

Executive Summary

Purpose and Methodology

The Kansas Department of Transportation conducted a survey of Kansas residents during January 2002. The purpose of the survey was to gather statistically valid input from residents about issues related to the development of a trafficway on the south side of the City of Lawrence.

Residents were asked to provide input on a wide range of issues including:

- frequency of travel on K-10/23rd Street in Lawrence
- concerns about traffic congestion on K-10/23rd Street in Lawrence
- concerns about travel safety on K-10/23rd Street in Lawrence
- importance of various issues that could affect the location and type of improvements that are made to K-10 in Lawrence
- support for the development of a four-lane trafficway on the south side of Lawrence

The survey was administered by phone to a stratified random sample of 1200 households. The sample was stratified to ensure that the results would be statistically valid for four subregions: (1) the City of Lawrence, (2) Douglas County (outside Lawrence), (3) Topeka/eastern Shawnee County, and (4) western Johnson County. A total of 600 residents were surveyed in Douglas County (400 in the City of Lawrence and 200 outside the city); 300 residents were surveyed in Topeka/eastern Shawnee County, and 300 were surveyed in western Johnson County. The overall results for the sample of 1200 households have a 95% level of confidence with a precision of at least +/- 2.9%. The results for each of the subregions have a 95% level of confidence with a precision of between +/- 4.9% and +/- 6.9%.

This report contains (1) a summary of the major findings, (2) charts depicting the overall results of the survey, (3) tables that show the results for each of the four subregions, and (4) a copy of the survey instrument.

South Lawrence Trafficway Citizen Survey Results

Major Findings

Distance Residents Travel thru the City of Lawrence on K-10/23rd Street

Forty-three (43%) of those surveyed indicated that they drove completely thru the City of Lawrence the last time they traveled on K-10/23rd Street. Residents of Topeka/eastern Shawnee County were the most likely to have driven completely thru the city (61%). Residents who live in Douglas County (outside Lawrence) were the least likely to have driven completely thru the city (28%).

How Residents Rate the Flow of Traffic on K-10/23rd Street in Lawrence

Nearly three-fourths (73%) of those surveyed rated the flow of traffic along K-10/23rd Street in Lawrence as “fair” or “poor.” Only 3% rated the flow of traffic as “excellent,” and 22% rated it as good. 2% did not have an opinion. Residents of Johnson and Shawnee counties were generally more satisfied with the flow of traffic along K-10/23rd Street than residents of Lawrence and Douglas County. More than 40% of the residents in Lawrence and Douglas County rated traffic flow along K-10/23rd Street as “poor.” Less than 30% of the residents of Johnson and Shawnee counties rated the traffic flow as “poor.”

Number of Stops Residents Make in Lawrence on the Way to Their Final Destination

70% of the residents surveyed indicated that they made at least one stop in the City of Lawrence on the way to their final destination the last time they traveled along K-10/23rd Street; 36% made three or more stops. Residents of Topeka/eastern Shawnee County were the least likely to stop in Lawrence; 37% of the residents from Topeka/eastern Shawnee County did not make any stops in Lawrence. Residents of Douglas County (outside Lawrence) were the most likely to stop in Lawrence; more than 80% made at least one stop in Lawrence on the way to their final destination the last time they traveled on K-10/23rd Street.

Residents Think the Amount of Traffic on K-10/23rd Street Has Increased Significantly

More than two-thirds (71%) of those surveyed who have been driving on K-10 thru Lawrence for at least five years thought the amount of traffic on K-10/23rd Street had increased significantly compared to 5 years ago; 19% thought it had increased slightly, and 6% thought it had stayed the same. Only 1% felt it had decreased; 3% did not have an opinion.

Residents Think Travel on K-10/23rd Street Has Become More Dangerous

More than half (51%) of the residents surveyed who have been traveling on K-10 Highway thru Lawrence for at least five years thought that travel on K-10/23rd Street had become more dangerous during the past five years. Only six percent (6%) thought that travel on K-10/23rd Street had become safer; 40% thought it had stayed the same, and 3% did not have an opinion. 62% of Lawrence residents thought that travel along K-10/23rd Street had become more dangerous compared to 41% of the residents from Johnson County.

South Lawrence Trafficway Citizen Survey Results

Concern About Traffic Flow on K-10/23rd Street in Lawrence

84% of those surveyed were either “very” or “somewhat” concerned about traffic flow along K-10/23rd Street in Lawrence. 14% were not concerned, and 2% did not have an opinion. Residents of Lawrence and Douglas County were slightly more concerned than residents of Johnson and Shawnee Counties.

Concern About Driver Safety on K-10/23rd Street in Lawrence

87% of those surveyed were either “very” or “somewhat” concerned about driver safety on K-10/23rd Street in Lawrence. 12% were not concerned, and 1% did not have an opinion. Residents of Lawrence and Douglas County were slightly more concerned than residents of Johnson and Shawnee Counties.

Most Important Issues to Consider When Selecting the Location and Types of Improvements to Be Made to K-10 in Lawrence

The relative importance that residents placed on issues that could affect the type and location of improvements to K-10 Highway in Lawrence was the same in all four subareas that were included in the survey. Based on the top choices given by respondents, residents in all four subareas thought that the following issues were the most important to consider: driver safety (70%), relieving traffic congestion (44%), preservation of the environment/wetlands (26%), and preserving Native American Culture (19%). Although items were ranked in the same order by residents in all four subareas, residents of Lawrence and Douglas County placed significantly more importance on the relief of traffic congestion than residents of Johnson and Shawnee counties.

Support for the Development of a South Lawrence Trafficway

78% of the residents surveyed were either “very” (57%) or “somewhat” (21%) supportive of the development of a new trafficway on the south side of Lawrence that connects K-10 on the east side of Lawrence with the Kansas Turnpike near Lecompton. Only 9% were not supportive and 13% did not have an opinion. Support for the development of a new trafficway on the south side of Lawrence was about the same in all four subareas: (Lawrence – 77%, Douglas County outside Lawrence – 78%, western Johnson County – 77%, Topeka/eastern Shawnee County – 80%).

How Residents Think Traffic Flow on K-10/23rd Street Compares to Other Urban Areas

About half (49%) of those surveyed thought traffic flow on K-10/23rd Street in Lawrence was “about the same” as traffic flow in other urban areas of northeastern Kansas. 36% thought it was worse; 11% thought it was better, and 4% did not have an opinion. Residents of Lawrence and Douglas County were significantly more likely to think that the traffic flow was “worse” than other urban areas in northeastern Kansas than residents of Johnson and Shawnee counties.

South Lawrence Trafficway Citizen Survey Results

How Likely Residents Would Be to Use a New Trafficway on the South Side of Lawrence

72% of the residents surveyed indicated were either “very” (51%) or “somewhat” (21%) likely to use a new trafficway on the south side of Lawrence that connects K-10 on the east side of Lawrence with the Kansas Turnpike near Lecompton; 18% were “not likely,” and 10% did not have an opinion. Residents of Topeka/eastern Shawnee County were the most likely to use the trafficway (80%). Residents of western Johnson County were the least likely (67%).

Best Ways to Inform Residents About the Project

Information in local newspapers (67%) was the preferred source of information about planned improvements to K-10 Highway in Lawrence. Television (48%) was the second most preferred source.

Residents Generally Think Safety Improvements Alone Would Be Enough to Justify the Development of a New Trafficway on the South Side of Lawrence

More than half (62%) of those surveyed said that safety improvements alone would be enough to justify the development of a new trafficway on the south side of Lawrence that links K-10 on the east side of Lawrence with the Kansas Turnpike near Lecompton.

Residents Generally Think Traffic Flow Improvements Alone Would Be Enough to Justify the Development of a New Trafficway on the South Side of Lawrence

Two thirds (67%) of those surveyed thought traffic flow improvements alone would be enough to justify the development of a new trafficway on the south side of Lawrence that links K-10 on the east side of Lawrence with the Kansas Turnpike near Lecompton.

Desirability of a Four-Lane Trafficway on the South Side of Lawrence

Most (83%) of those surveyed thought it would be “very desirable” (54%) or “somewhat desirable” (29%) to have a four-lane traffic way on the south side of Lawrence that links K-10 on the east side of Lawrence with the Kansas Turnpike near Lecompton. 8% thought it was not desirable, and 9% did not have an opinion.