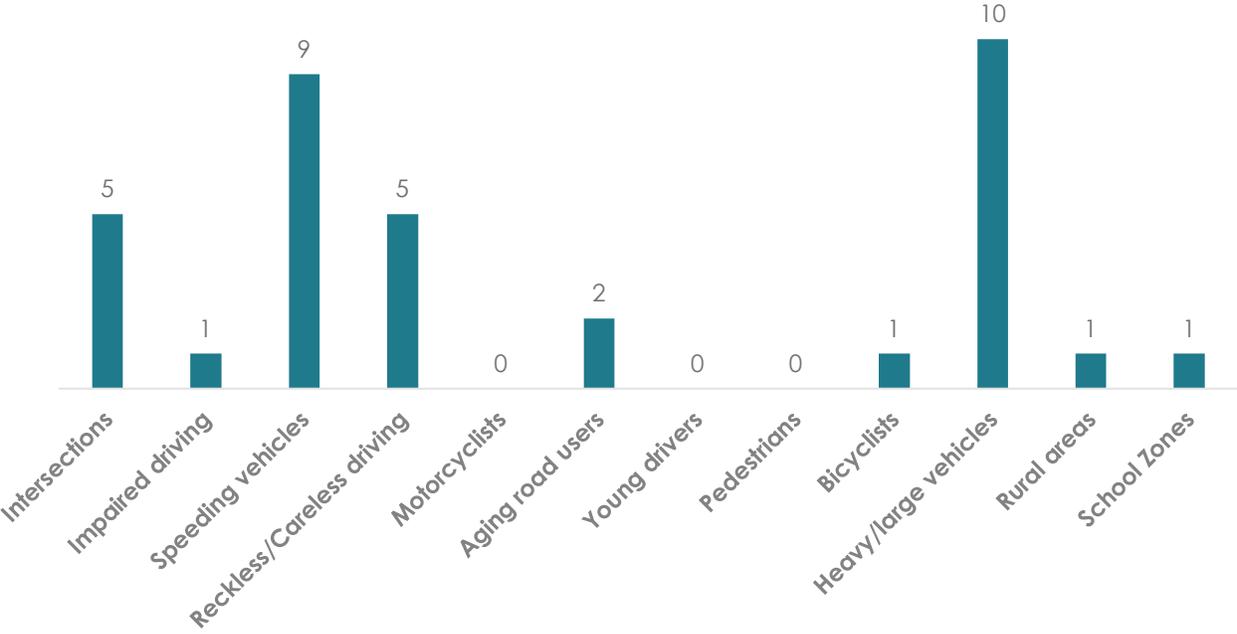


Figure 32 - Scott City responses to "What is most important to you in addressing street safety?"

Table 28 includes written comments regarding additional aspects of road safety within Scott City.

Table 28 - Scott City Road Safety Comments

Really need 4 lanes on highway 83. Especially between Scott City and Garden City. Truck traffic is horrible. Especially wide loads.
Highway 83 between Scott City and Garden Coty is a death trap. It is one of the unsafest highways I've ever driven on. Traffics congestion, convoys of oversized loads, semi traffic, no passing lanes, two lane traffic. All of this equates to serious injuries.
Semi-trailers come barreling through Scott City. We also could use mote Stop lights especially 12th St South. With the town expanding south, we have more traffic. There

were several wrecks around the city park, even as far as the 70's. There was a pedestrian killed in that area also.
Not in my community but between Scott City and Garden City. Heavy truck and large loads make it unsafe. We need passing lanes for safety.
We need 4 lanes for highway traffic from Liberal to Oakley.
Too many trucks on narrow highway. I'm not sure why filling out a survey will do anything because there has to be money from the state government, and we won't get any out here in Western Kansas because we don't count
The angle parking on main street is becoming more hazardous as larger vehicles/trucks move into the inside lane pushing the inside lane into oncoming traffic or slowing down/stopping for big haulers and wider vehicles to go through town. Need a bypass around for those vehicles to take to avoid the parked cars and local traffic. I could only pick one town/county, but I travel from Scott City to Garden 2-3 times a week. The amount of traffic is sometimes 9-10 vehicles long due to the slower moving campers, trucks, and oversized vehicles. Road rage is a problem with unsafe passing cars and pickups. Two passing lanes are needed or 4 lanes to help with the flow. I have had to take the shoulder and drive due to semi-trucks passing and in my on-coming lane to avoid a head on collision. Need turn outs for the wide loads that take up both lanes of traffic so they can let traffic by every few miles, it is a hazard to have 10-12 vehicles traveling behind a wide load without the relief of traffic.
We have a lot of truck traffic. If we go either direction north or south, we deal with truck traffic
Passing lanes all the way to Nebraska to save lives. We have a lot of Truck traffic.

## Online Survey #2

A second online survey was conducted from September to November 2024 and aimed to understand residents' preferences for transportation safety improvements in their communities. The survey focused on understanding local safety concerns, desired improvements, and priority areas, which directly informed the recommendations and implementation strategies of the U.S. 83 Communities Roadway Safety Plan.

To maximize participation, the survey was promoted through city and county websites, Facebook advertising, and other community social media channels. This approach ensured broad participation and diverse perspectives that helped guide the development of the plan.

### Survey Results

The following data reflects the demographics of the 91 individuals who participated in the survey from across the U.S. 83 Communities Roadway Safety Plan project area (Garden City, Holcomb, Liberal, Oakley, Oberlin, Scott City, Decatur County, Finney County, Haskell County, Logan County, Scott County, and Seward County).

Of the communities in the project area, 34 participants (38%) reported that they live in Scott City. The second most represented community in the survey was Garden City with 15 participants (17%). Logan County, Oberlin, and Holcomb all only had one participant and Decatur County had zero participants.

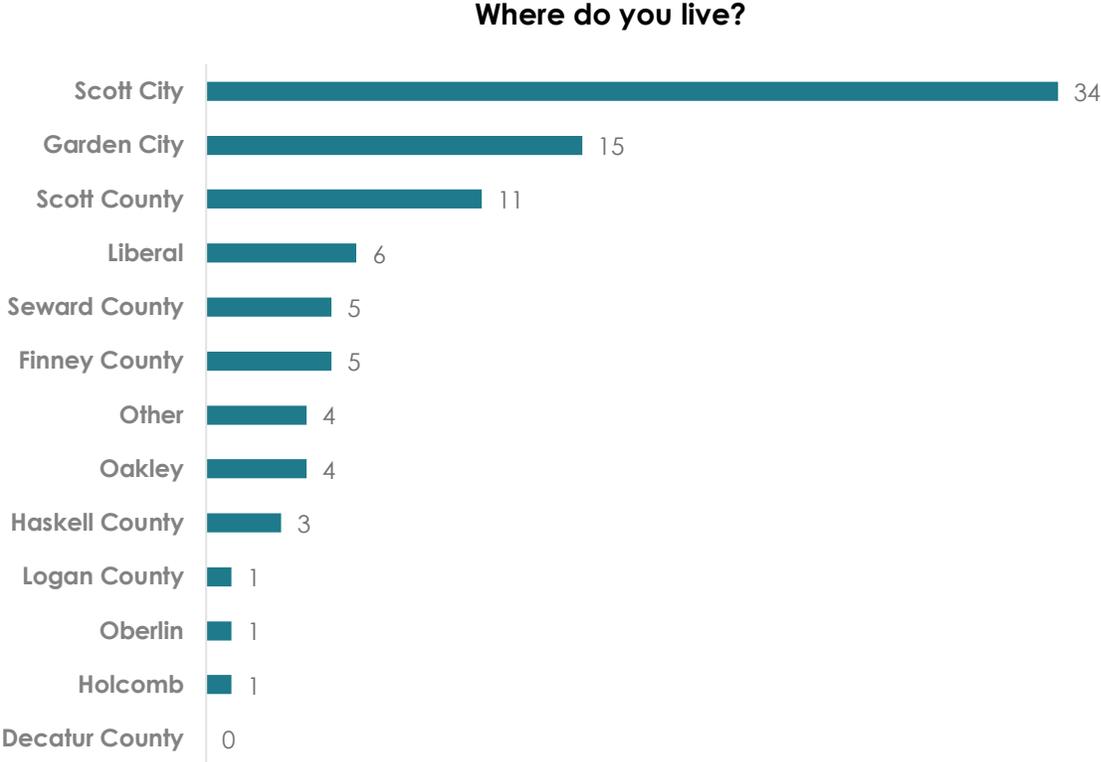


Figure 33 - Survey responses to "Where do you live?"

A significant majority of respondents (64 of 90) selected "large commercial vehicles" as their most important safety issue, with only a small number ranking it lower. Roadway departures and intersections emerged as the second and third ranked safety issues with 15 and 10 respondents selecting it as their top priority and a large share of participants ranking them as their second largest safety concern. Issues related to unrestrained occupants and older drives/teen drives were ranked less frequently as the highest priority, but still identified as a concern. These results suggest that traffic safety efforts should focus primarily on managing large commercial vehicles, addressing roadway departure risks, and improving intersections.

**What transportation safety issues are most important to improve?**

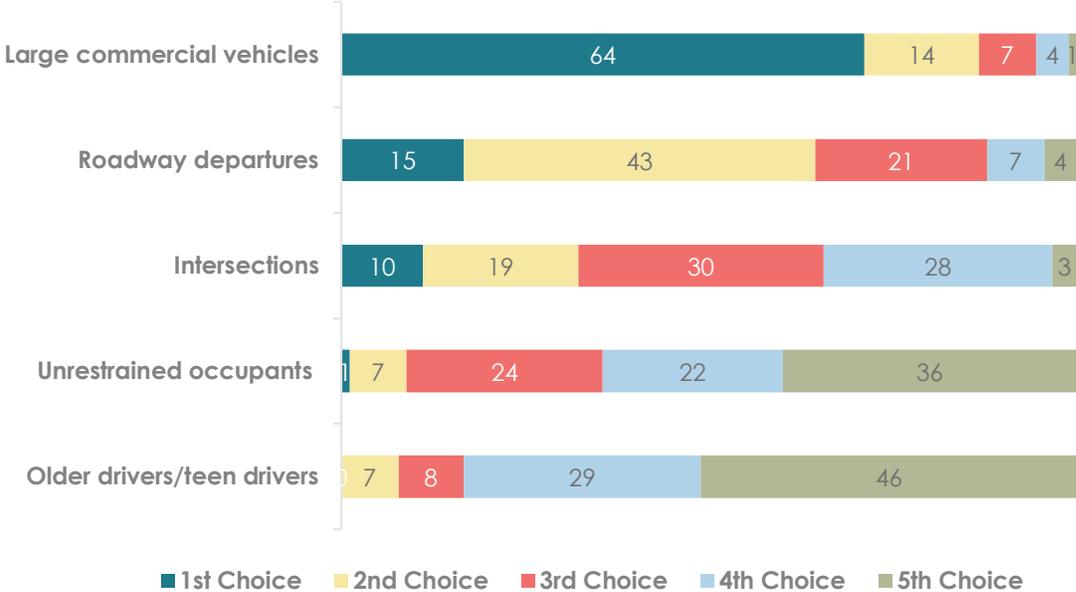


Figure 34 - Survey ranking for "What transportation safety issues are most important to improve?"

Transportation safety improvements should be prioritized on roads with heavy truck traffic, with 62 respondents selecting this as the top area for improvement. Highways also emerged as a key focus, with 41 respondents highlighting them as a priority for safety enhancements. Roads with the most vehicles or highest speeds were identified by 34 respondents as needing attention, reflecting concerns about congestion and speed-related risks. Roads with the most crashes were prioritized by 20 respondents, suggesting a focus on high-risk areas. Major intersections were noted by 15 respondents as an area for improvement, while fewer respondents indicated a need for improvements near schools, parks, or business districts, with only 7 and 3 rankings respectively. This data suggests that safety efforts should focus first on heavy truck traffic areas, highways, and high-speed roadways, while also addressing intersections and crash-prone locations.

**Where should transportation safety improvements be prioritized?**

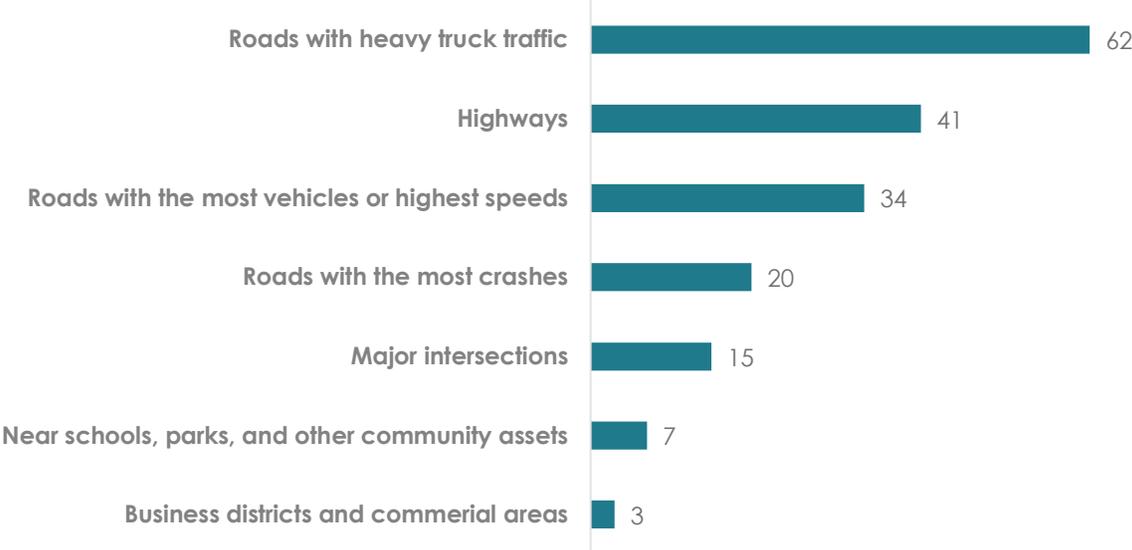


Figure 35 - Survey responses to "Where should transportation safety improvements be prioritized?"

The survey data reveals a strong preference for infrastructure improvements to enhance safety. The top priority, with 56 mentions, is infrastructure maintenance, reflecting concerns about the condition of roads and facilities. Intersection improvements (46 mentions) are also highly prioritized, indicating a desire to reduce accident risks at key junctions. Traffic enforcement (32 mentions) was another major concern, with respondents calling for stricter enforcement to improve road safety. Other key priorities include reducing speeding (24 mentions), ensuring safe pedestrian crossings (21 mentions), and making infrastructure more accessible (19 mentions). Emergency response capabilities (16 mentions) were also noted as important for improving community safety. While there was some interest in improvements to public

transportation stops (1 mention), public education campaigns (2 mentions), and bicycle infrastructure (6 mentions), these were less frequently cited, suggesting that respondents prefer to prioritize physical infrastructure improvements and traffic management over educational or alternative transportation initiatives.

Several of these priorities are interconnected. For example, improving intersection safety and maintaining road infrastructure are closely linked, as better-maintained roads reduce hazards at intersections. Likewise, effective traffic enforcement can be more successful on well-maintained roads with clear signage, which helps reduce speeding. Additionally, improving pedestrian crossings and making infrastructure more accessible often requires road maintenance and design improvements to ensure safer, more inclusive spaces for all users. Finally, enhancing emergency response capabilities depends on accessible and well-maintained roads to ensure quick access in critical situations.

**What types of safety improvements would you most like to see in your community?**

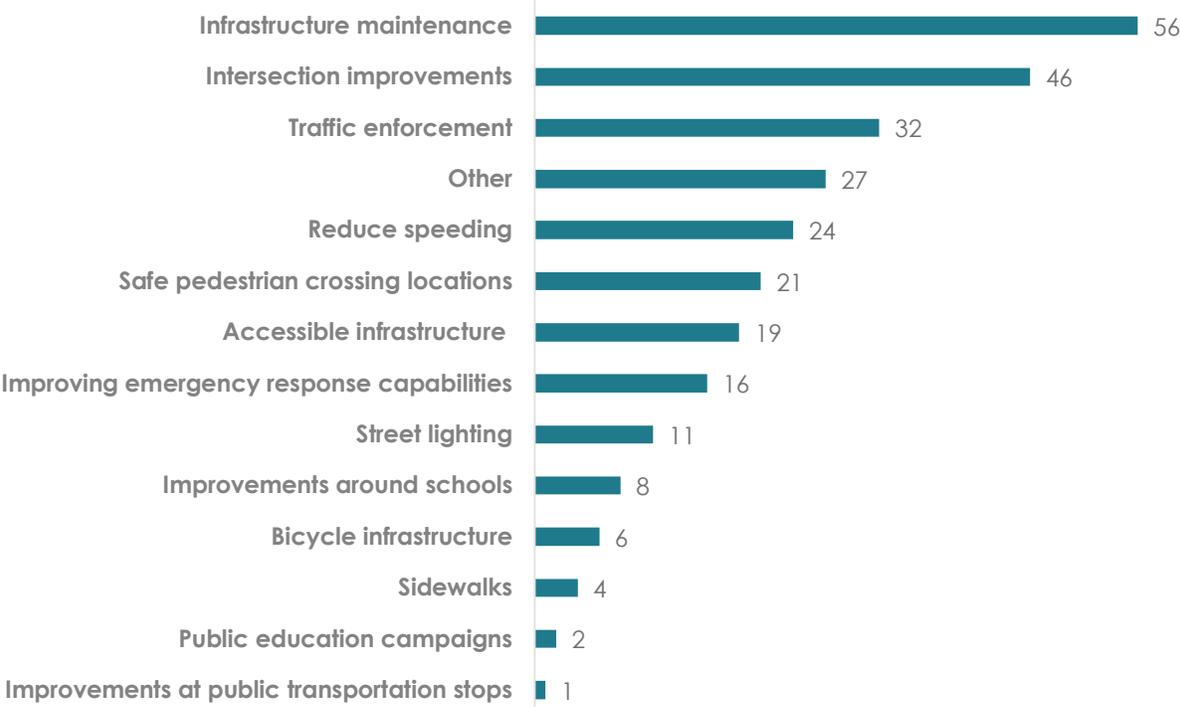


Figure 36 - Survey responses to "What types of safety improvements would you most like to see in your community?"

The final question of the survey invited respondents to share additional thoughts on traffic safety in their communities. A total of 60 comments were received, highlighting heavy truck traffic, the need for passing lanes, and highway widening as primary concerns.

Heavy truck traffic emerged as the most significant issue, mentioned in 29 comments. Respondents expressed frustration with the impact of large trucks on traffic flow, road conditions, and safety. This concern is closely linked to the identified need for passing lanes and highway expansion, which were cited in 27 comments. Many respondents noted that the lack of safe passing opportunities on two-lane roads leads to congestion and risky driving behaviors, emphasizing the importance of addressing these issues to improve traffic flow and safety.

While truck traffic and road expansion were the most frequently mentioned concerns, other issues were also raised, albeit less often. These included dangerous intersections, pedestrian safety, poor road conditions, insufficient signage, and traffic law enforcement.

### What else should we know about traffic safety in your community?

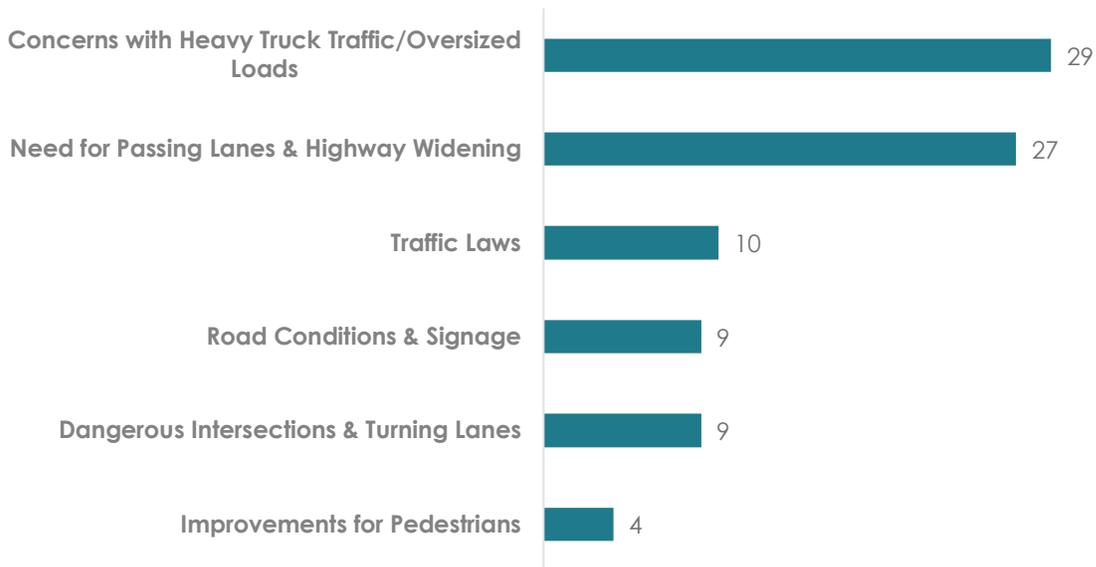


Figure 37 - Survey responses to "What else should we know about traffic safety in your community?"

### Survey #2 Comments

Table 29 - Survey comments to "What else should we know about traffic safety in your community?"

Foot traffic at the 83/54 intersection could use help
There should be 4 Lanes between Scott City and Garden City!! What a hazard with as many speeding semis and over-sized loads in town and on the highway!!
the people in my community drive over the speed limit or fail to have their attention on the road the other day a elderly lady hit a dog and kept driving like nothing happened
less oversized truck traffic
Trucks are a HUGE problem on Hwy 83
83 highway between Scott and liberal needs to be 4 lanes.

The section of hwy 83 between Scott City and Garden City should have passing lanes at a minimum. Ideally, it would be 4 lanes.
Highway 83 is dangerous because of all the semi/truck traffic.
Because this highway is Main Street in town, safety of slower traffic downtown (drivers trying to back out of angled parking) is very concerning. Trucks do not abide by speed limits in this area.
U.S. 83 needs to be 4 lanes ASAP. The truck traffic is dangerous. There is also way too much truck traffic inside the City Limits. Turn 83 into an interstate and put a bypass in the towns.
Need to be four lanes or a minimum of having a lot of passing lanes installed. The amount of oversized loads on highway 83 should warrant additional space and lanes for improved safety.
Highway 83 needs widened to 4 lanes or passing lanes added. Too many trucks are impatient and run cars off the road or pass on the shoulder. Especially now that we have this absurd wind turbine project coming to Scott City, it will only get worse.
Why isn't Sheridan and Thomas counties included??
With heavy traffic and the amount of semi traffic, we really should think about passing lanes or making it a 4 lane road. 2 north bound and 2 south bound.
I drive to Scott city every day to work and back home and every day one direction or the other I have trucks pulling out in front of me from the loves truck stop there is no stop sign there and trucks do not stop I don't think they even look 83 has stop sign even on trail roads leading to the highway I just don't understand it's one of the most unsafe intersections on my drive and I fear for me and my family every time we go to town
Highway 83 between Scott City and Garden City needs passing lanes
Need passing lanes
2 lane highways. Need 4 lane
Too many drag racers, fast drivers over speed limit-all over town. Bicycle riders not properly riding on streets just jet out on street out of nowhere. Foreigners crossing in middle of streets not using crosswalks & walking in street instead of sidewalk, especially in the dark & on busy streets. Maybe their local cultural organization could help them understand safety laws.
Truckers will often make dangerous passing decisions on 83 between garden & Scott, passing lanes have been something we've been advocating for years.
Stop sign is greatly needed at the Loves convenience store in Scott City. Semi-trucks and other vehicles do not even pause at the highway. I drive this highway at least twice daily and someone pulls out in front of me three or four times I pass by there. All other roads have stop signs why not there???
Passing lanes are so needed on this highway especially in between Scott City and Garden City.
Highway 83 in between Scott city and garden needs passing lanes badly. Just about every time I have to drive to Garden someone almost gets into an accident or cars are passing when there is oncoming traffic. I myself have had to pull over several times to avoid being hit.
Kansas Department of Transportation needs to go to the panhandle of Texas and see how that state does passing lanes. We need passing lanes on hwy 83.
Also, I think Scott City/State of Kansas needs to have cameras on Hwy 83 through Scott City at stoplights. I have seen so many trucks stop at a red light at 9th and Main and at 5th and Main, look both ways and then drive through the red light. Sometimes they don't even stop,

they just go on through the red light. Someday, we will have a fatality at these intersections, due to this deliberate act of ignoring traffic laws.
Way too many semi trucks exceeding speed limits through town
This road is so busy with truck traffic and other agricultural traffic (tractors, combines, sprayers, etc.). Plus there are a lot of oversized loads coming through. It's quite dangerous from Liberal to Scott city. I try to avoid driving on it when possible.
More passing lanes
Highway 83 needs to be a four-lane highway
Too much traffic. Takes miles to be able to pass. Another vehicle because traffic is very heavy.
Lack of passing lanes
Build a new bypass and get the trucks on it. Signage needs a major upgrade throughout Finney County.
Heavy truck traffic
I am BEYOND sick & tired & fed-up with the wind turbine traffic: how the whole turbine truck parade (with pilot cars!) stacks up traffic, blocks intersections, makes everyone else conform to THEIR speed and timetables, and how they are destroying our roads with their overweight loads and constant back & forth driving. I would like to see the State relegate/limit them to non-peak driving hours, and to taking the less travelled roads to get to their destinations-- EVEN if it takes them extra time and hours to get to their destinations. They're not paying any taxes, so why let them get the optimum travel times & roads? Save those & give the FULL BENEFIT of those luxuries to the TAXPAYERS who paid for them.
We have a lot of truck traffic, and they need more lanes to turn and enter highways safely.
Merging traffic on Garden City bypass
We live right off of HWY 83 and with a feed lot north of town there is a lot of Cattle haulers passing through town. Often the cattle drivers have delivered their loads and are in a hurry to get home (I guess). Anyway, their speed needs to be monitored more. Also, there are low-income apartments with children behind us that the need for more crosswalks to downtown and school could be put into place. Thank you.
We have a large amount of semis going through town and on our highways.
US 83 more closely resembles the Indy 500 for trucks. They practically drag race through town.
Hwy 83 from GC to Liberal is a death trap. The semis will kill you and not even stop. For gods sake make it a 4-lane.
Highway 83 needs to be widened from the Nebraska state line to Oklahoma State line. Needs to be 4 lane divided road with turn lanes.
83 intersection near Selden in Sheridan Co has several fatalities, major crashes, and near misses every day. Why is Sheridan Co not listed to be represented?
Trucks go through Selden faster than the posted speed. Many large overweight vehicles use Highway 83. Maintain roads, clear roads during winter, use more brine, don't wait until the ice has hit.
Oversized loads have no business on the highways on weekends when traffic is heaviest.
Left turns are a concern in Scott City. How about a delayed signal for left turns at US 83 and Kansas hwy 96.
When you guys redid the highway in Haskell County you put so many dang curves in, made the shoulders smaller, and made so few passing lanes the whole thing is worse than before. You should have left the old highway there and just built another two lanes parallel to it. You

guys said that you couldn't do that because the roadbed was muck. That was all bull shit. That old roadbed was dry and if you ask the crews that tore up the old pavement, they will tell you it was dry as well. You guys just wasted God knows how many tax dollars to make a shittier more dangerous road.
We need more 4 lane highways
Unfortunately, we have a lot of people that are new to driving in our country and many of these drivers are very dangerous. They don't obey traffic rules and drive wildly.
Better line marking in certain areas, like the Haskell/Seward line curves would be nice. Passing lanes between Garden City and Scott City. Turning lanes for major truck intersections like where they turn off to get to feedlots, etc. would also help a lot. Constantly having to maneuver around semi-trucks and wait for them to turn or try to get around them is a hazard to everyone.
Eastern KS has a lot of four lanes we need them in western ks as there a lot of big trucks and farm trucks traveling the roads. And people get impatient following those trucks and pass in a unsafe way!!
Start from liberal and build 4 lane expressway to garden city.
Need to upgrade the Garden City Bypass to a 4-lane Freeway.
They really need more passing lanes and more turning lanes for people turning off the 83 hwy
Entry and exit at parallel road and 83 highway too many crashes I have 23 grandchildren learning to drive and going to school. needs turning lanes at least extremely dangerous intersection.
Trucks pass and make oncoming traffic move to avoid a collision. Also, the wide load traffic is bad in our area.
Correction Curves north of Scott City need changed and more signage warning of the two way stop at Oakley 83 and 40.
Several vehicles almost every morning on my daily commute from Garden City to Liberal have only one headlight. I'm starting to recognize some of these vehicles, including trucks! Not safe at all and very concerning 6-8 a.m.!
Lowering speed limit on US-83 in Scott City.
Question 2: I put intersections as 1 because we need to remove stops widen for turning lanes or build bridges. Learn what bypasses are and that there isn't a need for traffic lights on bypasses. No more roundabouts, too much semi traffic for roundabouts. People traveling through liberal, garden city don't want to slow down, they want to pass through. Remove school zones from highway routes. Build pedestrian bridges (if that's really a concern) so mobile traffic can pass through as quickly as possible. Highway 81 KS/Nebraska state line to I-80 best highway ever.
6-foot shoulders are not wide enough for broken down semis to park on. They either block the highway lanes or they end up off the edge of the road and have to be pulled a quarter mile by a big tow truck. This creates a huge safety hazard and leaves a massive rut along the edge of the road.
83 between liberal and Scott city is really bad Monday through Friday and 4 lanes should be addressed
Make sure the windmill trucks don't stop traffic for more than a few minutes. We shouldn't have to wait for 2 or 3 of those things at one time

Overall, the survey underscores the community's view that reducing heavy truck traffic and expanding road infrastructure are critical steps toward enhancing safety, alleviating congestion and improving overall traffic conditions.