U.S. 83 Corridor Transportation Safety Action Plan

Prepared by:

WILSON & COMPANY

TRANSYSTEMS

Kimley»Horn

June 2025

Thank you!

Task Force

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
Danielle Burke, 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
Katie Eisenhour, Scott City – Economic Development
Gary Bennett, KDOT
C.W. Harper, Finney County, Haskell County, Seward County
Rusty Varnado, Liberal

Table of Contents

List of Figures

List of Tables

Leadership Commitment and Goal Setting

Project Introduction

The safety of our communities is of utmost importance, and it is essential that we work together to ensure the well-being of residents, workers, and visitors along the U.S. 83 corridor and throughout the communities along the highway. U.S. 83 serves as major transportation artery, connecting communities and facilitating the movement of goods and people. However, with increased traffic and changing demographics, it is crucial that we proactively address safety issues to prevent crashes, injuries, and loss of life.

About the U.S. 83 Corridor

The study area is the north/south U.S. 83 corridor extending from Nebraska, through western Kansas, and to the Oklahoma border. U.S. 83 runs through eight counties, six of which participated in this study, and five cities. The U.S. 83 communities include the counties of Decatur, Finney, Haskell, Logan, Scott, and Seward and the cities of Garden City, Holcomb, Liberal, Oakley, Oberlin, and Scott City (Figure 1). These communities, with Garden City as the lead applicant, joined together to secure a Safe Streets and Roads for All (SS4A) grant to develop action plans for each community and for the U.S. 83 corridor.

Most of the corridor is a two-lane highway. The highway expands to two lanes with passing lanes near the urban areas of Liberal and Garden City. Bypasses in Garden City and Liberal are three to four lanes, which then narrow when entering unincorporated areas.

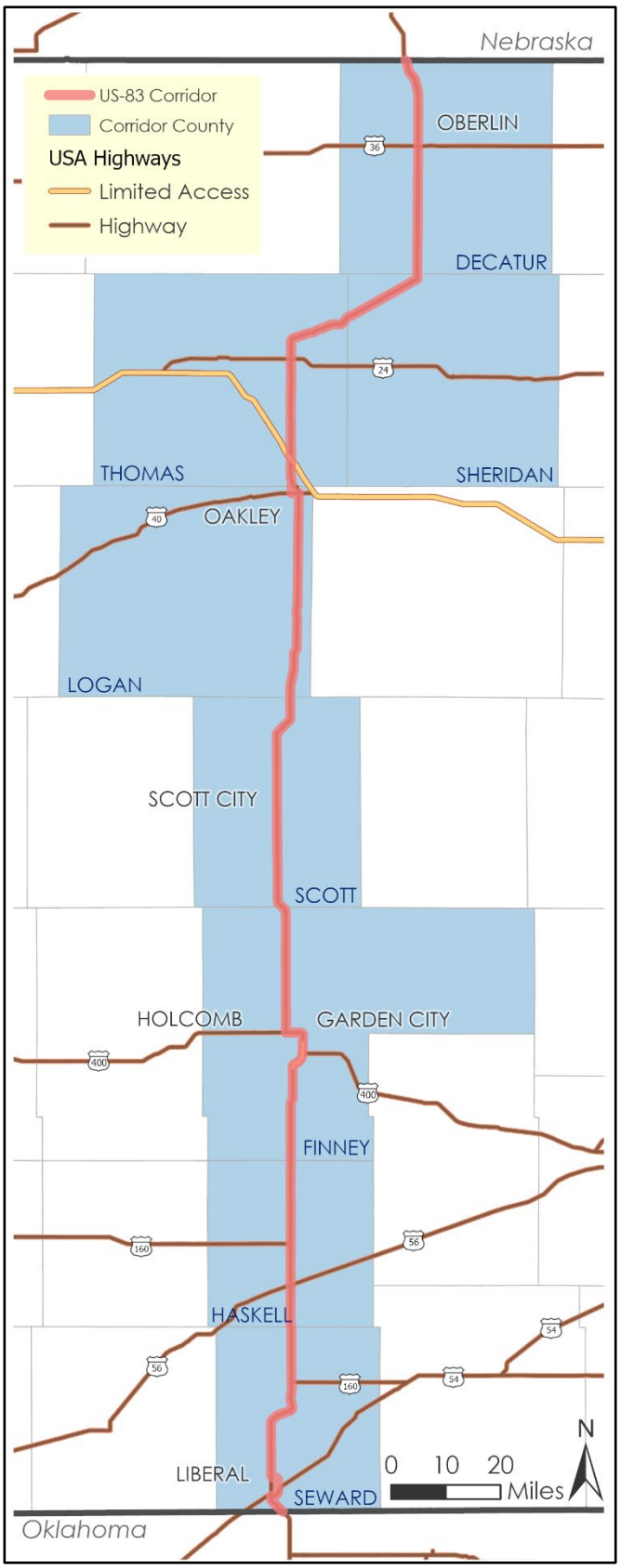


Figure 1 - U.S. 83 Corridor through western Kansas

Throughout the project, the communities along the corridor expressed the need for expanding the highway to four lanes to accommodate growth, industry, and increase safety. U.S. 83 is the backbone of these communities and used as the main conveyance of agricultural goods in and out of the area. The cattle industry is a major component of the region's economy. Freight trucks carry cattle along the corridor to head to feedlots, dairies, and ranches. Goods are further carried from these destinations, and U.S. 83 is the main route to I-70, which allows further distribution nationally. The volume of freight traffic along the corridor can cause backup traffic and can prevent safe passing opportunities. Additionally, during harvest season, freight vehicles carry agricultural goods to market, and agricultural machinery uses the highway to travel to nearby fields. This harvest time traffic compounds existing freight travel to cause further backups and reduce safe passing opportunities.

Finally, U.S. 83 is a north/south highway connecting the Dakotas, Nebraska, and Kansas to Texas without overpasses. This has resulted in it being heavily utilized for oversized loads. Some of these oversized loads include wind turbine parts and parts used on SpaceX rockets.

While these are all temporary blockages and inconveniences, they can create unsafe driving conditions when they occur. The unique issue may not be readily apparent in the data, including traffic volumes, but it is heavily felt by the communities that utilize this corridor.

The U.S. 83 communities created a Task Force to complete this Transportation Safety Action Plan (TSAP) to reduce fatalities and serious injuries on the corridor. This TSAP fits within a family of plans that cover six counties and six cities along the U.S. 83 corridor (Figure 2). This plan was funded through a federal Safe Streets and Roads for All grant, with the ultimate intent of eliminating fatalities and serious injuries from vehicular crashes. This plan incorporates comprehensive data analysis to identify high-risk areas, assess traffic patterns, and evaluate existing infrastructure. With this information, evidence-based strategies have been identified

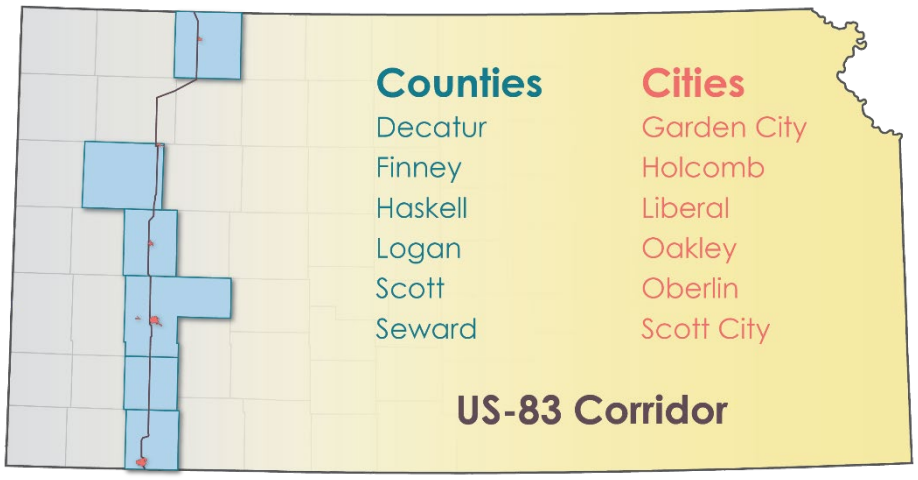


Figure 2 - U.S. 83 Corridor communities

that focus on education, enforcement, and infrastructure improvements to address the specific safety challenges faced by the participating communities.

Commitment to Collaboration and Safety

By collaborating and pooling our resources, we are addressing the unique challenges and concerns faced on the U.S. 83 corridor while implementing cohesive strategies to enhance safety along U.S. 83 and in other communities along the corridor. The U.S. 83 Task Force recognizes the need for a coordinated effort to identify and prioritize safety concerns, and to develop strategies that will mitigate risks and improve overall safety along U.S. 83 and within the communities along the route.

The success of this Safety Action Plan relies on the commitment and active participation of all stakeholders in the U.S. 83 Safety Coalition. Through this Safety Action Plan, the task force fosters collaboration among the counties and cities along the corridor. By bringing together local government officials, law enforcement agencies, transportation authorities, and community organizations, we can leverage our collective expertise and resources to implement targeted safety initiatives.

By working together, we can promote a culture of safety and ensure that our communities are safe places to live, work, and visit. Through regular communication, sharing of best practices, and ongoing evaluation of our initiatives, we will continuously strive to improve safety along the U.S. 83 corridor. This coalition is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety concerns, and we look forward to making a positive impact on the well-being of our communities.

Plan Organization

This Safety Action Plan is built on the following eight key components:

1. ***Vision Zero Commitment*** – An official public commitment by a high-ranking official and/or governing body to an eventual goal of eliminating roadway fatalities and serious injuries.
2. ***Planning Structure*** – A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
3. ***Safety Analysis*** – A comprehensive analysis of existing conditions, historical trends, and risk attributes that provides a baseline level of fatal and serious injuries across Garden City.
4. ***Engagement and Collaboration*** – Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback. Information received is analyzed and incorporated into the Action Plan.

5. ***Equity Analysis*** – Plan development using an inclusive and representative process. Underserved communities are identified through data and other analyses in collaboration with appropriate partners.
6. ***Policy and Process Review*** – Assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
7. ***Implementation*** – Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
8. ***Progress and Transparency*** – Method to measure progress over time after an Action Plan is developed or updated.

Vision Zero Commitment

The adoption of the vision zero resolution establishes a commitment within each community's leadership to reducing or eliminating fatal and serious injury crashes.

Participating U.S. 83 communities who passed a vision zero ordinance in support of the U.S. 83 Transportation Safety Action Plan include:

- Decatur County – Adopted January 14, 2024
- Logan County – Adopted December 16, 2024
- Scott County – Adopted February 4, 2025
- Garden City – Adopted April 1, 2025
- Finney County – Adopted June 16, 2025
- Haskell County – Adopted May 27, 2025
- Seward County – Adopted June 16, 2025
- City of Holcomb – Adopted June 11, 2025
- City of Liberal – Adopted May 13, 2025
- City of Oakley – Adopted December 16, 2024
- City of Oberlin – Adopted October 3, 2024
- Scott City – Adopted December 16, 2024

Planning Structure

Planning Structure

The U.S. 83 Communities Roadway Safety Task Force served as the backbone for community engagement during the creation of all the plans within the U.S. 83 Communities Roadway Safety Plan project. The task force consisted of staff and representatives of the participating jurisdictions and met three times throughout the course of the project to share issues in their communities and to discuss solutions to reach the goal of eliminating serious injury and fatal traffic crashes.

U.S. 83 Communities Roadway Safety Task Force		
Meeting Date	**Subject**	**Location**
May 1, 2024	Project Kick-off	Virtual
June 12, 2024	U.S. 83 Summit	Scott City
August 7, 2024	Countermeasures	Virtual

Topics discussed by members of the task force include:

- Examples of other Kansas Corridor Coalitions, e.g., K-254
- The U.S. 83 Safety Corridor
- Desire for four lanes
- Concerns about truck traffic throughout the corridor and noise pollution in member communities
- Impacts created by dairies and feed lots
- Oversized loads blocking passing opportunities
- Transitions from city to county infrastructure can cause roadway user confusion and congestion
- Speeding, especially exceeding 100 miles per hour, has been increasing
- Distracted driving is becoming a larger issue along the corridor

We strengthen communities, businesses, and families by reducing transportation fatalities and serious injuries.

- U.S. 83 Communities Roadway Safety Task Force Member

Safety Analysis

Safety Analysis

U.S. 83 is major north-south highway through the United States that runs from the Texas-Mexico border to the south through Oklahoma, Kansas, Nebraska, South Dakota, and North Dakota to the border with Canada. In Western Kansas, U.S. 83 runs approximately 243 miles through nine (9) cities and eight (8) counties. U.S. 83 connects multiple cities and counties across the north-south span of the region, linking major areas such as Liberal, Garden City, Holcomb, Scott City, Oakley, and Oberlin, and covering counties including Seward, Haskell, Finney, Scott, Logan, Thomas, Sheridan, and Decatur shown in Figure 3. The corridor plays a significant role in facilitating the movement of goods and services, serving an area with extensive agricultural activities, including farming and livestock operations.

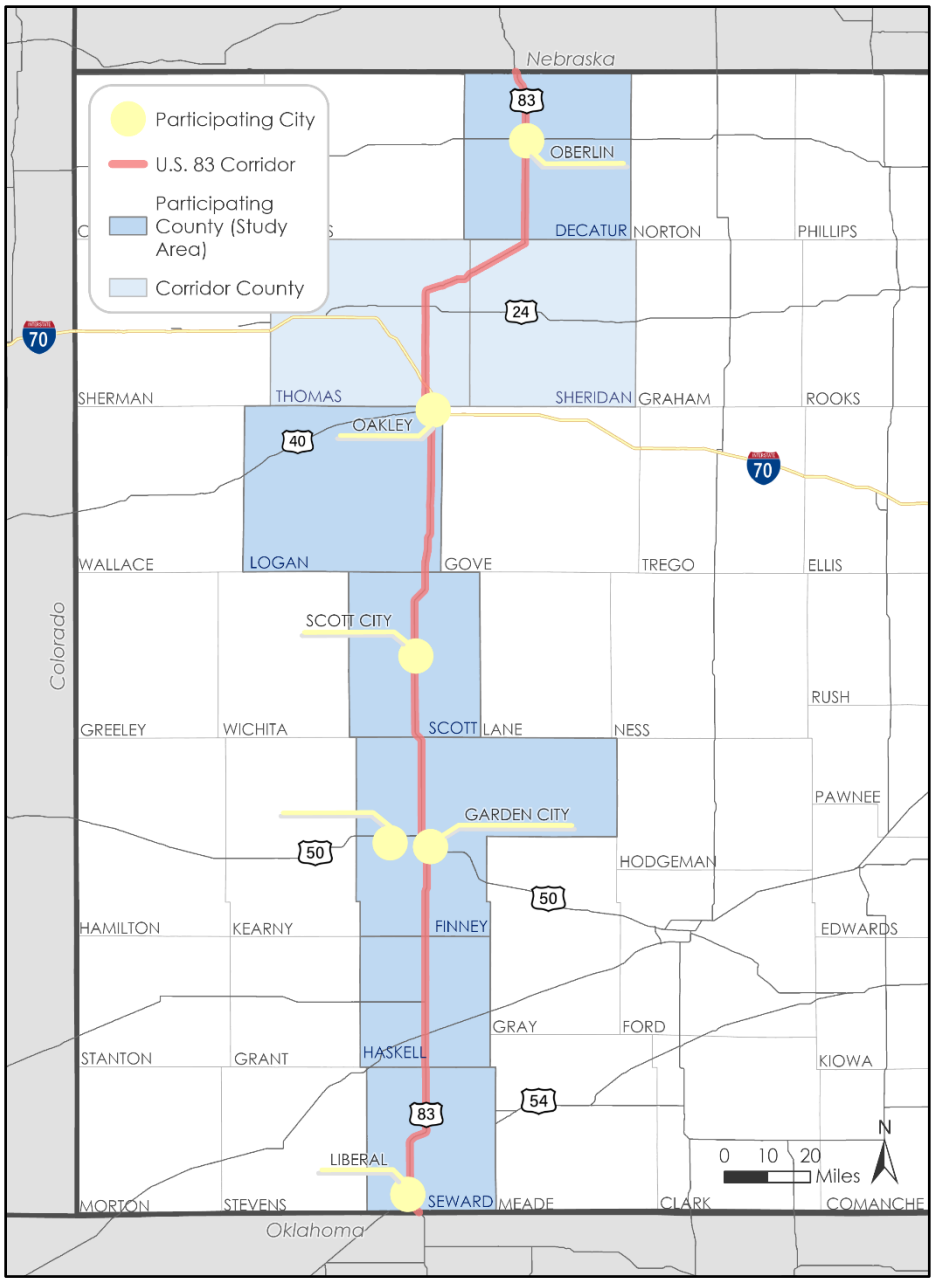


Figure 3 - U.S. 83 Corridor Map

Crash Safety Analysis

KDOT data from 2018 to 2022 was used to conduct a safety analysis of the U.S. 83 corridor. This analysis assessed various roadway safety conditions and crash trends. Upon completion, the project team reviewed the findings with the Task Force, incorporating their feedback to identify the most vulnerable locations within the study area.

Crash Summary

Table 1 provides a detailed breakdown of crashes on U.S. 83 by severity and year, from 2018 to 2022. The table includes the total number of crashes on U.S. 83 and the percentage these crashes represent within the entire study area. Between 2018-2022, the U.S. 83 corridor recorded 934 crashes, the majority of which were property damage only (77%), followed by injury crashes (17%), and fatal or serious injury (KSI) crashes (6%). Figure 4 shows where all 934 crashes were located along the corridor. Although, crashes on U.S. 83 only made up about 17 percent of all crashes in the entire study area, U.S. 83 crashes accounted for 35 percent of fatal crashes and 28 percent of serious injury crashes in the study area.

The overall number of crashes on the U.S. corridor declined between 2018 and 2020 but increased in 2021. Notably, 2018 saw the highest total number of crashes, while 2020 saw the lowest. Despite the drop in overall crashes, 2020 accounted for the highest proportion of fatal crashes, with 35 percent of the 20 fatal crashes occurring that year. Fatal crashes then decreased to zero by 2022.

Table 1 – U.S. 83 Crash Summary 2018-2022

Crashes by Year	Fatal Crashes		Serious Injury Crashes		Other Injury Crashes		Property Damage Only Crashes		**Total**	
	U.S. 83	% of Study Area	U.S. 83	% of Study Area	U.S. 83	% of Study Area	U.S. 83	% of Study Area	U.S. 83	% of Study Area
2018	6	*67%*	6	*38%*	23	*14%*	169	*16%*	**204**	**17%**
2019	3	*25%*	5	*19%*	36	*19%*	144	*14%*	**188**	**15%**
2020	7	*50%*	9	*30%*	28	*20%*	119	*15%*	**163**	**17%**
2021	4	*27%*	9	*26%*	37	*20%*	152	*18%*	**202**	**18%**
2022	0	*0%*	11	*30%*	34	*21%*	132	*15%*	**177**	**17%**
All Crash Totals	**20**	**35%**	**40**	**28%**	**158**	**19%**	**716**	**16%**	**934**	**17%**

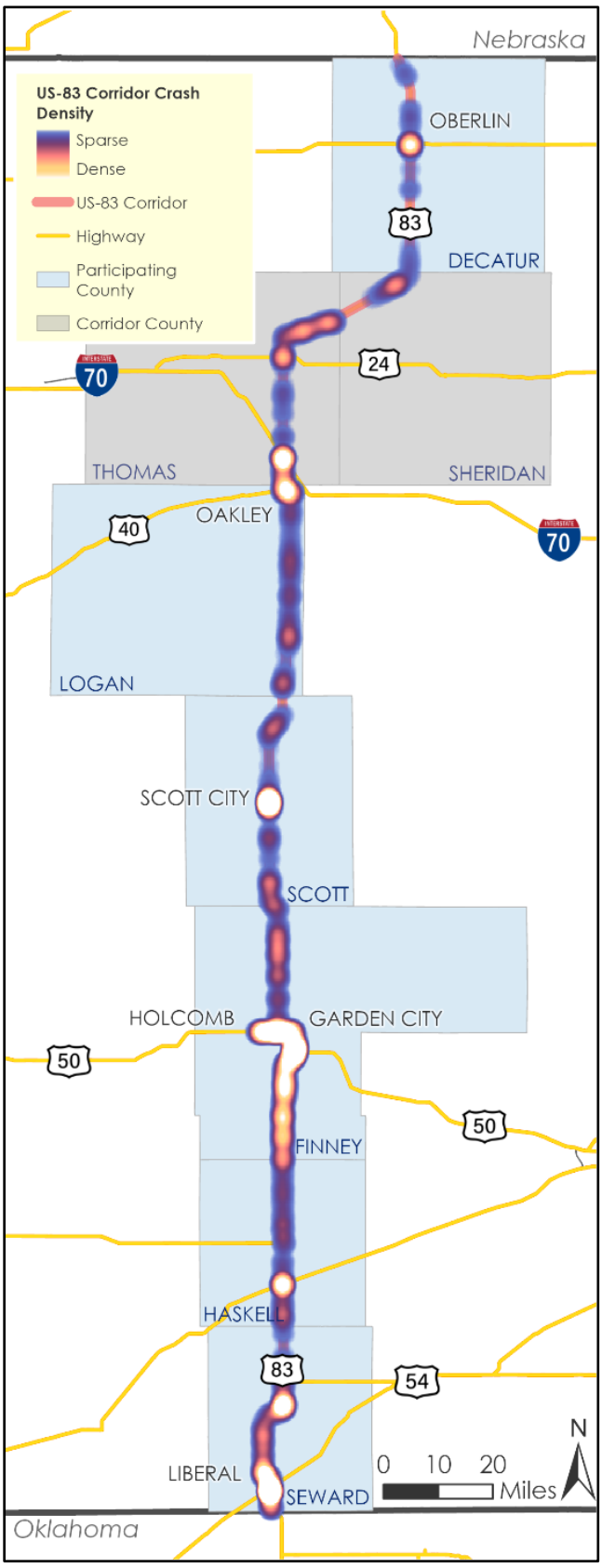


Figure 4 - U.S. 83 Crash Density (2018-2022)

Crash Severity

Of the 934 crashes recorded on U.S. 83, 60 - roughly 6 percent - resulted in fatal or serious injuries. While all communities along the corridor experienced crashes of this severity, the majority occurred in and around Garden City and Liberal. These areas experience the highest average daily traffic volumes on U.S. 83 in Kansas, with some segments experiencing more than 10,000 vehicles per day. Figure 5 provides a detailed breakdown of crash severity by year and Figure 6 shows the location of all KSI crashes along U.S. 83 between 2018-2022.

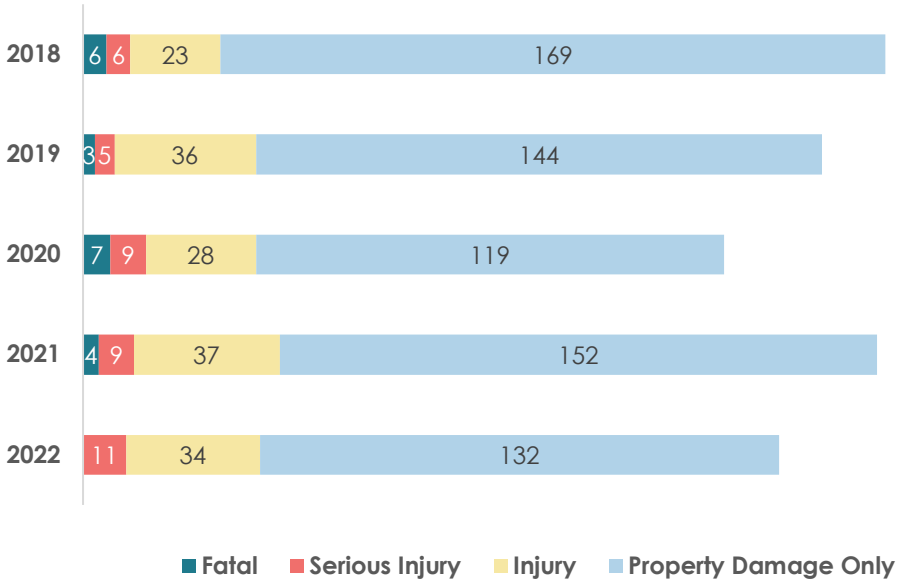


Figure 5 - U.S. 83 Crashes by Severity (2018-2022)

60 FATAL AND SERIOUS INJURY CRASHES FROM 2018-2022

35% OF SERIOUS INJURY CRASHES ON U.S. 83 OCCURRED IN FINNEY COUNTY

40% OF FATAL CRASHES ON U.S. 83 OCCURRED IN FINNEY COUNTY

20% OF U.S. 83 TOTAL MILEAGE IS IN FINNEY COUNTY, WHICH EXPERIENCED 36% OF ALL CRASHES THAT OCCURRED ON U.S. 83

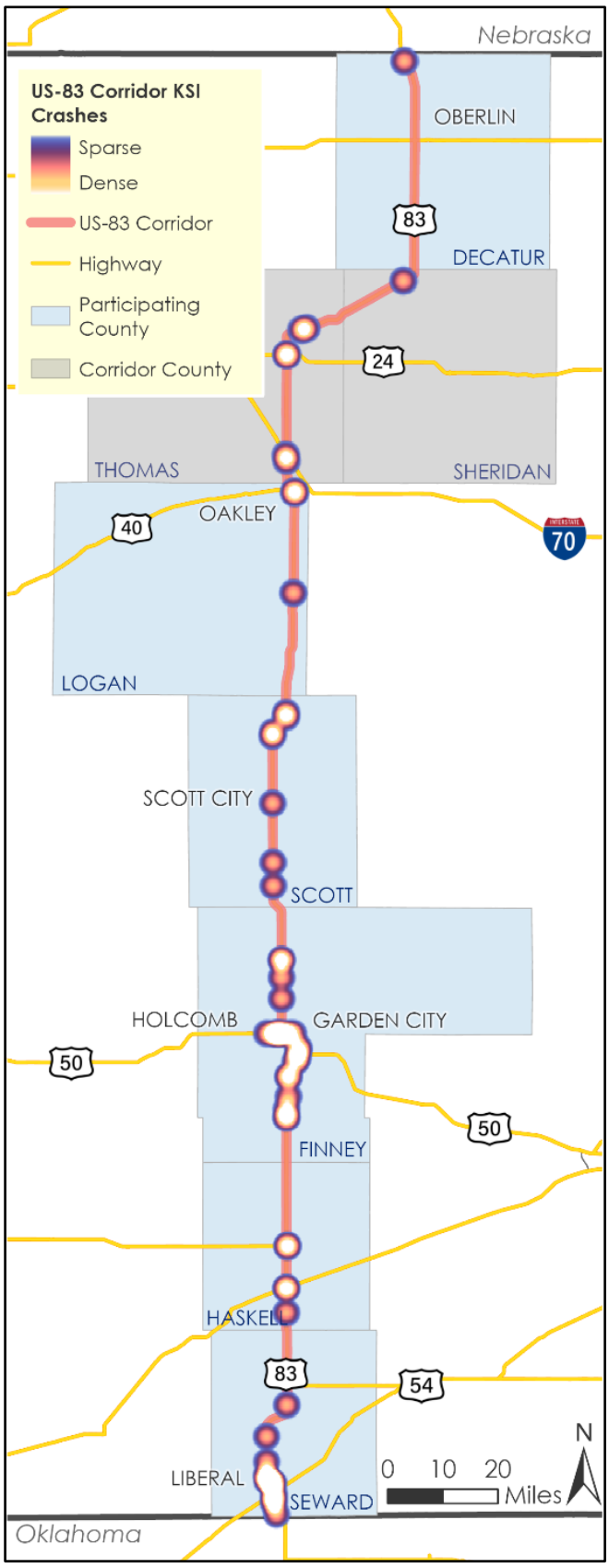


Figure 6 - U.S. 83 KSI Crash Map (2018-2022)

Crashes by Location

Figure 7 shows the locations of all fatal and serious injury crashes along U.S. 83 between 2018 and 2022. Most of the fatal crashes are concentrated around Garden City and Liberal, with a smaller number occurring in more rural areas of the corridor. Out of the 60 KSI (killed and seriously injured) crashes during this five-year period, only five took place within incorporated city limits. Disadvantaged areas along the corridor, located in Seward, Haskell, and Finney counties, accounted for 16 of the 60 KSI crashes.

Crashes by Crash Type

Angle-Side Impact crashes account for the most severe crashes with over 36 percent of KSI crashes, followed by single car crashes with 25 percent, as shown in Figure 8. These two crash types account for 55 percent of fatal crashes and 65 percent of serious injury crashes that occurred along the U.S. 83 corridor. Rear end, head on, and sideswipe crashes account for a smaller share of severe crash types but are still important to mitigate against. More detail about the frequency of crash types on the U.S. 83 corridor is provided in Table 2.

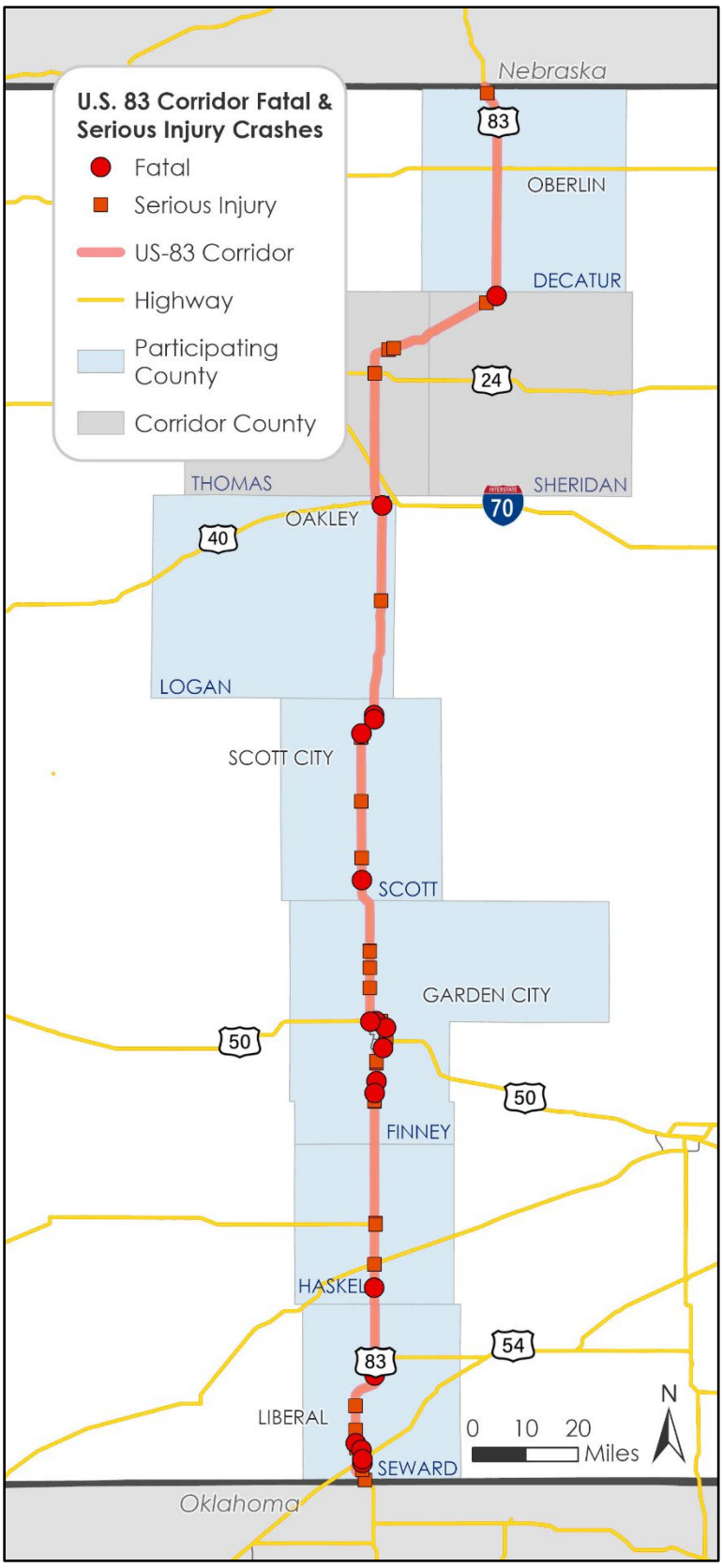


Figure 7 - U.S. 83 Fatal and Serious Injury Crash Locations (2018-2022)

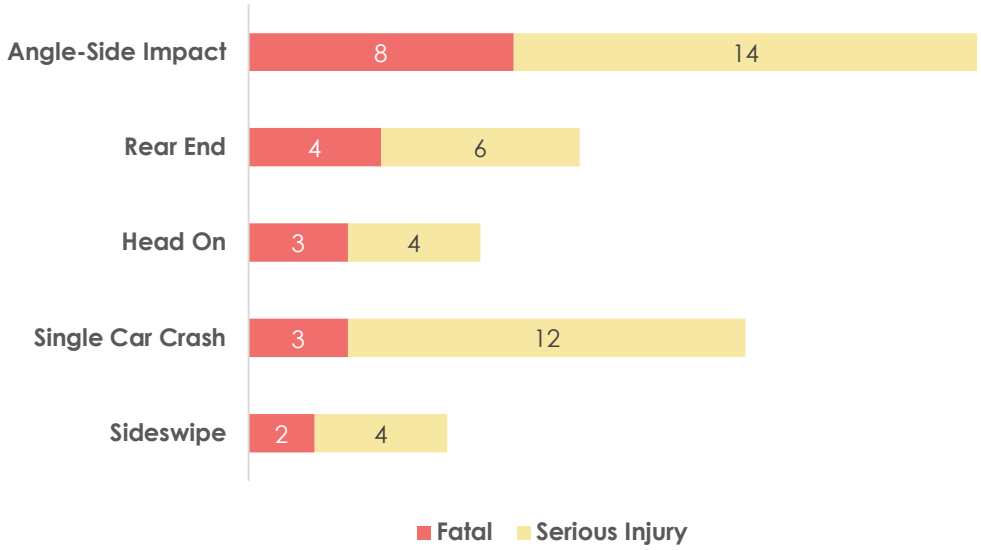


Figure 8 - Fatal & Serious Injury Crashes by Crash Type

Table 2 - U.S. 83 Crashes by Crash Type

Crash Type	Fatal		Serious Injury		KSI Total		All Crashes	
	#	%	#	%	#	%	#	%
Angle-Side Impact	8	40%	14	35%	22	36.7%	**165**	**17.7%**
Single Car Crash	3	15%	12	30%	15	25%	**412**	**44.1%**
Rear End	4	20%	6	15%	10	16.7%	**200**	**21.4%**
Head On	3	15%	4	10%	7	11.7%	**28**	**3%**
Sideswipe: Opposite Direction	2	10%	4	10%	6	10%	**39**	**4.2%**
Sideswipe: Same Direction	0	0%	0	0%	0	0%	**71**	**7.6%**
Backed Into	0	0%	0	0%	0	0%	**12**	**1.3%**
Other	0	0%	0	0%	0	0%	**5**	**0.5%**
Unknown	0	0%	0	0%	0	0%	**2**	**0.2%**
All Crash Totals	**20**	**100%**	**40**	**100%**	**60**	**100%**	**934**	**100%**

MOST COMMON CRASH TYPE? SINGLE CAR CRASHES

MOST SEVERE CRASH TYPE? ANGLE-SIDE IMAPCT

VRU CRASHES ACCOUNTED FOR 3 KSI CRASHES on U.S. 83 BETWEEN 2018-2022

Crashes by Contributing Circumstances

Contributing circumstances are factors or conditions that play a role in causing or exacerbating a crash. These circumstances can involve driver behavior, environmental conditions, vehicle conditions, or roadway features that contribute to the occurrence and severity of crashes. Understanding these contributing factors is needed to develop appropriate interventions that reduce crashes and improve road safety.

Table 3 - U.S. 83 KSI Crashes by Contributing Circumstance

Contributing Circumstances	Fatal		Serious Injury		Total KSI	
	#	%	#	%	#	%
Intersections	8	40%	11	27.5%	19	31.7%
Teen Driver Involved	4	20%	6	15%	10	16.7%
Older Driver Involved	5	25%	5	12.5%	10	16.7%
Occupant Protection Issue	11	55%	4	10%	15	25%
Roadway Departures	8	40%	12	30%	20	33.3%
Impaired Driving Related	3	15%	1	2.5%	4	6.7%
Large Commercial Vehicle	10	50%	7	17.5%	17	28.3%
VRU	2	10%	1	2.5%	3	5%
Pedestrian Involved	2	10%	1	2.5%	3	5%

27% OF KSI CRASHES OCCURRED IN DISADVANTAGED AREAS

LARGE COMMERCIAL VEHICLES WERE INVOLVED IN 17 KSI CRASHES

Crashes by Mode

Table 4 shows that the three most common types of vehicles on roadways today are some of the most frequently involved in KSI crashes. Automobiles, SUVs, and Pickup Trucks together make up 65 percent of all KSI crashes. Tractor-Trailers account for a significant share of KSI crashes as well, making up 25 percent alone. Crashes involving automobiles are by far the most frequent and account for the greatest share of KSI crashes with 35 percent, however crashes involving Tractor-Trailers accounted for the highest number of fatal crashes with nine (45%). Motorcycles, Large Trucks, and ATVs; while involved in fewer crashes overall, have higher rates of fatal and serious injuries.

Table 4 - Crashes by Mode of Transportation (2018-2022)

Transportation Mode	Fatal		Serious Injury		KSI Total		All Crashes	
	#	%	#	%	#	%	#	%
Automobile	3	15%	18	45%	21	35%	**308**	**33%**
Tractor-Trailer	9	45%	6	15%	15	25%	**145**	**15.5%**
Pickup Truck	5	25%	8	20%	13	21.7%	**220**	**23.6%**
SUV	1	5%	4	10%	5	8.3%	**139**	**14.9%**
Motorcycle	0	0%	2	5%	2	3.3%	**5**	**0.5%**
Single Large Truck	1	5%	1	2.5%	2	3.3%	**19**	**2%**
ATV	0	0%	1	2.5%	1	1.7%	**1**	**0.1%**
Unknown	1	5%	0	0%	1	1.7%	**9**	**1%**
Truck and Trailer	0	0%	0	0%	0	0%	**57**	**6.1%**
Van	0	0%	0	0%	0	0%	**23**	**2.5%**
Camper - RV	0	0%	0	0%	0	0%	**5**	**0.5%**
Other	0	0%	0	0%	0	0%	**3**	**0.3%**
All Crash Totals	**20**	**100%**	**40**	**100%**	**60**	**100%**	**934**	**100%**

Vulnerable Road Users

A Vulnerable Road User (VRU) refers to anyone not in a motor vehicle who faces a higher risk on the road, such as pedestrians, bicyclists, and other non-motorized users like those on scooters or skateboards. Motorcyclists are not included in this definition. VRUs are far more likely to sustain serious or fatal injuries in a crash compared to other roadway users. Table 5 highlights the proportion of VRU crashes to overall crash severity. Along the U.S. 83 corridor, VRUs account for about one percent of all crashes but made-up five percent of crashes resulting in fatal or serious injuries. Figure 10 shows that VRU-involved crashes occurred in two cities, Garden City and Scott City, each with one crash.

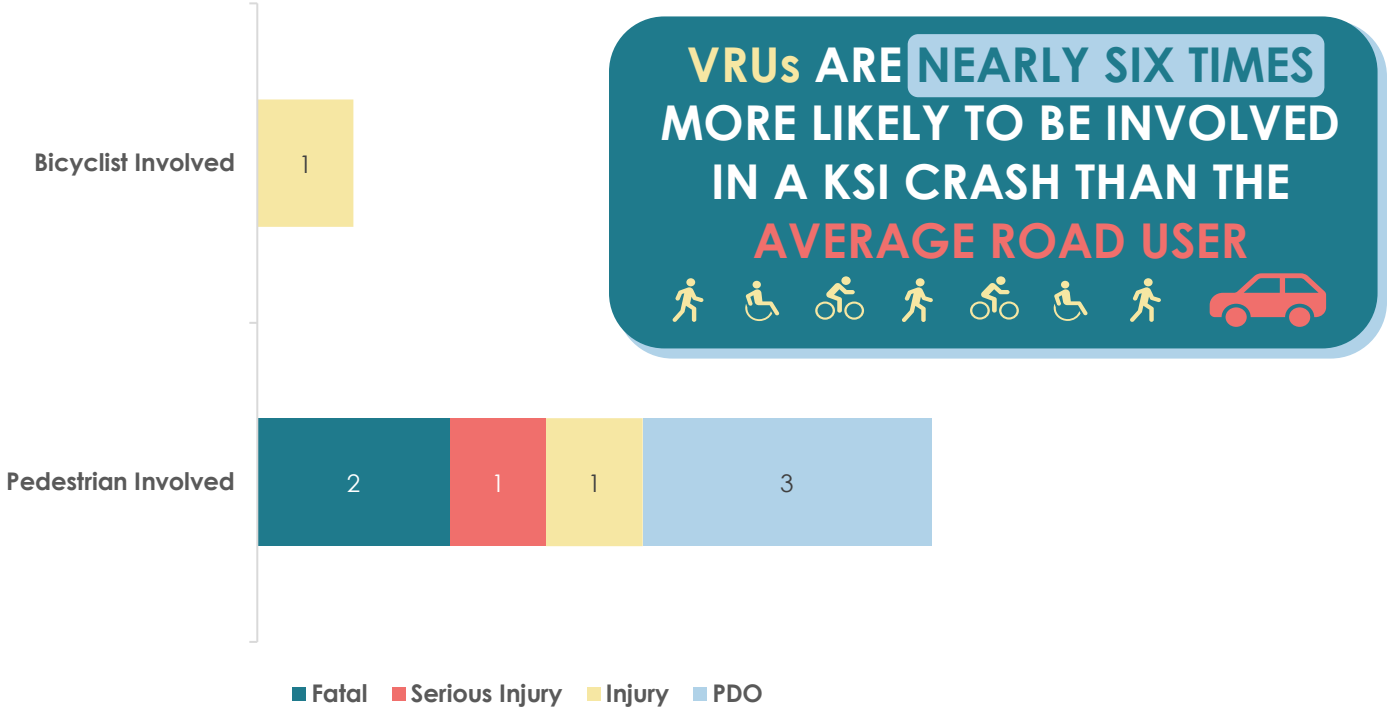


Figure 9 - VRU Crash Breakdown

Table 5 – U.S. 83 VRU Crash Summary (2018-2022)

VRU	Fatal		Serious Injury		KSI Total		All Crashes	
	#	%	#	%	#	%	#	%
Pedestrian	2	10%	1	2.5%	3	5%	**7**	**0.7%**
Bicyclist	0	0%	0	0%	0	0%	**1**	**0.1%**
All VRU	**2**	**10%**	**1**	**2.5%**	**3**	**5%**	**8**	**0.9%**
All Crash Totals	**20**	**100%**	**40**	**100%**	**60**	**100%**	**934**	**100%**

Figure 10 - U.S. 83 VRU Involved Crash Map (2018-2022)

Priority Network (High-Injury and High-Risk Network)

The High-Injury Network (HIN) identifies road segments and intersections with the highest concentration of fatal or serious injury crashes. The High-Risk Network (HRN) identifies road segments and intersections with a higher likelihood of fatal or serious injury crashes. This analysis is influenced by various risk factors such as road conditions, traffic congestion, and roadway attributes.

The priority network along U.S. 83 makes up just 5% of the total length of the study corridor. The U.S. 83 priority network segments are found in Decatur, Finney, Logan, Scott, and Seward counties with Finney and Seward making up most of it. There were a couple of U.S. 83 intersections also on the priority network at Road 7 in Seward County and Plymell Road in Finney County.

The U.S. 83 Corridor Priority Network

The Priority Network was created by integrating findings from two key safety analyses—the High Injury Network (HIN) and the High-Risk Network (HRN)—along with community feedback. It categorizes road segments and intersections into various priority levels based on data from the HIN and HRN analyses (Table 7, Figure 11). These findings are further cross-referenced with locations highlighted by the community during public engagement. The priority levels are defined as follows:

- **Priority Level 1** includes corridors and intersections that scored level 5 on both the HIN **and** HRN **and** identified by the community
- **Priority Level 2** includes corridors and intersections identified as level 5 on either the HIN **or** the HRN **and** identified by the community
- **Priority Level 3** includes corridors and intersections identified as level 4 on both the HIN **and** HRN **and** identified by the community
- **Priority Level 4** includes corridors and intersections identified as level 4 or higher on the HIN **or** the HRN

Table 6 - Definition of Priority Levels

Priority Network	Community Concern		No Community Concern Identified	
	HRN Level 5	HRN Level 4	HRN Level 5	HRN Level 4
HIN Level 5	Priority Level 1	Priority Level 2	Priority Level 4	Priority Level 4
HIN Level 4	Priority Level 2	Priority Level 3	Priority Level 4	Priority Level 4

Table 7 - U.S. 83 Priority Corridors & Intersections Summary

U.S. 83 Priority Corridors				
County	**U.S. 83 Priority Level**	**Length (Miles)**	**Start**	**Stop**
Sheridan	Level 2	0.70	KS-383	A Lane
Logan	Level 1	0.65	0.3 miles east of CR 430	0.4 miles west of Freeman Ave
Logan	Level 1	0.90	5th Street	County Road 430
Logan	Level 3	1.33	0.4 miles south of Freeman Ave	0.8 miles north of Cedar Crest
Scott	Level 2	1.42	E Road 260	KS-95
Scott	Level 2	0.40	Clara Avenue	Park Lane
Finney	Level 2	2.88	E Plymell Road	Old U.S. 83
Seward	Level 2	1.50	U.S. 160	1.5 miles south of U.S. 160
Seward	Level 2	0.65	0.14 miles south of Road 17	0.5 miles north of Road 17
Seward	Level 2	1.00	Bluebell Road	National Drive
Seward	Level 2	0.50	County Road 13	Satanta Cut Off Road

U.S. 83 Priority Intersections		
Intersection Name	**County**	**U.S. 83 Priority Level**
U.S. 83 & N 3rd Street	Finney	Level 2
U.S. 83 & Schulman Avenue	Finney	Level 2
U.S. 83 & Spruce Street	Finney	Level 2
U.S. 83 & Plymell Road	Finney	Level 3
U.S. 83 & Road 11/7 Mile Road	Seward	Level 3
U.S. 83 & Salley Road	Seward	Level 3
U.S. 83 & U.S. 54	Seward	Level 1

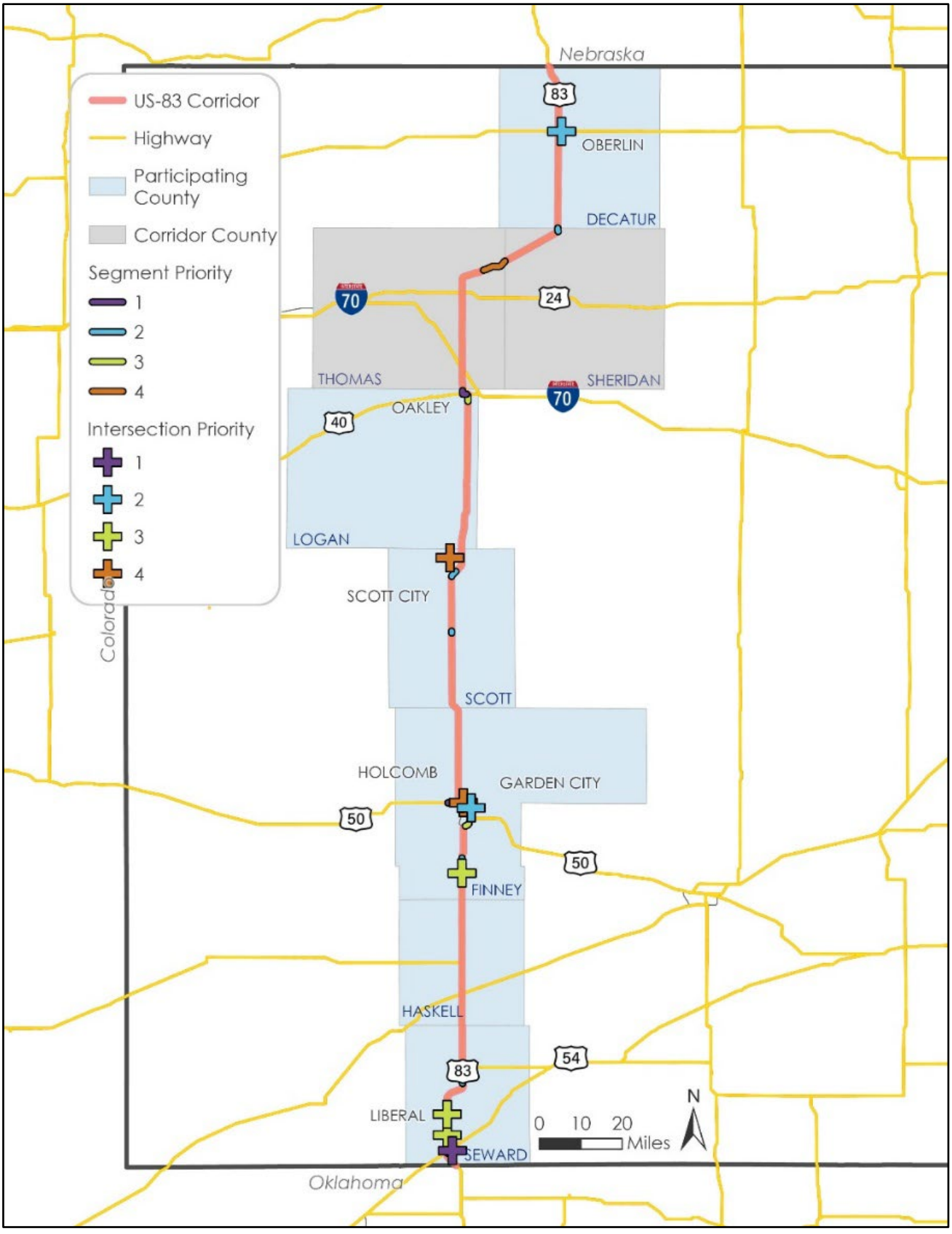


Figure 11 – U.S. 83 Priority Network

Priority Emphasis Areas

Intersections

Intersection crashes rank among the most common and hazardous types of collisions in the U.S. The U.S. 83 corridor follows this trend with 19 KSI crashes occurring at intersections, highlighting their significant risk. These crashes often involve vehicles approaching from different directions, as well as pedestrians and bicyclists navigating the intersection. Several factors heighten the risk of crashes at intersections, including the age of drivers—both older and younger—impaired or distracted driving, and the failure to wear seatbelts. The complex nature of intersections, where multiple paths converge, makes them particularly prone to crashes. The significant number of such crashes on U.S. 83 underscores the need for targeted interventions near cities, where the amount of road users is at its highest.

Older and Younger Drivers

Crashes involving **older adults** (65 years and older) and **teen drivers** (18 years and younger) represent a significant portion of crashes along the U.S. 83 corridor. Specifically, 10 KSI crashes involved older drivers, and 10 KSI crashes involved teen drivers. As drivers age, their reaction times, vision, and cognitive abilities can decline, increasing the likelihood of a crash. Conversely, younger drivers, due to inexperience and often limited driving education, are at a higher risk of being involved in crashes. This risk is exemplified by the high number of farms in the area, where young drivers frequently take the wheel well before reaching the legal driving age to assist with farming tasks. Both age groups face unique challenges that contribute to their vulnerability on the road. Implementing targeted education and training programs, as well as designing roadways that account for the needs of these drivers, can help mitigate the risks they face.

Roadway Departures

Roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on U.S. roads each year. On the U.S. 83 corridor, 20 fatal and serious injury (KSI) crashes were attributed to roadway departures, making it the most frequent contributing circumstance in the study area. These crashes occur when a vehicle veers out of its designated lane, either crossing the edge line or centerline.

Frequent factors contributing to these crashes include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. The combination of these behaviors not only increases the likelihood of a crash but also exacerbates the severity of injuries and fatalities resulting from such events. Addressing these factors has great potential to reduce the frequency and impact of roadway departure crashes along U.S. 83.

Occupant Protection Issues

The act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. **Occupant protection issues** were linked to 15 KSI crashes on the U.S. 83 corridor, primarily due to the failure to use seatbelts. This is especially evident in serious roadway departure and intersection crashes, where unrestrained occupants are far more likely to suffer catastrophic outcomes. Consistent seatbelt use across all demographics is a simple strategy to reduce fatal and serious injury crashes.

Large Commercial Vehicles

While not analyzed as part of emphasis areas, large commercial vehicles are a major component of the safety and operations of the U.S. 83 corridor. There were 17 fatal and serious injury crashes involving large commercial vehicles, accounting for 28% of all fatal and serious injury crashes on U.S. 83. All but one of these crashes occurred in rural areas. Safety measures such as improved truck route planning, better enforcement of vehicle safety regulations, and driver education programs, could mitigate these risks.

Engagement & Collaboration

Engagement and Collaboration

The U.S. 83 Safe Streets for All Action Plan focuses on prioritizing projects that address key safety challenges faced by travelers on and adjacent to the corridor. To gain a deeper understanding of these issues, the project team implemented a comprehensive public engagement approach, gathering insights from community stakeholders, first responders, and city leaders. This range of perspectives was essential in validating safety data, identifying community priorities for safer roadways, and developing a strategic framework for achieving zero traffic fatalities and serious injuries. The following is a summary of strategies and resources that were instrumental in shaping the U.S. 83 Safe Streets for All Action Plan. More detailed survey results and summaries are provided in Appendix A, the Public Involvement Report.

The public engagement process consisted of:

- Two online surveys were conducted in early and late summer, promoted via social media and targeted Facebook ads, for the purpose of providing community insights on road safety.
- A pop-up engagement event was held at the Garden City Fall Fest on September 21, 2024, attracting around 140 participants who visited the booth to learn about the study and share input on prioritizing roadway safety improvements. The project team provided printed summary poster boards about the Safe Streets for All program, along with maps that allowed visitors to pinpoint specific locations they felt were unsafe.

Key Takeaways from Public Engagement

Online Survey #1

An online survey was held from May to August 2024. The survey was advertised on the participating municipalities and counties social media channels and through targeted Facebook advertising. A total of 284 survey responses were received from the entire corridor. Some general demographic information of survey respondents is included in Figure 13– 15.

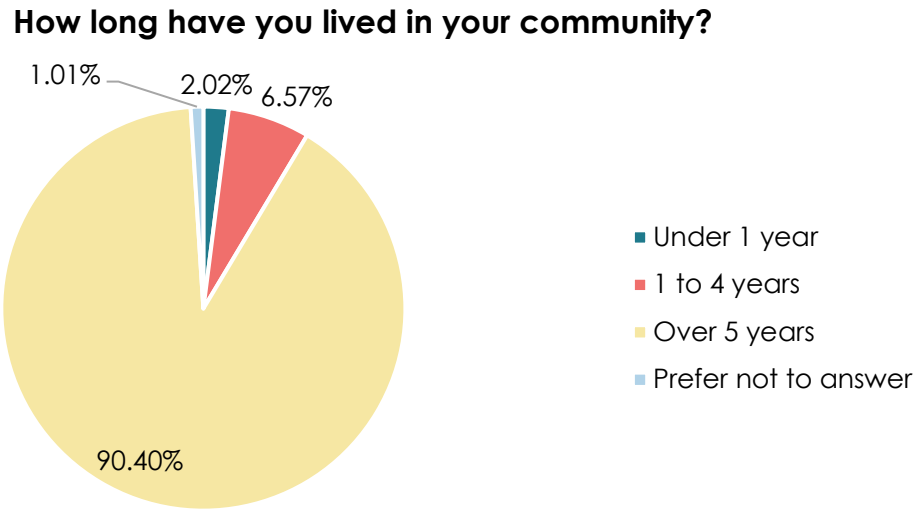


Figure 12 - Online Survey #1 Results - How long have you lived in your community?

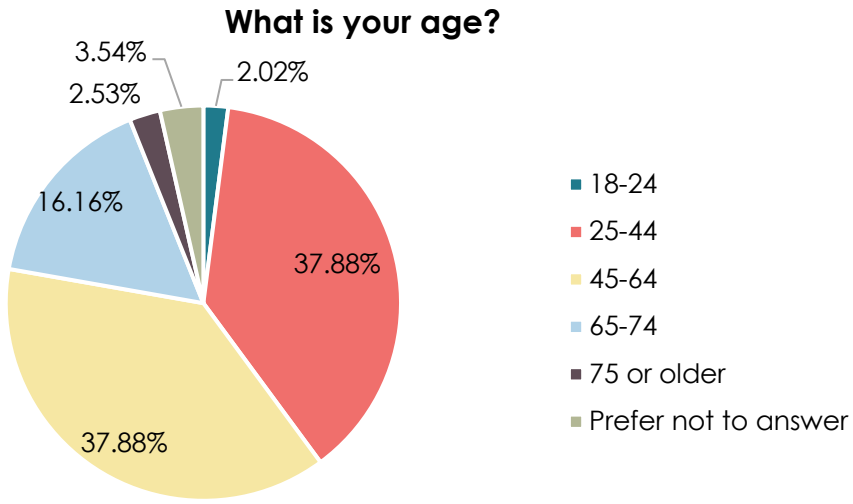


Figure 13 - Online Survey #1 Results - What is your age?

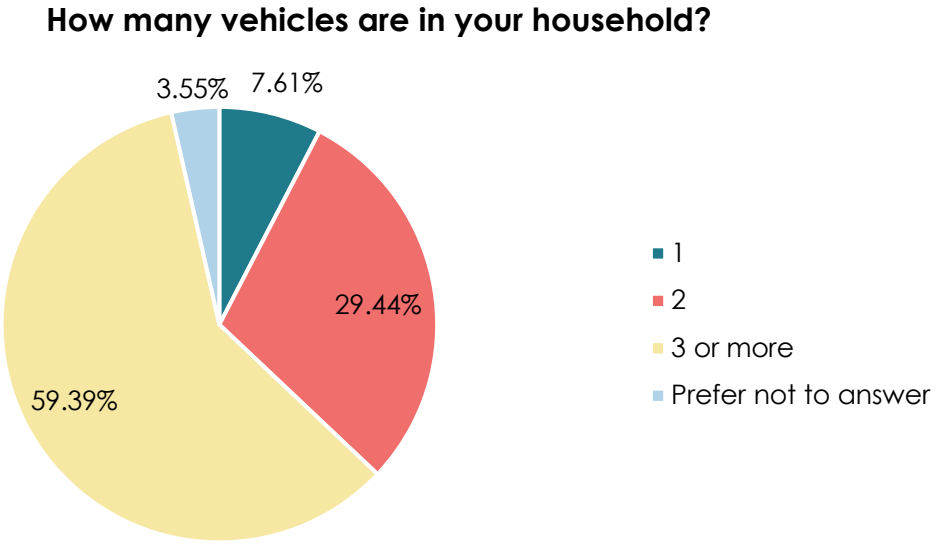


Figure 14 - Online Survey #1 Results - How many vehicles are in your household?

Most survey respondents have been or have almost been in a crash in the study area.

Lots of near misses on U.S. 83 with trucks passing and wide loads.

– Survey Respondent

I have almost been run over by trucks on U.S. 83 and forced to take the ditch or shoulder many times.

– Survey Respondent

Drivers have concerns about heavy trucks on the roadway.

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.

– Survey Respondent

An out of state truck sideswiped us and pushed us off the road due to them not paying attention to the road.

– Survey Respondent

So many large trucks, very dangerous school zones, scary intersections.

– Survey Respondent

The most common concerns among respondents across the study area include the number of lanes, heavy/large vehicles, speeding vehicles, intersections, and reckless/careless driving.

47% OF COMMENTS RELATED TO UPGRADING U.S. 83 TO A 4-LANE HIGHWAY

The entire highway is a hazard. It really needs to be 4 lanes.

– Survey Respondent

Something needs to be done about safety at all intersections on U.S. 83. They are very dangerous!

– Survey Respondent

We have a lot of big trucks. Cars pile up behind them and then unsafely try to get around them.

– Survey Respondent

Wind turbines turning around here take a crazy long time going west bound back to eastbound. Need to do a traffic study to show how long a highway is shut down just to do a U-turn and how often it is occurring.

– Interactive Map Comment

There's no safe place for bicyclists and pedestrians to cross 83 from east of it to the west, especially if you'd like to ride your bike from East Garden City onto the bike trail starting at the college.

Figure 15 - Pop-up event at Garden City Fall Fest 2024

Pop-Up Event

On September 21, 2024, members of the project team hosted a booth at the Garden City Fall Fest (Figure 15), providing attendees with an opportunity to learn about the project and share feedback on hazardous locations and safety improvement priorities. Approximately 140 people visited the booth throughout the event. The unseasonably warm weather contributed to the excellent turnout.

Additional themes discussed during the event included:

Infrastructure Improvements: There is a strong call for enhancements to pedestrian and bicyclist facilities, such as better push buttons and crossings.

Roadway Conditions: Concerns about narrow shoulders, inability to pass, and maintenance issues, such as dips in the road and bumps affecting traffic flow, indicate a need for better road maintenance and design.

Traffic Safety and Control: Respondents highlight issues with speeding, running traffic signals, and inadequate traffic control signage.

Hazardous Intersections: Comments about specific intersections being difficult to navigate

Traffic Patterns and Confusion: Concerns about unexpected traffic patterns and confusing signage at interchanges suggest that clearer traffic management is necessary to enhance driver awareness.

Overall Maintenance Needs: General maintenance issues with roads and specific concerns point to a broader theme of the need for ongoing upkeep and safety measures throughout the area.

Online Survey #2

A second online survey was held from September to November 2024 and was advertised through targeted Facebook advertising. A total of 91 responses were received from across the U.S. 83 corridor with the most responses coming from Scott City residents (38%). Major themes from the survey included:

- *Transportation Safety Issues*: The safety issue identified as most important, by a significant margin, was the presence of large commercial vehicles, such as semi-trucks. An overwhelming 87% of respondents ranked this as either their first or second priority. **Roadway departures** and **intersections** were the second and third highest-ranked safety concerns, with 17% and 11% of respondents, respectively, selecting them as their top priority. Additionally, a substantial portion of participants identified these issues as their second-largest safety concern.

- *Where Safety Improvements Should be Prioritized*: The survey asked participants to identify the two locations where they believed safety improvements should be prioritized. The top responses were "roads with heavy truck traffic" (69%) and "highways" (46%), reflecting the concerns about large commercial vehicles highlighted in a previous question. The next most common responses were "roads with the most vehicles or highest speeds" (38%) and "roads with the most crashes" (22%).

  Highways, such as U.S. 83, often meet all these criteria, combining heavy truck traffic, high speeds, and frequent crashes. These roads are consistently identified by nearby communities as priority areas for interventions to improve safety and convenience.

- *What Improvements the Community Wants Most*: Survey respondents were asked to identify the three types of safety improvements they most wanted to see implemented in their communities. **Infrastructure maintenance**, such as street repairs, was the top choice, selected by 62% of respondents, followed by **intersection improvements**, chosen by 51%.

  Many of the top priorities are interconnected. For instance, maintaining road infrastructure and improving intersection safety go together, as well-maintained roads reduce hazards at intersections. Similarly, effective traffic enforcement is more successful on well-maintained roads with clear signage, which helps deter speeding. Improvements to pedestrian crossings and infrastructure accessibility

often require road maintenance and design upgrades to create safer, more inclusive spaces for all users. Finally, enhancing emergency response capabilities relies on accessible, well-maintained roads to ensure quick and efficient access in critical situations.

- *What Else Should We Know*: The final section 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 to four lanes 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.

  Overall, the survey underscores the community's view that reducing heavy truck traffic and expanding road infrastructure will enhance safety, alleviating congestion, and improving overall traffic conditions.

> There should be 4 lanes on this highway! What a hazard with as many speeding semis and oversized loads coming through.
>
> – Survey Respondent

> Too much traffic! Takes miles to be able to pass another vehicle because traffic is very heavy.
>
> – Survey Respondent

> Truckers will often make dangerous passing decisions on U.S. 83, passing lanes have been something we've been advocating for years.
>
> – Survey Respondent

Equity Considerations

Equity Analysis Overview

Five equity analysis tools were used to identify potentially disadvantaged areas along the U.S. 83 corridor. A summary of the findings for each tool is included in Table 8. Refer to Appendix D for a more in-depth equity analysis.

Table 8 - Summary of Equity Analysis Tools

Tool Name	Description	Key Components	Study Area Location Overlap
Historically Disadvantaged Communities (USDOT)	Identifies census tracts exceeding 50th percentile across at least four of six categories.	Transportation access, health, environmental quality, economic status, resilience, and equity.	Finney County (west of Garden City) and Seward County (except Liberal).
Environmental Justice Screening and Mapping Tool (EPA)	Combines environmental and demographic indicators into an EJ index.	13 environmental indicators, 7 socioeconomic indicators.	Finney County (especially Garden City and west), Seward County (around Liberal).
Socioeconomics and Equity Analysis (FHWA)	Combines data from USDOT, CEJST, and DOE disadvantaged communities.	USDOT disadvantaged communities, CEJST disadvantaged areas, and DOE disadvantaged communities.	Finney County (around Garden City), Seward County (around Liberal).
Social Vulnerability Index (CDC)	Uses Census data to determine social vulnerability to hazardous events based on four themes.	Socioeconomic status, household characteristics, racial and ethnic minority, housing type and transportation.	Finney County (around Garden City), Seward County (around Liberal).
Justice40 Tracts (CEJST)	Assesses disadvantaged communities based on 8 categories.	Climate Change, Energy, Health, Housing, Legacy pollution, Transportation, Water and wastewater, and Workforce development.	Finney County (especially Garden City and west), Seward County (around Liberal), and Haskell County.

Equity Analysis in U.S. 83 Communities' Safety Action Plans

Equity is a fundamental component of a safety action plan and was incorporated into both the **High-Risk Network (HRN) scoring** and **project prioritization**.

HRN scoring

The HRN scoring process involves overlaying five equity definitions at the census tract level:

- SS4A Underserved Communities Census Tracts (USDOT)
- EJ Screen: Environmental Justice Screening and Mapping Tool (EPA)
- HEPGIS Maps: Socioeconomics and Equity Analysis (FHWA)
- Social Vulnerability Index (CDC)
- Justice40 Tracts (CEJST)

If a tract is considered disadvantaged by any of these tools, it is labeled as an equity area. Intersections or roadways in equity areas receive higher scores in the HRN scoring process. See Appendix C for more detailed information about HRN scoring.

Project Prioritization

The **USDOT Equitable Transportation Community (ETC) Explorer** is used to define disadvantaged areas for project prioritization. Projects in disadvantaged areas are given higher priority.

Prioritization Challenges

Many census tracts cover entire counties, leading to a less accurate representation of disadvantaged populations. Entire jurisdictions exist without indicators of disadvantage due to their inclusion in larger Census Tracts or Block Groups. This is present in the following counties and cities:

- Haskell County
- Scott County
- Logan County
- Decatur County
- Holcomb
- Scott City
- Oakley
- Oberlin

In these instances, equity conditions were noted for specific projects. Seward County and Finney County have multiple Census Tracts. In these Counties, as well as Garden City and Liberal, projects in equity tracts were prioritized over non-equity locations.

Policy and Process

Policy and Process Review

The U.S. 83 Communities Roadway Safety Plan builds off the comprehensive and community planning efforts already completed by the participating cities and counties. Each of these plans established certain goals and priorities related to transportation in their community. While each plan is unique, there are several shared elements, independent of the location.

Common goals included:

- Improving transportation safety for all roadway users
- Improving transportation efficiency and community connectivity
- Promoting multi-modal transportation opportunities
- Reducing congestion and increasing capacity
- Better accommodation for heavy freight use on U.S. 83
- Mitigating the impact of heavy freight on adjacent communities caused by the robust manufacturing and farming sectors in the area

U.S. 83 Projects Identification & Needs Study

This study, completed in 2010, examines 70-miles of the U.S. 83 corridor from Sublette to Scott City to identify and prioritize improvement projects. The study includes analysis of traffic volumes, road safety audits, environmental impacts, crash rates, and access management, proposing solutions to enhance capacity, safety, and pavement conditions. The study evaluation developed alternatives to address needs for improving capacity, safety, pavement conditions, and access management such as:

- ***Preferred Alternative:*** Two-lane roadway facilities with passing lanes and intersection improvements
- Two-lane roadway facilities with passing lanes, intersection improvements, and adequate ROW to upgrade to a four-lane roadway facility
- Four-lane roadway facility (freeway, expressway, or upgradeable expressway)

Overlap with the Priority Network

The study explored three alternatives for the U.S. 83 intersection with Plymell Road. The preferred alternative offsets U.S. 83 to the east of the intersection to avoid the school/church/residential properties at the existing intersection. The intersection of Plymell Road and U.S. 83 shows up on the Priority Network.

U.S. 83 Corridor Master Plan (1999)

This study examines the limits of the corridor from the east junction with U.S. 50, north and west, to the west junction of U.S. 50. It outlines parameters for transportation management, access control and management. The purpose of this plan is to define corridor management parameters and identify retrofit and improvement opportunities.

U.S. 83 Advanced Technology Project (ongoing)

The U.S. 83 Advanced Technology Project is a two-phased project that will install new fiber optic cable and deploy improvements to the Intelligent Transportation System (ITS) technology including connected vehicle (CV) technology to improve traffic flow and safety along U.S. 83 between Garden City and I-70 by 2028.

U.S. 83 Safety Corridor (2022)

A 27-mile stretch of U.S. 83 between Holcomb and Haskell County (shown in Figure 16) was selected for targeted safety strategies aimed at reducing crashes. Strategies include education, enforcement, and engineering solutions. Next steps for the project include pavement markings, DMS Signs, and Speed Feedback signs. The U.S. 83 Coalition should support the countermeasures from KDOT along this corridor and encourage future safety corridors on U.S. 83.

Figure 16 - U.S. 83/50 Safety Corridor

Overlap with the Priority Network

The U.S. 83 Safety Corridor overlaps with the priority network in several locations in Finney County including:

- U.S. 83 & Plymell Road
- U.S. 83 from Business U.S. 83 to Burnside Drive
- U.S. 83 & Spruce Street
- U.S. 83 & Schulman Avenue
- U.S. 83 & Mary Street interchange
- U.S. 83 & North 3rd Street

Action Plan (Strategy and Project Selections)

Implementation

The success of this plan relies on continued partnership of the U.S. 83 communities working with KDOT to advocate for the recommendations listed in this plan.

The U.S. 83 Transportation Safety Action Plan is structured around vision with supporting actions that advance corridor safety. The vision and actions work together to implement the Safe System Approach and provide a foundation for change that prioritizes human life on roadways.

The vision and actions were developed using feedback from the U.S. 83 Communities Roadway Safety Taskforce and community engagement efforts.

Project Vision

Communities and commerce in western Kansas are strengthened by eliminating fatal and serious injury crashes on U.S. 83 by 2035.

Actions listed in this plan are recommendations for projects and programs that, when realized, achieve the goal of eliminating fatal and serious injury crashes in western Kansas. Actions may be dependent on funding, further analysis, engineering design, environmental assessment, and/or policy changes. Prioritization recommendations are provided to determine how to best implement the plan in consideration of constraints such as staffing and funding. Actions may be implemented out-of-order to respond to opportunities not anticipated at the time of this plan.

Proven Countermeasures

Proven Safety Countermeasures are strategies shown to effectively reduce roadway fatalities and serious injuries. These interventions, backed by extensive research and real-world success, are key to building safer transportation systems. The Federal Highway Administration (FHWA) and other agencies have identified 28 countermeasures that can be adapted to different road environments based on local needs.

Implementing these countermeasures not only improves safety but also boosts community benefits by enhancing walkability, cutting down vehicle emissions, and creating healthier, more livable spaces. They can be applied quickly for immediate improvements or integrated into longer-term infrastructure projects. By adopting these evidence-based solutions, cities can reduce traffic-related injuries and deaths, ensuring both immediate and lasting safety improvements.

COUNTERMEASURES

Source: FHWA

Systemic

Corridor Access Management

Access management is the application and design of vehicle access points in and out of adjacent properties along a roadway. It can enhance safety for all modes of transport, including biking. Access management can also reduce congestion and improve traffic flow.

Benefits:

- 5-23% Reduction in total crashes along 2-lane rural roads
- 5-31% reduction in fatal and injury crashes along urban/suburban arterials

Source: FHWA

Systemic

Appropriate Speed Limits for All Road Users

Speed control is one of the most important methods of reducing fatalities on the roadway. Everyone on the roadway is exposed to dangerous speeding conditions, especially vulnerable road users. Managing and/or reducing speed can have significant safety benefits and promote safer driving habits.

Source: FHWA

Systemic

Reduced Left-Turn Conflict Intersections

These intersections make it easier for drivers to make judgments and reduce the potential for more severe crashes, such as head-on and angle. Two efficient designs that use U-turns to complete specific left-turn movements are called the Restricted Crossing U-turn (RCUT) and the Median U-turn (MUT).

Benefits:

- RCUT Two-Way Stop-Controlled to RCUT can reduce 54% in fatal and injury crashes
- Signalized Intersection to Signalized RCUT can reduce 22% in fatal and injury crashes
- Unsignalized Intersection to Unsignalized RCUT can reduce 63% reduction in fatal and injury crashes
- MUT can reduce 30% in intersection-related injury crash rate

Source: FHWA

Systemic

Pavement Friction Treatment

Friction is a critical characteristic of a pavement that affects how vehicles interact with the roadway, including the frequency of crashes. Measuring, monitoring, and maintaining pavement friction, especially at locations where vehicles are frequently turning, slowing, and stopping, can prevent many roadway departure, intersection, and pedestrian-related crashes. Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data.

Benefits:

- 63% reduction in injury crashes at ramps
- 48% injury crash reduction art horizontal curves
- 20% reduction in total crashes at intersections

COUNTERMEASURES

Source: FHWA

Systemic

Backplates with Retroreflective Borders

Backplates added to the traffic signal are yellow and reflected around the signal head. This approach improves the visibility of the illuminated face of the signal by introducing a controlled-contrast background. This approach also enhances the visibility, noticeability, and orientation of traffic signals for older drivers and those with color vision deficiencies. It is also helpful during power outages when the signals would otherwise be dark, providing a clear indication for drivers to stop at the upcoming intersection.

Benefits:

- 15% reduction in total crashes
- Low-cost countermeasures
- Visible during power outages

Source: FHWA

Urban

Median and Pedestrian Refuge Island

A median is the physical separation between vehicles and pedestrians at a crossing. The median refuge creates two stages of crossing for pedestrians, where they must cross multiple lanes of traffic. The median allows pedestrians to cross safely, protecting them from vehicles.

Benefits:

- Median marked with crosswalks can reduce 46% of pedestrian crashes
- Pedestrian refuge island can reduce up to 56% of pedestrian crashes

Source: FHWA

Urban

Lighting

Providing continuous lighting throughout intersections and pedestrian crossings can lead to a decrease in night crashes. Lighting at intersections can directly reduce night crashes. At nighttime, vehicles traveling at higher speeds might not be able to see the hazards or changed road conditions ahead with just their headlights.

Benefits:

- 42% reduction for nighttime injury pedestrian crashes at intersections
- 33-38% reduction for nighttime crashes at a rural and urban intersection
- 28% reduction for nighttime injury crashes on the rural-urban highways

Source: FHWA

Urban

Rectangular Rapid Flashing Beacon (RRFB)

RRFB is a marked crosswalk or pedestrian warning sign that increases pedestrian presence in unsignalized crossings and improves pedestrian safety. RRFBs, at times, can be insufficient for drivers to see the pedestrian ahead, so to enhance yielding rate, crosswalk marking should be visible for drivers to see, ahead.

Benefits:

- RRFBs can reduce crashes up of 47% for pedestrian crashes
- RRFBs can increase motorist yielding rate up to 98%

COUNTERMEASURES

Source: FHWA

Urban

Low-cost Countermeasures at SCIs

Low-cost countermeasures are a systemic approach to intersection safety that involves a series of low-cost improvements, including pavement marking, enhanced signing, flashing beacons, speed limit warnings, and retroreflective sheeting.

Benefits:

- 10% reduction in fatal and injury crashes at all location types
- 15% reduction of nighttime crashes at all location types
- 27% reduction of fatal and injury crashes at rural intersections
- 19% reduction of fatal and injury crashes at 2-lane by 2-lane intersections


Source: FHWA

Urban

Crosswalk Visibility Enhancement

Inadequate lighting, obstacles like parked cars, and curved roadways can make crosswalks less visible and contribute to safety problems. There are three main ways to improve crosswalk visibility and make pedestrians, cyclists, wheelchair users, and public transit passengers more noticeable to drivers. These include using high-visibility crosswalks, proper lighting, and clear signage and pavement markings.

Benefits:

- High-visibility crosswalks can reduce pedestrian injury crashes up to 40%
- Intersection lighting can reduce pedestrian crashes up to 42%
- Advance yield or stop marking and signs can reduce pedestrian crashes up to 25%


Source: FHWA

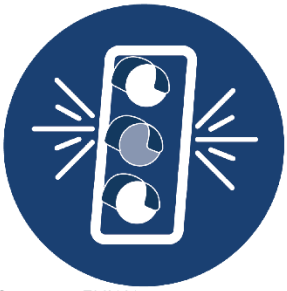
Urban

Walkways

Walkways or sidewalks are any type of pathway used by people walking, or using a wheelchair. They provide a safe space away from vehicle traffic, reducing conflict. Walkways, shared paths, and sidewalks can improve safety and promote mobility in communities.

Benefits:

- Sidewalks can reduce 65-89% reduction of crashes involving pedestrians walking along a roadway
- Paved shoulders can reduce 71% of crashes involving pedestrians walking along roadways


Source: FHWA

Urban

Yellow Changes Interval

At a signalized intersection, the yellow change interval is the length of time that the yellow signal indication is displayed following a green signal indication. The yellow signal confirms to motorists that the green has ended and a red will soon follow.

Benefits:

- 36-50% reduction in red-light running
- 8-24% reductions in total crashes
- 12% reduction in injury crashes

COUNTERMEASURES

Source: FHWA

Urban

Dedicated Left and Right Lanes at Intersections

Auxiliary turning lanes allow vehicles to turn left and right without conflicting through traffic. Roads with high traffic volumes are great candidates for dedicated left and right turn lanes. It reduces right and left turn crashes by a considerable amount. Crashes at intersections two intersections often occur from turning maneuvers; turning lanes allow one to slow down and proceed when it is safe to do so.

Benefits:

- Left-turn lanes can reduce 28-48% of total crashes
- Positive offset left turn lanes can reduce 36% in fatal and severe injury crashes
- Right-turn lanes can reduce total crashes by 14-26%

Source: FHWA

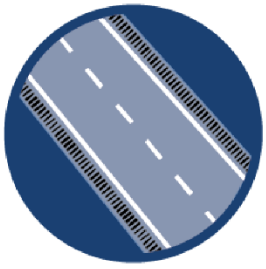
Rural

Safety Edge

The SafetyEdge[SM] technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.

Benefits:

- Fatal and serious injury crashes can be reduced by 11%
- Roadway departure crashes can be reduced by 21%
- Head on crashes can be reduced by 19%



Source: FHWA

Rural

Rumble Strips

Rumble strips are edge line or center line rumble strips where the pavement marking is placed over the rumble strip. This can increase the visibility and durability of the pavement marking during wet, nighttime conditions, and can improve the durability of the marking on roads with snowplowing operations.

Benefits:

- Center line rumble strips can reduce head on fatal and injury crashes on two lane rural roads by 44-64%
- Shoulder rumble strips can reduce roadway departure fatal and injury crashes on two lane rural roads by 13-50 %

Source: FHWA

Rural

Wider Edge Lines

If drivers cannot clearly identify the edge of the travel lanes and see the road alignment ahead, the risk of roadway departure may be greater. Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines. Edge lines are considered "wider" when the marking width is increased from the minimum normal line width of 4 inches to the maximum normal line width of 6 inches.

Benefits

- Non-intersection, fatal and injury crashes on rural two lane roads can be reduced by 37%
- A reduction of 22% can occur in fatal and injury crashes on rural freeways

Systemic U.S. 83 Corridor Recommendations

The following recommendations are for the entire U.S. 83 corridor to advance the vision and achieve the objective of reaching zero deaths. Specific project selection locations are listed later in this report.

- Continue ongoing collaboration with the U.S. 83 Communities Roadway Safety Task Force to advance the shared vision and future improvements along U.S. 83.
- Further study the portions of the U.S. 83 corridor that pass-through cities to determine if a bypass is appropriate or if upgrades to existing bypasses are needed.
- Install shoulder and center lane rumble strips on U.S. 83 where they do not currently exist.
- Address seatbelt and occupant protection issues on U.S. 83 and Western Kansas through targeted media campaigns.
- Continue advocacy for additional lanes, where appropriate, throughout the corridor.
- Deficient auxiliary lanes throughout the corridor should be brought to current KDOT standards.
- Add stop bars and consider other intersection safety improvements on roads that intersect with U.S. 83.
- Inventory signage along U.S. 83 and replace faded and non-reflective signage with signage that meets current standards.
- Install LED enhanced stop signs at intersections with history of driver noncompliance.
- Add roadway delineators in rural, unlit areas along U.S. 83.
- Add acceleration lanes at intersections that have crash patterns between through trips on U.S. 83 and vehicles turning onto U.S. 83 from side streets.
- Utilize pavement friction management at intersection approaches, ramps, overpasses and curves.
- Undertake right-of-way preservation and acquisition to provide for future four lane expansion.

Project Selections & Recommendations

Transportation safety action plans were developed for each of the six counties and six cities. Table 9 summarizes targeted locations with documented safety issues that are both prioritized in this U.S. 83 Transportation Safety Action Plan (TSAP) and taken from each of the community Comprehensive Safety Action Plans (CSAP) or SS4A Action Plans, organized by the geography and priority level. The recommendations were

developed through a detailed crash analysis of the highest-ranking corridors and intersections identified in the priority network.

Table 9 - U.S. 83 Project Location Summary

#	Project Selection Location	Priority Level/Plan
Decatur County – *There is no project location identified along U.S. 83 in Decatur County outside of Oberlin.*		
Oberlin		
1	Intersection of U.S. 83 & U.S. 36	Oberlin CSAP Priority
2	U.S. 83 from Oak Street to West Commercial Street	Oberlin CSAP Priority
Sheridan County		
3	U.S. 83 from Oak Street to West Commercial Street	Priority Level 2
Logan County		
4	U.S. 83 from 5th Street to County Road 430/U.S. 40	Priority Level 1
5	U.S. 83 from 0.3 miles east of County Road 430 to 0.4 miles west of Freeman Avenue	Priority Level 1
6	U.S. 83 from 0.3 miles south of Freeman Avenue to 0.8 miles north of Cedar Crest	Priority Level 3
Oakley		
7	Intersection of U.S. 83 & U.S. 40	Oakley CSAP Priority
8	Intersection of U.S. 83 & Freeman Avenue	Oakley CSAP Priority
Scott County		
9	U.S. 83 from E Road 260 to KS-95	Priority Level 2
Scott City		
10	U.S. 83 from Clara Avenue/Road 140 to Park Lane	Priority Level 2
11	Intersection of U.S. 83 & K-96/5th Street	Scott City CSAP Priority
12	Intersection of U.S. 83 & 9th Street	Scott City CSAP Priority
Finney County		
13	U.S. 83 from Old Hwy 83 to Plymell Road	Priority Level 2 in Finney County SS4A Action Plan
14	U.S. 83/U.S. 50 from Big Lowe Road to Garden City Limits	Priority Level 2 in Finney County SS4A Action Plan
15	U.S. 83/U.S. 50 & 3rd Street	Priority Level 2 in Finney County SS4A Action Plan
16	U.S. 83 from Main Street to Old Hwy 83	Priority Level 3 in Finney County SS4A Action Plan

#	Project Selection Location	Priority Level/Plan
17	U.S. 83 from 6 Mile Road to Lowe Road	Priority Level 3 in Finney County SS4A Action Plan
18	Intersection of U.S. 83 & Annie Scheer Road	Priority Level 3 in Finney County SS4A Action Plan
19	Intersection of U.S. 83 & Burnside Drive	Priority Level 3 in Finney County SS4A Action Plan
20	Intersection of U.S. 83 & Campus Drive	Priority Level 3 in Finney County SS4A Action Plan
Garden City		
21	U.S. 83 from Spruce Street to Schulman Avenue	Priority Level 2
22	U.S. 83/50/400 Bypass through Garden City	Priority Level 3
Haskell County		
23	Intersection of U.S. 83 & U.S. 56	Priority Level 1 in Haskell County SS4A Action Plan
24	U.S. 83 from Haskell/Finney County Line to Road 90	Priority Level 3 in Haskell County SS4A Action Plan
25	Intersection of U.S. 83 & Road 120	Priority Level 3 in Haskell County SS4A Action Plan
Seward County		
26	U.S. 83 from U.S. 160 to 1.5 miles south of U.S. 160	Priority Level 2
27	U.S. 83 from 0.14 miles south of Road 17 to 0.5 miles north of Road 17	Priority Level 2
28	U.S. 83 from County Road 13 to Satanta Cut Off Road	Priority Level 2
29	Intersection of U.S. 83 & N Kansas Avenue	Priority Level 2 in Seward County SS4A Action Plan
30	U.S. 83 from Pine Street to Oklahoma State Line	Priority Level 3 in Seward County SS4A Action Plan
31	Intersection of U.S. 83 & Ross Drive	Priority Level 3 in Seward County SS4A Action Plan
32	Intersection of U.S. 83 & Road 9	Priority Level 3 in Seward County SS4A Action Plan

#	Project Selection Location	Priority Level/Plan
33	Intersection of U.S. 83 & 7 Mile Road/Road 11	Priority Level 3
34	Intersection of U.S. 83 & Salley Road	Priority Level 3
Liberal		
35	U.S. 83 from Calvert Avenue to 15th Street	Priority Level 1 in Liberal SS4A Action Plan
36	Intersection of U.S. 83 & U.S. 54	Priority Level 1 in Liberal SS4A Action Plan
37	Intersection of U.S. 83 & Tucker Road/Road 6	Priority Level 2 in SS4A Action Plan

Four Lane Expansion

Both the public and stakeholders expressed the need (or desire) for US-83 to be expanded four-lanes throughout the corridor. While this alternative was not selected in the U.S. 83 Projects Identification & Needs Study, such an upgrade is now included in KDOT's Public Consult meetings for consideration for future project pipeline development.

A four lane facility, particularly a limited access facility with urban bypasses, is anticipated to increase corridor safety. Head on crashes, which make of 12% of KSI crashes, would be greatly reduced, if not eliminated. Angle-side impact and rear end crashes, which make up 54% of KSI crashes, would be expected to decrease, the degree depending greatly on the level of access control, grade separation, and urban bypass achieved. Increases in speed related crashes may be expected, however.

Upgrading the corridor to a four lane facility is a long term endeavor based not just on safety, but also factors including capacity, local, regional, and national economic, mobility, and freight considerations. A cost-benefit analysis and a purpose and need of a four lane expansion are not within the scope of this study.

However, as part of the development of this study, the US-83 Communities Roadway Safety Task Force was developed. This task force may live on for the corridor's communities to continue to advance the shared vision and advocate for future improvements along U.S. 83.

Progress and Transparency

Progress and Transparency

Implementation Framework

The success of the U.S. 83 Transportation Safety Action Plan depends on a collaborative framework that tackles long-standing infrastructure challenges to create safer, more accessible streets for everyone.

Key Insights from Public Engagement

The public engagement process offered valuable guidance on prioritizing efforts to reduce fatalities and serious injuries. A full summary of these efforts and feedback is available in Appendix A. Key insights include:

- **Collaboration and Funding**: Safety improvements require coordination among multiple stakeholders, but limited funding and community buy-in often pose challenges.
- **Economic and Community Resistance**: Concerns about economic impacts, customer access during construction, and resistance to change frequently hinder progress.

Future Road Safety Approach

The task force and public feedback provided valuable input on future road safety projects in Western Kansas. Key takeaways include:

- **Comprehensive, Forward-Thinking Planning**: Develop detailed plans that account for future growth, technological advancements, and evolving traffic patterns.
- **Policy and Infrastructure Futureproofing**: Balance high-cost, high-impact safety improvements with quicker, lower-cost solutions, such as lane restriping, to address immediate needs.
- **Flexibility and Transparency**: Keep decision-making adaptable, track the impacts of development changes, and maintain open communication with the community.

Benefits of Near-Term Interventions

Immediate, lower-cost measures, such as enhanced signage, lane adjustments, and improved pedestrian crossings, provide:

- Quick, tangible safety improvements
- Increased community trust and momentum
- Opportunities to test different approaches to roadway safety

Long-Term Goals

Developing comprehensive, future-focused plans ensures alignment with the U.S. 83 community's growth and evolving needs. Long-term objectives include:

- Infrastructure redesigns
- Complete street transformations

Conclusion

By addressing critical safety concerns now and laying the groundwork for lasting improvements, the U.S. 83 communities coalition can achieve its goal of eliminating serious injuries and fatalities while fostering a safer, more connected community.

Appendices

Appendix A – Public Involvement Report

Appendix B – Existing Conditions Report

Appendix C – HIN/HRN Methodology

Appendix D – Equity Analysis Memo

Appendix E – Project Selections and Recommendations Memo

Appendix A – Public Involvement Report

U.S. 83 Communities Roadway Safety Plan

Public Involvement Report

Prepared by:

WILSON & COMPANY

TRANSYSTEMS

Kimley»Horn

January 2025

Table of Contents

Table of Figures

List of Tables

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

Name	Agency
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	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

Name	**Agency**
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
Katie Eisenhour	Scott City – Economic Development
Gary Bennett	KDOT
C.W. Harper	Finney County, Haskell County, Seward County
Rusty Varnado	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)

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/3rd 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-83/9th 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.

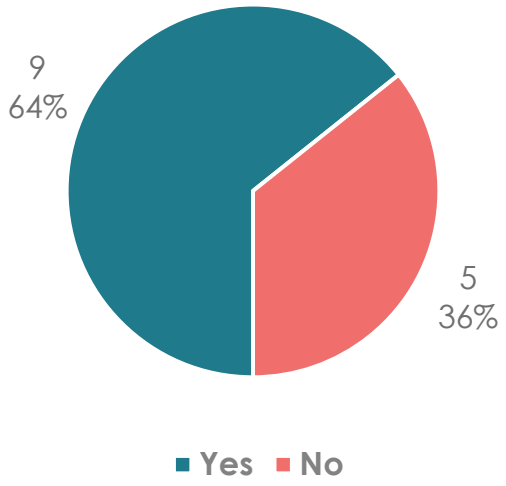


Figure 1 - Task Force Knowledge of Vision Zero

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.

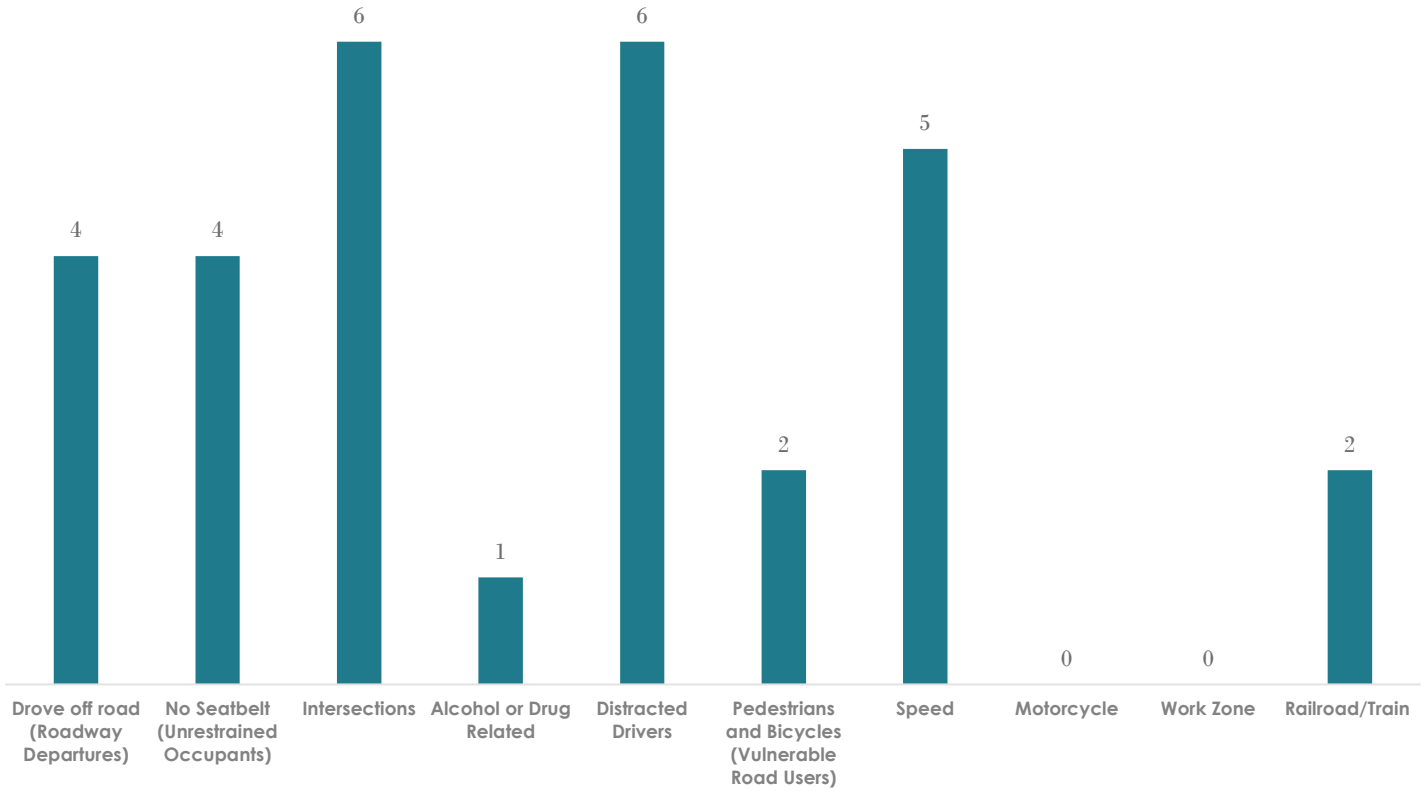


Figure 2 - Task Force Identified Emphasis Areas

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

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

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

- Challenges
  - Small Communities
    - Roundabout at 9th & 83, it keeps trucks moving
      - Lots of **trucks are stopping late** on 9th 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 12th & 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

	Prefer			Secondary			Tertiary		
Countermeasure	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
    - Sewerd 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

	Prefer			Secondary			Tertiary		
Countermeasure	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 12th & US-83
- Opportunities
  - *Small Communities*
    - Walkways would be helpful to pedestrians
    - 12th & 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 12th, 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)]

Attendees

Staffing

- Ashley Winchell, AICP – Wilson & Company, Moderator
- Michael Kramer, PE – Wilson & Company, Moderator
- Rachel Thomas – Wilson & Company, Notetaker
- Kristen Manthei – Wilson & Company, Notetaker
- Adam Schart, PE – Wilson & Company, Support
- 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	Wilson & Company
Lisa Mussman	KDOT – Public Affairs
Brock Sloan	Oakley – City Administrator

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

Source: Weather ends Fall Fest 2024 early, The Garden City Telegram, Accessed October 2024.

Participants identified several intersections as needing improvement:

- Mary & Buffalo
- Fleming & Spruce
- 10th & Buffalo
- Campus & Schulman
- Jennie Barker & Schulman
- U.S. 83 Bypass & Schulman
- U.S. 83 Bypass & Spruce
- Campus & Fulton
- 5-points

- 3rd & 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 1st 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 & 10th 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 8th, 2024
- KSNG-TV – Sent on May 8th, 2024
- Western Kansas News – Sent on May 8th, 2024; Released May 8th, 2024

    - US-83 Communities Roadway Safety Plan Announces Website Launch – Western Kansas News
- High Plains Public Radio – Sent on May 8th, 2024
- KAAS-LD 31-Garden City – Sent on May 8th, 2024
- Kansas Press Association – Sent on May 8th, 2024
- The Garden City Telegram – Sent on May 8th, 2024
- Liberal First – Sent on May 8th, 2024
- KSCB News – Sent on May 8th, 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 25th, 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"

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!

Facebook Advertisement Comments

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.
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.

Facebook Advertisement Comments
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 cares 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…
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, 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 8th, 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.

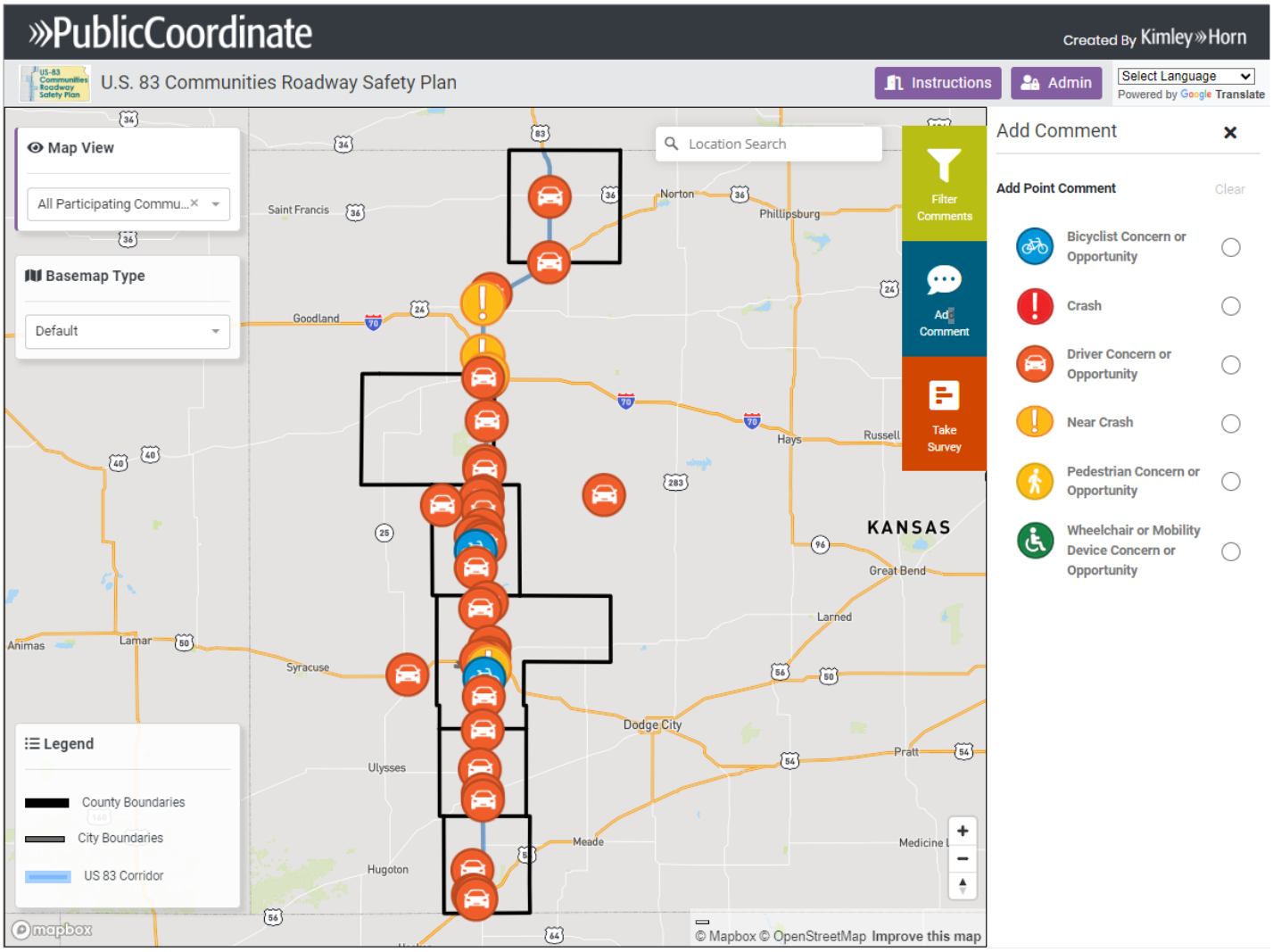


Figure 4 - Interactive Mapping Tool

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.

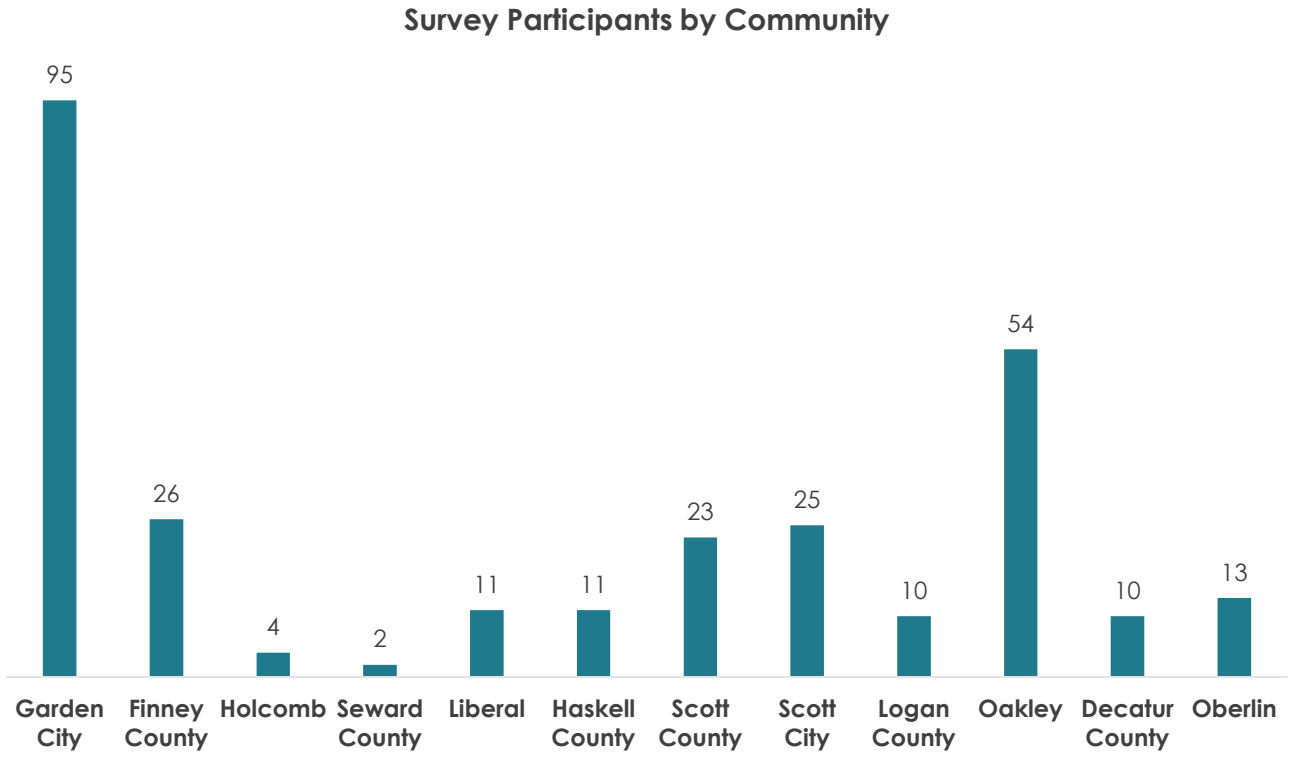


Figure 5 - Survey responses to "Which community do you live in?"

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.

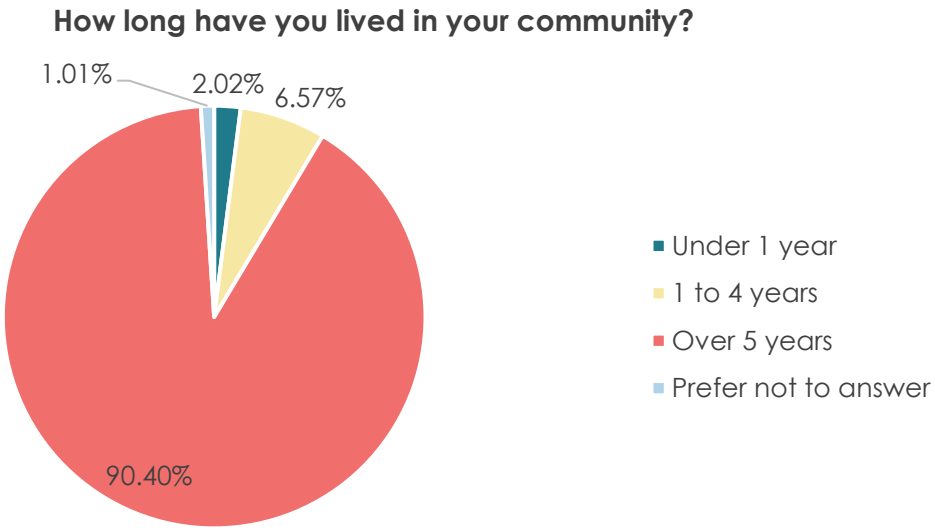


Figure 6 - Survey responses to "How long have you lived in your community?"

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

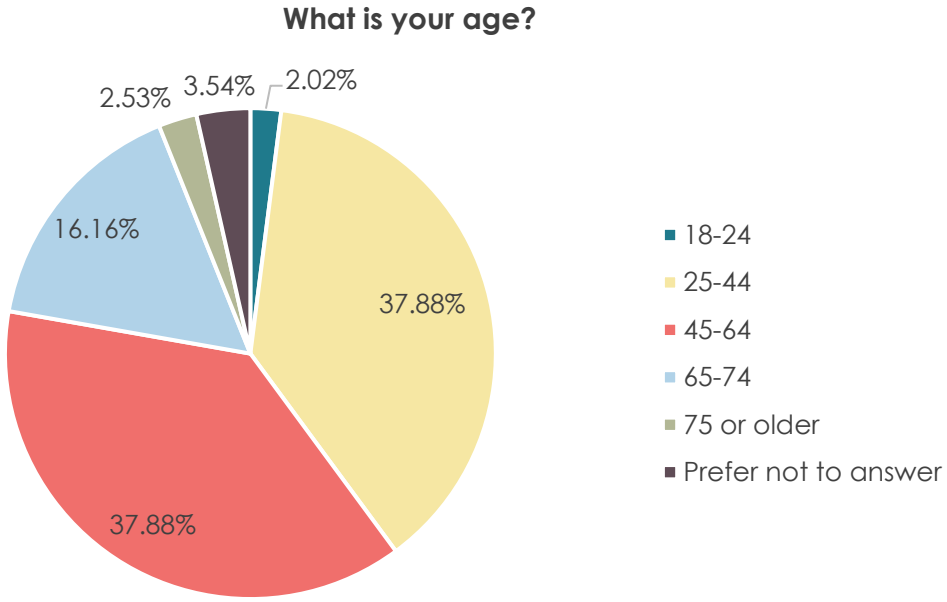


Figure 7 - Survey responses to "What is your age?"

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.

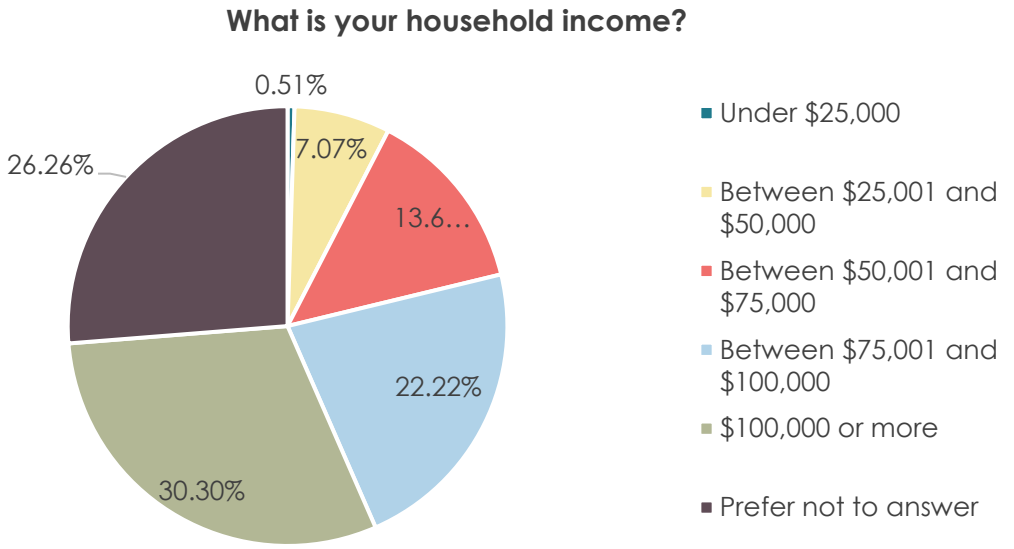


Figure 8 - Survey responses to "What is your household income?"

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.

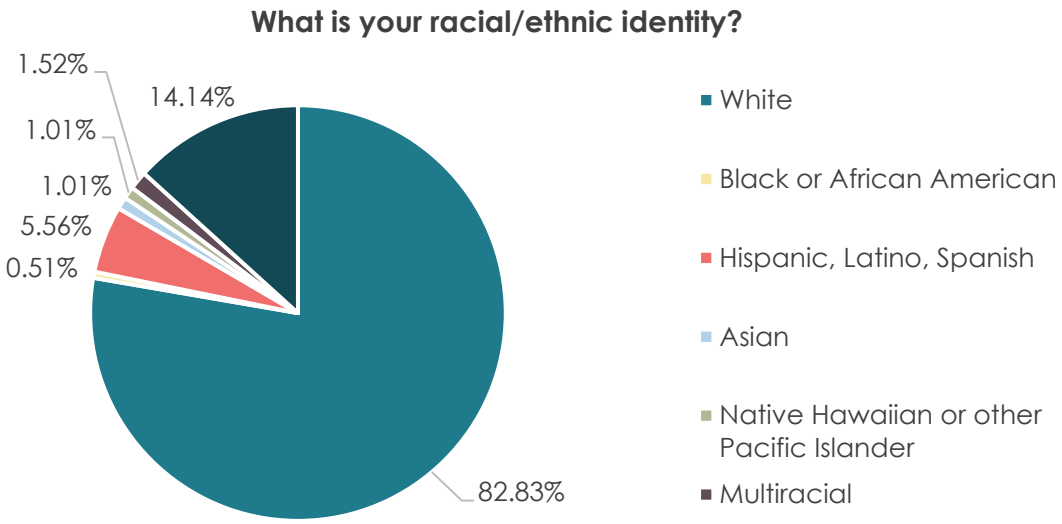


Figure 9 - Survey responses to "What is your racial/ethnic identity?"

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.

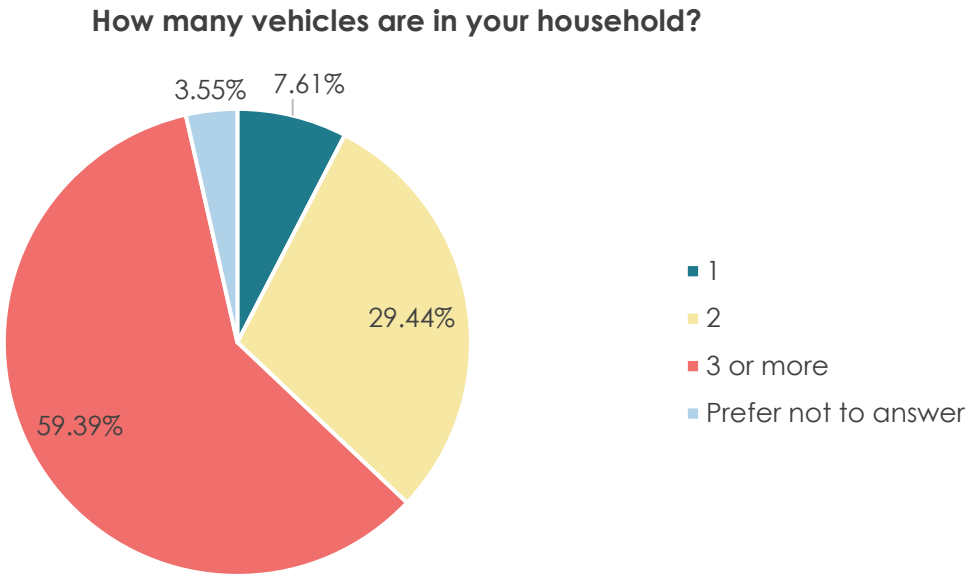


Figure 10 - Survey responses to "How many vehicles are in your household?"

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.

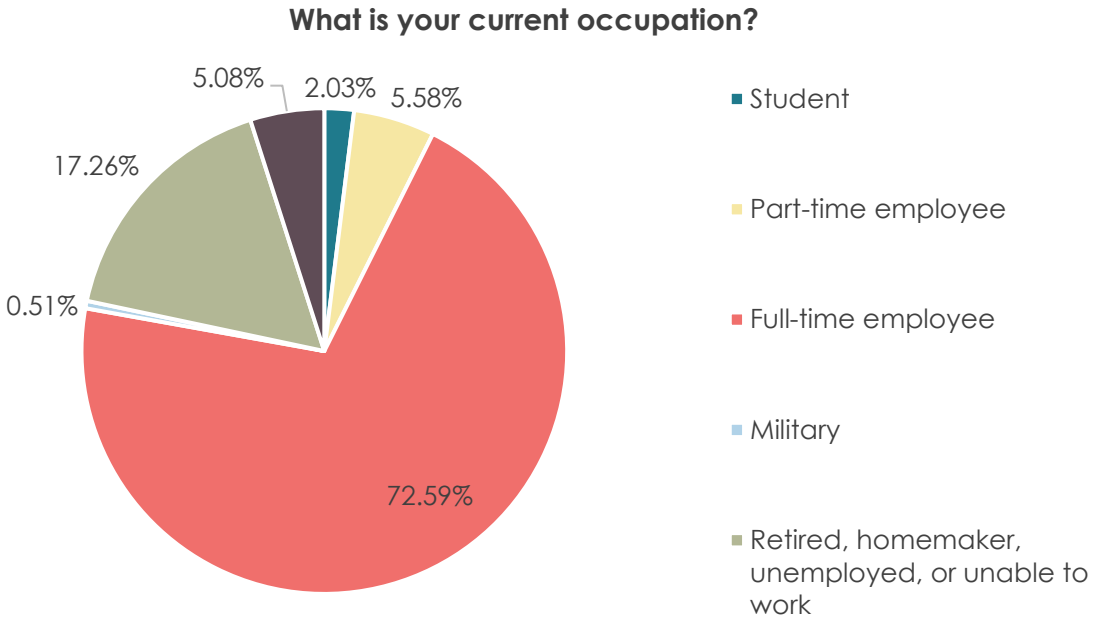


Figure 11 - Survey responses to "What is your current occupation?"

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.

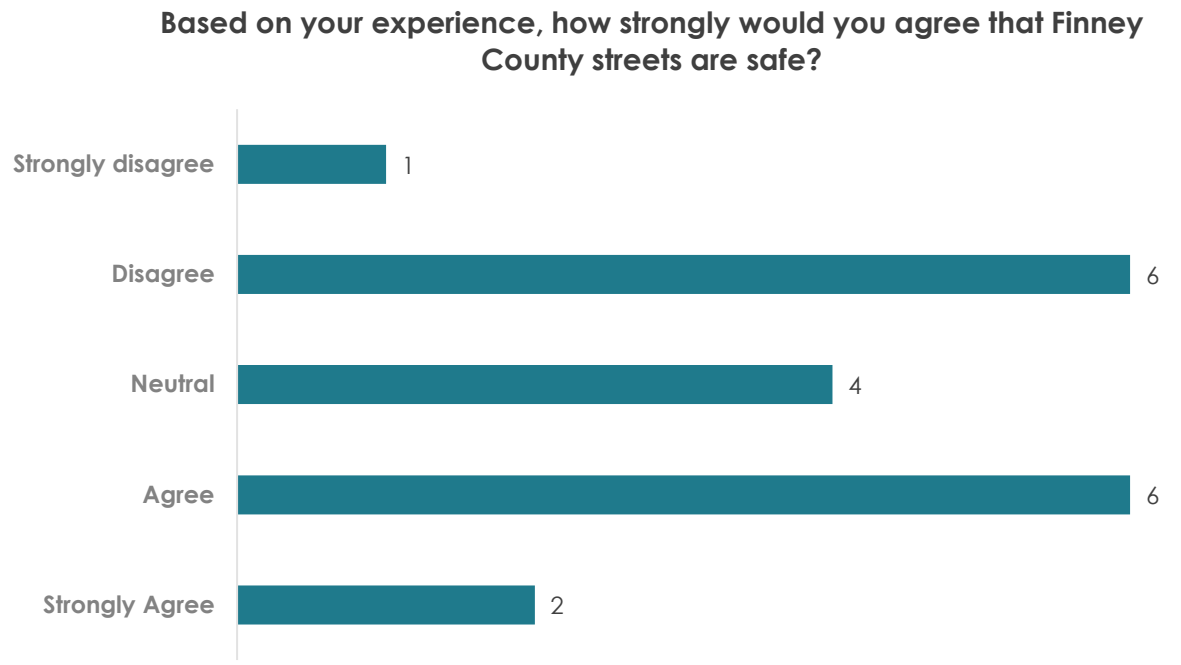


Figure 12 - Survey responses to "How strongly would you agree that Finney County streets are safe?"

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.

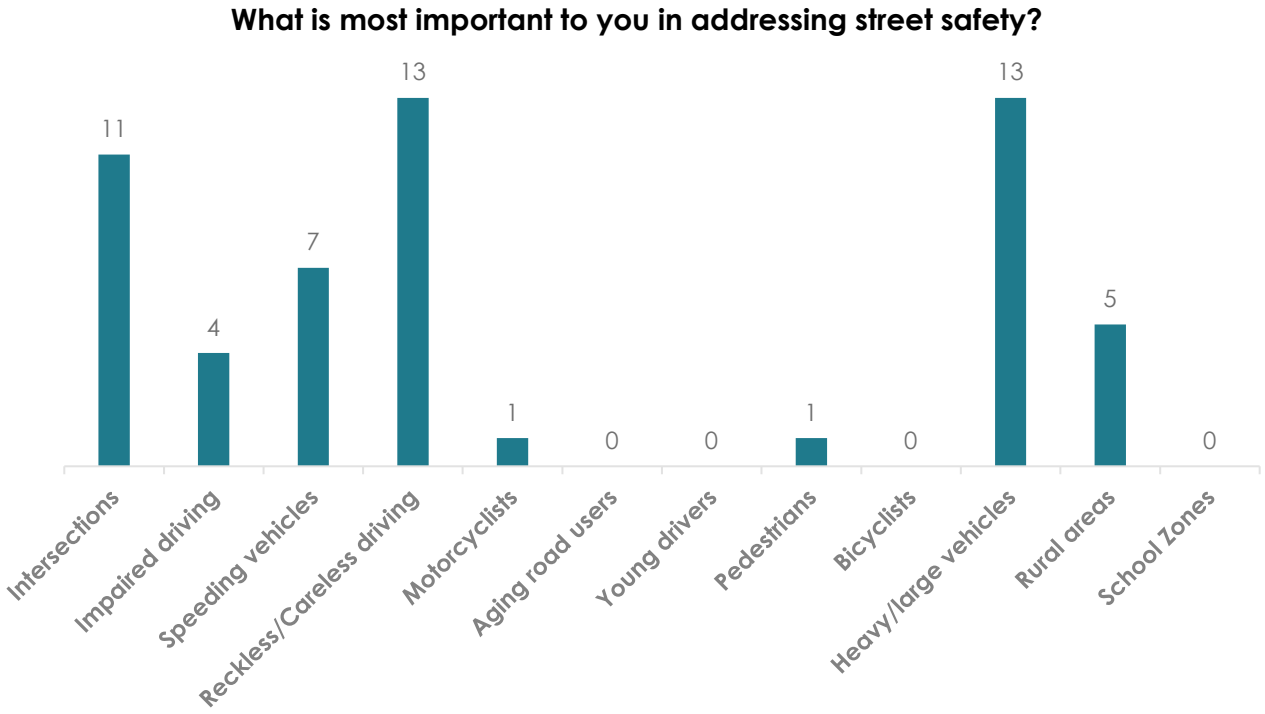


Figure 13 - Finney County responses to "What is most important to you in addressing street safety?"

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.

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.
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
Need 4 lanes between Garden City and I-70
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.
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.
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.
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
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.

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.

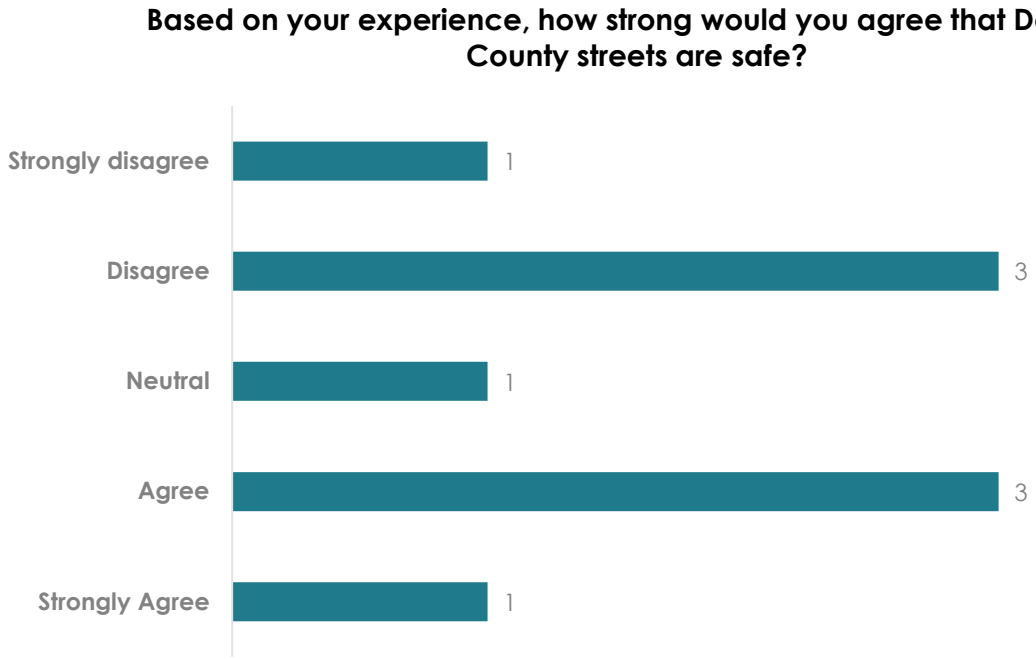


Figure 14 - Survey responses to "How strongly would you agree that Decatur County streets are safe?"

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.

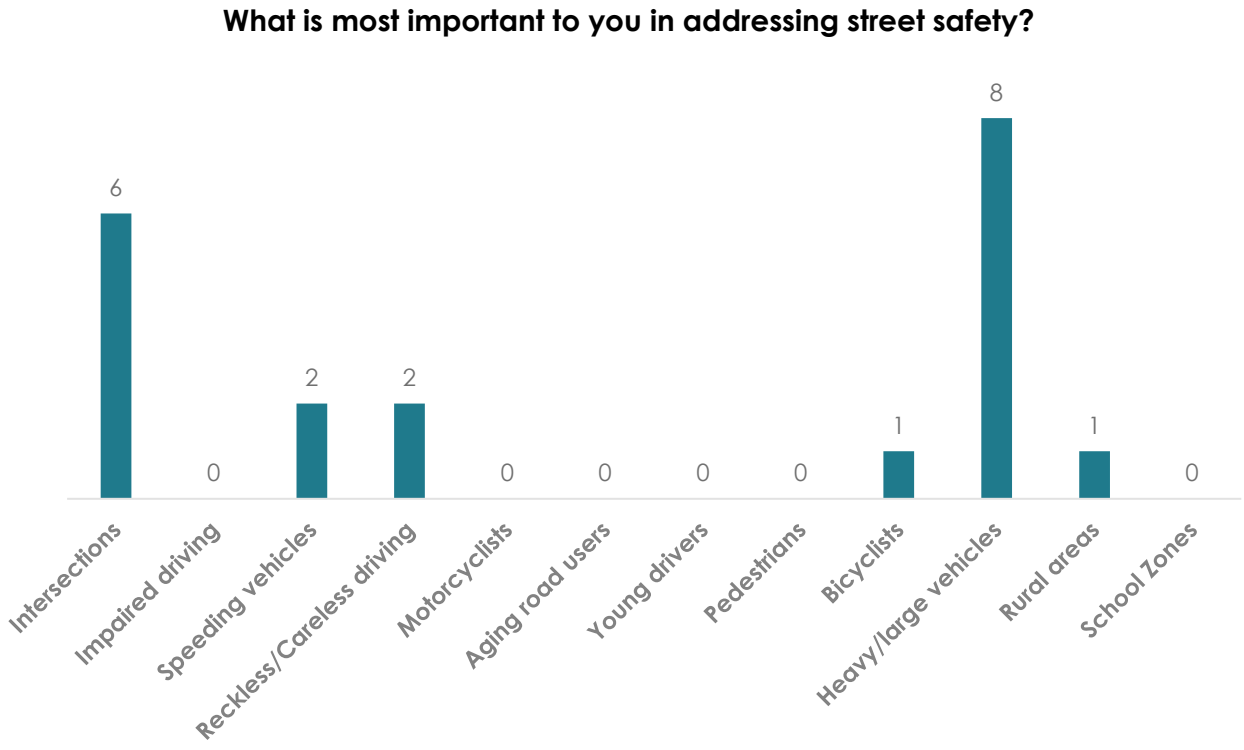


Figure 15 - Decatur County responses to "What is most important to you in addressing street safety?"

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.

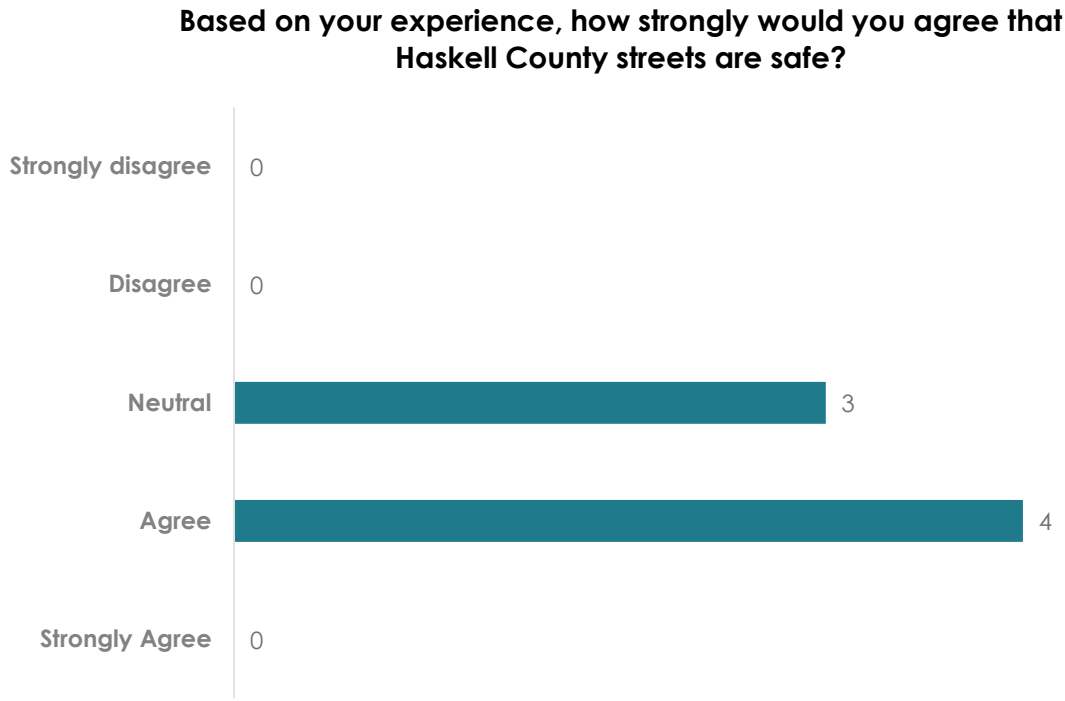


Figure 16 - Survey responses to "How strongly would you agree that Haskell County streets are safe?"

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.

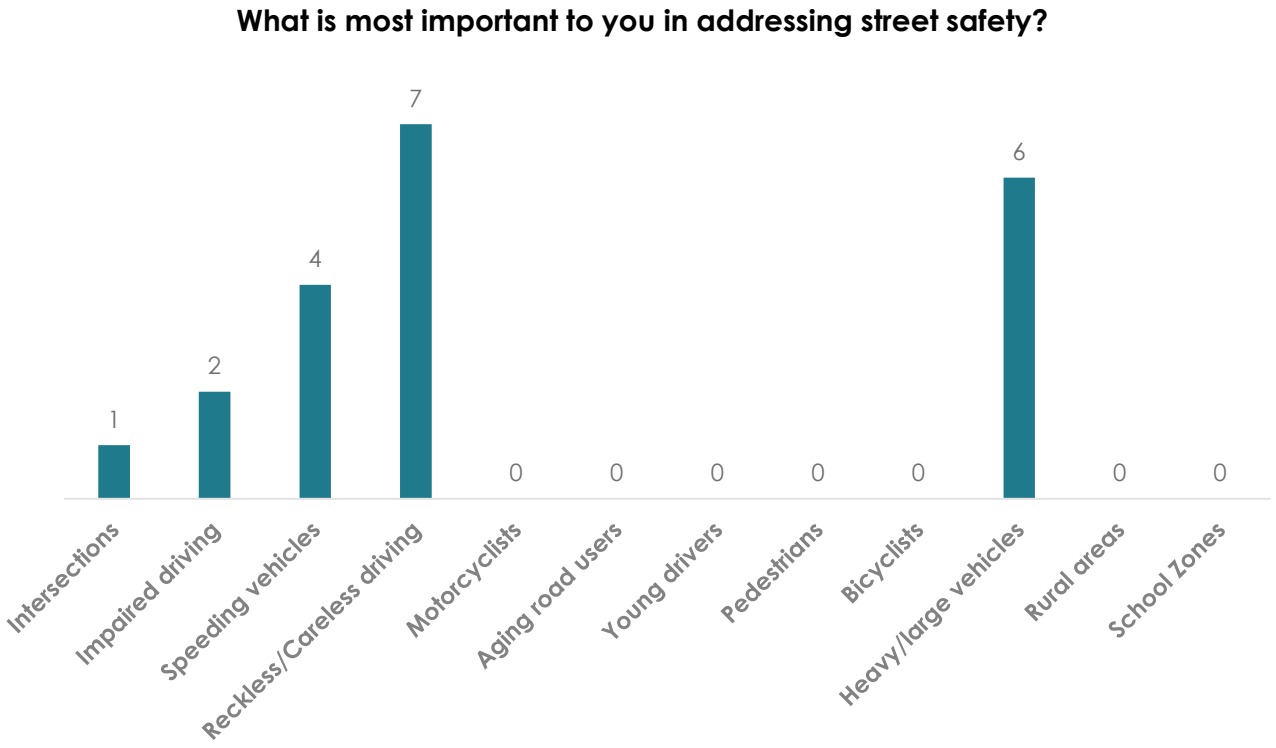


Figure 17 - Haskell County responses to "What is most important to you in addressing street safety?"

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.

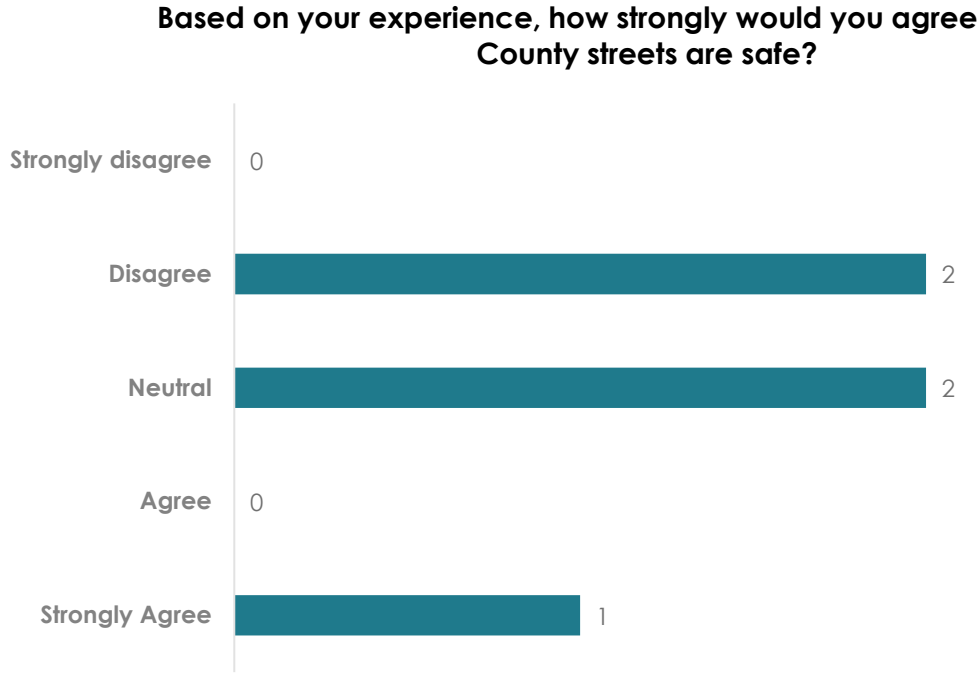


Figure 18 - Survey responses to "How strongly would you agree that Logan County streets are safe?"

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.

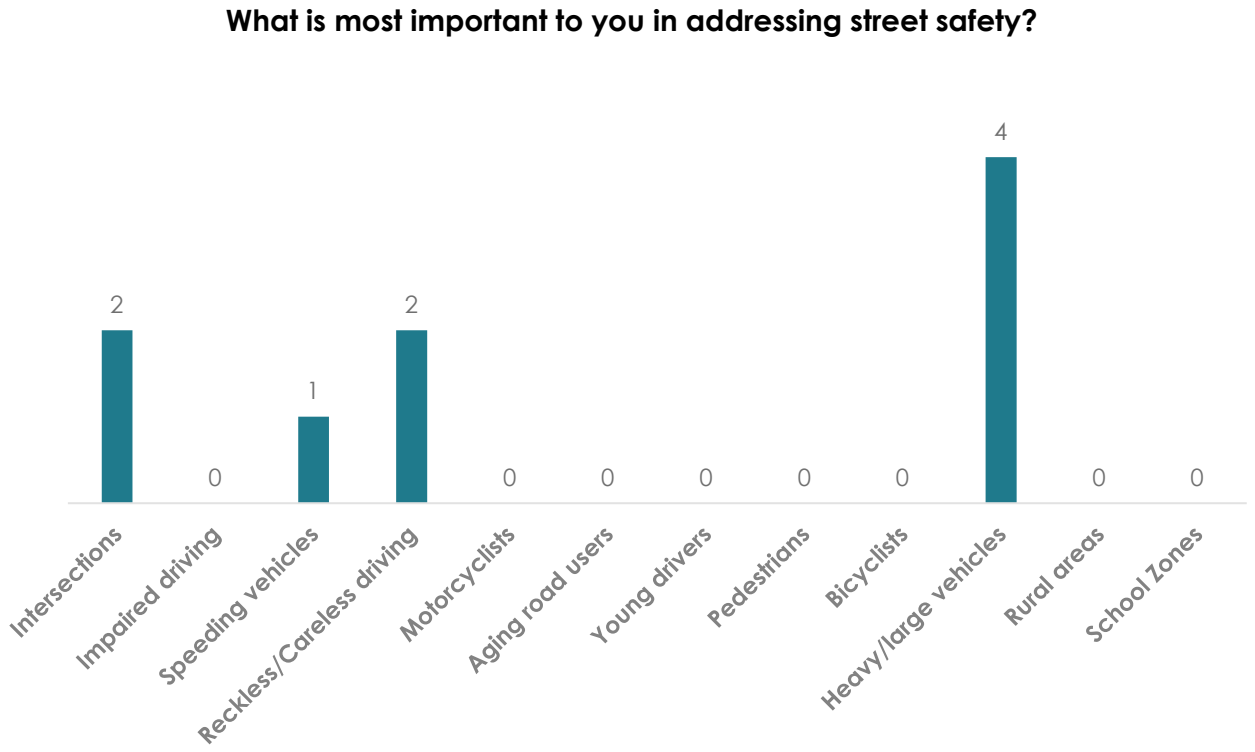


Figure 19 - Logan County responses to "What is most important to you in addressing street safety?"

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.

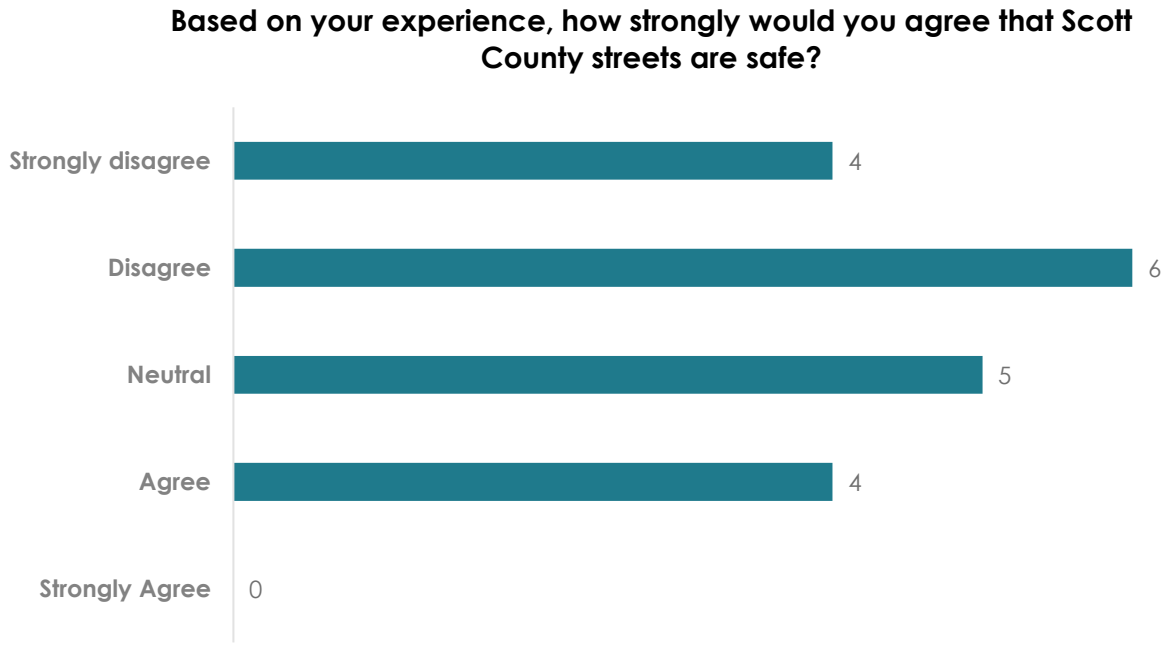


Figure 20 - Survey responses to "How strongly would you agree that Scott County streets are safe?"

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.

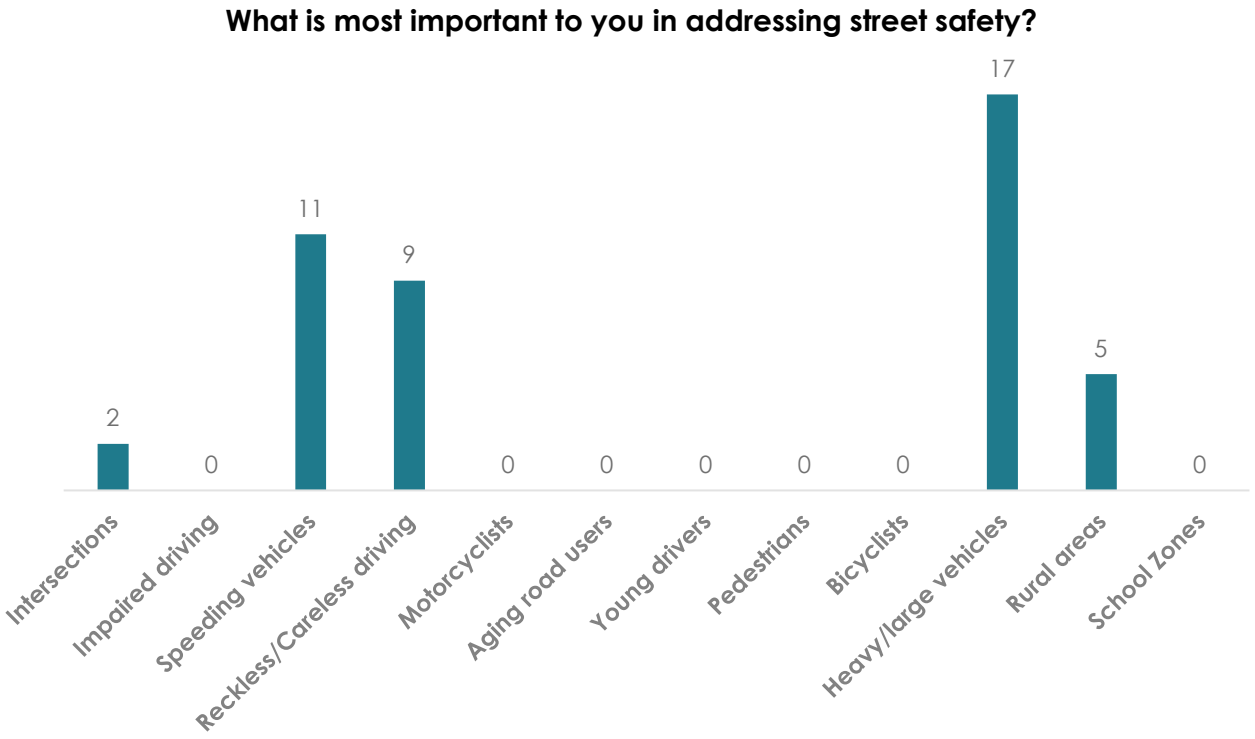


Figure 21 - Scott County responses to "What is most important to you in addressing street safety?"

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.

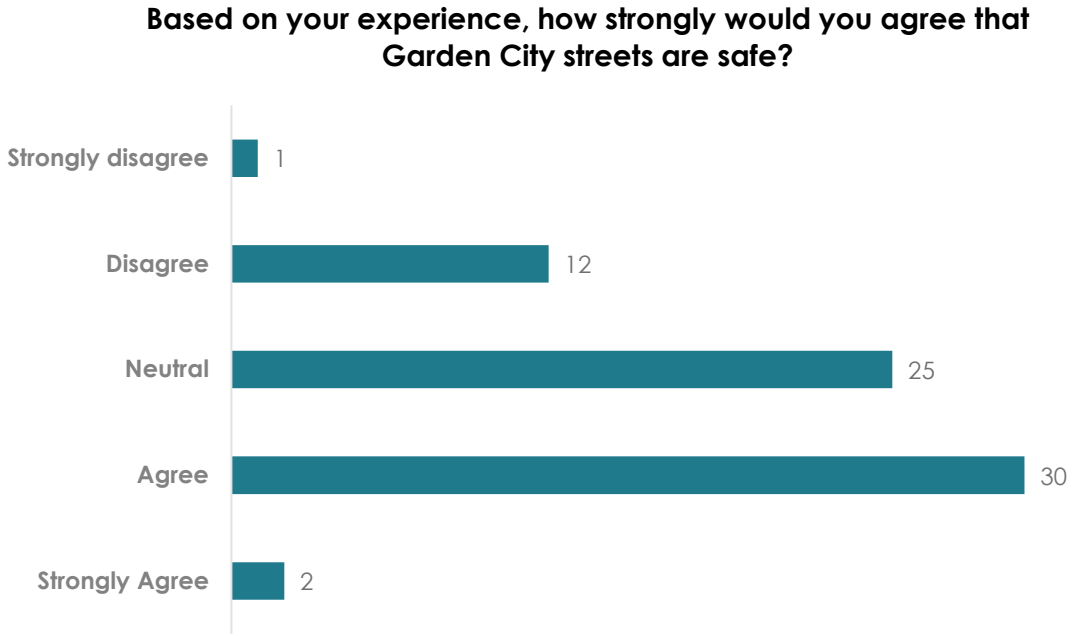


Figure 22 - Survey responses to "How strongly would you agree that Garden City streets are safe?"

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.)
3rd 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.

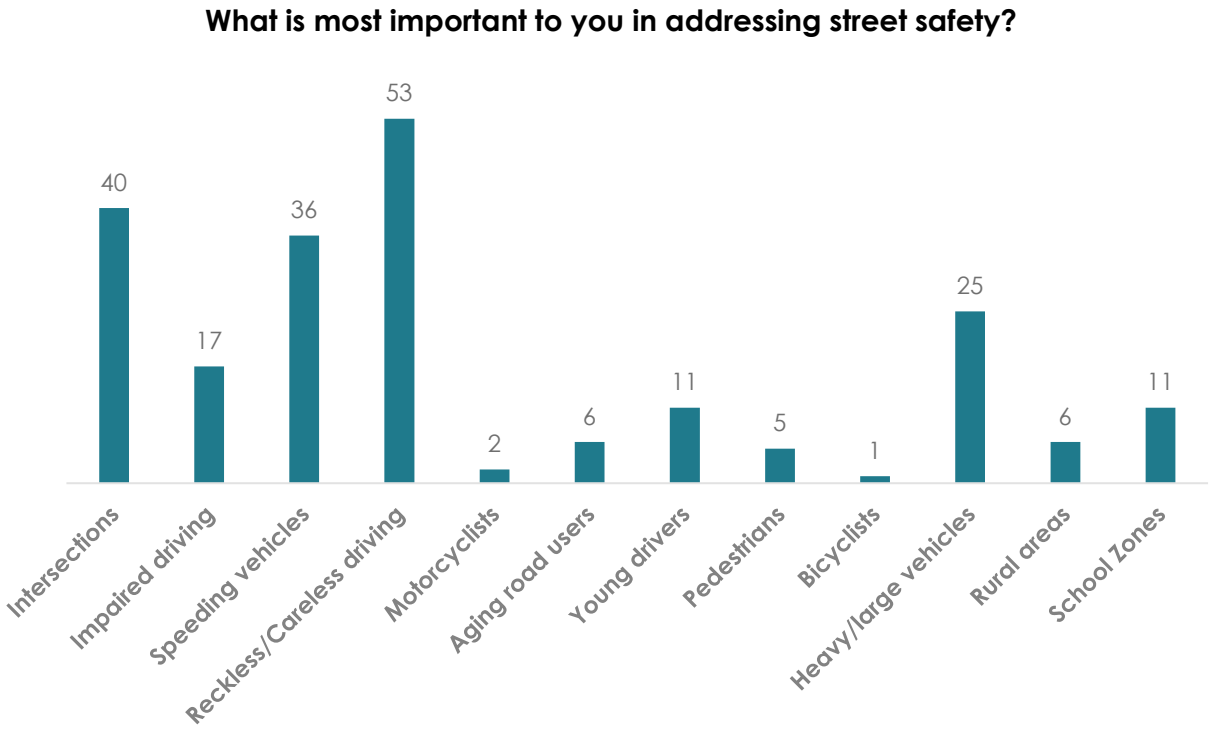


Figure 23 - Garden City responses to "What is most important to you in addressing street safety?"

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.

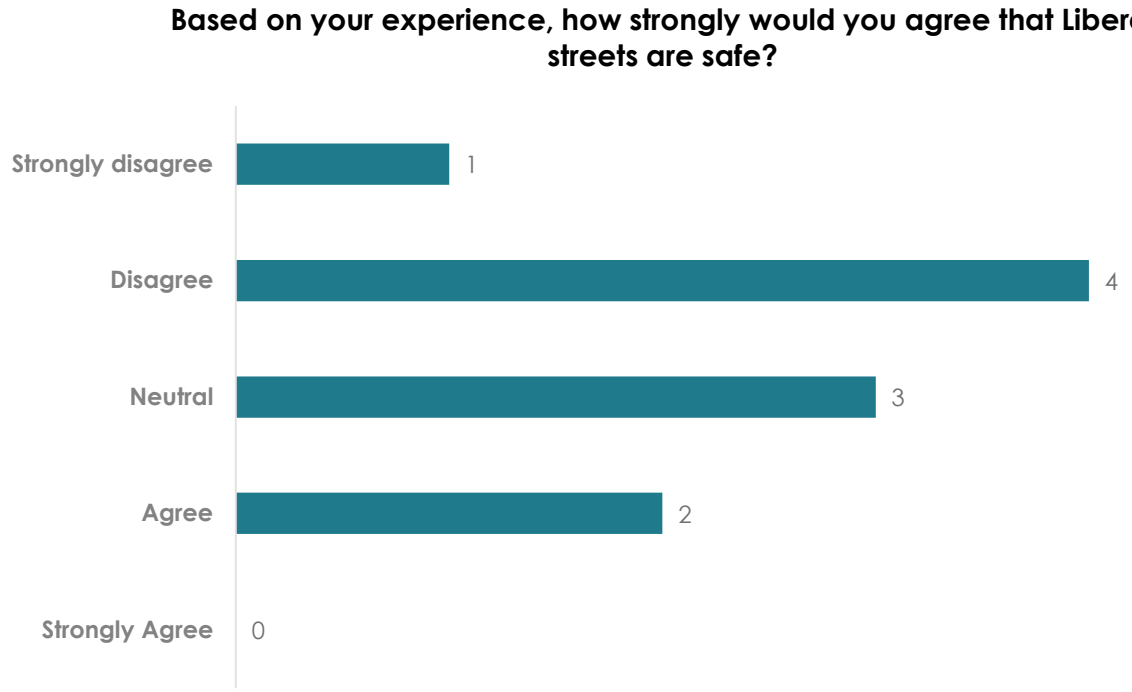


Figure 24 - Survey responses to "How strongly would you agree that Liberal streets are safe?"

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.

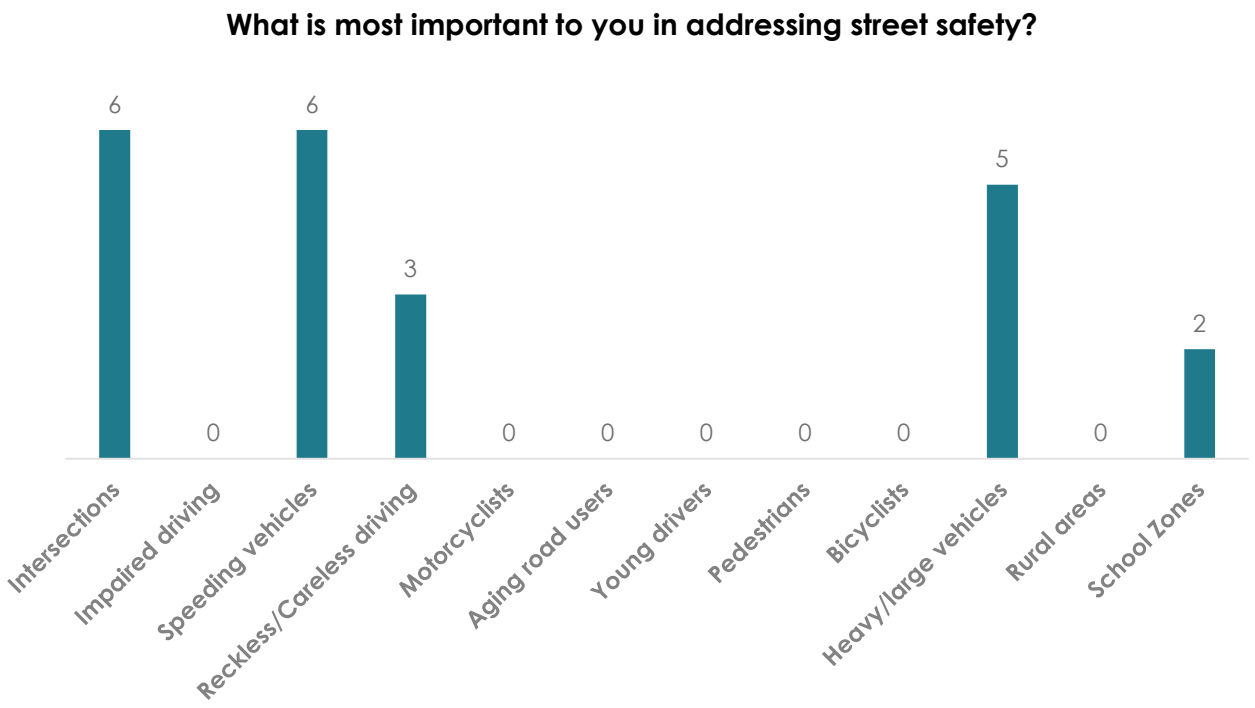


Figure 25 - Liberal responses to "What is most important to you in addressing street safety?"

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.

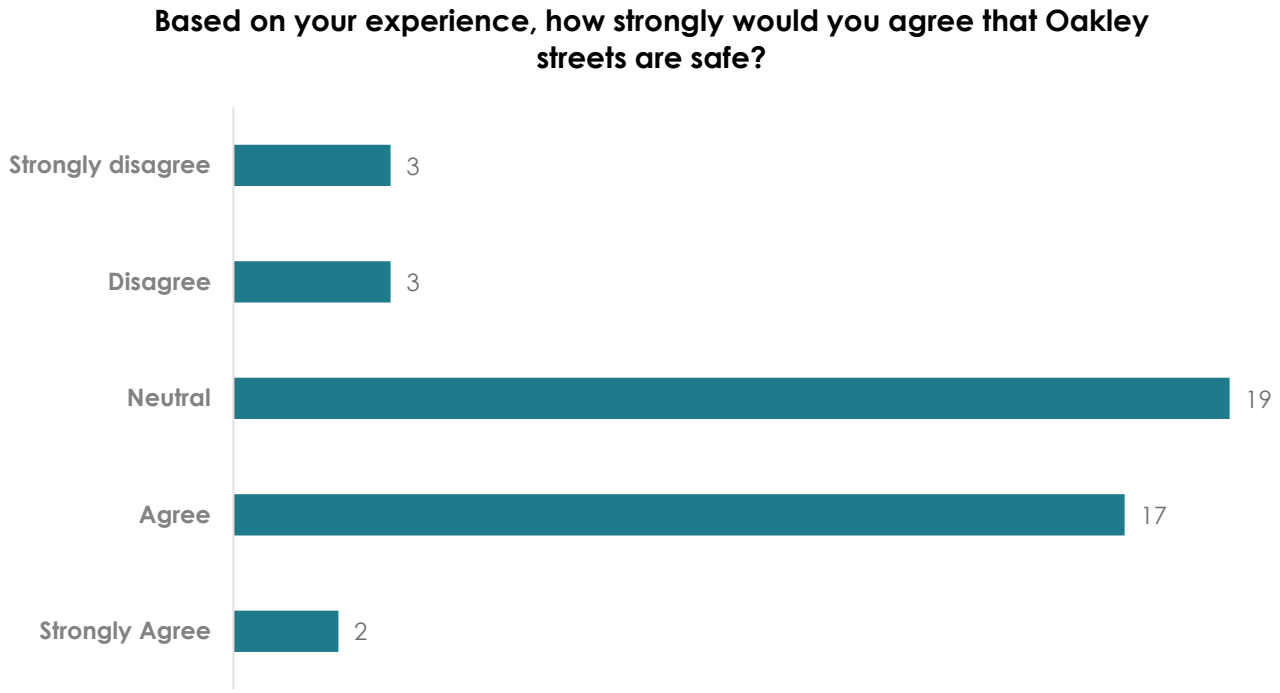


Figure 26 - Survey responses to "How strongly would you agree that Oakley streets are safe?"

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.

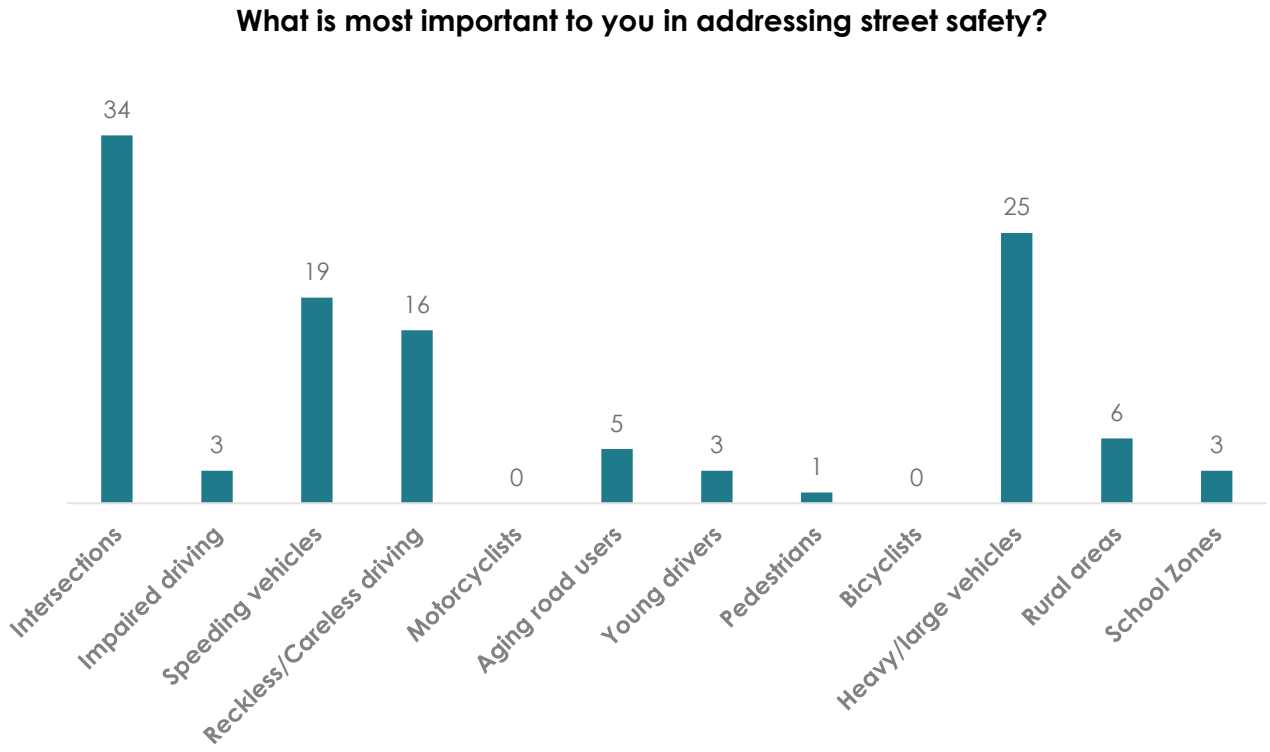


Figure 27 - Oakley responses to "What is most important to you in addressing street safety?"

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.

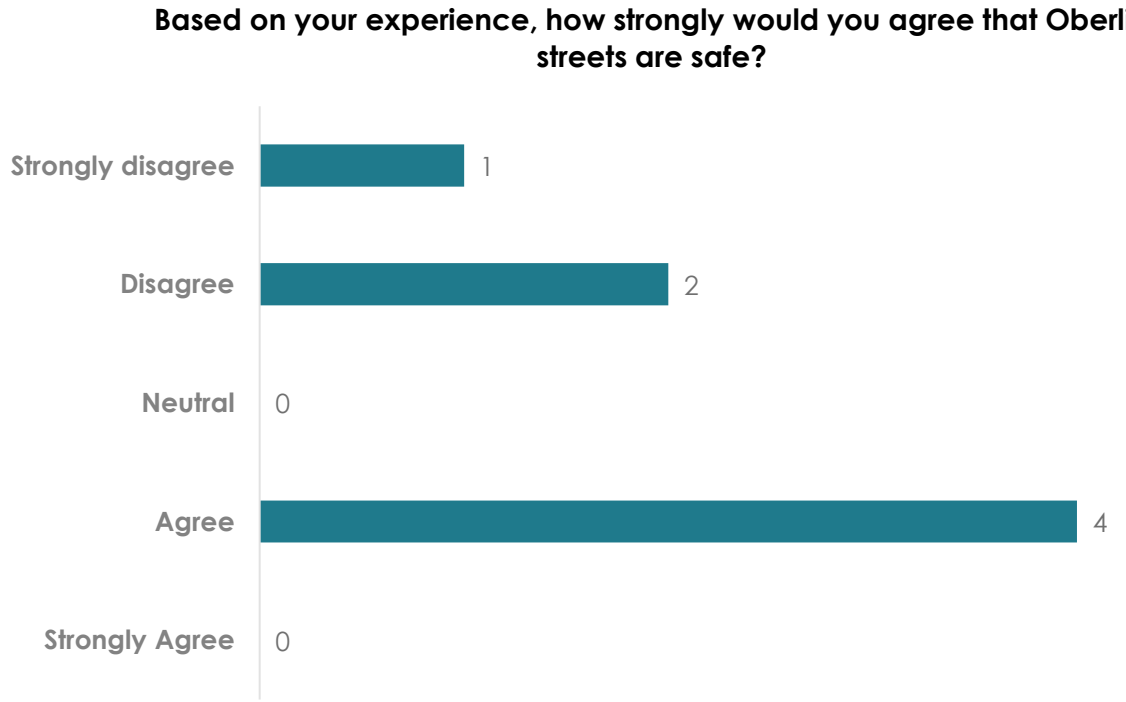


Figure 28 - Survey responses to "How strongly would you agree that Oberlin streets are safe?"

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.

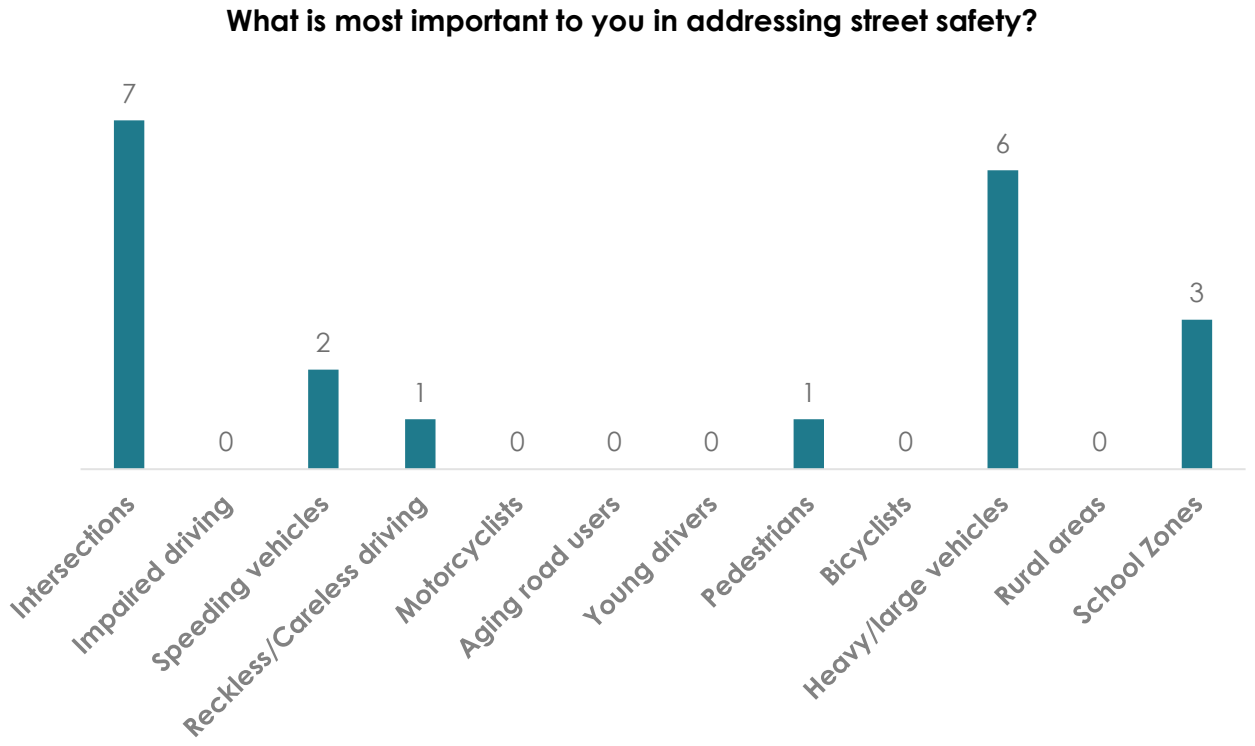


Figure 29 - Oberlin responses to "What is most important to you in addressing street safety?"

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.

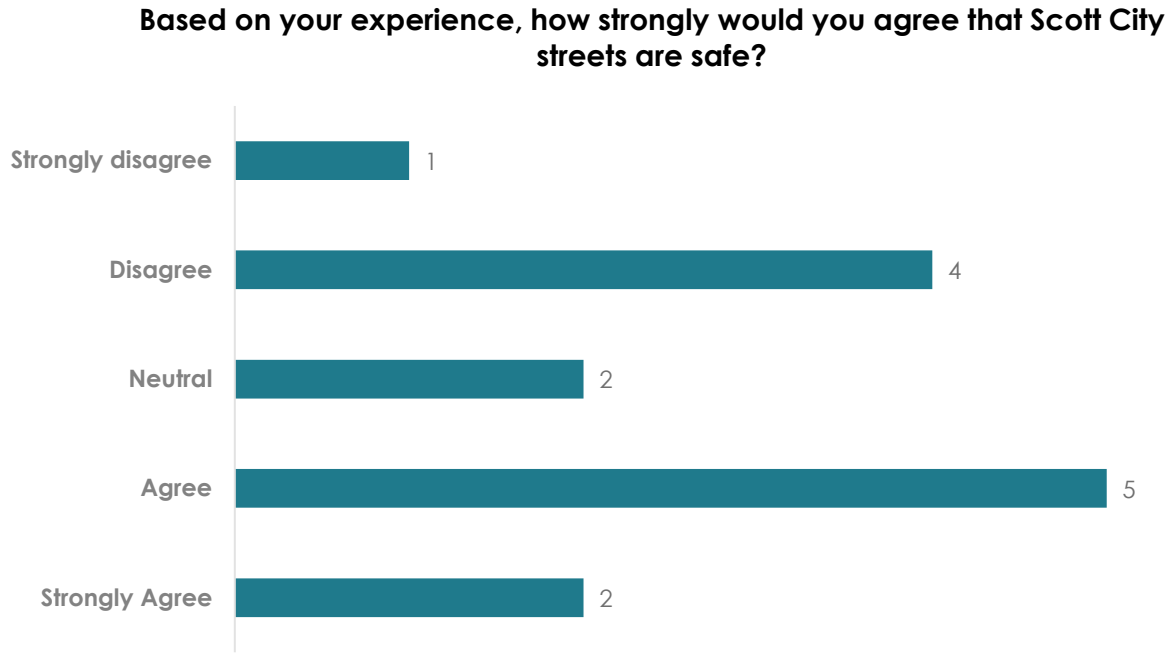


Figure 30 - Survey responses to "How strongly would you agree that Scott City streets are safe?"

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.

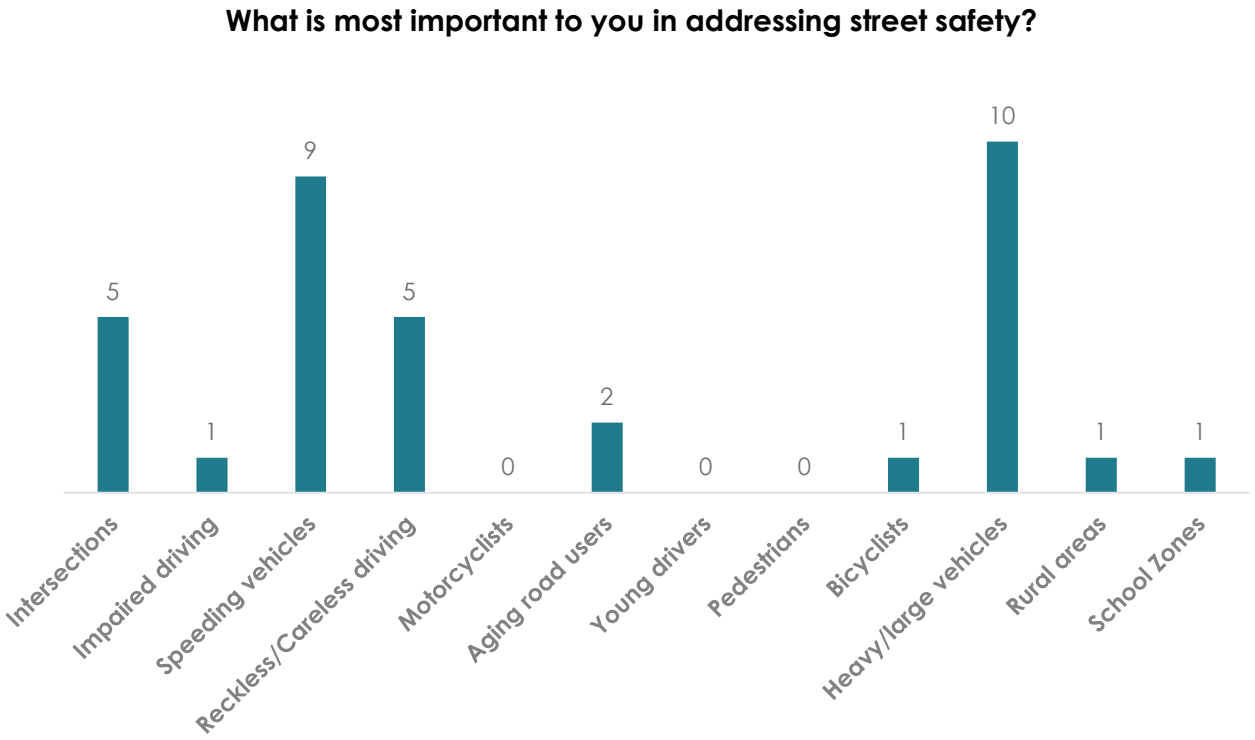


Figure 31 - Scott City responses to "What is most important to you in addressing street safety?"

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.

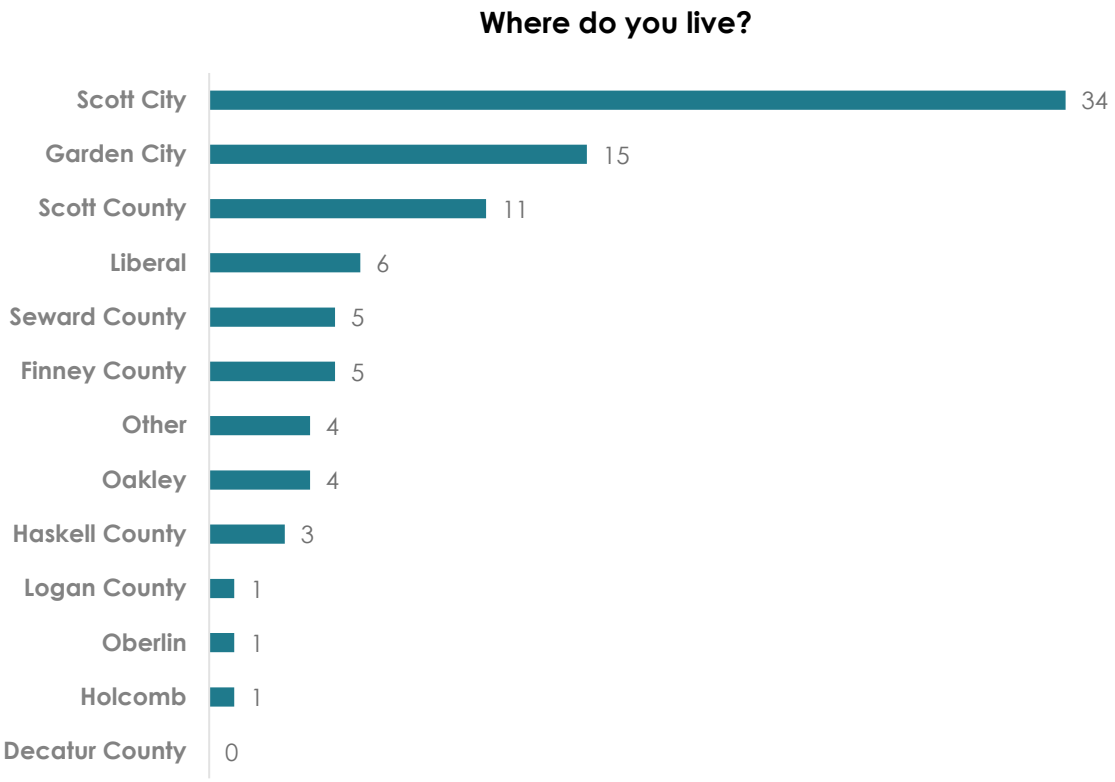


Figure 32 - Survey responses to "Where do you live?"

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.

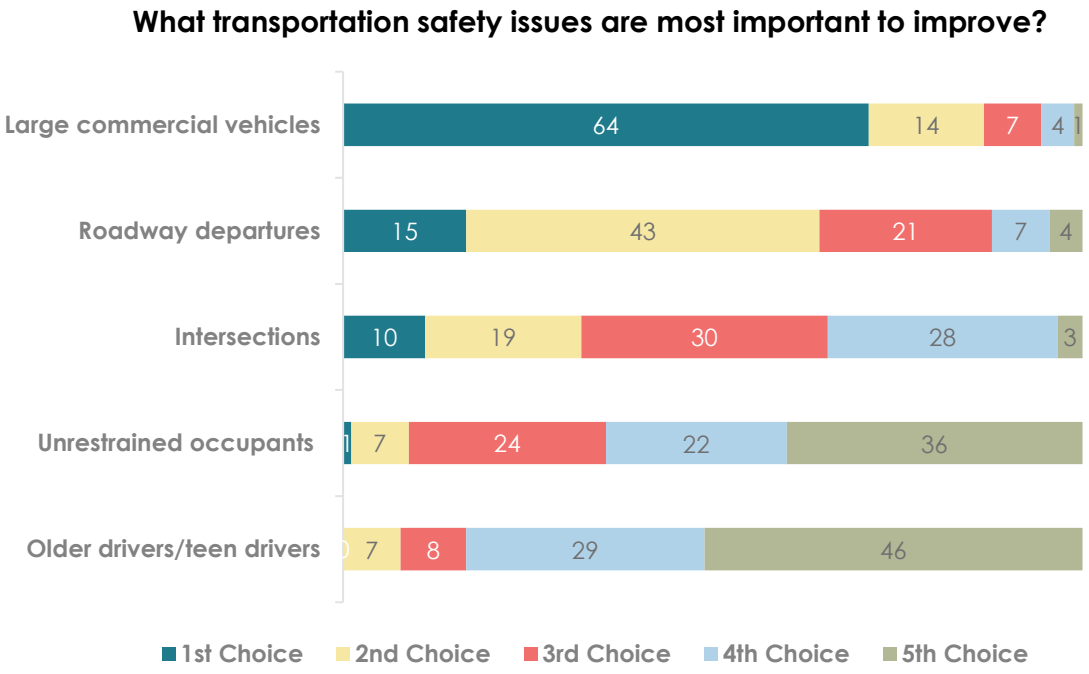


Figure 33 - Survey ranking for "What transportation safety issues are most important to improve?"

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.

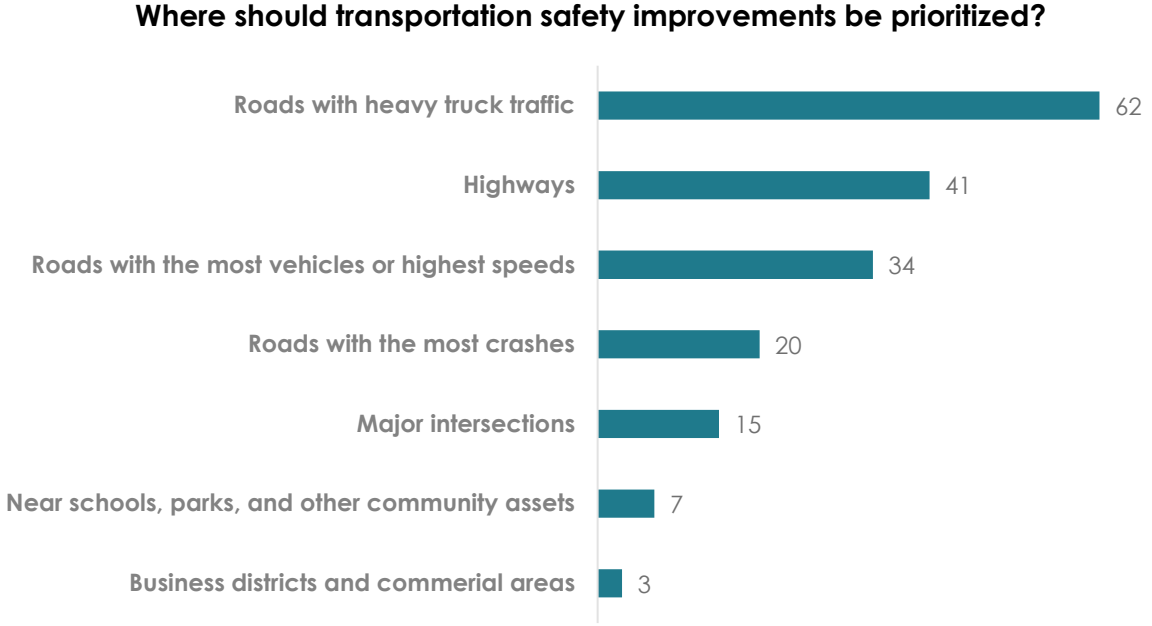


Figure 34 - Survey responses to "Where should transportation safety improvements be prioritized?"

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.

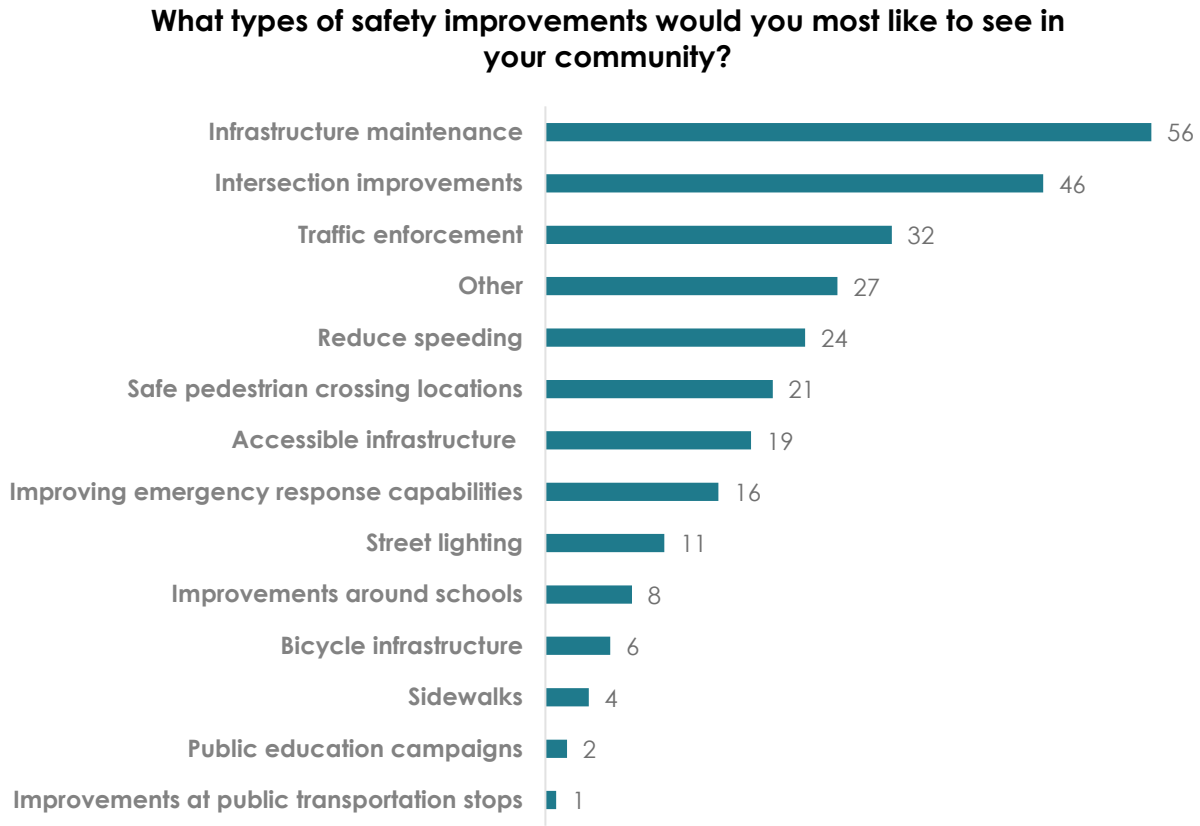


Figure 35 - Survey responses to "What types of safety improvements would you most like to see in your community?"

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.

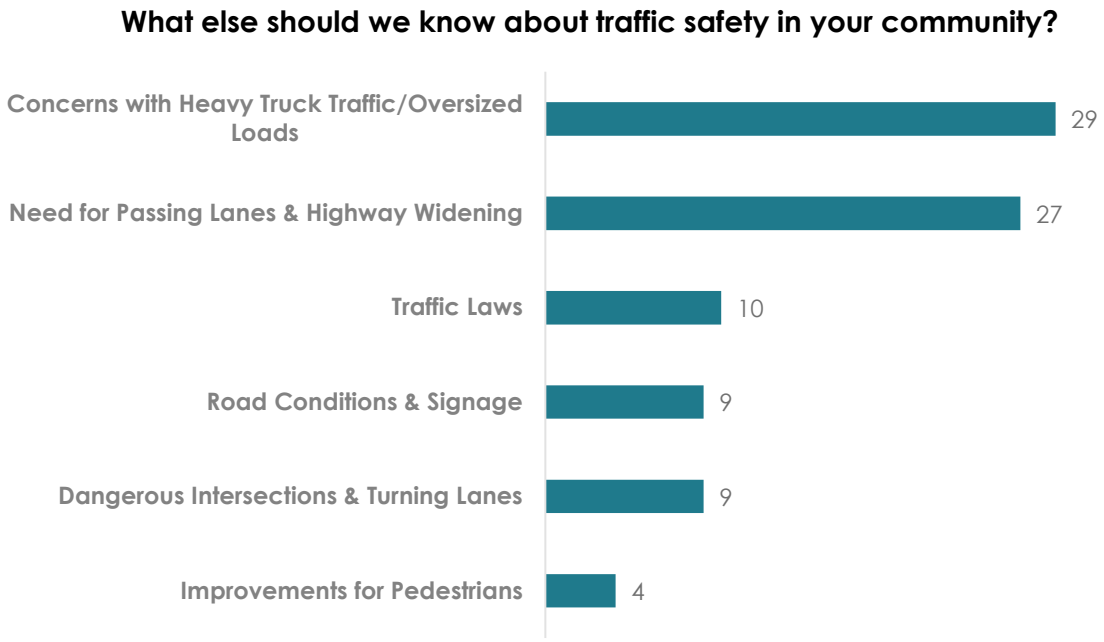


Figure 36 - Survey responses to "What else should we know about traffic safety in your community?"

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.

Appendix B – Existing Conditions Report

U.S. 83 Communities Roadway Safety Plan

U.S. 83 Corridor Existing Conditions Report

Prepared by:

WILSON & COMPANY

TRANSYSTEMS

Kimley»Horn

November 2024

This page left blank intentionally.

Table of Contents

List of Figures

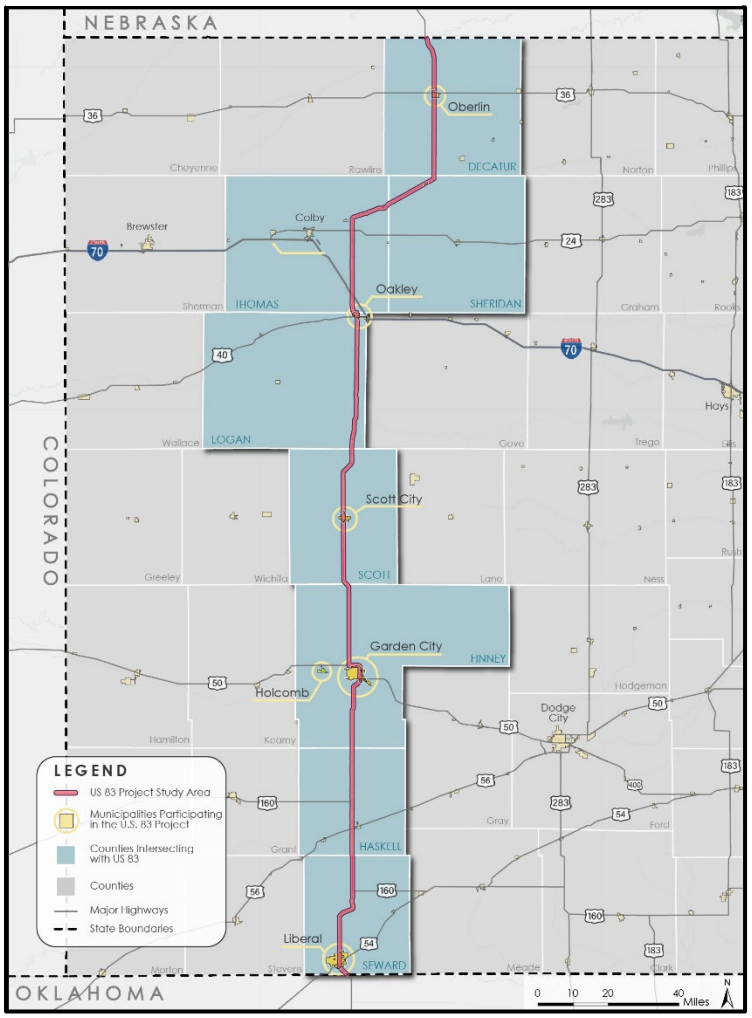
List of Tables

Introduction

Background

U.S. 83 is major north-south highway through the United States and runs from the Texas-Mexico border to the south through Oklahoma, Kansas, Nebraska, South Dakota, and North Dakota to the border with Canada. In Western Kansas, U.S. 83 runs approximately 267 miles through nine (9) cities and eight (8) counties. U.S. 83 connects multiple cities and counties across the north-south span of the region, linking major areas such as Liberal, Garden City, Holcomb, Scott City, Oakley, and Oberlin, and covering counties including Seward, Haskell, Finney, Scott, Logan, Thomas, Sheridan, and Decatur (Figure 1). The corridor plays a significant role in facilitating the movement of goods and services, serving an area with extensive agricultural activities, including farming and livestock operations.

Figure 1 - U.S. 83 Communities Roadway Safety Plan Study Area



Planning Context

Recent Studies and Planned Improvements

The U.S. 83 Communities Roadway Safety Plan builds off the comprehensive and community planning efforts already completed by the participating cities and counties. Each of these plans established certain goals and priorities related to transportation in their community. While each plan is unique, there are several shared elements, independent of the location.

Common goals included:

- Improving transportation safety for all roadway users
- Improving transportation efficiency and community connectivity
- Promoting multi-modal transportation opportunities
- Reducing congestion and increasing capacity
- Better accommodation for heavy freight use on U.S. 83
- Mitigating the impact of heavy freight on adjacent communities caused by the robust manufacturing and farming sectors in the area

U.S. 83 Projects Identification & Needs Study

This study examines 70-miles of the U.S. 83 corridor from Sublette to Scott City to identify and prioritize improvement projects. The study includes analysis of traffic volumes, road safety audits, environmental impacts, crash rates, and access management, proposing solutions to enhance capacity, safety, and pavement conditions. The study evaluation developed alternatives to address needs for improving capacity, safety, pavement conditions, and access management such as:

- ***Preferred Alternative:*** Two-lane roadway facilities with passing lanes and intersection improvements
- Two-lane roadway facilities with passing lanes, intersection improvements, and adequate ROW to upgrade to a four-lane roadway facility
- Four-lane roadway facility (freeway, expressway, or upgradeable expressway)

U.S. 83 Corridor Master Plan

This study examines the limits of the corridor from the east junction with U.S. 50, north and west, to the west junction of U.S. 50. It outlines parameters for transportation management, access control and management. The purpose of this plan is to define corridor management parameters and identify retrofit and improvement opportunities.

U.S. 83 Advanced Technology Project

The U.S. 83 Advanced Technology Project is a two-phased project that will install new fiber optic cable and deploy improvements to the Intelligent Transportation System (ITS) technology including connected vehicle (CV) technology to improve traffic flow and safety along U.S. 83 between Garden City and I-70.

U.S. 83 Safety Corridor

A 27-mile stretch of U.S. 83 between Holcomb and Haskell County was selected for targeted safety strategies aimed at reducing crashes. Strategies include education, enforcement, and engineering solutions. Next steps for the project include pavement markings, DMS Signs, and Speed Feedback signs.

Existing Land Use

Much of the existing land use along the U.S. 83 corridor is unincorporated land governed by the associated County. Land in these areas is primarily utilized for agriculture use. This reflects the rural characteristics of the corridor serving in a variety of rural freight activities including the manufacturing or distribution of agriculture, energy, and livestock. Agricultural land use refers to land that is occupied and used for farmland/crop or pasture/rangeland activities.

Demographics

To better analyze the corridor, a one-mile buffer was used to examine a variety of socioeconomic factors and demographics. The team relied on data from the 2021-2022 American Community Survey (ACS) 5-Year Estimates as well as the 2020 Decennial Census. Once the data was collected, demographic differences across cities and counties were able to be identified and used to evaluate any potential impacts on the communities.

The study area has a population of 43,363, with a median age of 33 and a median household income of $50,425. The corridor shares similar demographic and transportation characteristics with comparable cities, towns, and counties in the surrounding region. Driving alone remains the primary commuting method, with 79 percent of residents opting for this mode. In contrast, 2 percent of residents walk to work, and 4 percent work from home, figures consistent with trends seen in other areas. Some locations, such as Scott City (Scott County), Oakley (Logan County), and Oberlin (Decatur County), report higher rates of walking to work. Households along the corridor spend an average of $8,289 annually on transportation—approximately $1,800 less than the average Kansas household. Additionally, residents along the U.S. 83 corridor work from home at half the rate of Kansas households. Table 1 shows a summary of the demographic and transportation characteristics of the U.S. 83 corridor in comparison to the state of Kansas.

Table 1 - Demographic Comparison of the U.S. 83 Corridor and the state of Kansas

Demographic	U.S. 83 Corridor	Kansas
Population	43,363	2,937,880
Median Age	33	37.4
Median Household Income	$50,425	$69,747
Average Transportation Cost per Year	$8,289	$10,166
Zero Vehicle Households	5%	5%
Drove Alone to Work Rate	79%	79%
Work-from-Home Rate	4%	8%
Walked-to-Work Rate	2%	2%

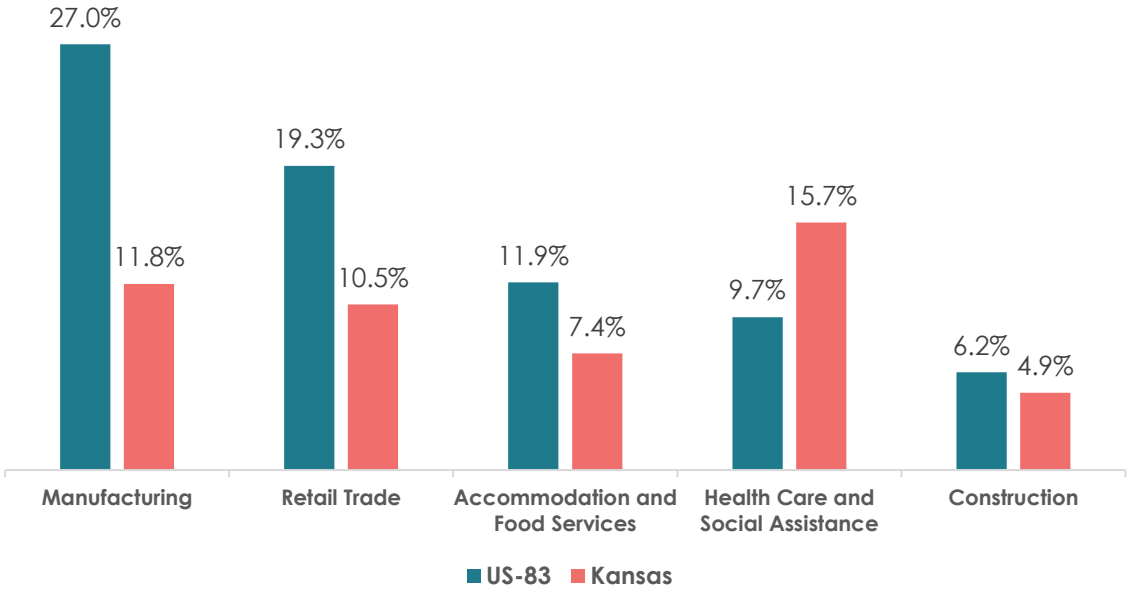
NAICS Analysis

The North American Industry Classification System (NAICS) is a standard employed by federal statistical agencies to categorize business establishments. An analysis using NAICS was performed to provide a comparative overview of industry sectors along the U.S. 83 corridor and across the state of Kansas (Figure 2). The U.S. 83 corridor is notably dominated by Manufacturing, which accounts for 27 percent of the industry distribution compared with about 12 percent statewide. This is largely due to the corridor's emphasis on freight and distribution activities, supported by numerous local dairy and meat operations, as well as agriculture and livestock farms. The presence of these industries contributes to the corridor's role in facilitating agricultural and livestock product distribution.

Retail Trade is the second-largest industry along U.S. 83, constituting of 19.3 percent of the local economy, while Accommodation and Food Services represents 11.9 percent of the industry

landscape. Retail Trade in Kansas accounts for 10.5 percent of the state's industry distribution, slightly lower than in the U.S. 83 corridor. In contrast, Kansas's industry distribution is led by Health Care and Social Assistance at 15.7 percent whereas along U.S. 83 that share is only 9.7 percent.

Figure 2 - U.S. 83 vs State of Kansas Industry Breakdown



Roadway Conditions

Data provided by KDOT was utilized to evaluate conditions throughout the U.S. 83 corridor. Part of this process included inventorying a variety of roadway elements such as guardrails, signage, auxiliary lanes, along with other variables. Establishing a holistic view of the corridor and the factors that impact safety was done to identify appropriate recommendations for achieving the goals of the Safe Streets for All program. This section provides a general overview of the data analyzed and the most relevant findings.

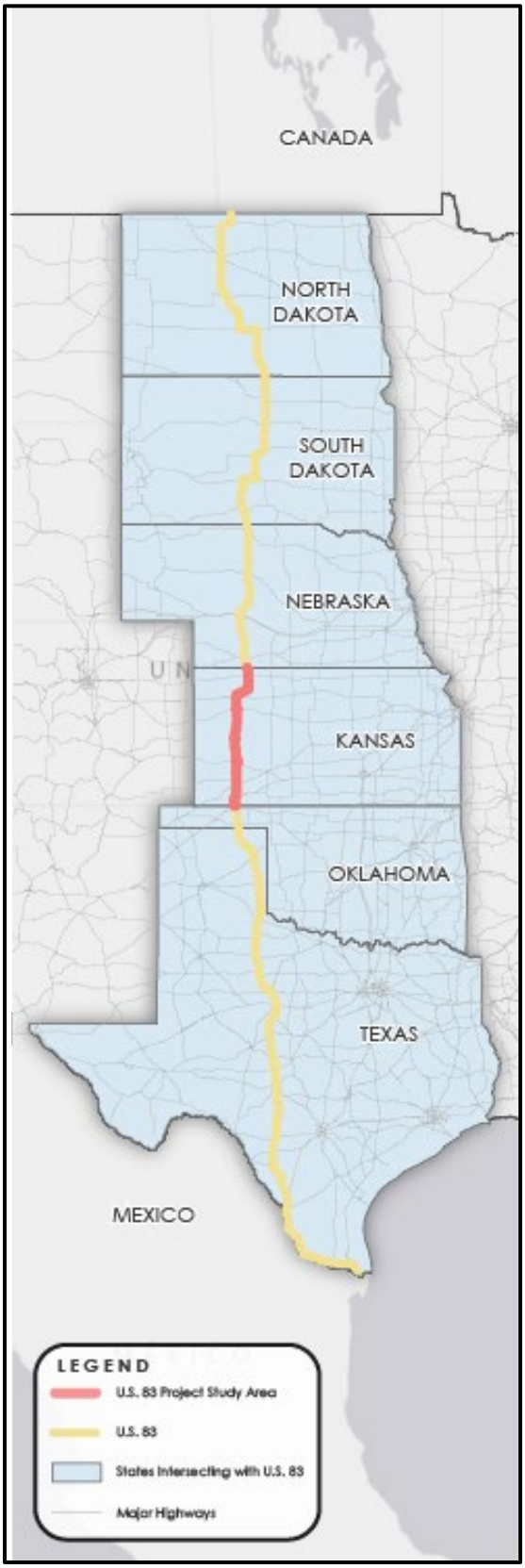
Functional Classification

U.S. 83 stretches from the southern tip of Texas in the south to the Canadian border in the north (Figure 3). However, each state is responsible for the maintenance and management of the sections of U.S. Highways that run through their jurisdiction. KDOT manages and maintains the portion in Kansas.

According to KDOT, U.S. 83 is classified as a principal arterial throughout the whole corridor. KDOT defines a principal arterial as a route providing a high degree of mobility with long distance travel and limited access. U.S. 83 mainly serves as a north-south connection to Nebraska-Oklahoma and sees a lot of traveling and truck volume.

KDOT also classifies U.S. 83 as a Class B route according to the Kansas State Highway Classification System. Class B routes are statewide and interstate corridors typically with distinct trip movements with consistent traffic volumes. These routes often include significant out-of-state and long-haul freight use.

Figure 3 - U.S. 83 Corridor from Mexico to Canada



Traffic Conditions

Existing Traffic

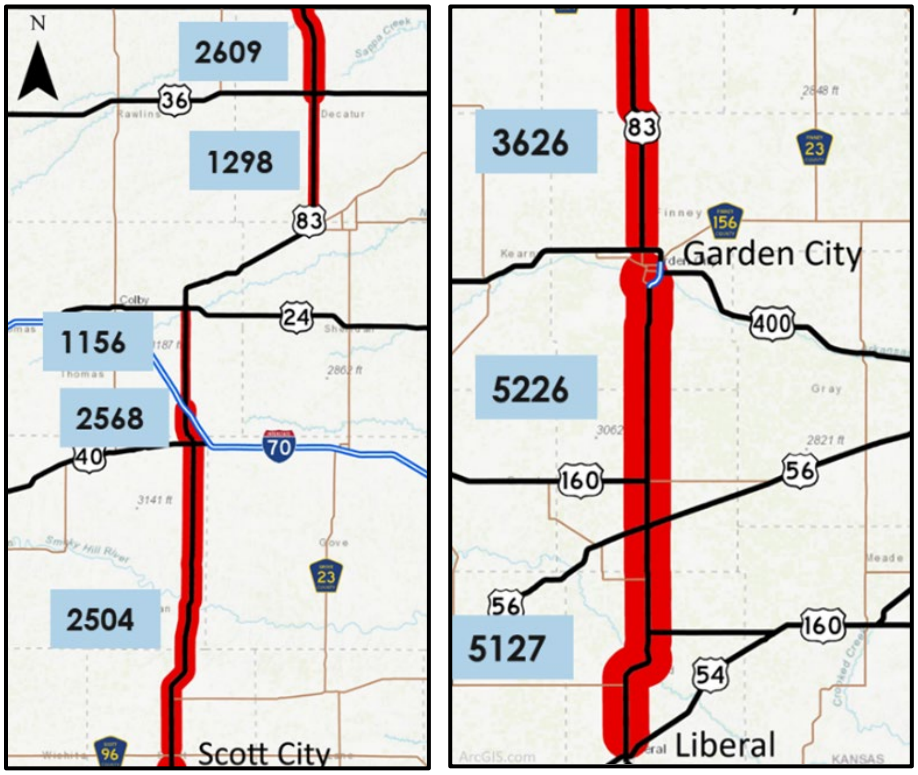
Turning movement count data was collected and reviewed for five of U.S. 83's at-grade intersections. The intersections were:

- U.S. 83 & U.S. 36/West Frontier Parkway - Oberlin
- U.S. 83 & U.S. 40 - Oakley
- U.S. 83 & K-96/5th Street – Scott City
- U.S. 83 & Schulman Avenue – Garden City
- U.S. 83 & U.S. 54/Pancake Boulevard - Liberal

Average Annual Daily Traffic

Daily traffic counts were collected in four locations along the U.S. 83 corridor and Average Annual Daily Traffic (AADT) data was downloaded from StreetLight, shown in Figure 4. The average annual daily traffic on U.S. 83 varies from less than 1,200 vehicles per day north of I-70, to more than 5,200 near Garden City. The current two-lane roadway configuration is adequate to handle these volumes, but users frequently experience delays due to the high level of semi-truck traffic which accounts for nearly 25 percent of the daily traffic volume. Another factor is the corridor's span connecting communities from Canada to Texas, as well as the unique characteristic of being an overpass-free highway. The latter makes U.S. 83 an appealing route for the transporting of wind turbine parts, components for the SpaceX corporation, and other oversized loads that can disrupt typical operations.

Figure 4 - U.S. 83 Corridor AADT



Speed Analysis

The posted speed limit varies along U.S. 83 as the highway passes in and out of developed areas with the speed limit sitting at 65 mph outside of cities. Vehicle speed data was collected in four locations along U.S. 83 summarized in Table 2. The 85th percentile speed is a measurement of the speed that 85% of vehicles are traveling at or below and is used as a factor in determining speed limits.

Table 2 - U.S. 83 Speed Data Analysis

U.S. 83 Speed Analysis	Posted Speed Limit (mph)	Northbound 85th Percentile (mph)	Southbound 85th Percentile(mph)	Both Directions AADT
1 – U.S. 83 near Plymell, KS, South of Garden City	65	68.6	74.6	5,410
2 – U.S. 83 near Tennis Road, 13 miles north of Garden City	65	Over 75 mph	Over 75 mph	4,060
3 – U.S. 83 just south of Oakley, KS	65	Over 75 mph	Over 75 mph	2, 580
4 – U.S. 83 just south of Oberlin	65	60.8	63.2	1,315

Traffic Flow and Passing Lane Warrants

Passing lanes were identified as the Preferred Alternative for U.S. 83 in the U.S. 83 Projects Identification & Needs Study. There were eight locations identified for passing lanes from Sublette, KS to Scott City, KS, shown in Figure 5.

Utilizing both AADT data collected in the field and from StreetLight, segments of U.S. 83 were evaluated for traffic flow and need for any additional passing lanes using the Highway Capacity Software (HCS) Two-lane highway facility analysis. Table 3 summarizes the results of the analysis using follower density - a measurement of the number of vehicles in a *follower state* (any vehicle with a headway equal to or less than 2.5 seconds) per mile, per lane. Any follower density less than 2.0 followers per mile per lane would result in free-flowing traffic conditions. The analysis finds that traffic is in free-flowing conditions for the analyzed areas and does not require any additional passing lanes.

Figure 5 - Identified Passing Lane Locations on U.S. 83 from U.S. 83 Projects Identification & Needs Study (Page 37)

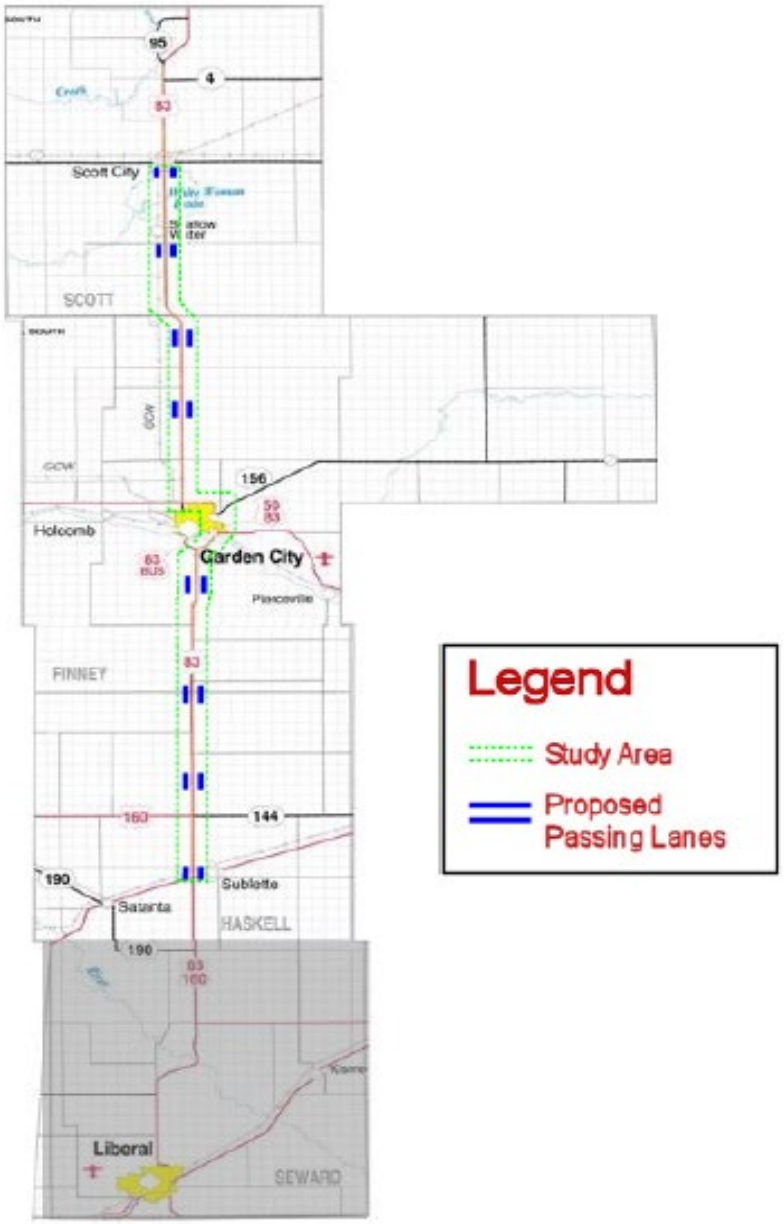


Table 3 - U.S. 83 Traffic Flow Analysis Results

U.S. 83 Traffic Flow Analysis (north to south)	PM Peak Hour Traffic Volumes		Follower Density (followers/mile/lane)	
	NB	SB	NB	SB
U.S. 83 – Nebraska State Line to Morgan Drive (north of Oberlin)	90	115	0.2	0.3
U.S. 83 – CR-334 to K-383	53	39	0.1	0.1
U.S. 83 – US-24 to I-70 Interchange	46	43	0.1	0.1
U.S. 83 – I-70 Interchange to 8th Street	109	111	0.5	0.5
U.S. 83 – US-40 to Road 160 (north of Scott City)	70	93	0.2	0.3
U.S. 83 – Road 130 to Rodkey Road (north of Garden City)	130	152	0.6	0.7
U.S. 83 – U.S. 83 Business route interchange (south of Garden City) to US-56 (Sublette, KS)	243	186	1.3	0.7
U.S. 83 – Kansas Avenue (Liberal, KS)	215	207	1.1	1.0

Roadway Inventory

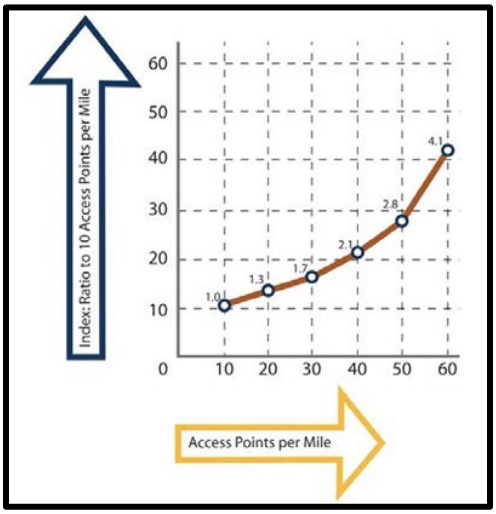
Other factors impact the safety of transportation system users. Throughout the crash analysis process, locations of high crash volumes were continually analyzed to identify contributing factors to address in the Safety Action Plan. The components shown in this section were discussed in Task Force meetings but are in no way a comprehensive summary of the items examined or the only factors that affect roadway safety.

Access Management and Driveway Density

Corridors that manage to create a balance between the convenient flow of people, vehicles, and freight while maintaining safe access to adjacent uses like neighborhoods and businesses have fewer crashes and opportunities for conflicts between users. The impact of failing to implement corridor access management strategies can result in higher crash rates and less convenient flow for users and their destinations.

Examples from Oakley and Oberlin show how drastically driveway densities can vary along the U.S. 83 corridor. Per the KDOT Access Management Policy, January 2013 – *"National research consistently*

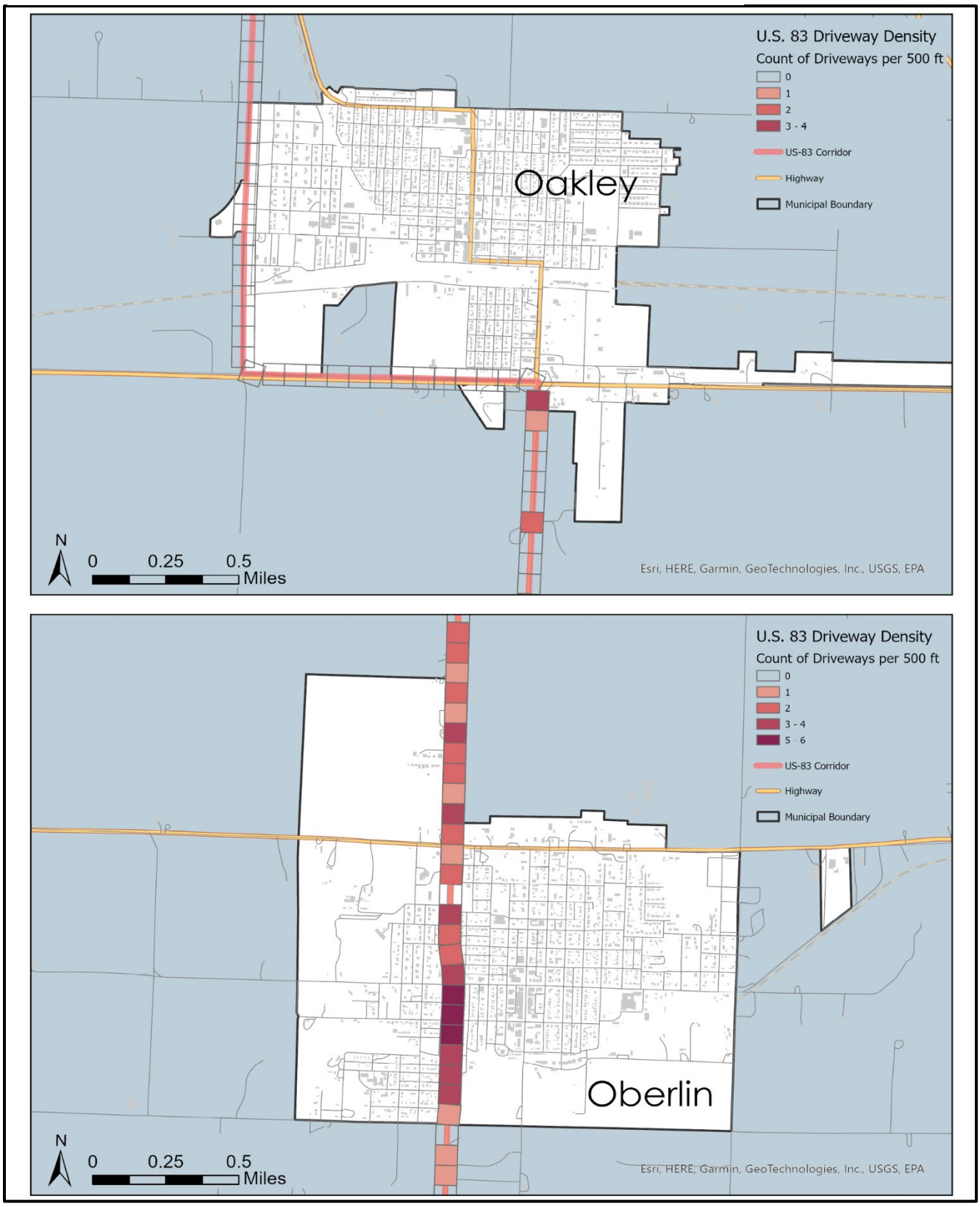
Figure 6 - KDOT Impacts of Access management



*concludes that as the number of access points increases, the number of crashes increases. …the relative increase in crash rates as the total driveway density increases. Increasing the number of access points from 20 to 50 per mile will double the crash rate (*Figure 6*)*."

In Oakley, the density of driveways is very low, with only one location registering 3-4 driveways in a 500-foot segment (Figure 7.). Oberlin, where U.S. 83 bisects the community, the densities are greater south of Highway 36 where there is a concentration of 3-6 driveways per 500 feet (Figure 7). This location in Oberlin would meet the 20 to 50 driveways per mile threshold described by KDOT.

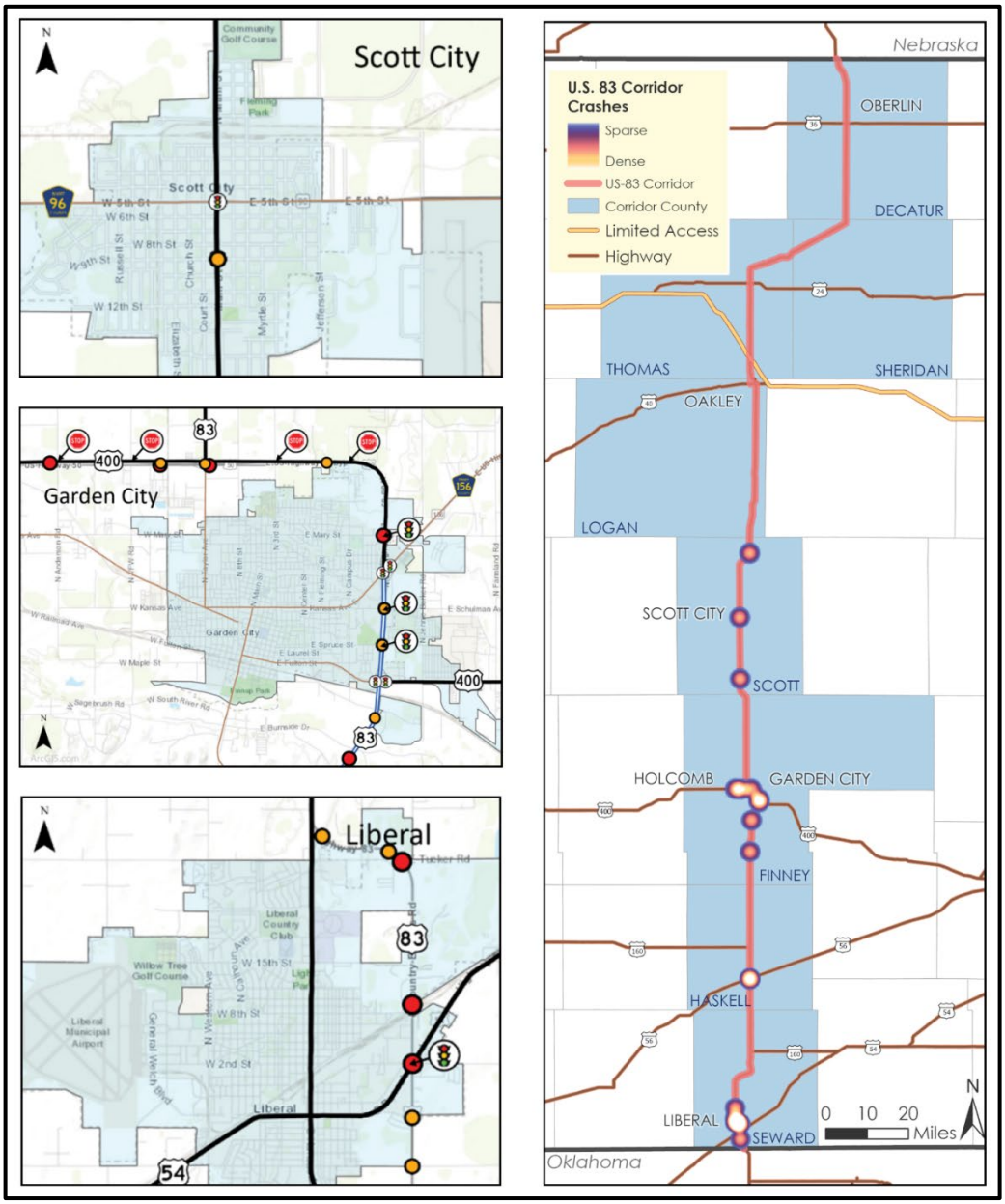
Figure 7 - Oberlin and Oakley Driveway Density Maps



Urban Intersections

Crashes occurring at intersections was the second most frequent crash type along the U.S. 83 corridor with 239 occurrences between 2018-2022. Of the 239 crashes, 11 resulted in serious injury and eight were fatal. A heat map of intersection crashes along the corridor as well as examples from Scott City, Garden City, and Liberal are provided in Figure 8.

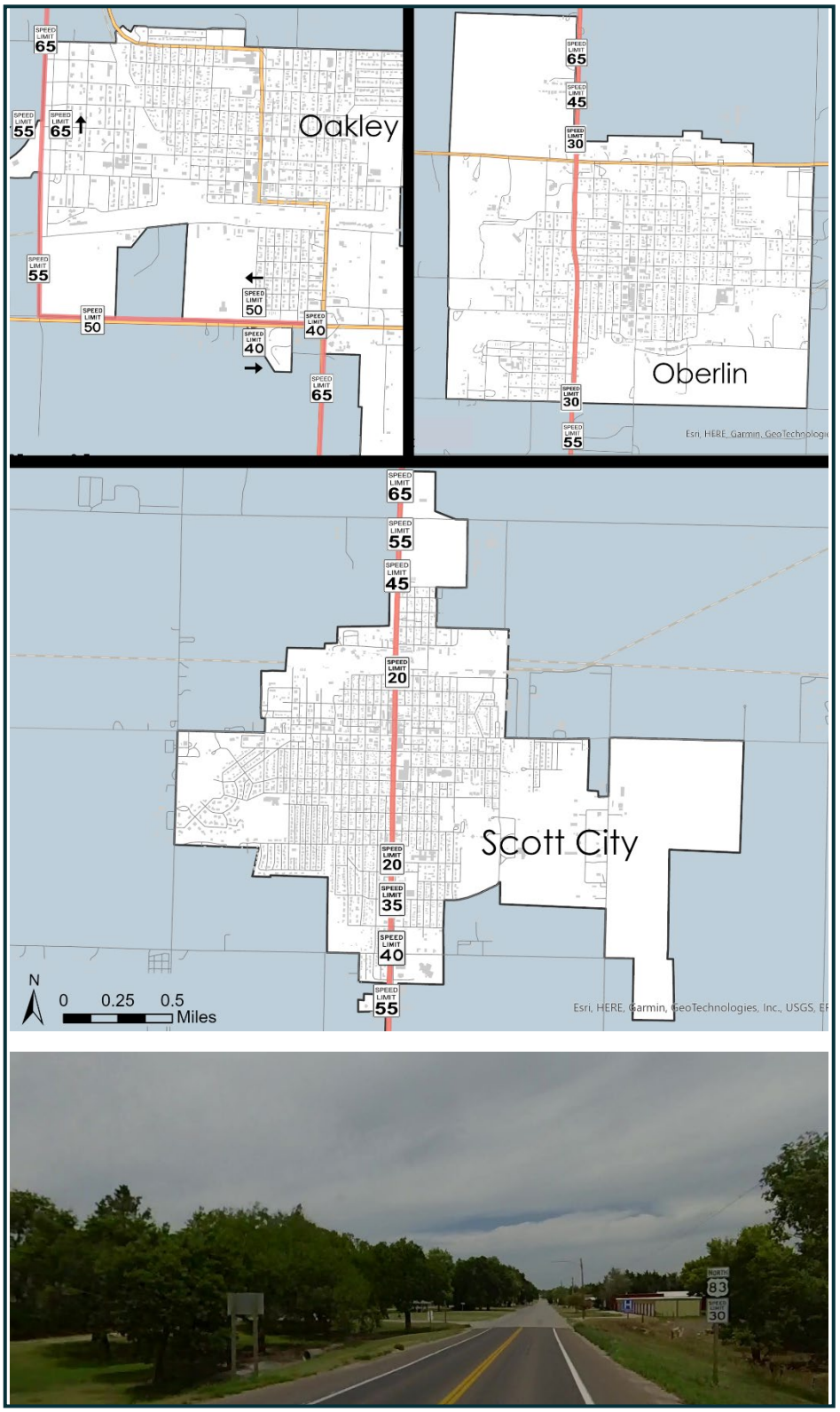
Figure 8 - Intersection KSI Crashes along U.S. 83



Speed Limits

Speed limits remain largely unchanged from 65 mph for much of the U.S. 83 corridor. The exception being when the highway intersects cities. In locations where the highway first enters a corridor city, the speed limit quickly changes from the typical 65 mph to 30-45 mph, in some instances where the highway intersects downtown, the reduced speed can reach 20 mph. These locations of drastic speed change can create dangerous conflicts between vehicles travelling at highway speeds and the local traffic complying with the posted speed limits. At some locations, there are no differences in the roadway to cause vehicles to slow down. For example, in Oberlin, where U.S. 83 enters the south side of the city, the speed limit changes from 55 mph to 30 mph with no difference in pavement width or striping. Signage is the only indicator a driver is provided to slow down. Figure 9 illustrates some examples of these speed limit transitions and lack of roadway configuration changes.

Figure 9 - Speed Limits along U.S. 83 and transition in Scott City



Auxiliary Lanes

Auxiliary lanes are extra lanes mainly designed to connect entrance and exit ramps on highways and interstates (Figure 11). On U.S. 83, however, these lanes are more commonly used as turn lanes or to allow vehicles to pass those making left turns. An analysis of the existing auxiliary lanes on U.S. 83 identified several areas with geometric deficiencies. KDOT considers auxiliary lanes to be deficient if they do not meet one of three criteria: length of taper, length of acceleration/deceleration lane, or length vehicle storage. The largest concentration of these deficiencies is near Garden City, with a smaller cluster located near Liberal. Figure 10 illustrates the locations of the lanes found to have these issues.

Figure 11 - Auxiliary Lane Definition

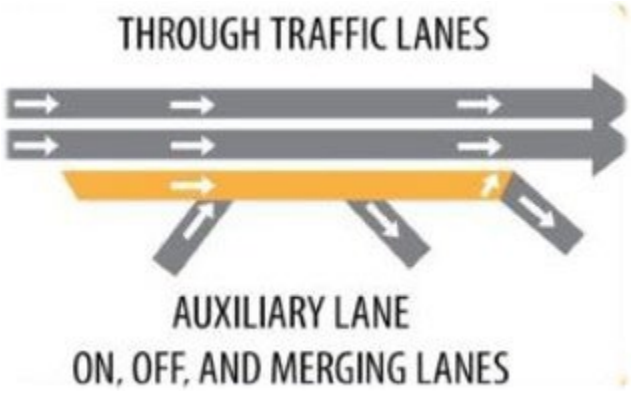
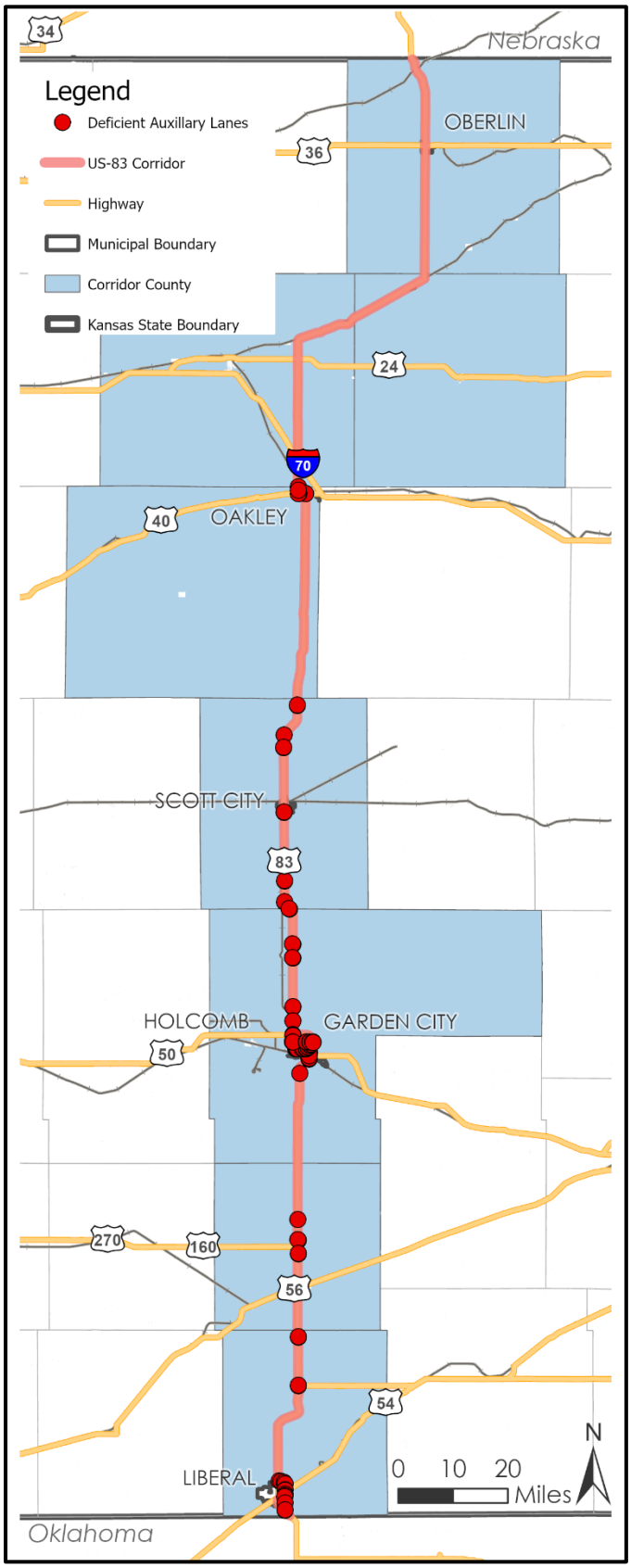


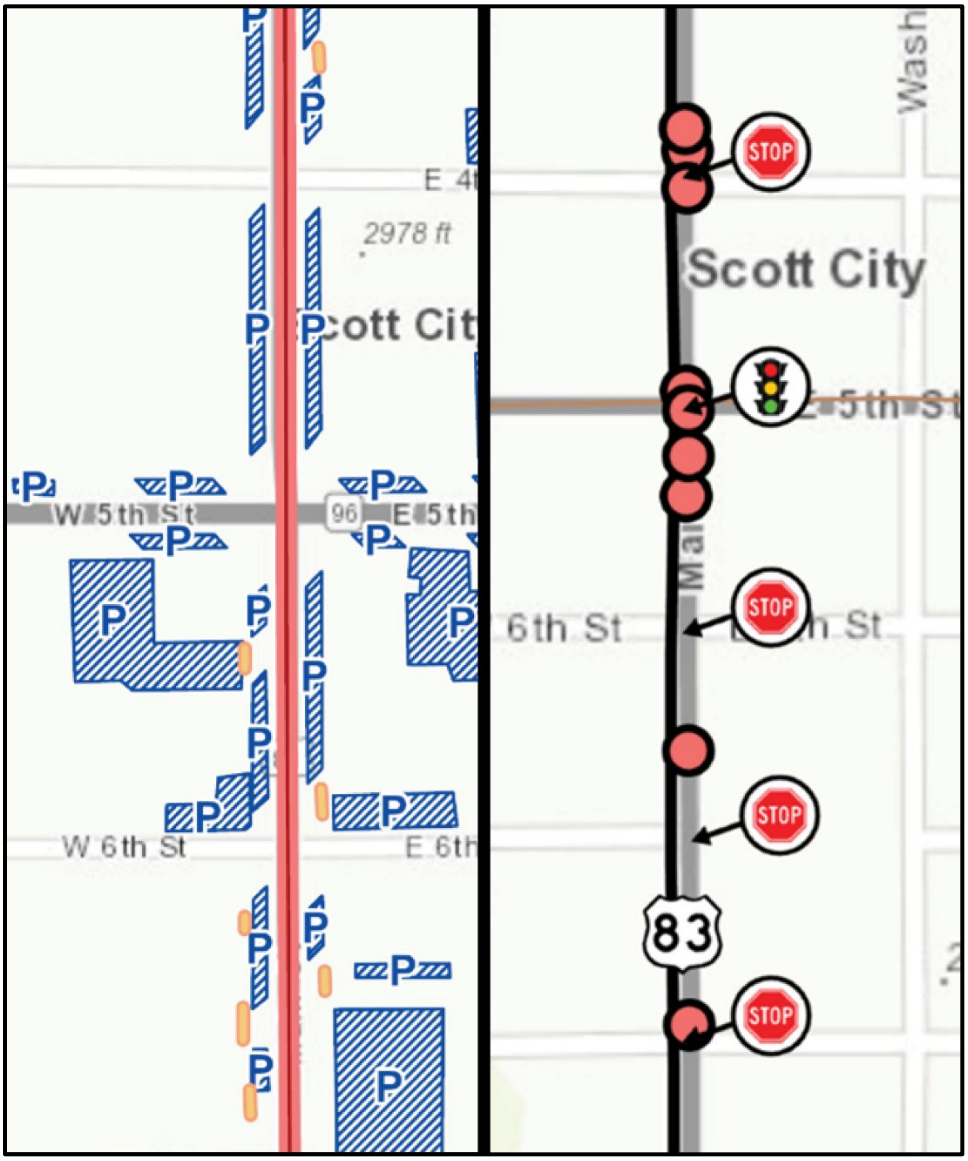
Figure 10 - Map of Deficient Auxiliary Lanes along U.S. 83



Parking

Parking, whether on-street, surface lots, or structured garages can have multiple effects on roadway safety. While on-street parking provides several positive benefits, such as being a physical barrier between pedestrians and vehicular traffic and reducing vehicle speeds, it can also obstruct the drivers' views of pedestrians, especially children. For surface parking, other issues impact the safety of not only motorists, but also VRUs. Access points, circulation patterns, and narrowed views when exiting spaces in surface parking lots can create additional conflicts between vehicles and other users, this is especially prominent if the lot is not designed with sufficient pedestrian infrastructure. In Scott City, the intersection near U.S. 83 and E 5th Street averages two crashes involving legally parked vehicles per year. Figure 12 illustrates the amount of parking that exists near the intersection on the left, while the right shows the locations of crashes involving parked vehicles.

Figure 12 - Parking Locations in Scott City vs Locations of Parked Motor Vehicle Crashes



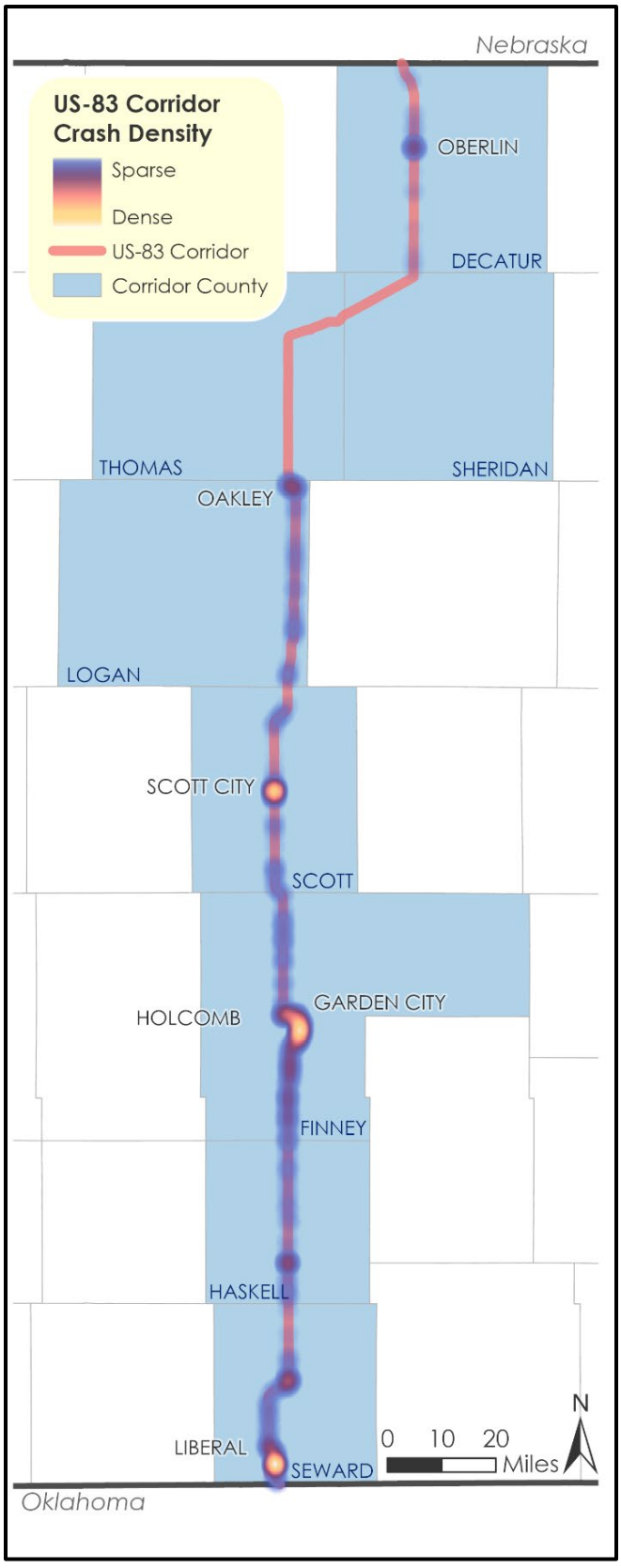
General Safety Data

Five-year crash data from 2018 to 2022 was used to evaluate crash trends along the U.S. 83 corridor. The results of this analysis identified hot spots of crash activity, determined the most common crash types, and established the emphasis areas that will be used to draft countermeasures and strategies for mitigating risks and addressing crash trends.

Crash Summary

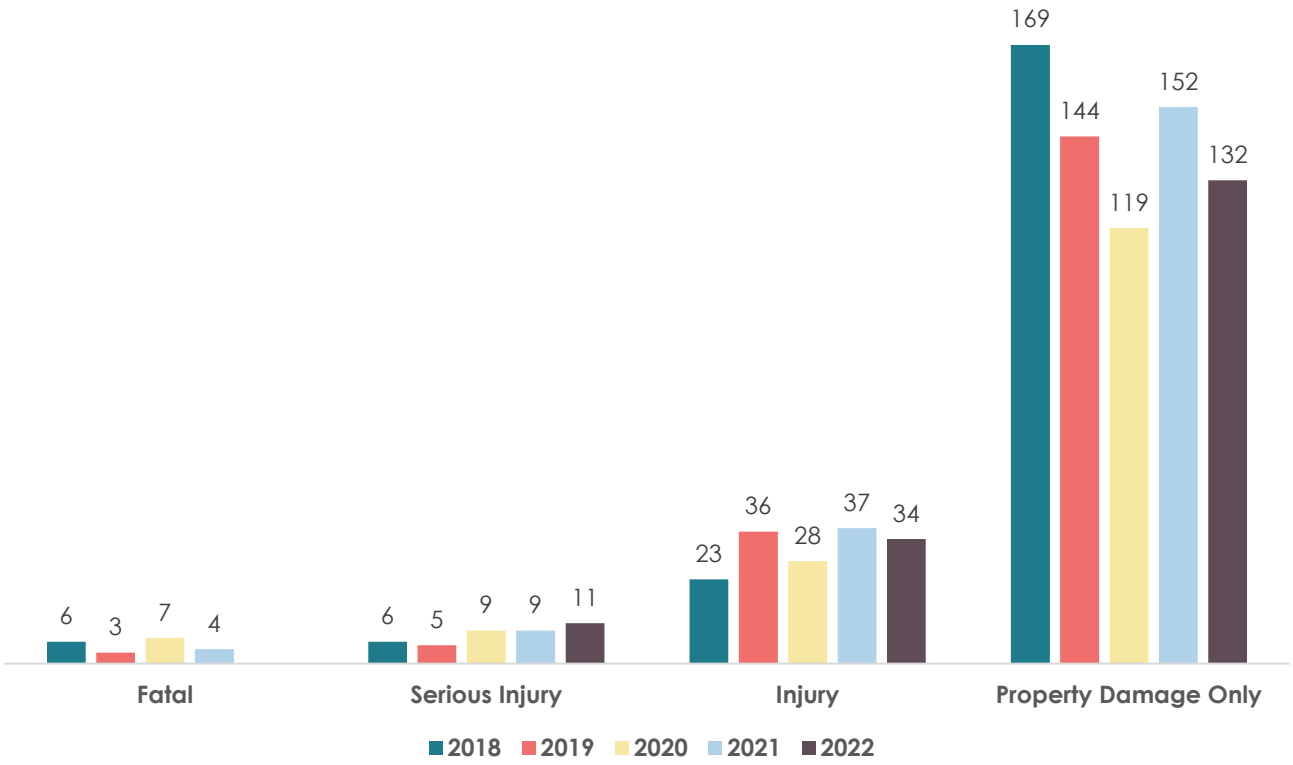
934 crashes occurred on U.S. 83 between 2018-2022 (Figure 13). This same timeframe was used to evaluate crash trends encompassing Killed or Severely Injured (KSI) crashes, other injury crashes, and property damage-only crashes. The data used was collected and provided by KDOT. Crash points were tied to roadway segments using a 200-foot buffer on each side of the corridor, capturing crashes on intersecting local roads as well.

Figure 13 – U.S. 83 Crash Map (all crashes)



Crash trends on U.S. 83 show a general decline from 2019 to 2020, with a spike in 2021, followed again by a decrease in 2022 (Figure 14). Property damage-only crashes represent the majority of crashes, followed by other injury crashes and KSI crashes. The highest volume of crashes occurred in 2018, while 2020 recorded the lowest number. Over the five-year period, there were 60 KSI crashes, comprising 20 fatalities (2.1%) and 40 serious injury crashes (4.2%t). In total, 6.4 percent of all crashes resulted in either fatalities or serious injuries.

Figure 14 - U.S. 83 All Crash Breakdown



Crash Severity

Crash severity ranges from the least severe type (property damage only), to the most severe (Fatal) along the KABCO scale (Figure 16). The most common form of crash analysis focuses on the top 2 categories of Fatal and Serious Injury Crashes. These two crash types are also defined as Killed or Severely Injured (KSI).

Figure 16 - Injury Severity Scale

KABCO Scale (Injury Severity)	
Fatal	K
Incapacitating Injury	A
Non-incapacitating Injury	B
Possible Injury	C
Property Damage Only	O

Fatal and Serious Injury Crashes

Over the five-year period, U.S. 83 saw fluctuating fatal crashes, peaking in 2020. Fatal crashes then decreased to four in 2021 and fell to zero in 2022. Most of these crashes occurred in Liberal and Garden City (Figure 15).

U.S. 83 has experienced a higher frequency of serious injury crashes compared to fatal crashes in the same years. Since 2019, there has been an upward trend in serious injury crashes, with the majority occurring in Liberal and Garden City (Figure 17).

Figure 15 - KSI Crash Map 2018-2022

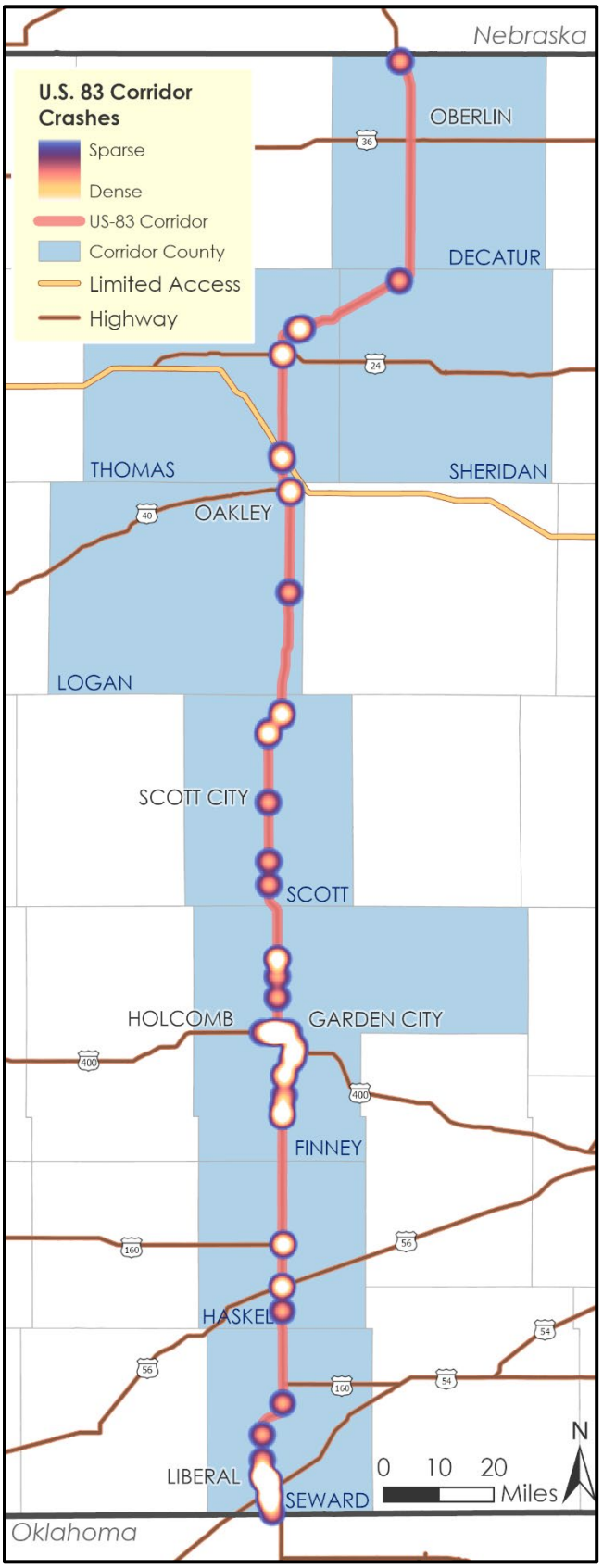
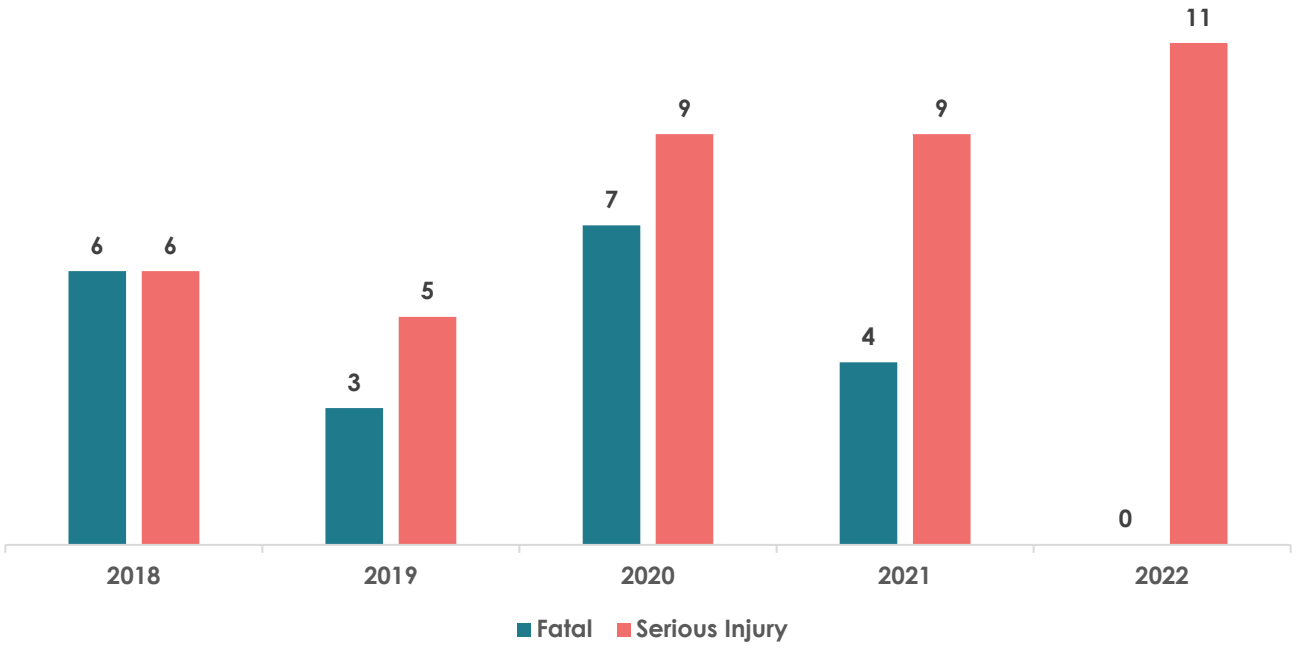


Figure 17 - U.S. 83 KSI Crashes by Year



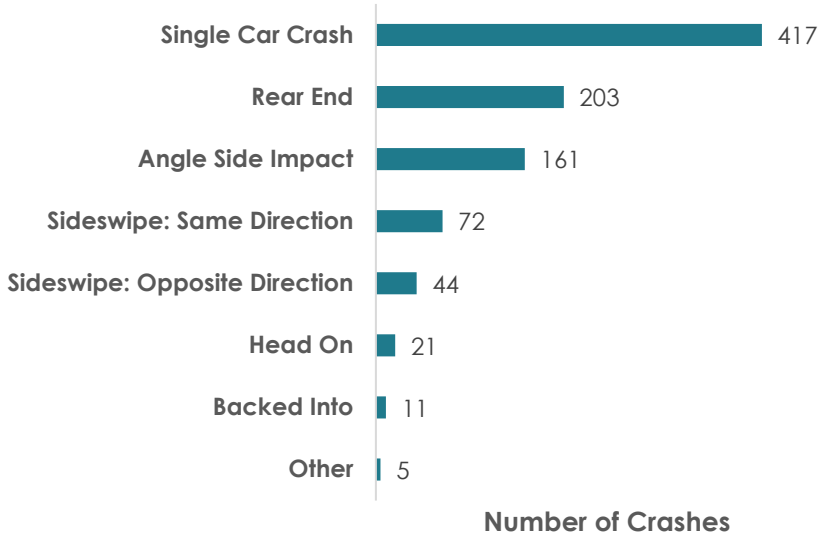
Crash History Analysis

Crashes by Crash Type

Crash data was analyzed to identify the leading collision types, influencing factors, and risks.

Single-car crashes are the most common type of car crash on the U.S. 83 corridor, accounting for 44 percent of all collisions (Figure 18). KSI crashes account for 6 percent of all crashes, with angle-side impact crashes being the most frequent of KSI severity (Figure 20). Targeted safety measures to address angle-side swipe and rear end crashes will have the most significant impact on reducing serious injuries and fatalities.

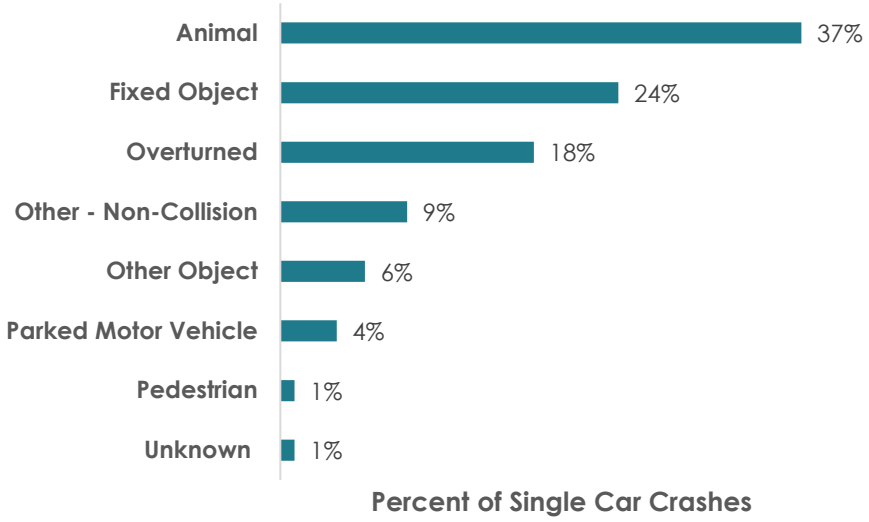
Figure 18 - U.S. 83 Single Car Crashes by Type



Single Car Crashes

Single car crashes refer to crashes where only one vehicle is involved, resulting from a variety of circumstances and contributing factors such as driver error, weather conditions, or mechanical failures. Among single-car crashes, animal-related crashes are the most common, accounting for 37 percent of all instances. However, no animal-related crashes have resulted in KSI outcomes. For KSI crashes involving single-car crashes, overturned vehicles are the most frequent, with 11 recorded crashes. Overall, single-car crashes represent 3 percent of KSI crashes. The majority of single-car crashes, 84 percent, result in property damage only.

Figure 19 - U.S. 83 Single Car Crashes by Type



Head On Crashes

Head-on crashes occur when the front ends of two vehicles collide directly, typically due to lane encroachment or driver error. Of all head-on crashes, 20 percent are fatal, and 25

percent involve serious injuries. Head-on crashes make up 21 percent of the total classified as KSI severity.

Angle Side Impact Crashes

Angle-side impact crashes are defined as the front-end of a vehicle striking the side of another vehicle at an angle. These typically occur at an intersection or when changing lanes. Angle-side impact crashes account for 40 percent of fatal crashes and 48 percent of serious injury crashes. This crash type results in the greatest number of fatal and serious injury crashes.

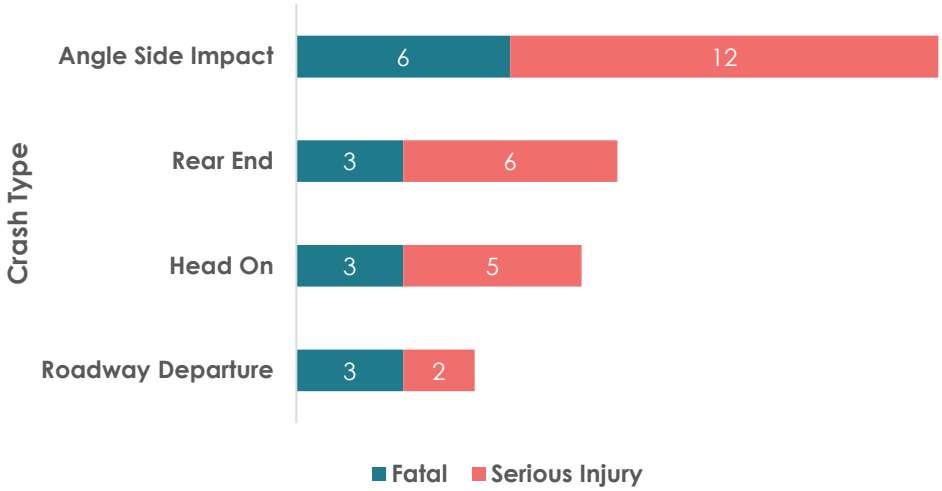
Rear End Crashes

Rear-end crashes occur when the front of one vehicle collides with the rear of another vehicle, whether stationary or moving, typically due to driver inattention or sudden stops. Rear end crashes account for 20 percent of fatal crashes and 24 percent of serious injury crashes.

Roadway Departure Crashes

Offroad crashes are defined as when a vehicle leaves the roadway and crashes into terrain, objects, or structures outside roadway limits, often due to loss of control, driver error, or adverse conditions. Overall, 20 percent of fatal crashes and 5 percent of serious injury crashes are offroad related.

Figure 20 - KSI Crashes by Type



Crashes by Location

Data from 2018 to 2022 was analyzed to map crash locations and pinpoint high-risk areas and contributing factors. Identifying these high-risk areas and factors was used to develop effective safety measures and targeted interventions that will improve safety along the corridor.

Urban vs Rural

The KSI crash rates for urban versus rural areas along the U.S. 83 corridor were determined by comparing crash locations with city limits to crash locations in unincorporated county areas (Table 4). Given the predominantly rural nature of the corridor, a significantly higher percentage of KSI crashes occurred in rural areas (91.67%) compared to urban areas (8.33%). In total, 90 percent of fatal crashes and 92.5 percent of serious injury crashes on the U.S. 83 corridor between 2018 and 2022 took place in rural areas.

Table 4 - U.S. 83 Crashes in Urban vs Rural Areas

Crash Location	Fatal		Serious Injury		Total KSI	
	Count	Percentage	Count	Percentage	Count	Percentage
Urban Area	2	10%	3	7.5%	5	8.33%
Rural Area	18	90%	37	92.5%	55	91.67%
All Crashes	20	100%	40	100%	60	100%

State vs Local Road

U.S. 83 is categorized as a state roadway. Since most of the roadway in the analysis was state roads, the majority (90%) of fatal crashes and (77.5%) of serious injury crashes occurred on state roads (Table 5). However, given the relatively small number of local roads captured in the analysis, the KSI crash numbers were higher than expected. The result of this analysis highlights the need to improve safety at intersections along the U.S. 83 corridor.

Table 5 - U.S. 83 Crashes on State vs Local Roadways

Crash Location	Fatal		Serious Injury		Total KSI	
	Count	Percentage	Count	Percentage	Count	Percentage
State Road	18	90%	31	77.5%	49	81.67%
Local Road	2	10%	9	22.5%	11	18.33%
All Crashes	20	100%	40	100%	60	100%

Crashes in Disadvantaged Areas

Several census tracts in Seward, Haskell, and Finney Counties have been identified as disadvantaged by the Climate and Economic Justice Screening Tool (CEJEST) (Figure 21). Census Tracts in these counties qualified for disadvantaged status under the following categories:

Seward

- Climate change
- Legacy pollution
- Workforce development
- Water and wastewater

Haskell

- Housing
- Legacy pollution

Finney

- Workforce development
- Water and wastewater
- Climate change
- Legacy pollution

An analysis was conducted to compare crash locations with these disadvantaged areas to determine if a higher proportion of crashes occurred in these areas compared to non-disadvantaged areas (Table 6). Approximately 18.8 percent of the corridor is classified as disadvantaged. Between 2018 and 2022, disadvantaged areas experienced 5 fatal crashes (25%) and 11 serious injury crashes (27.5%). Overall, **26.67 percent of all KSI** crashes occurred in disadvantaged areas during this period, suggesting that a greater proportion of KSI crashes happened in disadvantaged areas.

Figure 21 – Map of U.S. 83 KSI Crashes Located in Equity Areas

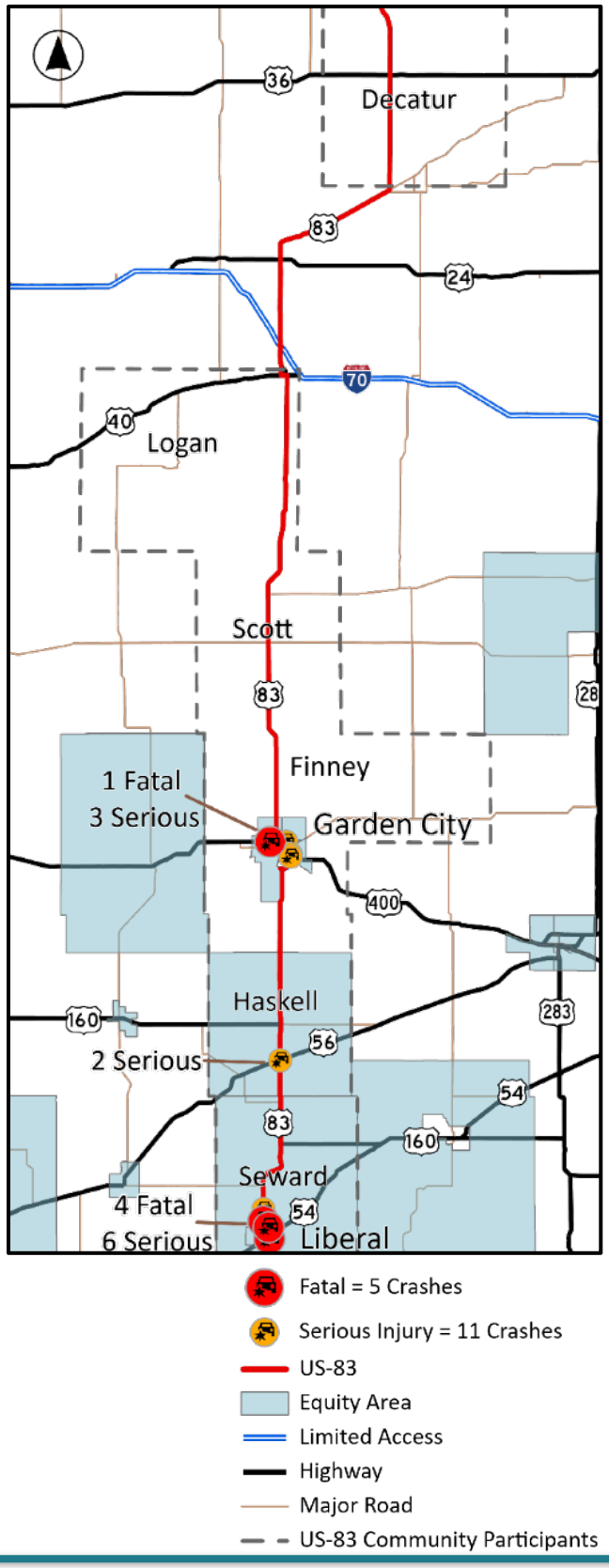


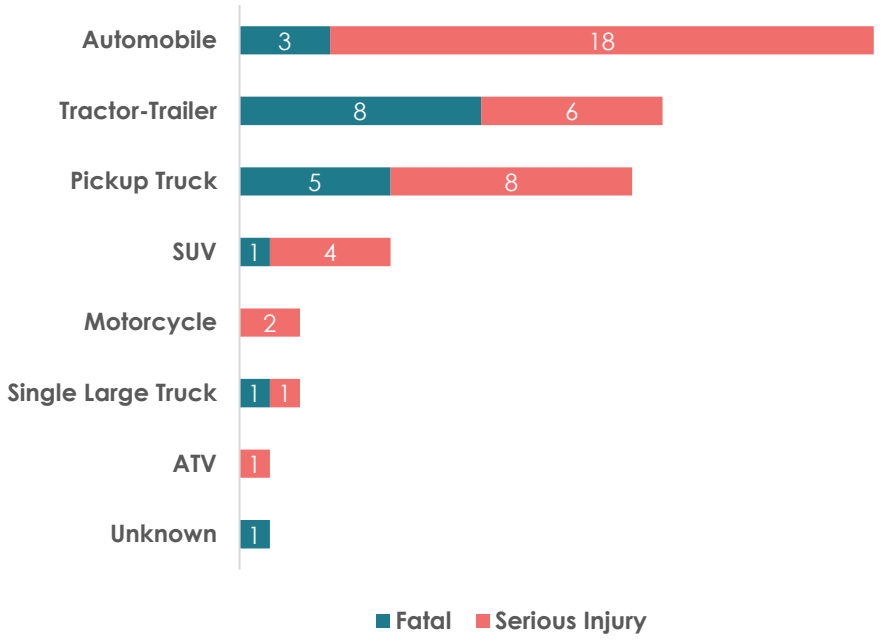
Table 6 - U.S. 83 Equity vs Non-Equity Area Crashes

Crash Location	Fatal		Serious Injury		Total KSI	
	Count	Percentage	Count	Percentage	Count	Percentage
Equity Area	5	25%	11	27.5%	16	26.67%
Non-Equity Area	15	75%	29	72.5%	44	73.33%
All Crashes	20	100%	40	100%	60	100%

Crashes by Mode

The most common fatal and serious injury crashes by mode of transportation, as seen in Figure 22 include automobiles (21 crashes), tractor-trailers (14), and pickup trucks (13). Automobiles road users accounted for about 1/3 of all fatal and serious injuries resulting from crashes. Tractor-trailers were the most common road user experiencing fatal injuries (8). U.S. 83 is a truck route and sees a lot of tractor-trailer traffic, so more tractor-trailer involved crashes are expected.

Figure 22 - U.S. 83 KSI Crashes by Mode



Vulnerable Road Users

Vulnerable Road Users (VRU) are generally defined by KDOT as any road user including pedestrians, bicyclists, individuals using mobility aids, and other non-motorized road users who are at greater risk of injury or death in a traffic environment compared to motor vehicles. KDOT's focus on VRU aligns with the Vision Zero and Safe System Approach to create safer road environments for all users through appropriate safety measures and infrastructure improvements.

KDOT completed a Vulnerable Road User Safety Assessment (VRUSA) in 2023 that implements a Safe System Approach through a systematic data-driven safety analysis that uses High Injury Network (HIN), High-Risk Network (HRN), and other data to effectively and efficiently identify safety risks for VRUs, appropriate measures, and support local agencies in addressing VRU safety.

Table 7 summarizes the vulnerable road user involved crashes along U.S. 83. Since U.S. 83 is a state highway, vulnerable road users like bicyclists and pedestrians don't typically travel along the roadway. The VRU crashes during this period occurred close to populated areas of the corridor, specifically Garden City and Scott City (Figure 23).

Figure 23 – U.S. 83 VRU Crash Map

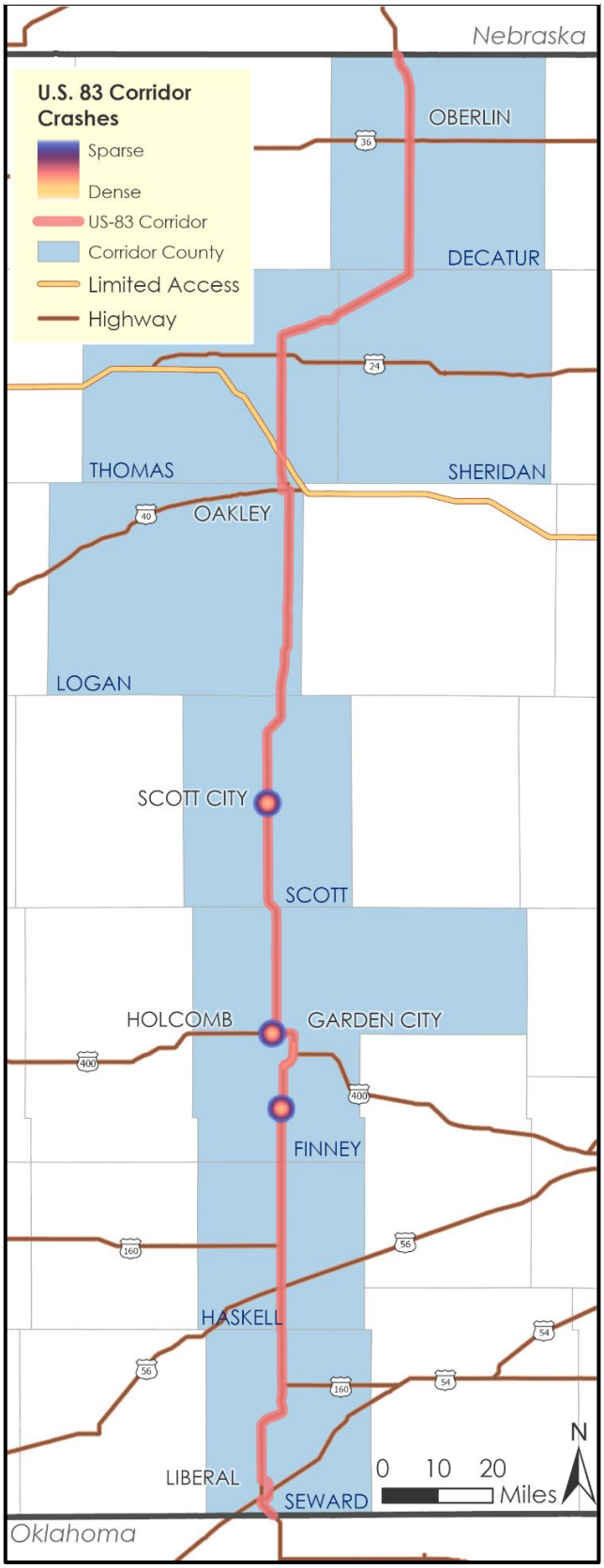


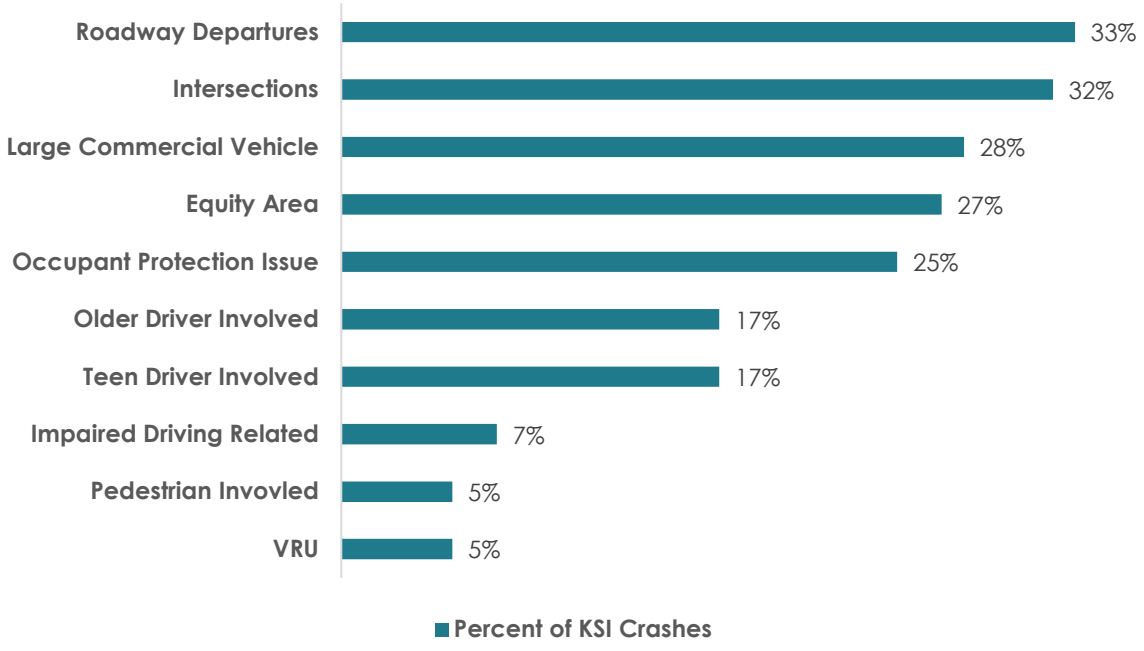
Table 7 - Vulnerable Road User Involved Crashes on U.S. 83

Vulnerable Road Users	Fatal		Serious Injury		Total KSI	
	Count	Percentage	Count	Percentage	Count	Percentage
Pedestrian Involved	2	10%	1	2.5%	3	5%
Bicycle Involved	0	0%	0	0%	0	0%
All Crashes	20	100%	40	100%	60	100%

Contributing Circumstances & Emphasis Areas

Contributing circumstances refer to specific factors or conditions that are identified as having played a role in causing or exacerbating a traffic crash. These circumstances can involve driver behavior, environmental conditions, vehicle conditions, or roadway features that contribute to the occurrence and severity of crashes. Emphasis areas expand on the contributing circumstances information by looking for other common associations in crash data. For example, once we know roadway departures are the most common contributor to KSI crashes, you look deeper to see if other common elements also exist, such as being within an equity area or involving a large commercial vehicle. Understanding the relationship between these contributing factors helps identify the specific traffic safety analysis and targeted interventions needed to reduce crashes and improve road safety. Figure 24 shows the percentage of all KABCO crashes that resulted in a KSI by contributing circumstance and/or emphasis area. For example, 5 percent of all KSI crashes were VRU related on U.S. 83 and 27 percent of KSI crashes occurred in an area determined to be disadvantaged.

Figure 24 - U.S. 83 KSI Crashes by Contributing Circumstance and/or Emphasis Area



Intersections

A significant portion of KSI crashes (19 crashes) occurred at intersections along U.S. 83. The majority of these crashes (16) took place in rural areas, highlighting the need for enhanced intersection safety measures in these regions. This could include the installation of additional traffic control devices, improved signage, and road design adjustments to minimize conflict points.

Roadway Departures

Roadway departures represent the leading contributing circumstance, with 20 KSI crashes recorded. Nearly all these crashes (18) occurred in rural counties, underscoring the need for interventions such as rumble strips, enhanced road edge delineation, and median barriers to prevent vehicles from leaving the travel lane.

Large Commercial Vehicles

Crashes involving large commercial vehicles were the third most common contributing circumstance, with 17 KSI crashes. These crashes predominantly occurred in rural areas (16), where commercial vehicles frequently operate. Safety measures, such as improved truck route planning, better enforcement of vehicle safety regulations, and driver education programs, could mitigate these risks.

Occupant Protection Issues

Occupant protection issues (the failure to use seatbelts) contributed to 15 KSI crashes. The data reveals a strong correlation between rural crashes and insufficient occupant protection (14 crashes), emphasizing the need for continued public education on seatbelt use and stricter enforcement of occupant safety laws.

Older Driver Involvement

Older drivers were involved in 10 KSI crashes, with 9 of these occurring in rural settings. Given the aging population, especially in rural areas, targeted interventions such as driver refresher courses and intersection design modifications could help reduce these crashes.

Teen Driver Involvement

Teen drivers contributed to 10 KSI crashes, all within rural counties. This suggests a need for ongoing education programs focused on young drivers, as well as initiatives that promote safe driving habits and experience-building in less risky environments.

Impaired Driving

Impaired driving was identified as a factor in 4 KSI crashes, with both urban (1 crash) and rural (3 crashes) settings affected. Strengthening DUI enforcement and public awareness campaigns could address this issue, particularly in rural areas where impaired driving appears more prevalent.

Vulnerable Road Users

Pedestrian-related KSI crashes were relatively rare, with 3 crashes recorded, and no KSI crashes involving cyclists. However, even a small number of such crashes can be severe due to the vulnerability of these road users. Enhancing pedestrian and cyclist infrastructure, especially in areas with known conflicts, is recommended.

Farm Equipment

No KSI crashes involving farm equipment were recorded during the analysis period. This is notable, given the rural context of the corridor, and suggests that existing measures to accommodate farm equipment on highways are adequate. Programs that monitor and maintain awareness of farm vehicle presence on roads should continue.

Contributing Circumstance Matrix

The Contributing Circumstance Matrix offers an in-depth look at how various factors contribute to fatal and serious injury crashes (KSI) along the U.S. 83 corridor (Figure 25). This matrix reveals overlaps in contributing circumstances on both horizontal and vertical axes, showing how certain conditions frequently coexist, intensifying crash severity. For instance, roadway departures often coincide with occupant protection issues, as demonstrated by the nine crashes where these factors intersect. Similarly, intersections involving older drivers present a significant overlap, with six crashes in this category. These intersections of contributing circumstances highlight the complex nature of road safety challenges on U.S. 83, underscoring the need for integrated strategies that address multiple risk factors at once—for example, enhancing intersection design while promoting occupant protection measures.

Figure 25 - U.S. 83 Contributing Circumstances Matrix

Contributing Circumstance Matrix (Fatal + Serious Injury Crashes, 2018-2022)													
US Highway 83	City	County	US Highway 83 Corridor	Study Area Total	State	Roadway Departures	Intersections	Occupant Protection Issue	Impaired Driving Related	Older Driver Involved	Teen Driver Involved	Pedestrian Involved	Cyclist Involved
Roadway Departures	0	29	20	98	3407	20	0	9	2	2	2	0	0
Intersections	0	25	19	73	2383	0	19	3	1	6	6	1	0
Occupant Protection Issue	0	18	15	82	2233	9	3	15	2	4	0	0	0
Impaired Driving Related	0	4	4	24	1433	2	1	2	4	1	2	0	0
Older Driver Involved	0	10	10	25	1433	2	6	4	1	10	0	0	0
Teen Driver Involved	0	10	10	42	1123	2	6	0	2	0	10	1	0
Pedestrian Involved	0	3	3	9		0	1	0	0	0	1	3	0
Cyclist Involved	0	0	0	6		0	0	0	0	0	0	0	0

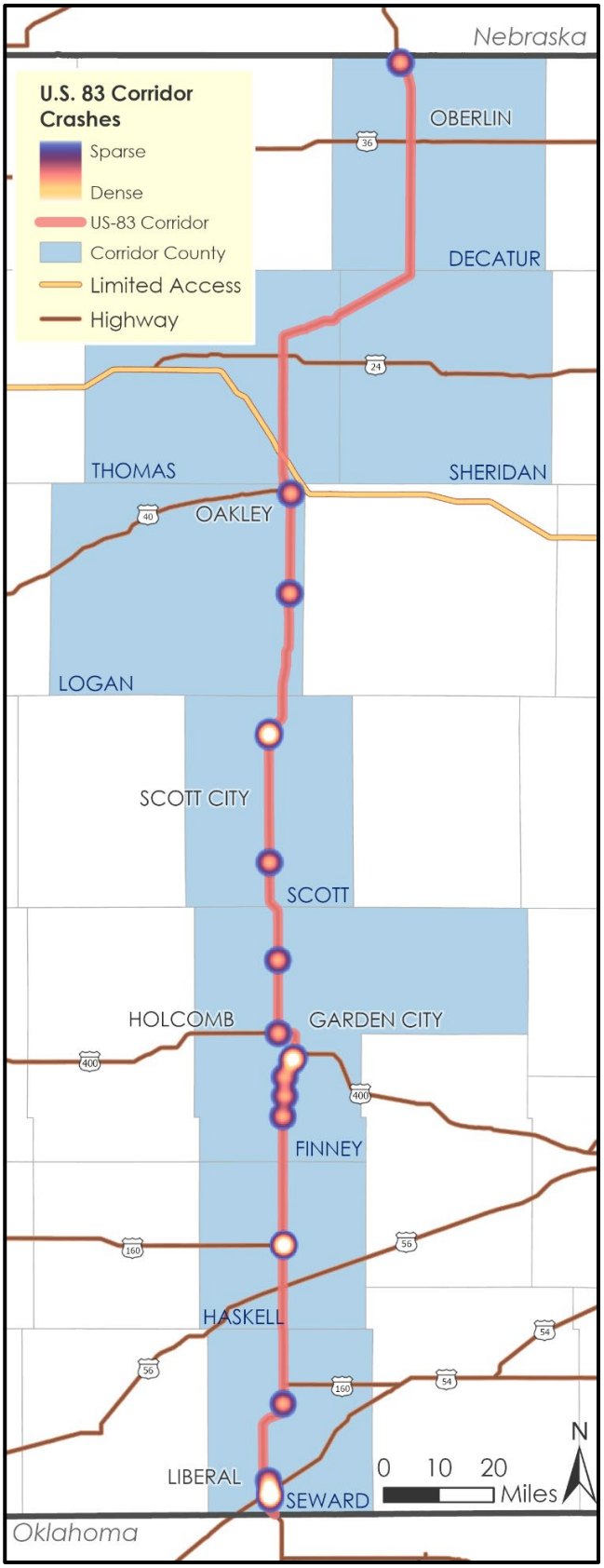
Priority Emphasis Areas

Roadway Departure

Roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on U.S. roads each year. On the U.S. 83 corridor, 20 fatal and serious injury (KSI) crashes were attributed to roadway departures, making it the most frequent contributing circumstance in the study area (Figure 26). These crashes occur when a vehicle veers out of its designated lane, either crossing the edge line or centerline.

Frequent factors contributing to these crashes include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. The combination of these behaviors not only increases the likelihood of a crash but also exacerbates the severity of injuries and fatalities resulting from such events. Addressing these factors has great potential to reduce the frequency and impact of roadway departure crashes along U.S. 83.

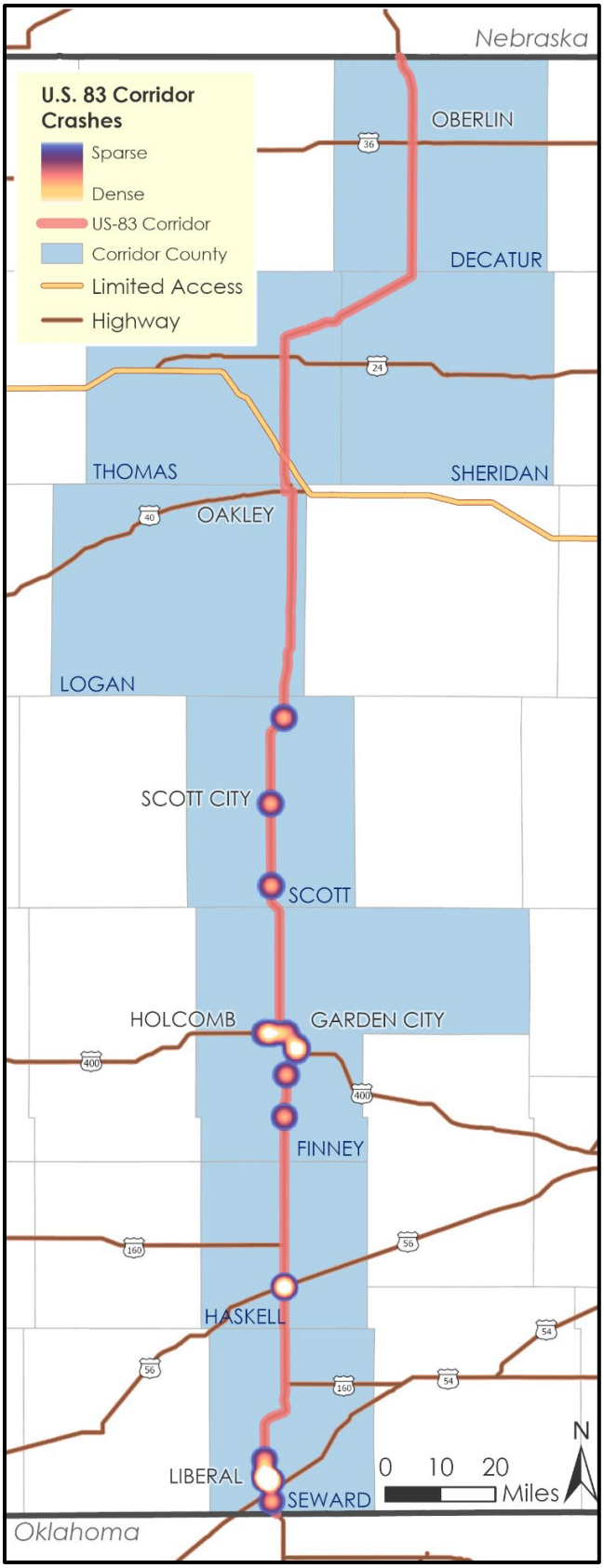
Figure 26 - U.S. 83 Roadway Departure Crash Map



Intersections

Intersection crashes rank among the most common and hazardous types of collisions in the U.S. The U.S. 83 corridor follows this trend with 19 KSI crashes occurring at intersections, highlighting their significant risk (Figure 27). These crashes often involve vehicles approaching from different directions, as well as pedestrians and bicyclists navigating the intersection. Several factors heighten the risk of crashes at intersections, including the age of drivers—both older and younger—impaired or distracted driving, and the failure to wear seatbelts. The complex nature of intersections, where multiple paths converge, makes them particularly prone to crashes. The significant number of such crashes on U.S. 83 underscores the need for targeted interventions near cities, where the amount of road users is at its highest.

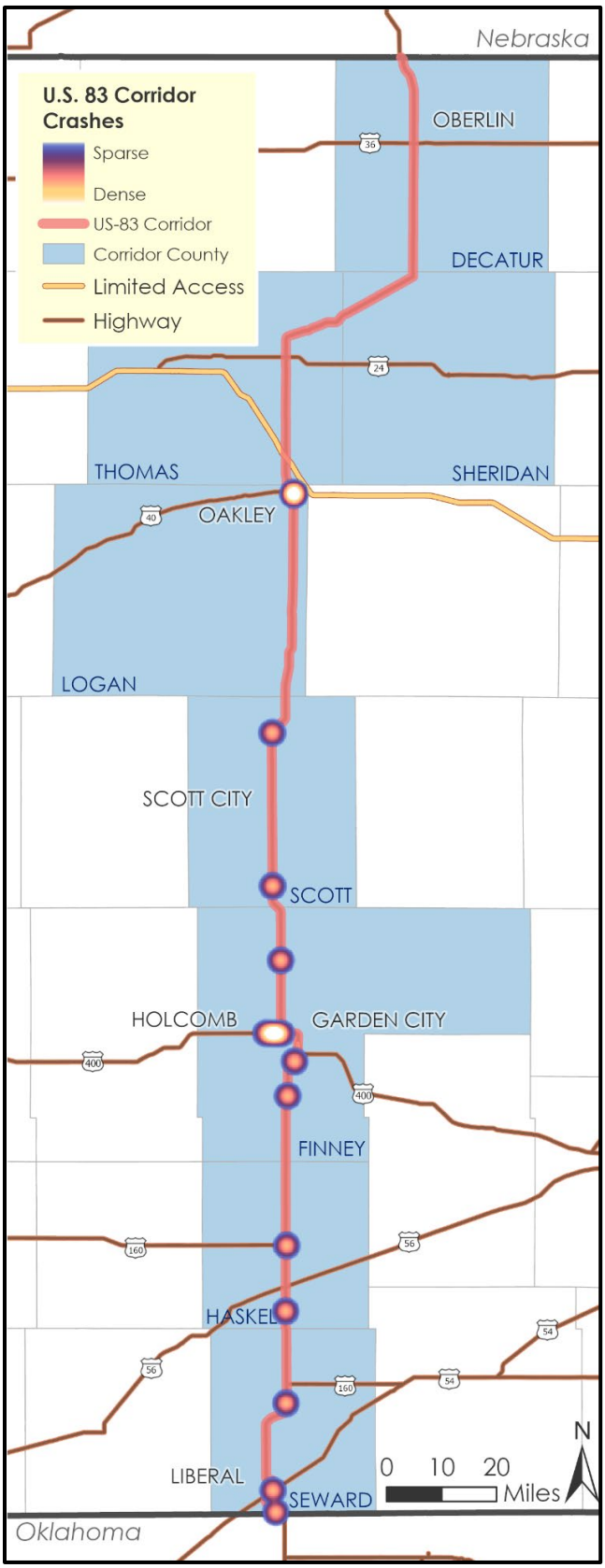
Figure 27 - U.S. 83 Intersection Crash Map



Occupant Protection

The simple act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. **Occupant protection issues** were linked to 15 KSI crashes on the U.S. 83 corridor, primarily due to the failure to use seatbelts (Figure 28). This is especially evident in serious roadway departure and intersection crashes, where unrestrained occupants are far more likely to suffer catastrophic outcomes. Consistent seatbelt use across all demographics is a simple strategy to reduce fatal and serious injury crashes.

Figure 28 - U.S. 83 Occupant Protection Crash Map



Older Adults and Teen Drivers

Crashes involving **older adults** (65 years and older) and **teen drivers** (18 years and younger) represent a significant portion of crashes along the U.S. 83 corridor. Specifically, 10 KSI crashes involved older drivers (Figure 30), and 10 KSI crashes involved teen drivers (Figure 29). As drivers age, their reaction times, vision, and cognitive abilities can decline, increasing the likelihood of a crash. Conversely, younger drivers, due to inexperience and often limited driving education, are at a higher risk of being involved in crashes. This risk is exemplified by the high number of farms in the area, where young drivers frequently take the wheel well before reaching the legal driving age to assist with farming tasks. Both age groups face unique challenges that contribute to their vulnerability on the road. Implementing targeted education and training programs, as well as designing roadways that account for the needs of these drivers, can help mitigate the risks they face.

Figure 29 - U.S. 83 Younger Driver Crash Map

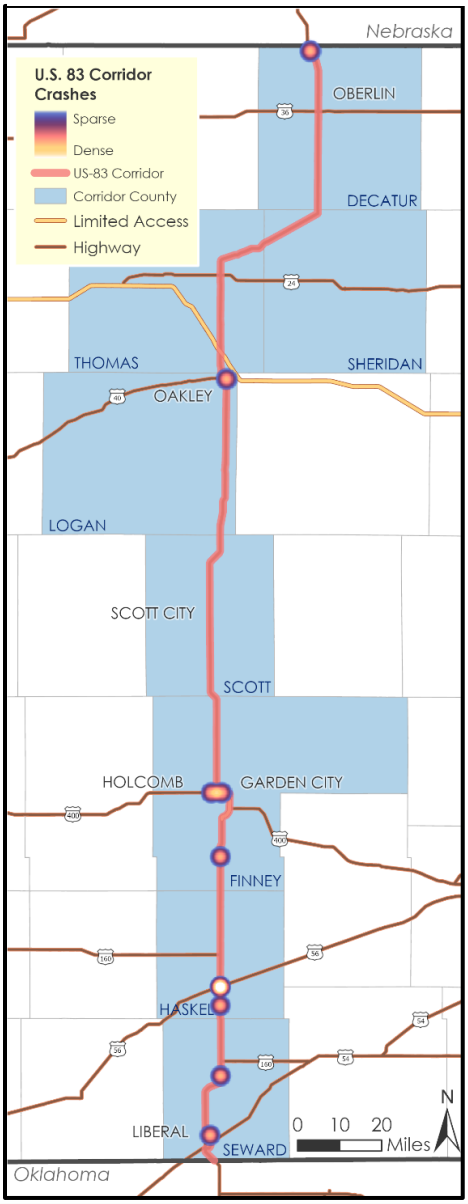
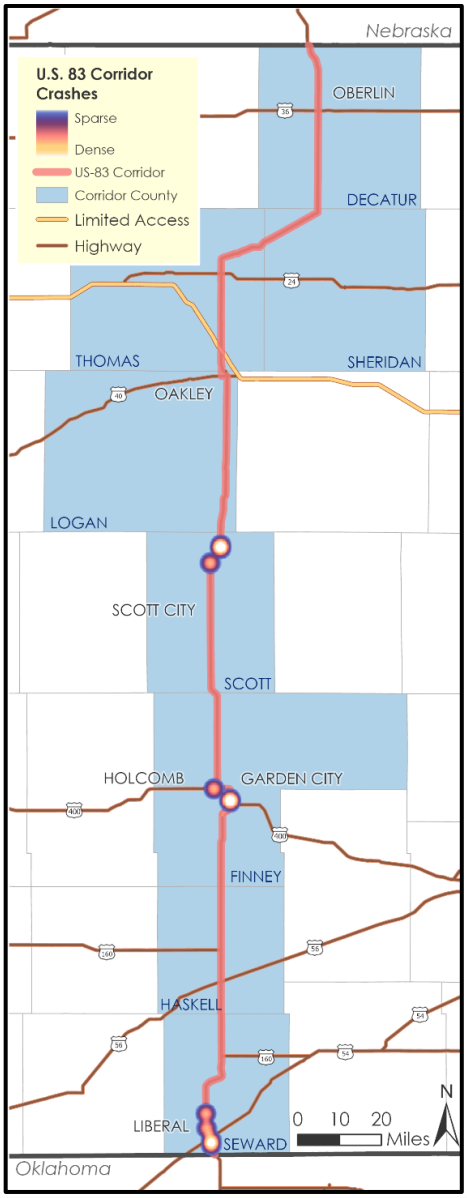


Figure 30 - U.S. 83 Older Driver Crash Map



Conclusion

U.S. 83 is a vital corridor that connects a diverse range of communities and serves as an important route for freight transportation. Understanding the multifaceted role this highway plays is essential for developing long-term solutions that not only enhance safety outcomes but also maintain the positive economic impact on local communities. Below is a summary of themes that emerged during analysis and will influence recommendations in the final plan.

- Four key factors significantly impact roadway safety on U.S. 83: roadway departures, **intersection crashes, collisions involving large commercial vehicles, and occupant protection issues**, such as low seatbelt use. These elements are the primary contributors to fatal and serious injury crashes along the U.S. 83 corridor. Implementing targeted interventions that address these issues offers the best opportunity to reduce the number of such crashes.

- **Fatal and serious injury crashes are occurring at a disproportionately higher rate in disadvantaged areas along U.S. 83** compared to other locations. Although these areas make up less than 19 percent of the total corridor, they account for nearly 27 percent of all fatal and serious injury crashes. This disparity is particularly striking in Liberal, where 80 percent (4 out of 5) of fatal crashes and 55 percent (6 out of 11) of serious injury crashes took place in disadvantaged areas.

- **Most fatal and serious injury crashes occur in rural areas**, with 90 percent (18 out of 20) of fatal crashes between 2018 and 2022 happening on rural roads. Since a significant portion of the corridor is classified as rural, these crashes can have a profound impact on traffic operations and can significantly delay public safety response times.

- **Safety and Traffic Flow Challenges**: The U.S. 83 corridor experiences significant safety and traffic flow challenges, exacerbated by high volumes of truck traffic and the lack of overpasses, which contribute to delays and complex interactions with large vehicles transporting oversized loads. The presence of various road conditions, such as high driveway densities in urban areas, on-street parking, speed transitions near city entrances, and deficient auxiliary lanes, further impacts the efficiency and safety of travel along this route.

- **Access Management and Speed Variability Impacts:** Access management issues, such as varying driveway densities and inconsistent speed limit zones, create points of potential conflict that increase crash rates and introduce risks, particularly where high-speed transitions occur without physical indicators. Effective access management and improved signage or roadway changes could enhance safety, especially in areas like Oberlin, where rapid speed reductions lead to dangerous interactions between through traffic and local vehicles.

- **Different geographies necessitate tailored strategies for improving roadway safety**. While fatal crashes are more common on rural roads, cities face higher rates of VRU and intersection-related crashes. Future safety recommendations need to be appropriately matched to the unique conditions of each area in the corridor to effectively reduce overall crash rates.

Appendix C – HIN/HRN Methodology

High Injury Network (HIN) Scoring Methodology

The **High Injury Network (HIN)** scoring methodology was developed to identify and prioritize roadway segments and intersections with the highest rates of fatal and severe injury (KSI) crashes. This data-driven approach to the analysis incorporates crash severity, frequency, and roadway characteristics to highlight areas where focused safety improvements will yield the most significant reductions in severe crashes.

Crash Severity Weighting

To evaluate the relative severity of crashes, we employ the **Equivalent Property Damage Only (EPDO)** scoring method. This method assigns weights to different crash types based on their crash costs (insurance cost, costs of life, EMS, medical care, etc.), as provided by **KDOT**[1]. The more severe a crash, the higher its weight in the scoring calculation. This helps prioritize locations with fatal and serious injury crashes over those with minor or property-damage-only crashes.

Crash Severity Weights:

- Fatal (K): 1197.47
- Suspected Serious Injury (A): 64.05
- Suspected Minor Injury (B): 20.57
- Possible Injury (C): 11.43
- No Apparent Injury (PDO): 1.00

Formula: The crash severity score for a location is calculated as:

Crash Severity Score=(K×1197.47)+(A×64.05)+(B×20.57)+(C×11.43)+(PDO×1.00)

For each location, the sum of the weighted crash scores were used to determine hotspots.

Crash Summarization

Crashes were summarized by using a 150-foot buffer along the roadway segments and intersections to capture and summarize key crash point attributes, including the number of fatalities and injuries as they relate to the KABCO scale. These values were then entered into the formula above to get a crash severity weight by location.

---

[1] KDOT crash costs (2023):

- Fatal (K): $13,999,597
- Suspected Serious Injury (A): $748,852
- Suspected Minor Injury (B): $240,505
- Possible Injury (C): $133,671

HIN Thresholds and Prioritization

To establish a High Injury Network (HIN), we calculate the crash severity score for each segment and intersection and then analyze the resulting network to establish thresholds. This ensures that the HIN captures a significant yet focused portion of the network, representing the historically most dangerous areas for intervention.

Geographic Threshold Differentiation

Given the large project area, there are several differences between areas that suggest thresholds should be localized to the geography (i.e. rural vs urban road segments).

We utilized the **Natural Jenks Method** of distribution to normalize geographies, which scales the data based on the total number of segments and intersections in each city, and places data points into five categories from low to high. This allows for an accurate representation of data clusters and natural breaks.

Garden City and Liberal were evaluated independently as large cities, while the smaller incorporated areas (e.g., Scott City, Oberlin) were grouped with rural areas into a separate category. The analysis distinguishes between urban and rural geographies to account for differing traffic patterns and road types.

For **rural segments**, a **minimum threshold of 1/2 mile** was implemented to prevent elevating small sections with low crash rates. This method ensured that locations with meaningful crash data were prioritized.

For **counties and small cities**, the methodology emphasizes systemic issues over individual crash hotspots. This approach enables broader safety strategies, targeting areas with lower crash frequencies but higher risks.

Prioritization

As mentioned, we used the **Natural Jenks Method** to distribute crash severity scores into five categories, based on the natural distribution of the data. This process helps reveal the inherent groupings in the data by minimizing variance within each category and maximizing the variance between them.

After applying the Natural Jenks Method, only the **top two categories**, corresponding to the highest crash severity scores, were used for prioritization. These categories represent the highest-risk locations in the network, scoring **4** and **5** on the five-point scale.

1. Generating a New Priority Field

A new field was created in the dataset to house the values for these top two priority levels (scores 4 and 5). This field helps identify the most critical intersections and segments across each geography. By isolating these higher-priority areas, we can focus safety interventions on the locations with the greatest potential for reducing severe crashes.

2. Application Across Geographies

This process was applied consistently across all geographies—both urban and rural. For every segment and intersection analyzed:

- **Intersections and segments** that scored in the top two categories (4 and 5) based on crash severity were flagged in the newly generated field as a “priority” location.
- The analysis was repeated for different areas (e.g., Garden City, Liberal, smaller cities, and rural areas) to ensure that the top-priority locations in each geography were highlighted for targeted intervention.

By using the top two categories from the Jenks distribution, we were able to narrow our focus to the locations with the most severe safety concerns, ensuring that limited resources are allocated to the areas with the highest risk of fatal or severe injury crashes.

GIS Visualization

A key component of the HIN is its integration with **GIS**, allowing for spatial analysis and the mapping of crash data. The resulting HIN list should be mapped alongside other project data to help drive project recommendations.

High Risk Network (HRN) Scoring Methodology

The **High Risk Network (HRN)** scoring methodology was developed to identify and prioritize roadway segments and intersections with the highest *risk* of fatal and severe injury (KSI) crashes based on facility attributes. This data-driven approach to the analysis incorporates roadway characteristics, intersection attributes, and location context to highlight areas where focused safety improvements will yield the most significant reductions in severe crashes.

Risk Scoring

To evaluate the fatal and serious injury crash risk of locations across the study area, we scored attributes of the roadways and intersections based on their correlation to KSI crashes. The facilities were categorized into four groups:

- County Intersections
- City Intersections
- County Corridors
- City Corridors

City facilities refer to roadways or intersections located within the six participating cities: Garden City, Liberal, Holcomb, Scott City, Oberlin, and Oakley. In contrast, county facilities include roadways or intersections located outside of the six participating city boundaries. The scoring between city and county facilities were separated based on differing crash patterns depending on the context of the roadway or intersection. Although there are distinct crash patterns within individual cities or counties, many of the communities analyzed lacked a sufficient number of crashes to draw reliable conclusions about crash risk without aggregating data across multiple jurisdictions.

Representative Ratios

The risk scoring is based on the ratio of fatal and serious injury crashes to the centerline miles of roadways or the number of intersections, grouped by various roadway or intersection attributes. The scoring was aggregated for city and county facilities separately. The ratios compared the percentage of fatal and serious injuries crashes occurring in a specific attribute category to the percentage of locations that fall into that category. **Table 1** provides an example calculation of the representative ratios for county intersections.

TABLE 1: SAMPLE REPRESENTATIVE RATIO CALCULATION FOR COUNTY INTERSECTIONS

Daily Entering Vehicles (DEV)	Number of Fatal and Serious Injury Crashes	Number of Intersections	Percentage of Fatal and Serious Injury Crashes	Percentage of Intersections	Representative Ratios
<500	13	2,405	14.8%	67.0%	0.22
500-1,999	26	804	29.5%	22.4%	1.32
2,000-4,999	19	234	21.6%	6.5%	3.31
5,000-9,999	24	130	27.3%	3.6%	7.53
>=10,000	6	18	6.8%	0.5%	13.60

A representativeness ratio of less than 1.0 indicates that a facility with that attribute (e.g., a county intersection with a DEV of <500) is at a lower risk of having a fatal or serious injury crash. A representative ratio of 1.0 indicates that the attribute does not correlate with an increased or decreased risk of fatal and serious injury crashes. Lastly, a ratio greater than 1.0 indicates an increased risk of fatal and serious injury crashes on facilities with that attribute.

Scoring Adjustments

After calculating representative ratios for each facility type and attribute, adjustments were made to finalize scoring values. Adjustments were made for the following reasons:

- To avoid overweighting any single attribute
- To balance the scoring of the same attributes between different groups, such as consistently scoring equity across all facility types and contexts
- To better align scoring with the Local Road Safety Plans, particularly for county facilities
- To account for incomplete or small data subsets leading to high variability

Intersection Risk Scoring

Table 2 and **Table 3** display the scoring used for both county and city Intersections, respectively. Overall, intersection scoring is similar between county and city intersections. The main differences between the two scoring methodologies are as follows:

- In a city context, the number of entering lanes correlated to a higher risk of KSI crashes. As a result, the number of entering lanes is a scoring criteria for city intersections, but not for county intersections.

- The intersection control type was given greater weight in cities compared to counties. In both cities and counties, signalized intersections had a higher rate of KSI crashes compared to other intersection control types. However, there were not enough signalized intersections in the counties to assign elevated scoring for signalized intersections. This is why the intersection control type is weighted higher in cities compared to counties.

- In a city context, the skew of an intersection had a stronger correlation to KSI crashes and was therefore weighted higher.

The total score for county intersections was out of 21, while the total score for city intersections was out of 33. For each intersection, a score was assigned for each attribute based on its intersection

characteristics. These scores were then summed, multiplied by 100, and divided by 21 or 33 depending on the location of the intersection. This resulted in a score out of 100 for each intersection.

TABLE 2: COUNTY INTERSECTION SCORING

Attribute	Total Score	Range/Value	Representative Ratio	Score
DEV	8	<500	0.22	**0**
		500-1,999	1.32	**1**
		2,000-4,999	3.31	**2**
		5,000-9,999	7.53	**5**
		>=10,000	13.60	**8**
Control Type	4	Uncontrolled	1.33	**1**
		No Data	0.46	**0**
		TWSC	1.86	**2**
		AWSC	0.00	**0**
		Signal	40.73	**4**
Skew	3	No	0.83	**0**
		Yes	2.97	**3**
Equity*	2	No	0.70	**0**
		Yes	1.57	**2**
FSI Crash History	2	No	Scoring Adjustment	**0**
		Yes		**2**
Proximity to Schools	2	No	Scoring Adjustment	**0**
		Yes		**2**

**Note: "Equity" denotes if the location is in a census tract that is considered disadvantaged or in an equity area. See project documentation on equity resources and communities.*

TABLE 3: CITY INTERSECTION SCORING

Attribute	Total Score	Range/Value	Representative Ratio	Score
DEV	8	<500	0.00	**0**
		500-1,999	0.11	**0**
		2,000-4,999	1.52	**2**
		5,000-9,999	3.79	**4**
		>=10,000	8.01	**8**
Control Type	13	Uncontrolled	0.00	**0**
		No Data	0.09	**0**
		TWSC	2.09	**2**
		AWSC	3.97	**4**
		Signal	13.45	**13**
Skew	4	No	0.82	**0**
		Yes	3.94	**4**
Equity	2	No	0.58	**0**
		Yes	1.24	**2**
FSI Crash History	2	No	Scoring Adjustment	**0**
		Yes		**2**
Proximity to Schools	2	No	0.89	**0**
		Yes	1.20	**2**
Number of Entering Lanes	2	4	0.77	**0**
		5	2.36	**2**
		6	1.16	**1**
		8	2.56	**2**

**Note: "Equity" denotes if the location is in a census tract that is considered disadvantaged or in an equity area. See project documentation on equity resources and communities.*

Corridor (Segment) Risk Scoring

Table 4 and **Table 5** show the scoring used for both county and city corridors (roadway segments), respectively. Overall, roadway scoring is similar between county and city intersections. The main differences between the two scoring methodologies are as follows:

- In County Scoring:
  - Crash history included roadway departure crashes.
  - For corridors, access density and the presence of edge line markings were included in the scoring.
- In City Scoring:
  - Vulnerable Road Users (VRU) crash history was included.
  - For corridors, the number of lanes and jurisdictional ownership were included in the scoring.

- Roadway width was weighted higher than in counties. As a stronger correlation between roadway width to KSI crashes was found in cities.

The maximum score county and city roadways may attain was 24. For each roadway segment, a score was assigned for each attribute based on its intersection characteristics. These scores were then summed, multiplied by 100, and divided by 24. This resulted in a score out of 100 for each segment.

TABLE 4: COUNTY CORRIDOR SCORING

Attribute	Total Score	Range/Value	Representative Ratio	Score
AADT	8	<500	0.31	**0**
		500-1,999	3.02	**3**
		2,000-4,999	8.37	**5**
		5,000-9,999	10.79	**8**
		>=10,000	8.51	**8**
Roadway Width	3	No Data	0.25	**0**
		<22	1.40	**1**
		22+	2.95	**3**
Proximity to Schools	2	No	0.98	**0**
		Yes	2.36	**2**
Equity*	2	No	0.67	**0**
		Yes	1.76	**2**
Roadway Departure Crash History	2	No	Scoring Adjustment	**0**
		Yes		**2**
Access Density	5	No Data	0.24	**0**
		< 5.0	3.07	**3**
		5 - 9.9	2.23	**3**
		10 - 14.9	4.44	**5**
		>=15	4.80	**5**
Edgeline Markings	2	No Data	0.92	**0**
		Not Present	1.39	**2**
		Present	0.95	**0**

**Note: "Equity" denotes if the location is in a census tract that is considered disadvantaged or in an equity area. See project documentation on equity resources and communities.*

TABLE 5: CITY CORRIDOR SCORING

Attribute	Total Score	Range/Value	Representative Ratio	Score
AADT	8	<500	0.32	**0**
		500-1,999	0.54	**1**
		2,000-4,999	1.79	**2**
		5,000-9,999	4.33	**5**
		>=10,000	5.85	**8**
Roadway Width	4	No Data	0.46	**0**
		<30	3.04	**3**
		30-40	2.06	**2**
		40+	3.76	**4**
Proximity to Schools	2	No	Scoring Adjustment	**0**
		Yes		**2**
Equity*	2	No	0.17	**0**
		Yes	1.38	**2**
VRU Crash History	2	No	Scoring Adjustment	**0**
		Yes		**2**
Number of Lanes	4	1	0.00	**0**
		2	0.71	**0**
		3	0.00	**4**
		4	3.93	**4**
Ownership	4	City	0.75	**0**
		County	1.55	**2**
		KDOT	3.59	**4**

**Note: "Equity" denotes if the location is in a census tract that is considered disadvantaged or in an equity area. See project documentation on equity resources and communities.*

HRN Thresholds and Prioritization

To establish a High Risk Network (HRN), the overall attribute risk score for each intersection and roadway segment was calculated. The resulting network was then analyzed to establish thresholds. This ensures that the HRN captures a significant yet focused portion of the network, representing areas of highest need for intervention.

Geographic Threshold Differentiation

Given the large project area, there are several differences between areas that suggest thresholds should be localized to smaller sub-geographies, similar to what was done for the HIN.

To align with the HIN methodology, we utilized the Natural Jenks Method of distribution to normalize geographies, which scales the data based on the total number of segments and intersections in each city and county, and places them into 5 categories from low to high. This allows for an accurate representation of data clusters and natural breaks.

Differing from the HIN methodology, each jurisdiction was evaluated independently to show a reasonable number of facilities within the High Risk Network for each jurisdiction. This methodology ensured that an actionable HRN was created for each jurisdiction.

Prioritization

As mentioned, the **Natural Jenks Method** was used to distribute crash severity scores into five categories, based on the natural distribution of the data. This process helped reveal the inherent groupings in the data by minimizing variance within each category and maximizing the variance between them.

After applying the Jenks Natural Breaks, only the **top two categories**, corresponding to the highest crash severity scores, were used for prioritization. These categories represent the highest-risk locations in the network, scoring **4** and **5** on the five-point scale.

1. Generating a New Priority Field

A new field was created in the dataset to house the values for these top two priority levels (scores 4 and 5). This field helps identify the most critical intersections and segments across each geography. By isolating these higher-priority areas, safety interventions are focused on the locations with the greatest potential for reducing severe crashes.

2. Application Across Geographies

This process was applied consistently across all geographies—both city and county. For every segment and intersection analyzed:

- **Intersections and segments** that scored in the top two categories (4 and 5) based on risk attributes were flagged in the newly generated field.
- The analysis was repeated for each individual jurisdiction that is a part of the US-83 safety coalition to ensure that the highest priority locations in each geography were highlighted for targeted intervention.

By using the top two categories from the Jenks distribution, the focus was narrowed to the locations with the most severe safety concerns, ensuring that limited resources are allocated to the areas with the highest risk of fatal or severe injury crashes.

GIS Visualization

A key component of the HRN is its integration with **GIS**, allowing for spatial analysis and the mapping of crash data. The resulting HRN list should be mapped alongside other project data to help determine project recommendations.

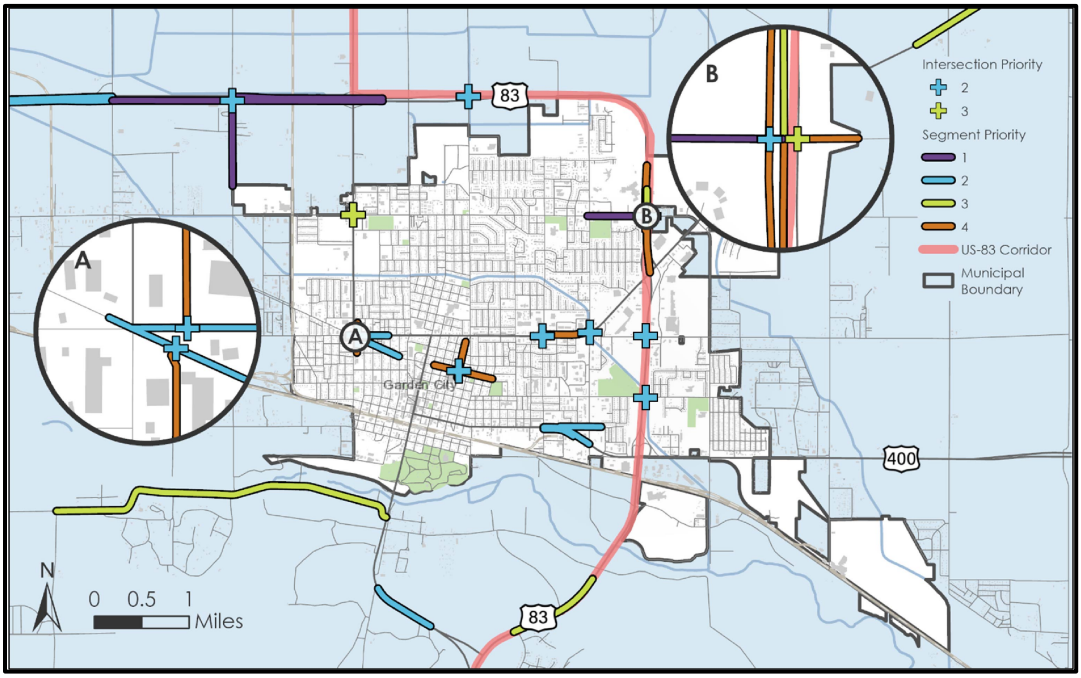
Final Priority Network HIN/HRN Overlay/ Engagement Results

After the HIN and HRN were created, the Priority Network was created by integrating findings from two key safety analyses—the High Injury Network (HIN) and the High-Risk Network (HRN)—along with community feedback. It categorizes road segments and intersections into various priority levels based on data from the HIN and HRN analyses. These findings are further cross-referenced with locations highlighted by the community during public engagement. The priority levels are defined as follows:

- **Priority Level 1** includes corridors and intersections that scored level 5 on both the HIN and HRN and identified by the community
- **Priority Level 2** includes corridors and intersections identified as level 5 on either the HIN* or the HRN and identified by the community
- **Priority Level 3** includes corridors and intersections identified as level 4 on both the HIN* and HRN and identified by the community
- **Priority Level 4** includes corridors and intersections identified as level 4 or higher on the HIN* or the HRN

*Network segments only exist where there is HIN and HRN alignment

The result is a network of roadway segments and intersections that show severe crash history, risk, and acknowledgment from the public as a known issue. An example of scoring results for Garden City, KS can be seen below.



Appendix D – Equity Analysis Memo

EQUITY ANALYSIS MEMO

U.S. 83 Corridor Transportation Safety Action Plan

Equity Analysis

In the context of transportation planning and infrastructure projects, equity analysis plays a crucial role in ensuring that resources and interventions are distributed fairly and address the needs of all communities. This equity analysis involves identifying and addressing disparities and inequities in access, mobility, and safety across different demographic groups. Through an equity analysis, areas and populations that may be disproportionately impacted by transportation challenges or have higher rates of traffic crashes were identified.

Several sources of data and information can be used for equity analysis – mainly, demographic data and transportation data. Demographic data includes information on individuals' race, income, age, and disability status. Transportation data includes information on individuals travel patterns, access to transit, and crash data. Analysis of this data helps to understand the unique challenges faced by different communities.

What constitutes a disadvantaged community can be defined by a variety of attributes, including disparities in employment, access to green space, poverty levels, and homeownership, among others. These attributes are often correlated with other characteristics, such as educational attainment and the percentage of people with low English proficiency in an area.

By integrating equity considerations into the prioritization process, we can help create a more equitable and inclusive transportation system. This approach ensures that interventions are targeted toward areas with the greatest need, while also addressing the specific challenges faced by different communities.

Five tools were used to identify potentially disadvantaged areas along the corridor. A summary of the findings for each tool is included below.

Historically Disadvantaged Communities (USDOT)

Historically Disadvantaged Communities are census tracts that exceed 50th percentile across at least four of six of the following disadvantage indicators:

- **Transportation access** - communities that spend more time and money to get places
- **Health** - variables associated with disease risk or disability
- **Environmental** - poor environmental quality or high levels of pollution
- **Economic** - high poverty, low wealth, lack of jobs, low homeownership, low education
- **Resilience** - vulnerable to hazards caused by climate change
- **Equity** - high percentage of people with limited English proficiency

Study area locations considered to be disadvantaged by this tool:

- Two tracts in Finney County, west of Garden City.
- Most of Seward County *except for* Liberal.

Figure 1 - Historically Disadvantaged Census Tracts Within Project Study Area; Source: USDOT

Environmental Justice Screening and Mapping Tool (EPA)

- Combines environmental and demographic indicators into an EJ index.
    - **13 environmental indicators** - primarily based on EPA data; lead paint, superfund proximity, wastewater discharge, particulate matter, etc.
    - **7 socioeconomic indicators** - people of color, low income, limited English speaking, over 64, under age 5, less than HS education, etc.

Study area locations that are candidates for further review for qualification as an EJ Community

- Finney County: nearly entire county, especially tracts in Garden City and just west have at least one factor showing above the 80th percentile.
- Seward County: tracts in and around Liberal have at least one factor showing above the 80th percentile.

Socioeconomics and Equity Analysis (FHWA)

- This tool combines data from the previously discussed tools as outlined below:
- (a) USDOT disadvantaged communities - this is the same as (1) above, filtered to only the disadvantaged tracts.

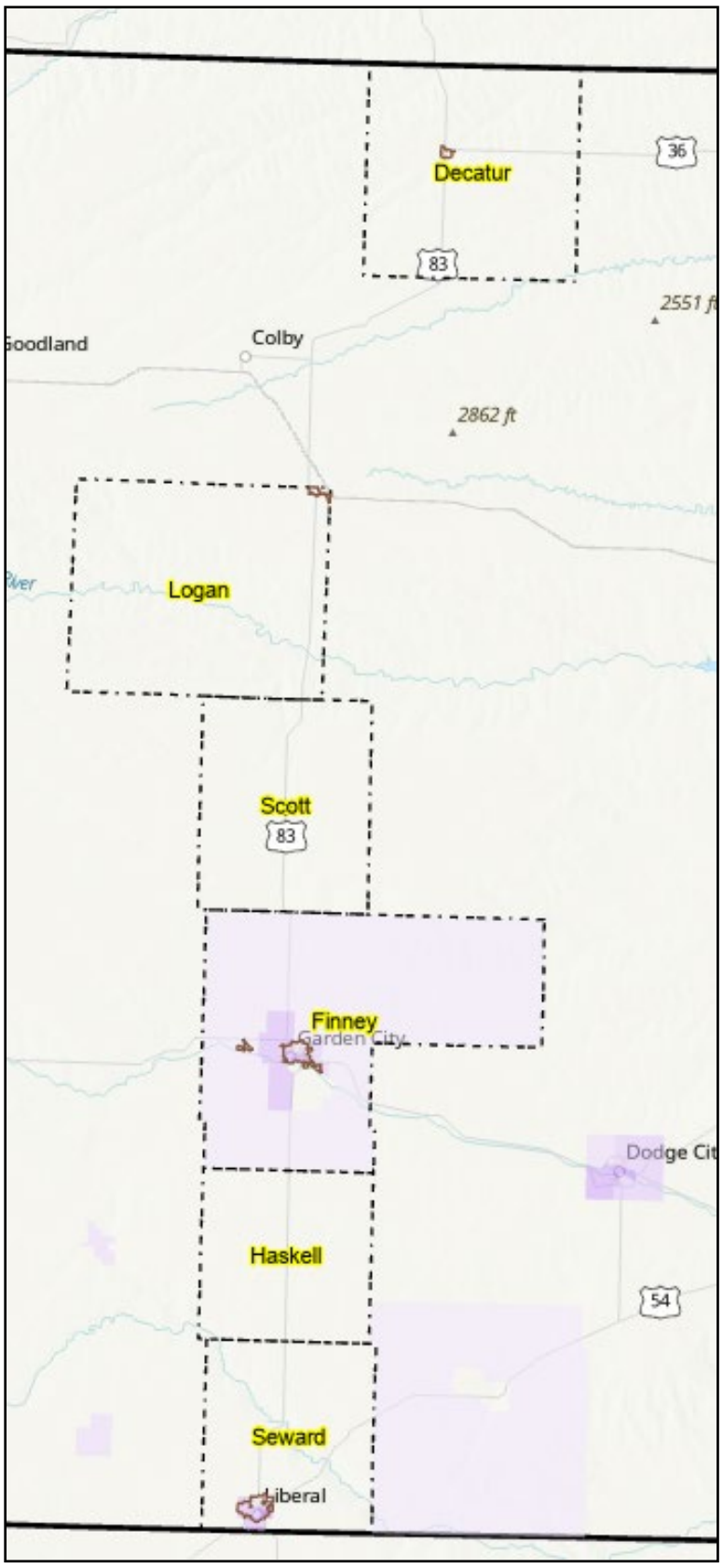


Figure 2 - EJ Screen Results for Project Study Area; Source: EPA

- (b) CEJST (Climate and Economic Justice Tool) disadvantaged areas - similar to (2) above, but only tracts above a certain threshold.
- (c) Department of Energy (DOE) disadvantaged communities - separate; also scored on the Census tract level; 36 different indicators.

Study area locations considered to be disadvantaged by this tool:

- CEJST disadvantaged areas:
  - Finney County: tracts in and around Garden City
  - Seward County: tracts in and around Liberal
- DOE disadvantaged communities:
  - Two tracts in Finney County west of Garden City

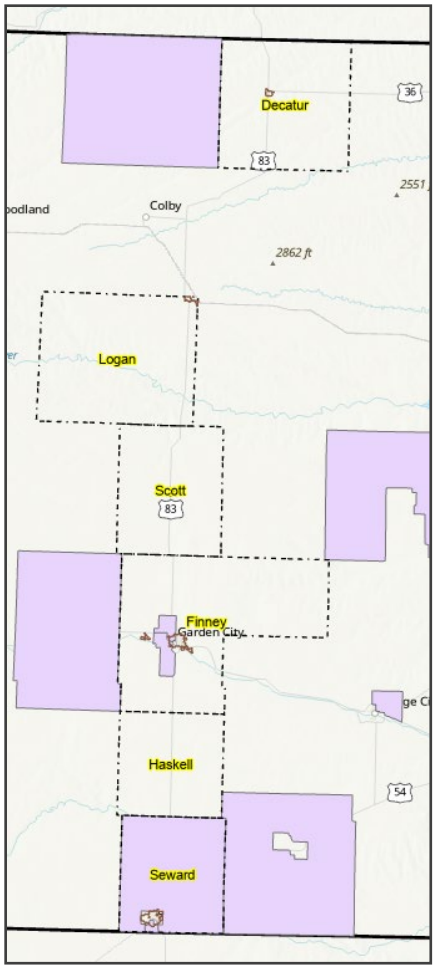


Figure 4 - USDOT Disadvantaged Communities; Source: FHWA

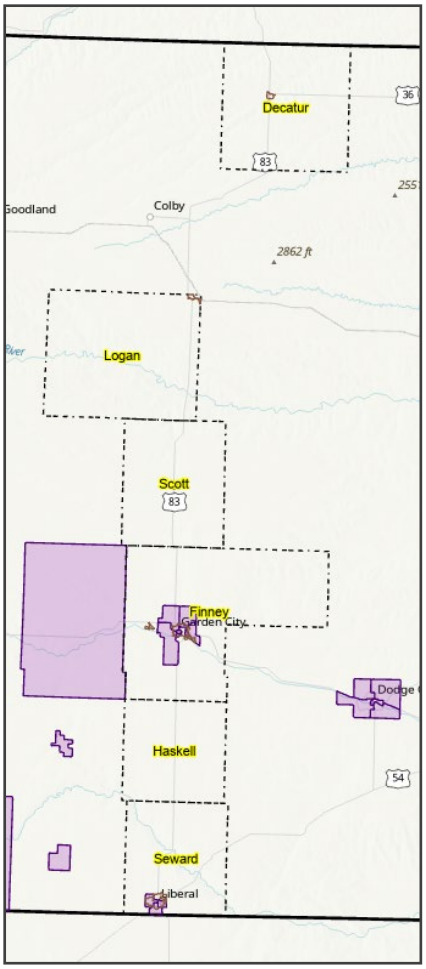


Figure 3 - CEJST Disadvantaged Areas; Source: FHWA

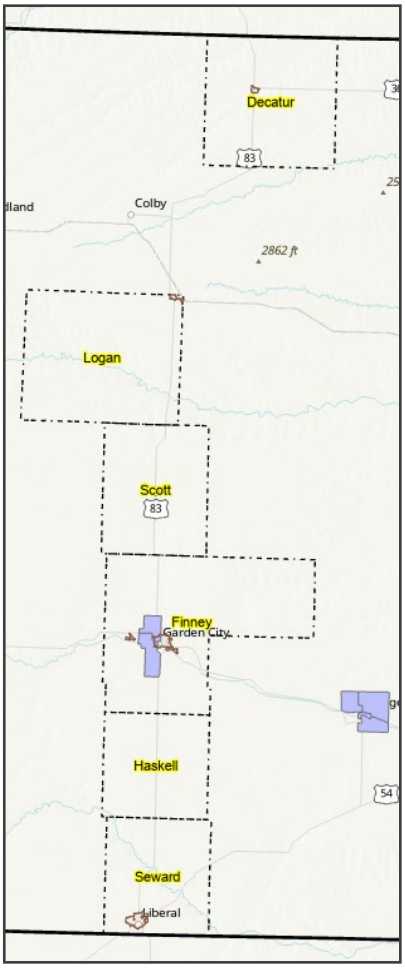


Figure 5 - DOE Disadvantaged Communities; Source: FHWA

CDC Social Vulnerability Index (CDC)

- Four "themes" with percentile rankings for each:
  - Socioeconomic Status Theme
  - Household Characteristics Theme
  - Racial and Ethnic Minority Theme
  - Housing Type and Transportation
- Uses Census Data to determine the social vulnerability of each block group:
  - Social vulnerability - how a community will respond to hazardous events (tornado, disease outbreak, chemical spill, etc.) based on poverty, transportation access, crowded housing, etc.
  - Each tract is ranked based on 16 social factors aggregated across 4 themes (mentioned above)
  - Users can map specific themes to emphasize their concern, such as housing or transportation.

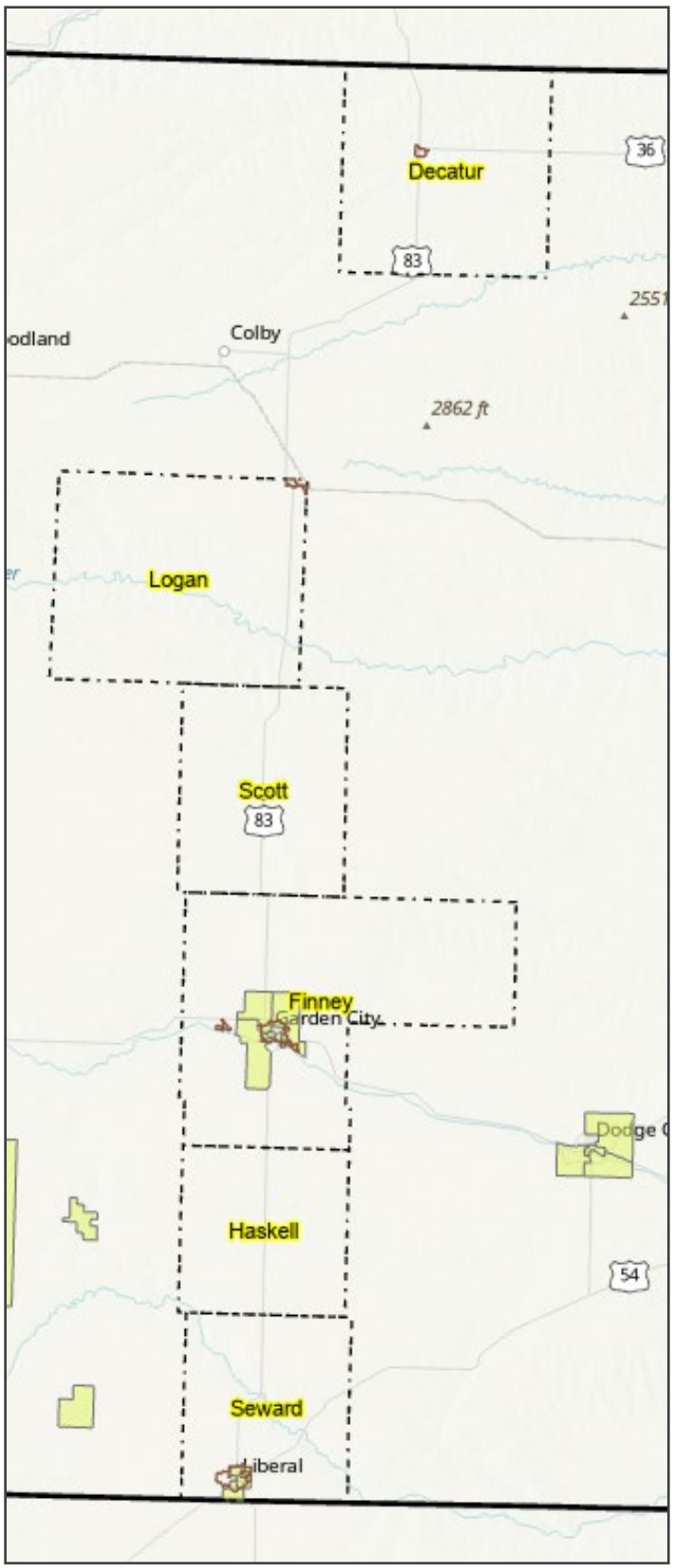


Figure 6 - Census Block Groups Ranking in Top Quintile of SVI Themes in Project Area; Source: CDC

Justice40 Tracts (CEJST)

- Assesses/identifies disadvantaged communities according to Justice40 criteria; online Web map color-codes based on the number of disadvantaged categories in each tract.
- Provides 8 scores related to disadvantage:
  - Climate change
  - Energy
  - Health
  - Housing
  - Legacy pollution
  - Transportation
  - Water and wastewater
  - Workforce development
- Study area locations considered to be disadvantaged by this tool: Finney County: especially tracts in Garden City and immediately west, especially southwest
- Seward County: tracts in and around Liberal
- Haskell County: entire county (1 tract)

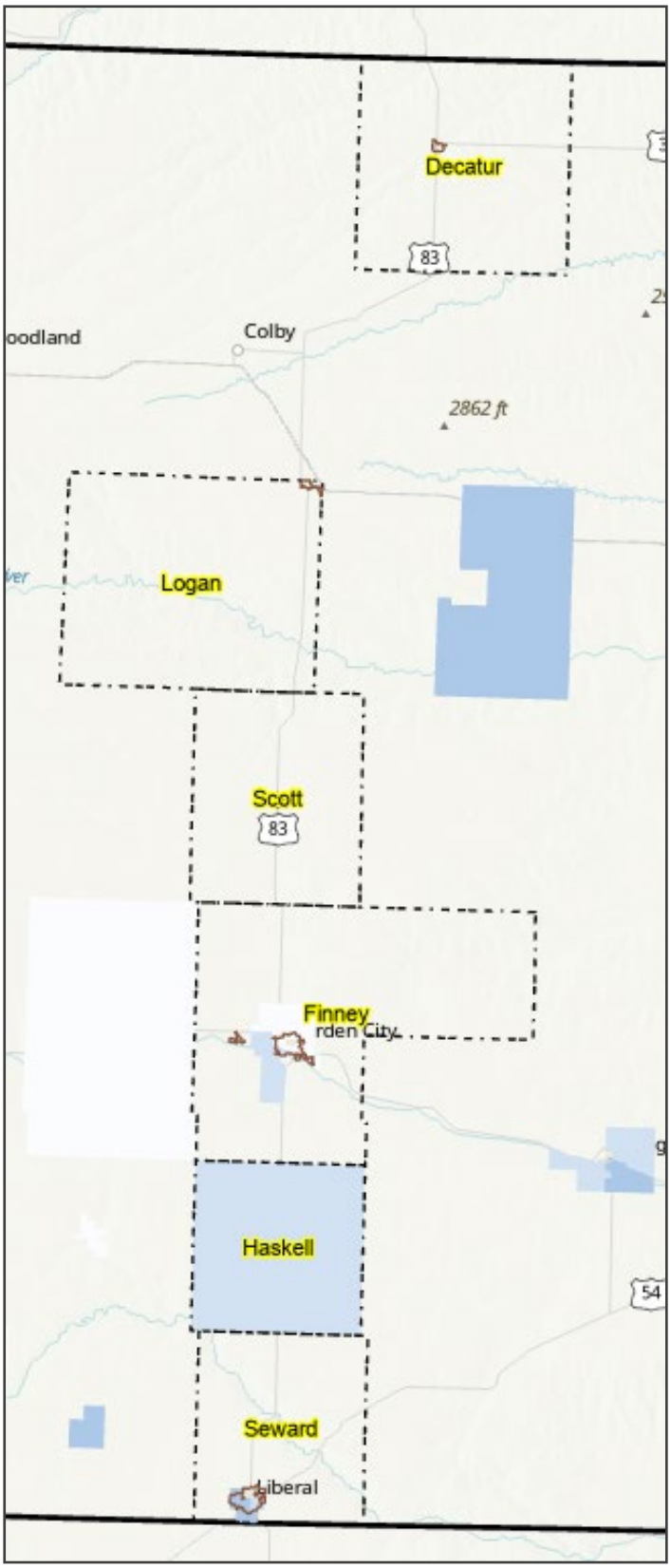


Figure 7 - Justice40 Census Tracts in Study Area, Source: ESRI (via CEJST)

Equity Analysis in US-83 Communities' Safety Action Plans

Equity is a fundamental component of a safety action plan and was incorporated into both the **High Risk Network (HRN) scoring** and **project prioritization**.

HRN scoring

The following equity definitions were overlaid for use in the HRN:

- SS4A Underserved Communities Census Tracts (USDOT)
- EJ Screen: Environmental Justice Screening and Mapping Tool (EPA)
- HEPGIS Maps: Socioeconomics and Equity Analysis (FHWA)
- Social Vulnerability Index (CDC)
- Justice40 Tracts (CEJST)

These five equity definitions were aggregated at the census tract level. If a tract was considered disadvantaged or an equity area by any of the equity tools, it was labeled as an equity area. Any intersections or roadways located in an equity area were scored higher than non-equity areas. See Appendix C – HIN/HIN Methodology for more detailed information about HRN scoring.

Project Prioritization

The USDOT Equitable Transportation Community (ETC) Explorer was utilized to define disadvantage when prioritizing projects. Projects in disadvantaged areas were given higher priority than non-disadvantaged areas.

However, this methodology presented challenges. Due to the low population density, many Census tracts encompass entire counties, which provides a low-resolution picture of where disadvantaged populations live. Entire jurisdictions which had no indicators of disadvantage were counted as disadvantaged because they were part of a larger Census Tract or Block Group which was disadvantaged as a whole. This aspect of the evaluation tools made it challenging to use disadvantaged areas as a differentiator when prioritizing projects. This was the case for the following counties and cities:

- Haskell County
- Scott County
- Logan County
- Decatur County
- Holcomb
- Scott City
- Oakley
- Oberlin

In these instances, equity conditions were noted for specific projects. Seward County and Finney County have multiple Census Tracts. In these Counties, as well as Garden City and Liberal, projects in equity tracts were prioritized over non-equity locations.

Appendix E – Project Selections and Recommendations Memo

U.S. 83 PROJECT SELECTIONS & RECOMMENDATIONS MEMO

U.S. 83 Corridor Transportation Safety Action Plan

Project Selections & Recommendations

Transportation safety action plans were developed for each of the six counties and six cities. Table 1 summarizes targeted locations with documented safety issues that are both prioritized in this U.S. 83 Transportation Safety Action Plan (TSAP) and taken from each of the community Comprehensive Safety Action Plans (CSAP) or SS4A Action Plans, organized by the geography and priority level. The recommendations were developed through a detailed crash analysis of the highest-ranking corridors and intersections identified in the priority network.

Table 1 - U.S. 83 Project Location Summary

#	Project Selection Location	Priority Level/Plan
Decatur County – There is no project location identified along U.S. 83 in Decatur County outside of Oberlin.		
Oberlin		
1	Intersection of U.S. 83 & U.S. 36	Oberlin CSAP Priority
2	U.S. 83 from Oak Street to West Commercial Street	Oberlin CSAP Priority
Sheridan County		
3	U.S. 83 from Oak Street to West Commercial Street	Priority Level 2
Logan County		
4	U.S. 83 from 5th Street to County Road 430/U.S. 40	Priority Level 1
5	U.S. 83 from 0.3 miles east of County Road 430 to 0.4 miles west of Freeman Avenue	Priority Level 1
6	U.S. 83 from 0.3 miles south of Freeman Avenue to 0.8 miles north of Cedar Crest	Priority Level 3
Oakley		
7	Intersection of U.S. 83 & U.S. 40	Oakley CSAP Priority
8	Intersection of U.S. 83 & Freeman Avenue	Oakley CSAP Priority
Scott County		
9	U.S. 83 from KS-95/E Road 290 (North Entrance to Lake Scott) to KS-95 (South Entrance to Lake Scott)	Priority Level 2
Scott City		
10	U.S. 83 from Clara Avenue/Road 140 to Park Lane	Priority Level 2
11	Intersection of U.S. 83 & K-96/5th Street	Scott City CSAP Priority
12	Intersection of U.S. 83 & 9th Street	Scott City CSAP Priority
Finney County		
13	U.S. 83 from Old Hwy 83 to Plymell Road	Priority Level 2 in Finney County SS4A Action Plan
14	U.S. 83/U.S. 50 from Big Lowe Road to Garden City Limits	Priority Level 2 in Finney County SS4A Action Plan
15	U.S. 83/U.S. 50 & 3rd Street	Priority Level 2 in Finney County SS4A Action Plan
16	U.S. 83 from Main Street to Old Hwy 83	Priority Level 3 in Finney County SS4A Action Plan
17	U.S. 83 from 6 Mile Road to Lowe Road	Priority Level 3 in Finney County SS4A Action Plan
18	Intersection of U.S. 83 & Annie Scheer Road	Priority Level 3 in Finney County SS4A Action Plan
19	Intersection of U.S. 83 & Burnside Drive	Priority Level 3 in Finney County SS4A Action Plan
20	Intersection of U.S. 83 & Campus Drive	Priority Level 3 in Finney County SS4A Action Plan
Garden City		
21	U.S. 83 from Spruce Street to Schulman Avenue	Priority Level 2

#	Project Selection Location	Priority Level/Plan
22	U.S. 83/50/400 Bypass through Garden City	Priority Level 3
Haskell County		
23	Intersection of U.S. 83 & U.S. 56	Priority Level 1 in Haskell County SS4A Action Plan
24	U.S. 83 from Haskell/Finney County Line to Road 90	Priority Level 3 in Haskell County SS4A Action Plan
25	Intersection of U.S. 83 & Road 120	Priority Level 3 in Haskell County SS4A Action Plan
Seward County		
26	U.S. 83 from US-160 to 1.5 miles south of U.S.-160	Priority Level 2
27	U.S. 83 from 0.14 miles south of Road 17 to 0.5 miles north of Road 17	Priority Level 2
28	U.S. 83 from County Road 13 to Satanta Cut Off Road	Priority Level 2
29	Intersection of U.S. 83 & N Kansas Avenue	Priority Level 2 in Seward County SS4A Action Plan
30	U.S. 83 from Pine Street to Oklahoma State Line	Priority Level 3 in Seward County SS4A Action Plan
31	Intersection of U.S. 83 & Ross Drive	Priority Level 3 in Seward County SS4A Action Plan
32	Intersection of U.S. 83 & Road 9	Priority Level 3 in Seward County SS4A Action Plan
33	Intersection of U.S. 83 & 7 Mile Road/Road 11	Priority Level 3
34	Intersection of U.S. 83 & Salley Road	Priority Level 3
Liberal		
35	U.S. 83 from Calvert Avenue to 15th Street	Priority Level 1 in Liberal SS4A Action Plan
36	Intersection of U.S. 83 & U.S. 54	Priority Level 1 in Liberal SS4A Action Plan
37	Intersection of U.S. 83 &Tucker Road/Road 6	Priority Level 2 in Liberal SS4A Action Plan

Decatur County Project Locations

There are no location-specific projects identified along U.S. 83 in Decatur County outside of Oberlin.

Oberlin Project Locations

1. Intersection of U.S. 83 & U.S. 36

This project was prioritized in the Oberlin CSAP and was selected due to high public interest and crash hotspot data. Recommendations include:

- **Short Term:** Coordinate with KDOT to discuss pros/cons of temporary configurations such as converting the intersection to a 4-way stop, adding transverse rumble strips or additional Stop Ahead signage on U.S. 83 approaching U.S. 36.

- **Long Term:** Coordinate with KDOT to perform a traffic study for the intersection to determine what a long-term configuration should be.

2. U.S. 83 from Oak Street to West Commercial Street

This project was prioritized in the Oberlin CSAP and was selected due to high public interest in the corridor. Recommendations include:

- **Short Term:** install curve warning signs in both directions as well as intersection warning signs for southbound traffic.
- **Long Term:** Perform a study for alternatives to improve intersection sight distance for eastbound Commercial Street traffic crossing/entering U.S. 83.

Sheridan County Project Locations

3. U.S. 83 from K-383 to A Lane

This project is prioritized in the U.S. 83 TSAP and is a **Priority Level 2.** Recommendations include:

- **Short Term:** Install wider edge lines and centerlines with retroreflective paint. Install advanced intersection warning signage. Improve stop sign visibility with retroreflective posts and stop lines. Improve signage and striping at railroad crossing and add
- **Long Term:** Perform a study for alternatives to intersection design at U.S. 83/KS-23/KS-383, including roundabout warrants. Consider a grade separation study.

Logan County Project Locations

4. U.S. 83 from 5th Street (approximately) to County Road 430/U.S. 40

This project is prioritized in the U.S. 83 TSAP and is a **Priority Level 1.** Recommendations include:

- **Short Term:** Install wider edge lines and centerlines with retroreflective paint.
- **Long Term:** Work with Union Pacific railroad to consider raising the cantilever crossing on U.S. 83 or a grade separation. Perform a study for alternatives to intersection design at U.S. 83/U.S. 40. & County Road 430 including roundabout and signal warrants.

5. U.S. 83 from 0.3 miles east of County Road 430 to 0.4 miles west of Freeman Avenue

This project is prioritized in the U.S. 83 TSAP and is a **Priority Level 1.** Recommendations include:

- **Short Term:** Install wider edge lines and centerlines with retroreflective paint. Consider installing transverse and edge line rumble strips. Evaluate the clear zone near the roadside.
- **Long Term:** Coordinate with KDOT to study and implement Speed Management Strategies.

6. U.S. 83 from 0.3 miles south of Freeman Avenue to 0.8 miles north of Cedar Crest

This project is prioritized in the U.S. 83 TSAP and is a **Priority Level 3.** This project should be evaluated further after addressing priority 1 and 2 locations.

Oakley Project Locations

7. Intersection of U.S. 83 & U.S. 40

This project was prioritized in the Oakley CSAP and was selected due to high public interest and crash hotspot data:

- **Short Term:** Coordinate with KDOT to perform study for consideration of transverse rumble strips and intersection lighting. Install if determined to be beneficial.
- **Long Term:**
- Coordinate with KDOT to perform a traffic study for the intersection to determine what a long-term configuration should be.
- Add additional step downs of the northbound speed limit from 65 mph as it approaches the town of Oakley to enhance safety and provide a smoother transition to lower urban speed limits.
- Replace one of the northbound through lanes with a dedicated left-turn lane, with the other lane being shared through/right turn lane.
- Evaluate sight distance to ensure adequate visibility for all drivers. The crest curve just west of the intersection may reduce sight distance to less than minimum standards.

8. Intersection of U.S. 83 & Freeman Avenue

This project location was prioritized in the Oakley CSAP and was selected due to high public interest and a high rate of crashes at the intersection.

- **Short Term**: Remove raised median on south leg to allow for easier turning of oversize loads
- **Long Term**: Coordinate with KDOT to perform traffic study for intersection to determine what long-term configuration should be

Scott County Project Locations

9. U.S. 83 from E Road 290 to KS -95

This project was prioritized in the U.S. 83 TSAP and is a **Priority Level 2.** Recommendations include:

- **Short-Term:** Add additional No Passing Zone advisory signage. Install curve warning signs in both directions as well as intersection warning signs.
- **Long-Term:** Study adding in passing lanes on this section of U.S. 83 between the two KS-95 intersections.

U.S. 83 & Road 30 (At Poky Feeders Entrance

This project was not prioritized in the U.S. 83 TSAP but was mentioned extensively in the task force and public meetings. Recommendations include:

- Add acceleration and deceleration lanes on U.S. 83 at the Poky Feeders Entrance.
- Enforce maintenance on the road entrance at Poky Feeders.
- Consider chem stabilized gravel or chip seal.

Scott City Project Locations

10. U.S. 83 from Clara Avenue/Road 140 to Park Lane

This project was prioritized in the U.S. 83 TSAP and is a **Priority Level 2.** Recommendations include:

- **Short Term:** Conduct an RSA to identify where safety improvements can be made. Study the Alice Avenue & U.S. 83 intersection.
- **Long Term:** Consider Access Management solutions and limit future driveways onto U.S. 83.

11. Intersection of U.S. 83 & K-96/5th Street

This project was prioritized in the Scott City CSAP and was selected due to high public interest and crash hotspot data:

- **Short Term:**
  - Add Leading Pedestrian Intervals (LPIs) to signal pedestrian phase.
  - Add high visibility backplates to traffic lights and street signs
  - Add high visibility pavement markings for crosswalks
  - Add curb bulb-outs and shorten pedestrian crossings
- **Long Term:** This intersection should also be a part of a study of downtown Scott City to understand a wider suite of improvements to enhance walkability and traffic flow. This should include consideration of medians, parking configurations, and other infrastructure improvements. Study a reconfiguration of lanes and a road diet through this Scott City corridor.

12. Intersection of U.S. 83 & 9th Street

This project was prioritized in the Scott City CSAP and was selected due to high public interest and a high rate of crashes at the intersection.

- **Short Term:**
  - Add LPIs to pedestrian signal phase
  - Add high visibility backplates to traffic lights and street signs
  - Add high visibility pavement markings for crosswalks
- **Long Term:**
  - Recommend study of 9th Street Corridor. Consider missing sidewalk sections, multi-use path, on-street bike lanes, etc. for long term configuration.
  - This area could be included as part of a larger Safe Routes to School (SRTS) program/study performed by the schools.
  - A TEAP study should be undertaken to determine the feasibility of turn lanes at this intersection.
  - Upgrade Signal Infrastructure to include:

- Overhead signal indications for every approach, improving visibility for all drivers.
- Pedestrian signal heads on every crossing leg for consistent pedestrian guidance.
- Intersection lighting on every corner.

U.S. 83 through Scott City (From 1st Street to Road 140)

This project was not prioritized in the U.S. 83 TSAP but was mentioned extensively in the task force and public meetings. Recommendations include:

- Conduct a road diet feasibility study to convert U.S. 83 from 4 lanes to 3 lanes, with a dedicated left turn lane.
- Install dedicated left turn lanes at intersections.

Finney County Project Locations

13. U.S. 83 from Old Highway 83 to Plymell Road

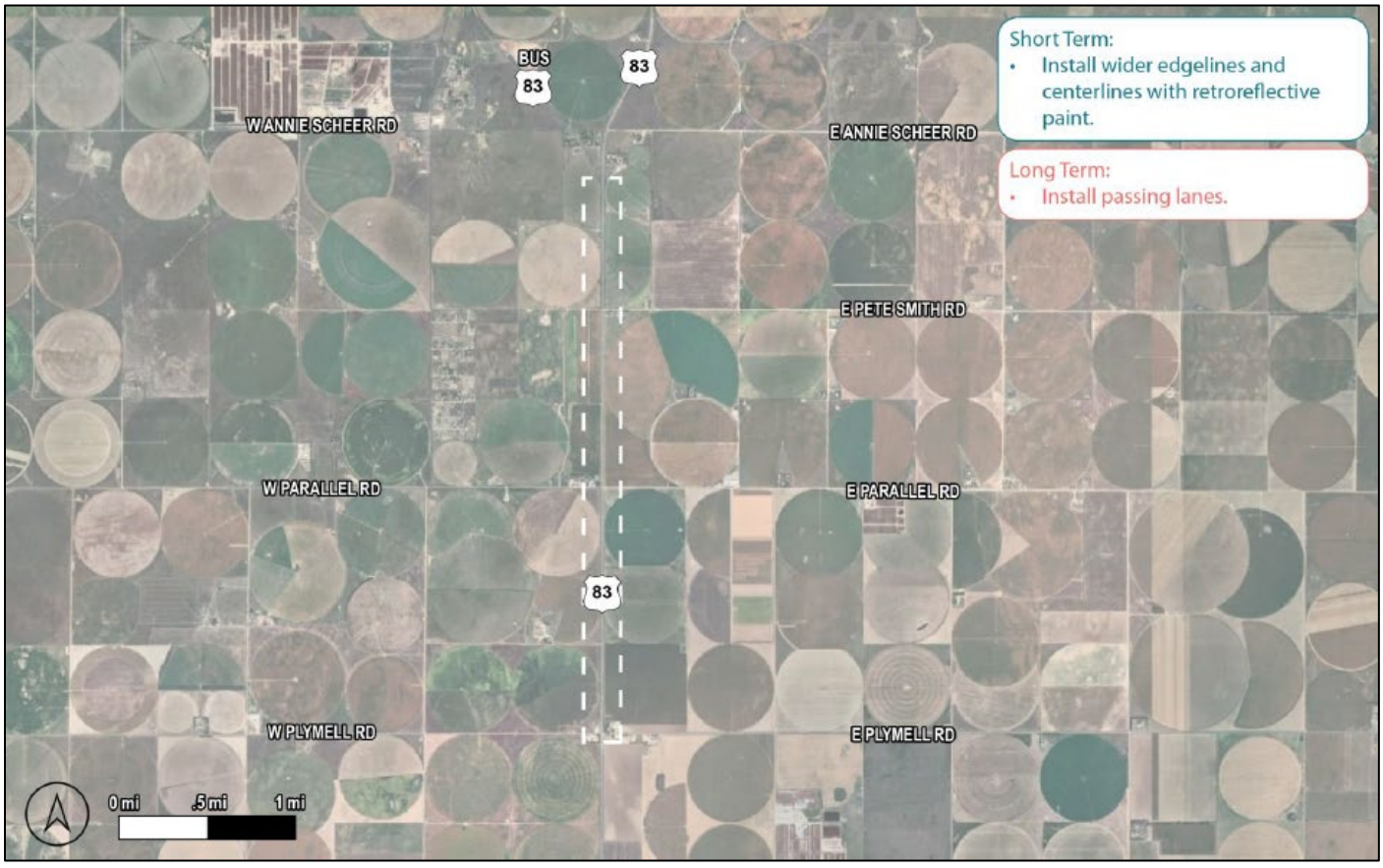


Figure 1 - U.S. 83 from Old Highway 83 to E Plymell Road. Sourced from the Finney County Action Plan (prepared by Kimley-Horn)

This project was prioritized on both the U.S. 83 TSAP and Finney County SS4A Action as a **Priority Level 2.** It was selected because it scored high on the HIN and HRN.

- **Short Term:** Install wider edge lines and centerlines with retroreflective paint

- **Long Term:** Install passing lanes as apart of the KDOT U.S. 83 Reconstruction and Passing Lanes in Finney County

14. U.S. 83/U.S. 50 from Big Lowe Road to Garden City Limits

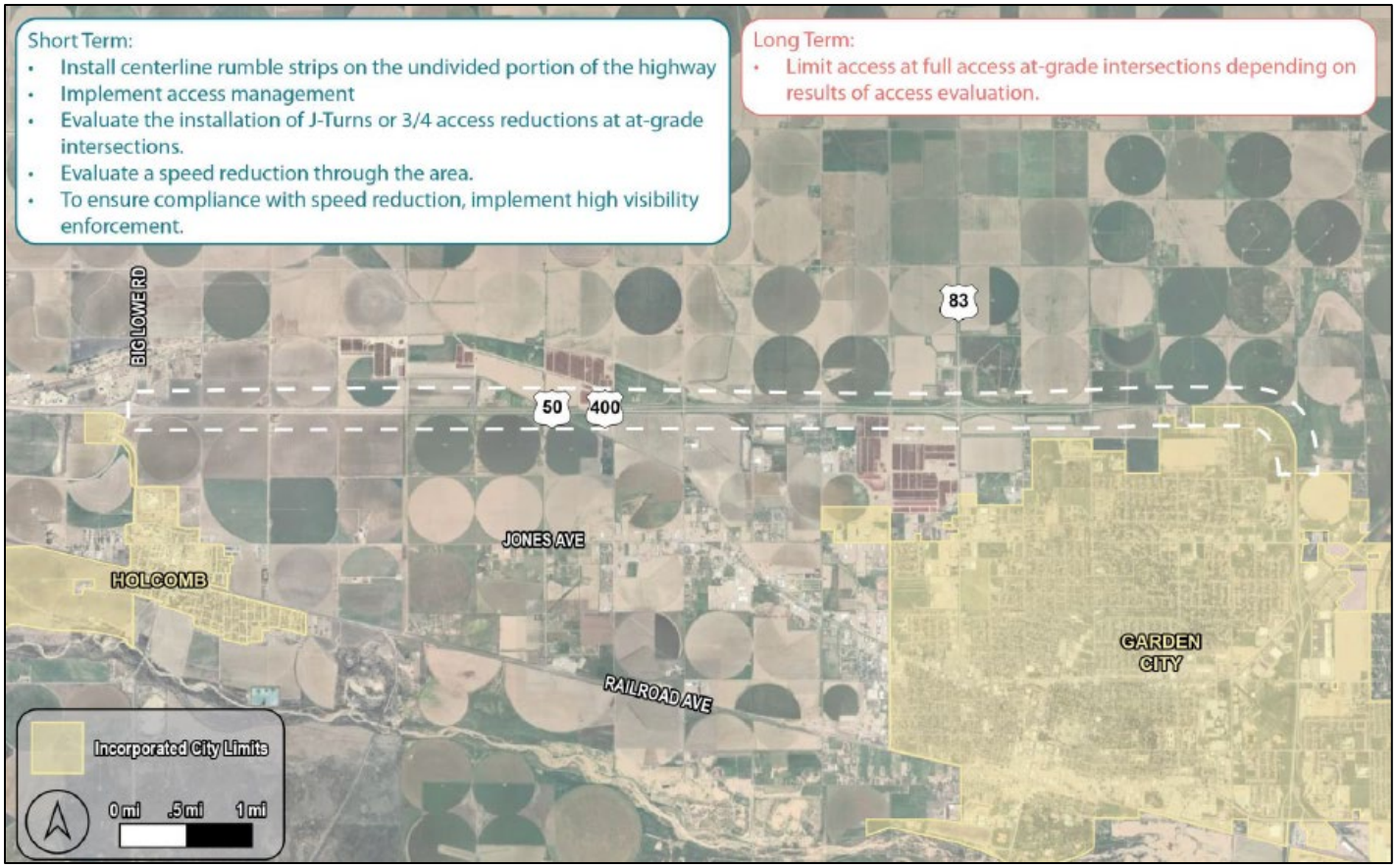


Figure 2 - U.S. 83/U.S. 50 from Big Lowe Road to Garden City Limits. Taken from Finney County Action Plan (prepared by Kimley-Horn)

This project location was prioritized on the Finney County SS4A Action and is a **Priority Level 2**. It was selected because it scored highly on the HRN and HIN.

- **Short Term:**
  - Install centerline rumble strips on the undivided portion of the highway.
  - Implement access management.
  - Evaluate the installation of J-turn or ¾ access interchanges at at-grade interchanges.
  - Evaluate a speed reduction through the area.
  - To ensure compliance with speed reduction, implement high visibility enforcement.

15. Intersection of U.S. 83/U.S. 50 & 3rd Street – U.S. 83 Priority Level 2 & Priority Level 2 in Finney County SS4A

This project was prioritized on both the U.S. 83 TSAP and Finney County SS4A Action as a **Priority Level 2.** It was selected because it scored high on the HIN and HRN.

- Install stop lines
- Install advanced intersection warning signage

- Install larger stop signs and/or add perimeter LEDs or flashing beacons
- Install required "Divided Highway" signage per MUTCD standards
- Implement an "Intersection Conflict Warning System
- Construct channelizing islands to improve sight distance and reduce crossing distance

Priority Level 3 Projects

Other Projects prioritized in the Finney County SS4A Action Plan as a **Priority Level 3** should be evaluated for safety improvements after addressing priority level 1 and 2 locations and include:

- **16. U.S. 83 from Main Street to Old Hwy 83**
- **17. U.S. 83 from 6 Mile Road to Lowe Road**
- **18. Intersection of U.S. 83 & Annie Scheer Road**
- **19. Intersection of U.S. 83 & Burnside Drive**
- **20. Intersection of U.S. 83 & Campus Drive**

Garden City Project Locations

21. U.S. 83 from Spruce Street to Schulman Avenue – Garden City

Figure 3 - U.S. 83 Garden City At-grade Intersection Short-term Recommendations

Figure 4 - Spruce Street Grade Separation Recommendation Concept

This project was prioritized on both the U.S. 83 TSAP and Garden City TSAP as a **Priority Level 2.**

- **Short Term:** Install advanced warning beacons on U.S. 83 approaching the signalized intersections.
- **Long Term:** Explore funding opportunities for grade-separated bicycle and pedestrian crossing of U.S. 83 through this corridor. Including an overpass concept at Spruce & U.S. 83 and an underpass concept just north of Spruce Street.

22. U.S. 83/50/400 Bypass through Garden City

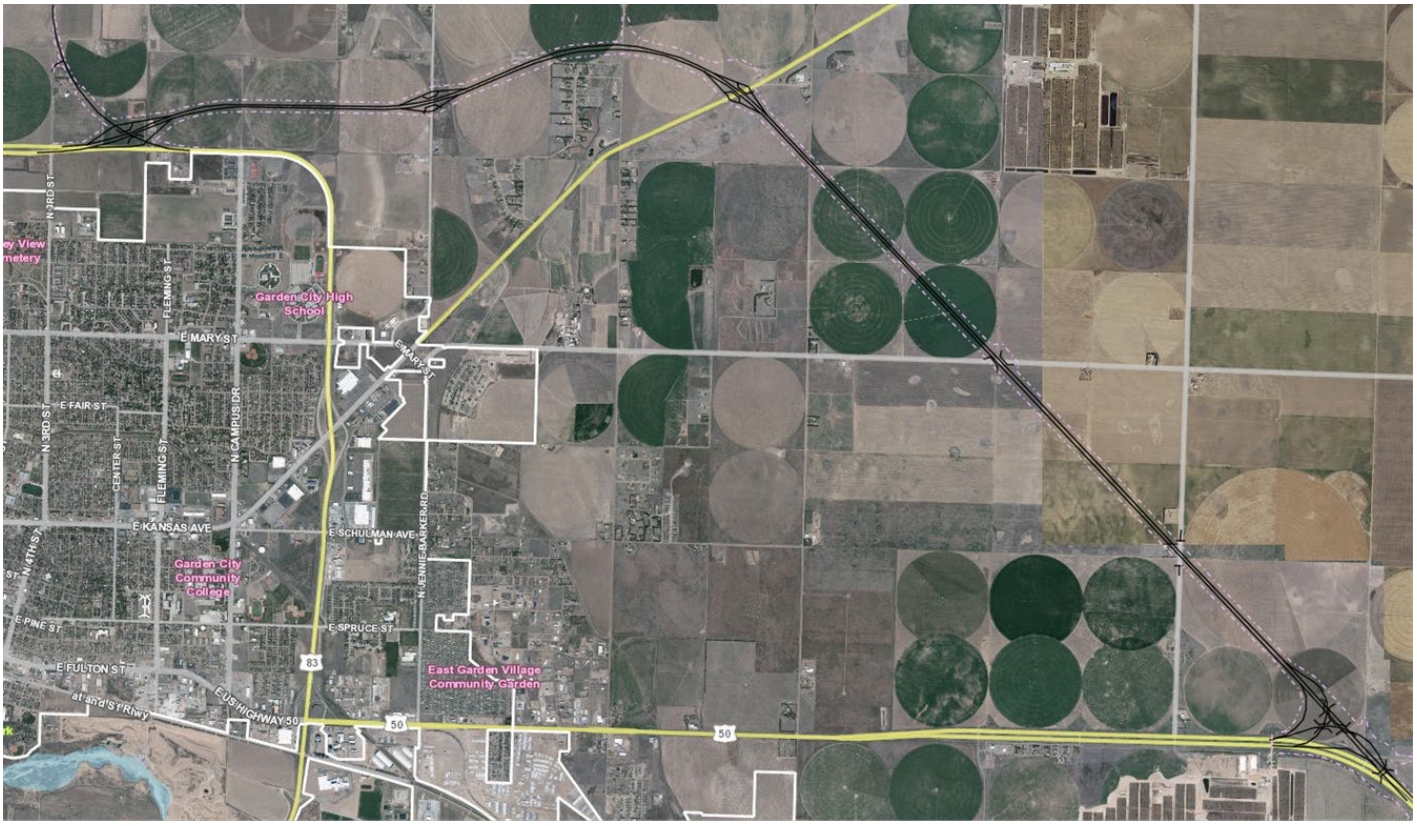


Figure 5 - U.S. 50/400 Bypass Report Concept

This project was prioritized on both the U.S. 83 TSAP and Garden City TSAP as a **Priority Level 2**.

- Advance the planned U.S. 50/400 bypass
- Begin planning efforts for an alternative U.S. 83 corridor as per Phase I U.S. 83 Master Plan (1999) and U.S. 83 Projects Identification and Needs Study (2010)

Haskell County Project Locations

23. Intersection of U.S. 83 & U.S. 56

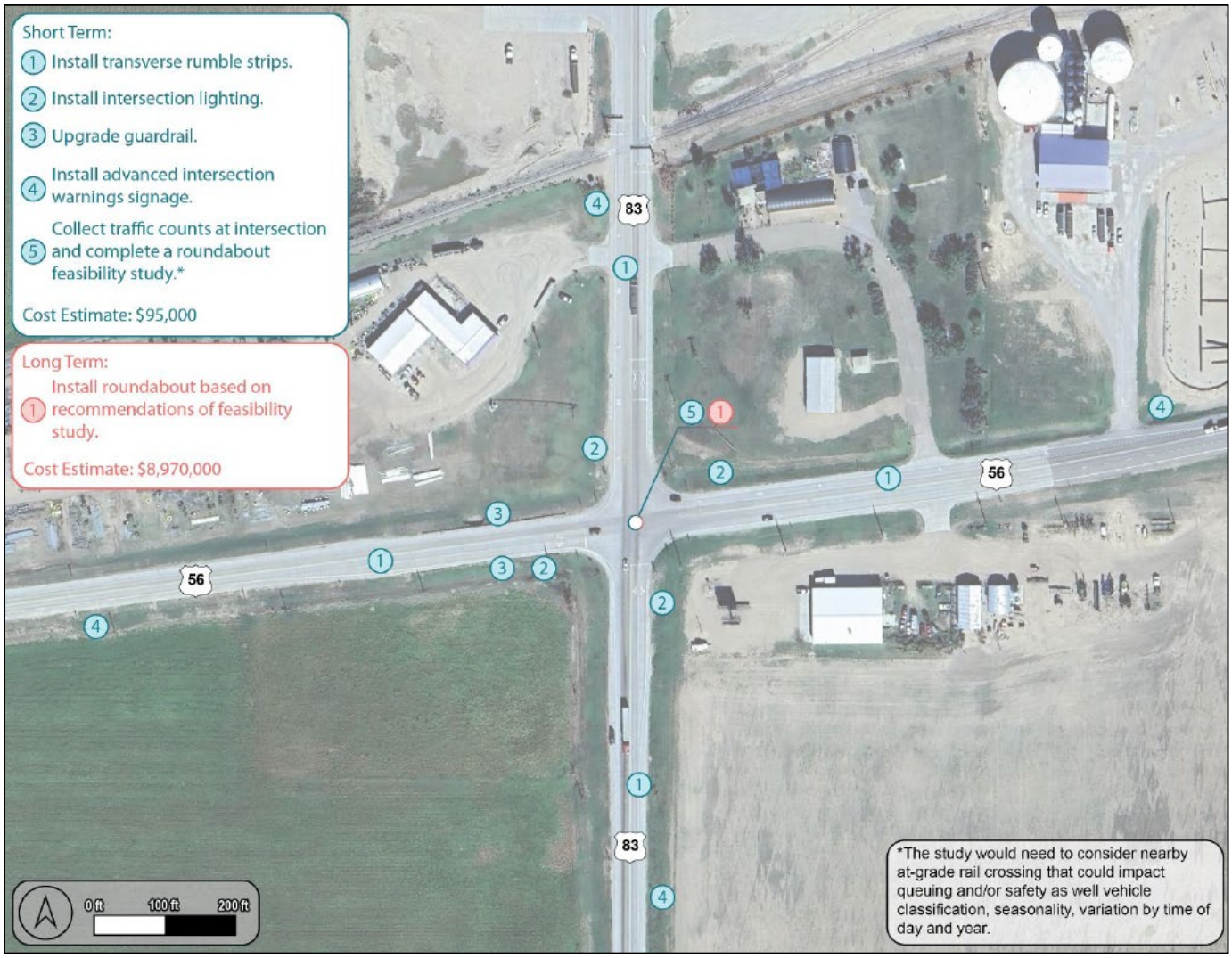


Figure 6 - Intersection of US-83 and US-56. Found in Haskell County Action Plan (prepared by Kimley-Horn).

This project was prioritized in the Haskell County SS4A Action Plan as a **Priority Level 1**. It was on the High-Risk Network (HRN) and received significant stakeholder feedback. Feedback from the public and stakeholders highlighted the need for change at this intersection to reduce instances of high-speed vehicles failing to yield at the existing four-way stop. Recommended improvements include:

- **Short Term:**
  - Install transverse rumble strips
  - Install intersection lighting
  - Upgrade guardrail
  - Install advanced intersection signage
  - Collect traffic counts at intersection and complete a roundabout feasibility study
- **Long Term:**

- Install roundabout based on recommendations of feasibility study.

Priority Level 3 Projects

Other Projects prioritized in the Finney County SS4A Action Plan as a **Priority Level 3** should be evaluated for safety improvements after addressing priority level 1 and 2 and include:

- **24. U.S. 83 from Haskell/Finney County Line to Road 90**
- **25. Intersection of U.S. 83 & Road 120**

Seward County Project Locations

26. U.S. 83 from US-160 to 1.5 miles south of US-160

This project was prioritized in the U.S. 83 TSAP as a **Priority Level 2.** Recommended improvements include:

- **Short-term:** install an advanced warning beacon for windy conditions along the roadway. Evaluate the area for wildlife crossing warning signage or mitigation.

27. U.S. 83 from 0.14 miles south of Road 17 to 0.5 miles north of Road 17

This project was prioritized in the U.S. 83 TSAP as a **Priority Level 2.** Recommended improvements include:

- **Short-term:** Consider installing curve safety solutions such as Dynamic Speed Feedback Signs, Dynamic Curve Warning Systems, and Speed Advisory Markings in Lane.
- **Long-term:** Study the need for targeted wildlife crossing signage near the Cimarron River crossing and other potential wildlife crossing conflict countermeasures.

28. U.S. 83 from County Road 13 to Satanta Cut Off Road

This project was prioritized in the U.S. 83 TSAP as a **Priority Level 2.** Recommended improvements include:

- **Short-term:** implement curve safety solutions approaching Satanta Cut Off Road like Dynamic Speed Feedback Signs, Dynamic Curve Warning Systems, and Speed Advisory Markings in Lane.

29. Intersection of U.S. 83 & North Kansas Avenue

This project was prioritized in the Seward County SS4A Action Plan as a **Priority Level 2.** Recommended improvements include:

- Conduct traffic counts and perform traffic signal warrant analysis
- Analyze roundabout feasibility
- Coordinate with KDOT on installation of additional warning signs along U.S. 83 and consider use of warning beacon
- Coordinate with KDOT on review of posted speed limits along U.S. 83, in accordance with any changes to speed limit setting guidance are made at the state level following its adoption of the latest edition of the MUTCD

- Coordinate with KDOT on installation of a roundabout, traffic signal, or "Green-T" style intersection.

Other Projects prioritized in the Seward County SS4A Action Plan as a **Priority Level 3** should be evaluated for safety improvements after addressing priority level 1 and 2 and include:

- **30. U.S. 83 from Pine Street to Oklahoma State Line**
- **31. Intersection of U.S. 83 & Ross Drive**
- **32. Intersection of U.S. 83 & Road 9**
- **33. Intersection of U.S. 83 & 7 Mile Road/Road 11**
- **34. Intersection of U.S. 83 & Salley Road**

Liberal Project Locations

35. U.S. 83 from Calvert Avenue to 15th Street

Figure 7 - U.S. 83 from Calvert Avenue to 15th Street. Found in the Liberal, Kansas Action Plan (prepared by Kimley-Horn)

This project location was prioritized in the Liberal SS4A Action Plan as a **Priority Level 1** and was selected because it scored high on the HRN and HIN. The skew of the intersection at Tucker Road/Road 6 also creates a concern. Project location recommendations include:

- **Short Term:**
  - Install intersection ahead signage.
  - Install chevrons.
  - Install in-lane curve warning pavement markings.
  - Conduct traffic counts.
  - Perform traffic signal warrant and roundabout feasibility analysis.
- **Long Term:**
  - Install traffic signals or roundabout if warranted by traffic study.

36. Intersection of U.S. 83 & U.S. 54 – U.S. 83 Priority Level 1 & Priority Level 1 in Liberal SS4A Action Plan

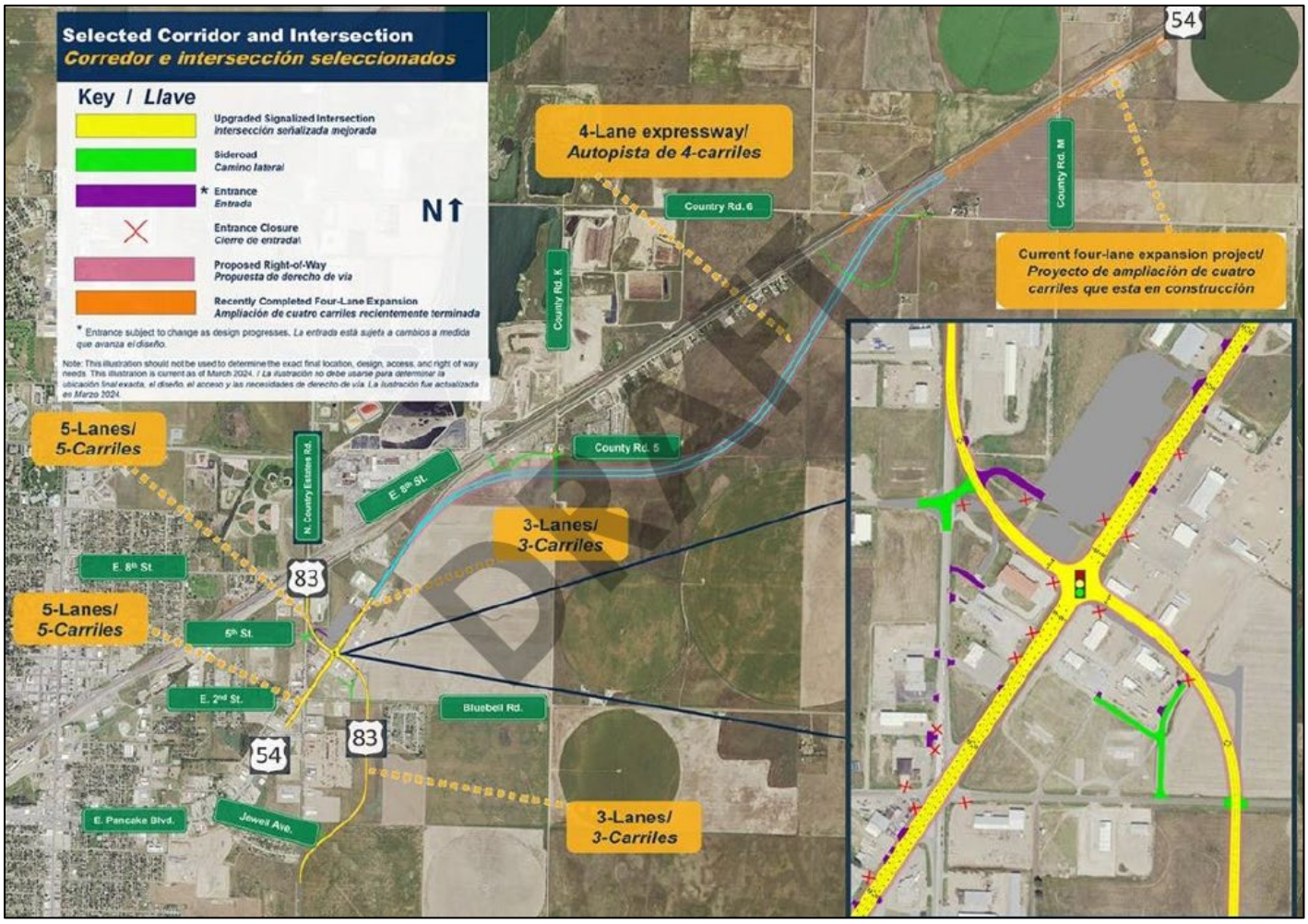


Figure 8 - U.S. 83/U.S. 54 Realignment Project (Source: KDOT)

This project location was prioritized in both the U.S. 83 TSAP & Liberal SS4A Action Plan as a **Priority Level 1**. It was selected because it scores high on both the HRN and HIN. This location also received significant stakeholder and public feedback. A project to improve the intersection is currently in progress.

- **Short Term:**
  - Engage with and provide feedback to KDOT as they study and design the new intersection
  - Advocate for pedestrian facilities during the design process
- **Long Term:**
  - Implement recommended improvements from the KDOT IKE project.

Other Projects prioritized in the Liberal SS4A Action Plan as a **Priority Level 2** should be evaluated for safety improvements after addressing priority level 1 include:

- **37. Intersection of U.S. 83 &Tucker Road/Road 6**

This page left blank intentionally.